



City of Sarnia Official Plan



**CITY OF SARNIA
OFFICIAL PLAN**

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1.0 INTRODUCTION

1.1 Purpose of this Plan

- a) This Official Plan (this Plan) is the City of Sarnia's primary tool for implementing long-range Provincial, County and City-wide land use policy. The detailed policies of this Plan build upon the community's Successful City objective for the future and a number of fundamental planning principles and supportive policies. Further, the Successful City objective, the fundamental planning principles and supporting policies are inextricably linked to provide the City with a comprehensive framework within which to guide decision making about future growth, and to manage change in a way that ensures Sarnia's reputation as a Successful City that is a desirable place to live, work, play, and to invest in.
- b) This Plan represents a long-range framework, but it is also a dynamic document that will respond to changing circumstances over time. This Plan is about making strategic choices and shaping Sarnia's collective future. This Plan:
 - i. Sets out the Successful City objective for where and how Sarnia will grow over the time horizon of this Plan. Fundamental planning principles and supportive policies move the City towards being a Successful City.
 - ii. Indicates that being a Successful City is about getting the fundamentals right. Building a Successful City means making choices about how growth will be accommodated and how development will improve the City. In a Successful City, decision-making must take into account:
 - > Economic/operational sustainability;
 - > Environmental sustainability;
 - > Social/cultural sustainability; and,
 - > Institutional sustainability.
 - iii. Provides direction and guidance on the management of Sarnia's historic commercial areas including Downtown Sarnia and Mitton Village, as well as the City's distinct neighbourhoods, mixed-use areas, employment areas as well as its rural/agricultural area;
 - iv. Ensures the protection and management of source water resources, natural heritage and cultural heritage resources; and,
 - v. Guides the provision of municipal infrastructure services and public service facilities, including a strategy for phasing and the assignment of municipal infrastructure capacity over time.
- c) This Plan:
 - i. Has been prepared under the legislative authority of the Ontario Planning Act;
 - ii. Applies to all lands within the corporate boundaries of the City of Sarnia;

- iii. Must implement and conform with the policies of the County of Lambton Official Plan, as it is amended from time to time; and,
 - iv. Must be consistent with the Provincial Policy Statement (2020), as it is amended from time to time, and must implement and conform with various pieces of Provincial legislation, plans, policy statements and guidelines, as they are prepared and/or amended from time to time.
- d) None of the provisions of this Plan shall apply to Lands that are part of the Aamjiwnaang First Nation, as specifically identified on the Schedules to this Plan.

1.2 Engagement with Indigenous Peoples

- a) The City recognizes those Indigenous peoples who reside in, have historical connections to and contribute to the community in Sarnia and the surrounding area today. The City acknowledges the historical and cultural perspective of Indigenous peoples and their unique relationship with the land.
- b) This Plan seeks to fulfill the directives of the Province of Ontario as set out in the Provincial Policy Statement. The consultation process through which this Plan was prepared has reached out to area First Nations and Metis to:
 - i. Coordinate on land use planning, municipal service infrastructure and emergency services matters; and,
 - ii. Consider their interests when identifying, protecting and managing cultural heritage and archaeological resources.
- c) At this time of reflection on the relationship with Indigenous peoples both past, present and moving forward, the City seeks to fulfill this direction and, where possible, help continue on the path of reconciliation.

1.3 Implementing this Plan

- a) All planning and development decisions in the City of Sarnia shall be in conformity with all relevant Provincial and County of Lambton policies, and shall be consistent with the Provincial Policy Statement. Where there is a conflict between any policy of this Plan and any policy of the Province or the County, the policy of the upper-tier jurisdiction shall apply.
- b) Upon approval of this Plan by the County of Lambton:
 - i. All By-laws passed by the City and all new public and private development/works, including transportation facilities, municipal service infrastructure and public service facilities must conform with the provisions of this Plan; and,
 - ii. The City, within 3 years, shall prepare a new Zoning By-law that shall conform with, and implement the provisions of this Plan.

- c) In addition to the Zoning By-law, other key implementing By-laws that will assist the City in achieving the provisions of this Plan may include a Parkland Dedication By-law, a Community Benefits By-law and a Development Charges By-law.
- d) Further, a host of other Council adopted Manuals, Master Plans and Strategies are needed to bring this Plan to life. All development shall be required to be consistent with the concepts and directives of those Manuals, Master Plans and Strategies. All Council Adopted Manuals, Master Plans and Strategies are expected to support one another and support the Successful City Objectives, Fundamental Planning Principles and supportive policies as set out in this Plan.
- e) Where there is a conflict between the policies of this Plan and the concepts and directives of any Council Adopted Manual, Master Plan or Strategy, the policies of this Plan shall prevail.

1.4 Interpreting this Plan

- a) The Successful City objective, Fundamental Planning Principles and supportive policies of this Plan are interconnected and interrelated. Decision-making will be based on conformity with all the relevant policies of this Plan. Further, as a Successful City, decisions about development will need to integrate environmental, social and economic perspectives so that today's needs can be met, without compromising the ability of future generations to meet their needs.
- b) This Plan is intended to be read and interpreted as a whole. All policies of this Plan must be considered together to guide its interpretation and determine conformity. Individual policies should not be read or interpreted in isolation from other relevant policies.
- c) The Successful City objective, Fundamental Planning Principles, supportive policies and the schedules and tables contained in this Plan constitute the City of Sarnia Official Plan. The schedules and tables included within this Plan must be read together with the policies of this Plan. In the case of a discrepancy between the policies of this Plan and a related schedule, or table, the policies shall take precedence.
- d) Photographs, sidebar text and diagrams, and the associated appendices are non-statutory elements of this Plan and are provided for clarification purposes only.
- e) The location of boundaries and symbols, including land use designations shown on the schedules to this Plan, are intended to indicate the general location, except where they coincide with highways, roads, railways, watercourses or other bodies of water, or other clearly recognizable or defined physical features. Future road and active transportation networks shown on the schedules to this Plan are illustrated conceptually and are in approximate locations only.
- f) Where a parcel of land is subject to two or more land use designations, the policies of each designation shall apply to the portion of the lands so designated.
- g) This Plan includes a number of words or phrases that require a common understanding of their meaning:

- i. The term “conform with” when used in this Plan means to comply with the policies or requirements of this Plan. Conformity is a mandatory requirement of this Plan, unless otherwise modified by specific wording to the contrary;
 - ii. The term “consistent with” when used in this Plan means to comply/conform with the policies or requirements of this Plan, unless there are compelling circumstances that do not permit compliance/conformity;
 - iii. The use of the words “shall”, “will”, or “must”, when used in connection with an action by the City are not to be interpreted as the City's requirement to undertake actions immediately or as a commitment on the part of the City to take action within a specified time frame;
 - iv. The use of the words “shall”, “will”, or “must”, when used in connection with a requirement for development applications, is a mandatory policy or requirement of this Plan;
 - v. The use of the words “should” or “may” when used in this Plan means something that ought to be done. It is however, a discretionary, not a mandatory policy or requirement of this Plan;
 - vi. The term “encourage” when used in this Plan means to give support to, or give favorable consideration to a matter or thing, and,
 - vii. The term “enhance” when used in this Plan means to complement and improve the physical, functional, aesthetic or intrinsic value of the natural environment, neighbourhood, place, area, building, structure or facility.
- h) For the purpose of interpreting this Plan, the definitions in the Planning Act, the Ontario Heritage Act, the Provincial Policy Statement and other applicable Provincial legislation, plans and guidelines shall apply. In all other instances, terms shall be defined in accordance with the definitions included within the Zoning By-law and, if no other definition is provided, reference to the Canadian Oxford Dictionary.

2.0 ENVISIONING SARNIA - 2046

2.1 The Successful City Objective

- a) This Plan promotes Sarnia as a Successful City. As Sarnia moves into the next millennium, success will be measured through a whole host of elements that will continue to define the City as a great place to live, to work; to play and to invest in.
- b) A Successful City recognizes existing, historic land use patterns and development trends and builds upon these patterns and trends to promote efficient, cost-effective development and land use changes that will stimulate economic growth while protecting the natural environment and public health.
- c) Being a Successful City means making informed choices that take into consideration a number of interrelated planning principles. Every decision has implications for infrastructure, for quality of life, for growth management, for economic development, for environmental protection and for social cohesion. Decision making must be interdisciplinary, integrated and strategic to ensure economic, cultural, environmental and social rewards.

2.2 5 Fundamental Planning Principles

- a) The public consultation program associated with the development of this Plan identified a number of themes which, in turn, form the basis for a number of highly inter-related Fundamental Planning Principles that support Sarnia as a Successful City. Many of the Fundamental Planning Principles in this Plan reflect Provincial and County of Lambton planning policy directives. Overall, the Fundamental Planning Principles for a Successful City are highly interrelated and integrated throughout this Plan. The Fundamental Planning Principles articulated in this Section of this Plan are overarching, and are to be applied to all land use planning decisions made by the City of Sarnia.
- b) Achieving a Successful City requires consideration of the following 5 highly interrelated, Fundamental Planning Principles:

Principle 1: A Sustainable/Resilient City

Policies that implement the principles of sustainability/resiliency will lead to safer, more active, healthier, financially prosperous and resource conscious communities. A Sustainable/Resilient City will also meet the challenges of climate change, and other environmental issues through integrated solutions rather than through fragmented, incremental approaches that meet one objective at the expense of the others. Integrating the principle of sustainability/resiliency helps the City to manage its human, natural and financial resources equitably and takes a long-term view – one that is focused on both present and future generations.

Principle 2: A Complete Community

The principle of a complete community requires that the City be able to meet people's needs for daily living throughout their entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, public service facilities and a robust parks and open space system. Convenient access to public transit and options for active transportation are crucial elements of a complete community.

Principle 3: A Beautiful and Well-Designed City

The principle of being a beautiful and well-designed City promotes a sense of pride as a place to live and a sense of stewardship in its long-term care and maintenance. Crucial to a beautiful and well-designed City is the attention to the inter-play among built form, the public realm and the natural environment, including the Lake Huron Waterfront and the St. Clair River.

Principle 4: A Healthy City

The principle of being a healthy City consciously seeks to improve the health of its citizens by putting public health high on the social and political agenda. Physical, social and mental well-being are the necessary components of public health, including access to healthy food, clean air and water, and opportunities for physical activity. The built environment should be designed to create opportunities that encourage residents to be physically active and socially engaged.

Principle 5: A Viable City

The principle of being a Viable City is to actively support economic development initiatives that create a full range of employment opportunities and to ensure that development is efficient and cost-effective. In planning for a Viable City, there is inherent flexibility to allow new development to respond to the marketplace over time and to intensify over time.

3.0 POLICIES FOR A SUCCESSFUL CITY

3.1 Policies for a Sustainable/Resilient City

Elements of the Principle of a Sustainable/Resilient City

- a) Elements of the principle of a Sustainable/Resilient City included within this Plan include:
 - i. Support a high quality of life by encouraging initiatives that improve social equity;
 - ii. Meet the challenges of climate change and other environmental issues through integrated solutions related to support for intensification and a compact urban structure, support for transit and active transportation, protection of the natural environment, the responsible use of resources, waste reduction, reductions in greenhouse gas emissions, and reductions in the demand for energy and water;
 - iii. Ensure that the City can effectively respond to natural or human-made emergencies because it has a plan in place, responsibilities assigned and facilities available, including access to power, food, water, health care and emergency services during and immediately following a disaster event;
 - iv. Utilize the tools provided to the City through the Planning Act and the Development Charges Act to ensure that new development provides appropriate municipal service infrastructure, roads, parks, public service facilities and social services and that new development does not place any undue financial burden on the City's taxpayers; and,
 - v. Encourage development that includes higher-density built forms and higher-intensity land uses as a way of reducing land consumption and maximizing the efficiency and cost-effectiveness of municipal service infrastructure.

Range of Practices

- b) The City of Sarnia has declared a Climate Change Emergency. It is recognized that climate change is a serious issue that must be addressed by all levels of government. The City will address climate change adaptation by implementing a Climate Change Action Plan + Implementation Strategy that will:
 - i. Establish climate change adaptation policies which would apply to all capital works projects, including those within existing neighbourhoods;
 - ii. Include comprehensive strategies to reduce greenhouse gas emissions and improve resiliency; and,
 - iii. Establish greenhouse gas inventories and reduction targets and include actions for meeting those targets.

- c) Sustainable/resilient development will lead to safer, more active, healthier, financially prosperous and resource conscious communities. The City will promote a broad range of practices associated with sustainable/resilient development that are directly intended to promote the City's response to climate change.
- d) The City will use its array of plans, studies and Council resolutions, as well as the Urban Design Guidelines, to help guide development and redevelopment to be more sustainable. The City may consider the use of tools such as the Community Benefits Charge By-law, Community Improvement Plans and associated incentive programs to assist with the implementation of sustainable development design standards.

Environmental Protection

- e) The St. Clair River and the Lake Huron Shoreline and other associated watercourses and natural heritage features and their associated ecological functions will be protected and their natural beauty, historic legacy and recreational amenities will be enhanced for the enjoyment of residents and visitors today and for future generations.

Protecting the natural heritage features and functions and the areas critical to preserving water quality is a key element of mitigating the impacts of climate change. The natural areas of the City contribute to sequestering carbon, mitigate the urban heat island effect, mitigate flooding by absorbing water and maintain important ecological functions, including habitat that supports biodiversity. As such, the City will protect and enhance key natural heritage features and their associated ecological functions in accordance with the policies this Plan.

Source Water Resources

- f) Sarnia's drinking water supply is drawn from Lake Huron. Vulnerable areas in which drinking water threats prescribed under the Clean Water Act, 2006 would be significant are identified in Section 2.5 of the County of Lambton Official Plan, in accordance with the Source Water Protection Plan. The County's Official Plan in **Appendix I, Map 1 - Water Resources** illustrates the Intake Protection Zones 1, 2 and 3. Within those zones, any use or activity that is, or would be, a significant drinking water threat is required to conform with all applicable Source Protection policies and, as such, may be prohibited, restricted or otherwise regulated by the application of the policies of Section 2.5 of the County of Lambton Official Plan.

Energy and Water Conservation

- g) The City will encourage and support alternative energy systems, renewable energy systems, and district energy systems in accordance with the applicable policies of this Plan to accommodate current and projected needs of the community.
- h) The City will encourage energy and water efficient building design that meets Leadership in Energy & Environmental Design (LEED) standards, or equivalent, and will encourage new residential neighbourhoods to be designed consistent with LEED Neighbourhood Design Criteria, or equivalent.

- i) The City will promote reducing energy consumption in all City owned, maintained and operated facilities and equipment. The City will ensure that all new City facilities are designed to meet a high standard of environmentally conscious design for energy and water conservation.

Carbon Emissions

- j) To reduce the frequency and length of vehicle trips that contribute to poor air quality and greenhouse gas emissions, the City shall:
 - i. Promote development in a compact urban form that encourages walking, cycling, and the use of public transit;
 - ii. Promote a strategy where public parks are provided within a maximum 5 minute walk from all residents; and,
 - iii. Ensure that all neighbourhoods include permission for small-scale convenience retail and other appropriate neighbourhood servicing retail and service commercial uses;
 - iv. Explore options for the City's vehicle fleet, including transit vehicles, to move away from fossil fuel dependence; and,
 - v. Encourage the installation of a private sector electric vehicle charging network across the City.
- k) The City may prepare reports to monitor the City's progress towards reducing emissions of air pollutants and greenhouse gases, and to increase awareness of initiatives to improve air quality and adapt to a changing climate.

Pollution

- l) While the public responsibility for improving the environment and reducing pollution is recognized, measures are required to mitigate unpleasant conditions. It is imperative that the strongest possible measures be taken to reduce existing pollution and particularly, to prevent any new sources from arising. The City will encourage an ongoing reduction in levels of pollution and improvements in all forms of pollution in partnership with Provincial and County authorities and by engineering practices as may be appropriate, more particularly:
 - i. Sources of pollution will be controlled by appropriate By-laws, as provided for in the Municipal Act, the Environmental Protection Act, the Clean Water Act and the Ontario Water Resources Act, as those legislative tools are amended from time to time;
 - ii. Development will conform with the standards of the Province regarding air, noise and water pollution;
 - iii. The City will support initiatives to reduce greenhouse gas emissions, both through City operations and through working with other agencies and the private sector; and,

- iv. The City will encourage relevant agencies and businesses to take appropriate measures to reduce pollution in the St. Clair River, Lake Huron and other associated watercourse and wetlands, together with any City programs.

The Urban Forest

- m) The City will carry out an Urban Forest Management Plan that will establish a minimum urban tree canopy cover to 2046. The Master Plan will support an increase to the existing tree cover within the Settlement Area of the City. In addition, on all City-owned lands, the City shall:
 - i. Implement street tree and naturalization programs to increase the urban tree canopy cover; and,
 - ii. Require the planting of trees in all public works projects.
- n) The City may require a Tree Preservation Plan prepared by a qualified professional be submitted in support of any development proposal on land which contains trees. The Tree Preservation Plan shall inventory and assess the present conditions of the trees on the site and shall make recommendations on tree preservation with the objective of maximizing the number of trees that will be conserved on site. To implement the findings of the Tree Preservation Plan the City may require that the owner enter into an agreement whereby:
 - i. Only such trees which directly impede the construction of buildings and services be removed and the developer will replace them with trees of sufficient maturity to enhance the appearance of the development; and,
 - ii. A reasonable minimum number of trees and/or other suitable vegetation per lot be provided by the developer regardless of the state of the area prior to being subdivided.
- o) The City has a Tree Cutting By-law that protects existing trees on municipal property. In general, where a development application will result in a net loss of trees, the proponent shall compensate for this loss of tree cover. In determining appropriate compensation, consideration should be given to the significance and value of the ecological function that the existing tree inventory provides, including carbon sequestration.

Green Building

- p) The City should take a leadership role in sustainable built form in the design of new civic buildings by achieving LEED Gold performance level (or equivalent standard) and, where possible, shall consider higher ratings. In addition, the City will encourage green building design and construction and will work with the private sector to consider the following:
 - i. Maximize solar gains through:
 - > Building orientation to maximize potential for passive and active solar energy; and,

- > Building construction that facilitates future solar installations (i.e. solar ready);
- ii. Mitigate heat island effects by considering:
 - > The incorporation of green/white or other high albedo roofs into building design for all buildings that achieve an FSI of 1.5 or greater;
 - > Locating trees or other plantings to provide shading for sidewalks, patios, and driveways within 15 metres of new buildings; and,
 - > Installing light-coloured paving materials including white concrete, grey concrete and open pavers;
- iii. Promote water conservation by considering opportunities to:
 - > Achieve 10 percent greater water efficiency than the Ontario Building Code, as amended; and,
 - > Include the installation of rainwater harvesting and re-circulation/reuse systems for outdoor irrigation and outdoor water use.
- iv. Promote recycling and the use of regionally or locally sourced construction materials. Include opportunities to:
 - > Incorporate three stream waste collection capability in all multi-unit residential buildings;
 - > Divert construction waste from landfills; and,
 - > Use regionally and locally sourced building materials to the greatest extent possible in new construction;
- v. Promote sustainable landscape practices by requiring:
 - > The use of water efficient, drought resistant plant materials in parks, along streetscapes and in public and private landscaping in accordance with the City's approved Street Tree List;
 - > The avoidance of turf grass areas, and when required, installing drought resistant sod; and,
 - > The installation of permeable driveway and parking lot surfaces.
- q) The City will work with the private sector to encourage the implementation of green building techniques and technologies that exceed the requirements of the Ontario Building Code, as amended, or any other applicable policies or requirements of the Province or of the City by the establishment of financial incentives through the provisions and programs established through a Community Improvement Plan. The City may also prioritize the allocation of municipal service infrastructure capacity to development projects that achieve the stated green building policies of this Plan.

Emergency Planning

- r) To improve the City's response to natural or human-made emergency situations, the City may prepare an Emergency Action Plan that considers activities and requirements under a number of disaster scenarios.

3.2 Policies for a Complete Community

Elements of the Principle of a Complete Community

- a) Sarnia is a complete community, and is the primary service centre within the broader Lambton County community. The policies of this Plan with respect to achieving the principle of a Complete Community will ensure that the City can provide opportunities for a complete range and mixture of land uses and services with equitable access opportunities to the entire population opportunities regardless of ethnicity, physical ability, income level, age, gender, cultural background, or religion.
- b) Elements of the principle of a complete community included within this Plan include:
 - i. Support the development of a wide range of uses including shopping and restaurants, trails, parks and open spaces, employment opportunities, educational and cultural opportunities, mobility options, and a range of public service facilities and amenities throughout the City;
 - ii. Encourage and support the provision of a full range and mix of housing options to meet the needs of all residents throughout their life-cycles, including the provision of affordable and accessible units;
 - iii. Promote private and public developments that include an integrated mix of uses, activities and experiences and that can be used for a variety of purposes, adapting over time to changing circumstances and opportunities; and,
 - iv. Connect with roads, trails and transit all of the elements of the City's urban structure and maximize the number of residents and businesses which are in proximity to active transportation and transit routes, shops and services, and public service facilities.

Mixed-Use Centres and Corridors - The Strategic Growth Areas

- c) The urban structure promoted in this Plan includes a focus on Downtown Sarnia and Mitton Village as well as the identification of a number of higher intensity mixed-use centres and corridors. The policies of this Plan will support that urban structure by:
 - i. Recognizing that Downtown Sarnia as the vibrant heart of the City. Downtown Sarnia is the highest order mixed-use centre in the City and it has a distinct, definable identity and a rich, balanced mixture of government and social services, shopping, businesses, housing options, entertainment and cultural activities for business operators, residents and visitors. The ongoing commitment to improvement of Downtown Sarnia will promote its importance of this gathering place as the centre-piece of the City and important gateway to the St. Clair River Waterfront;
 - ii. Promoting transit-supportive development and intensification. New development will support the City's structure of mixed-use centres and

corridors. Intensification will be compatible with existing development patterns, while supporting an evolution to a more compact, walkable and transit-supportive urban structure. This Plan will incorporate broad permissions for a range and mix of compatible land uses and built forms within the centres and corridors structure both as a means of distributing land use diversity throughout the City as well as in support of enhanced transit and active transportation facilities;

- iii. Promoting the development of a full range and mix of housing types and tenures, including special needs housing and housing that is affordable in accordance with the affordable housing requirements identified in this Plan;
- iv. Supporting the development of community infrastructure and institutional uses, recreational uses, public buildings, and arts and cultural facilities in locations that are accessible by transit and the active transportation network to meet the needs of Sarnia's residents throughout the various stages of their lives; and,
- v. Supporting an integrated and multi-modal transportation network that where transit is supported and that accommodates all means of movement including vehicular, pedestrian, cyclist, or any other form of active transportation.

A Range and Mix of Housing Types

- d) The City shall encourage a mix and range of market-based housing types, styles, tenures and affordability characteristics to meet the needs of a growing and diverse population.
- e) The City shall make best efforts to maintain:
 - i. A minimum 15 year supply of lands to accommodate growth through residential intensification and redevelopment, and greenfield lands which are designated and available for residential development; and,
 - ii. A minimum 5 year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.
- f) Housing mix within the Greenfield Areas, identified on **Schedule 1**, including within the Area 2 Secondary Plan, may be regulated through the imposition of a minimum Greenfield Density Target.

Affordable Housing

- g) The City shall promote the supply of new affordable housing in a variety of locations, dwelling types and tenures throughout the City. The City's target shall be 30% of all new dwelling units built over the horizon of this Plan to be affordable.
- h) The City may become directly involved in the supply of affordable housing through land acquisitions, development partnerships and, potentially, financial

incentives. Further, the following planning strategies may be considered by the City in an effort to achieve its affordable housing target:

- i. Promote higher density housing forms, where housing is more affordable due to reduced per unit land costs, within the identified mixed-use centres and corridors including Downtown Sarnia. Higher density housing forms should include a range of unit sizes;
 - ii. Encourage the development of smaller dwelling units, where housing is considered more affordable due to lower construction costs;
 - iii. Encourage the inclusion of affordable housing units within subdivisions and larger scale developments;
 - iv. Develop educational materials to increase awareness of innovative and non- traditional housing models that make home ownership more affordable;
 - v. Ensure that the provisions of the Zoning By-Law are sufficiently flexible to permit a range of innovative housing types and sizes, including Additional Residential Units, cohousing, communal housing and life-lease housing; and,
 - vi. Encourage the creation of residential uses above commercial uses within the identified mixed-use centres and corridors - including in Downtown Sarnia.
- i) The following strategies shall be considered by the City in an effort to incentivize barrier-free and/or affordable housing:
- i. Consider affordable housing as a priority use for surplus City-owned land, and work with other levels of government to make surplus land available to providers of affordable housing at little or no cost;
 - ii. Provide targeted relief from development, planning, permit and other fees normally charged for projects that provide affordable housing;
 - iii. Apply for government grants and/or subsidies, including land dedication, that will reduce overall development costs;
 - iv. Inform the development community of government grants available to encourage the creation of affordable housing;
 - v. Streamline the approvals process for projects that provide affordable housing;
 - vi. Reduce parking requirements and/or parkland dedication requirements for projects that provide affordable housing; and,
 - vii. Identify affordable housing as a Community Benefit, to qualify for potential financial incentives provided under the Community Benefits By-law and/or carry out a Community Improvement Plan and provide financial incentive programs to qualifying projects.
- j) The following agreements/partnerships and associated implementation tools may be considered by the City in an effort to achieve affordable housing objectives:

- i. Coordinate and collaborate with local housing advocacy groups, community partners, government agencies and the private sector to support the affordable housing policies of this Plan and to promote innovative housing forms, development techniques and incentives that will facilitate the provision of affordable housing; and,
- ii. Work with the County to provide planning support services to local housing advocacy groups and community service agencies who are interested in pursuing the provision of special needs housing, and/or affordable housing throughout the City.

Public Service Facilities

- k) The City shall ensure the development of an appropriate range of public service facilities to meet the needs of the City resulting from population changes and to foster complete communities. The City will collaborate and consult with service planning, funding, and delivery sectors to facilitate the co-ordination and planning of community hubs and other public service facilities. The City will consider:
 - i. Creative approaches to the development of facilities and delivery of services, with the City participating in the co-design and co-delivery of services with other government agencies, the private sector and/or non-profit organizations;
 - ii. The co-location of public service facilities and public services, including higher intensity housing, in community hubs to promote cost-effectiveness and facilitate service integration; and,
 - iii. The prioritization of the maintenance and adaptation of existing public service facilities and spaces as community hubs to meet the needs of the community and optimize the long-term viability of public investments. Existing public service facilities that are located in, or near mixed-use centres and/or corridors and are easily accessible by active transportation and transit should be the preferred location for community hubs.
- l) The City shall continue to collaborate with the appropriate education authorities, particularly through the Secondary Plan process, in the planning of school facilities and the evaluation of existing educational facilities and services, to serve new and existing development.
- m) The City will prepare a Parks and Recreation Master Plan. The Master Plan may address the distribution of parks, community gardens, community centres, libraries, schools and other public service facilities, with the objective of minimizing travel distance for residents, and providing facilities in an equitable and manner. Where possible, parks should be located adjacent to school sites. The Master Plan may further identify and prioritize servicing gaps that can be addressed by the City, or other providers, through a neighbourhood by neighbourhood assessment of parkland and public service facility provision, keeping in mind the 5-minute walk objective identified earlier in this Plan.

Accessibility and Connectivity

- n) The City shall plan for enhanced local transit. Transit planning will be integrated with land use planning to ensure development supports an enhanced level of transit service over time. The local transit network will grow to connect core user groups, neighbourhoods and key destinations within the City and beyond, with direct routes and street-side amenities that make taking public transit an attractive and practical travel option.
- o) The City will develop an Active Transportation Network. Active transportation modes, including walking and cycling, will be recognized as safe, convenient and appealing options for travelling around the City. Pedestrian-friendly community design and enhanced and connected trail networks will provide mobility options and enhanced connectivity across the City for people of all ages and abilities.

3.3 Policies for a Beautiful and Well-Designed City

Elements of the Principle of a Beautiful and Well-Designed City

- a) Elements of the principle of a beautiful and well-designed City included within this Plan include:
 - i. Ensure that parks and open spaces are beautiful, accessible and linked;
 - ii. Promote high-quality streetscapes that incorporate the concept of complete streets and provide opportunities for active transportation;
 - iii. Preserve, incorporate and develop viewscales, landmarks and gateways that clearly identify where you are and when you have entered a given area. In particular, the celebration of the views over the water and public access to the water's edge is crucial to the image and enjoyment of Sarnia;
 - iv. Promote the concept of compatible development to ensure that new developments fit within the surrounding neighbourhood with consideration for the mix of uses, massing, height, scale, architecture and the architectural details of adjacent buildings; and,
 - v. Require the implementation of safe and accessibility design features in accordance with the requirements of Crime Prevention Through Environmental Design (CPTED) and the Accessibility for Ontarians with Disabilities Act (AODA).

Urban Design Guidelines

- b) Urban design is the process of giving form, shape and character to the physical elements that comprise the various districts that comprise Sarnia. Good urban design contributes to the vitality and health of a community, and to vibrant and successful public spaces.
- c) All new development shall be consistent with the City's Urban Design Guidelines to the satisfaction of the City. To demonstrate consistency, the City may require the submission of an Urban Design Brief in support of any development

application. The City shall amend the Urban Design Guidelines from time to time to ensure that they remain supportive of appropriate and innovative forms of development.

Community Image

- d) Through effective community planning and design, the City can foster an image of Sarnia that recognizes and promotes the high quality of the natural and built environment. The City encourages:
 - i. The appropriate retention and enhancement of distinctive built and natural features within the area, such as the St. Clair River and the Lake Huron waterfronts, historic buildings, watercourses and woodlots that contribute to the image of the City; and,
 - ii. The thoughtful siting of landmark buildings of significant form and use at appropriate locations within the City to enhance their visual and functional use and the creation of gateways and destinations that enhance the experience of residents and visitors as they move through the various elements of Sarnia's urban structure.

Designing with Nature

- e) Community design should encourage development that is properly integrated and connected to Sarnia's Environmental Protection Designation, while maintaining and enhancing ecological functions. The City may, through the development review process, consider the following:
 - i. Ensure that key natural heritage features and associated ecological functions, such as watercourses, wetlands, woodlands and shorelines are protected as visual landmarks to maintain links with the City's cultural, historic and environmental heritage;
 - ii. Promote the retention of native vegetation on development lands and permit such features to regenerate with minimal intervention;
 - iii. Encourage the use of plant materials identified in the City's approved Street Tree List, to create visual variety and to satisfy functional requirements, such as shade, screening, sound attenuation, buffering and stabilizing slopes; and,
 - iv. Pay particular attention to the provision of attractive landscaping where parking lots and other large open spaces are provided, and in open areas around commercial, institutional and other large buildings.

Public Art

- f) The City may carry out a Public Art Master Plan to promote the maintenance and enhancement of its existing inventory of public art, and the pursuit of new pieces of public art in public locations.

- g) In accordance with the Community Benefits By-law, and the applicable policies of this Plan, the City may consider public art as a defined Community Benefit.

Compatible Development

- h) A fundamental policy element of this Plan is to ensure that all new development is compatible with its surrounding built form and landscape context. It is the intent of this Plan that built form be a key determining factor for the types of development permitted in each land use designation. Compatible development is defined as follows:

Compatible development is not necessarily the same as, or even similar to existing development in the vicinity. Compatible development is development that enhances the character of the community, without causing any undue, adverse effects on adjacent properties.

- i) Compatible development shall be considered in the evaluation of all development proposals throughout the City. The following shall be considered when evaluating the compatibility of development proposals:
- i. The use, height, massing, orientation and landscape characteristics of nearby properties is properly considered and appropriate transitions between the built forms and uses shall be ensured;
 - ii. On-site amenity space is provided and is reflective of, or enhances, the existing patterns of private and public amenity space in the vicinity; and,
 - iii. Streetscape patterns, including block lengths, setbacks and building separations are generally maintained.
- j) To ensure compatible development, all development applications shall conform with the policies of this Plan and the provisions of the Zoning By-law, and shall be consistent with the City's Urban Design Guidelines. Further, where applicable, the City will evaluate development proposals through the Site Plan Approval Process.

Transitions/Buffering

- k) Appropriate transitions/buffering may be required where there may be undue, adverse effects caused by a development proposal on adjacent uses. Appropriate transitions/buffering may include the following:
- i. Landscaped strips including rows of trees and bushes and grassed areas, in accordance with the plant materials identified in the City's approved Street Tree List;
 - ii. Building height moderation through the application of angular planes and/or building step-backs;
 - iii. Perforated or solid walls, fences, or other appropriate screenings;
 - iv. Appropriate distance separation between uses; and,
 - v. Berms, particularly around parking lots.

- l) Where residential uses abut non-residential uses, the following additional transition/buffering techniques should be given consideration:
 - i. Restriction of adjacent parking, loading, unloading and outside storage; and,
 - ii. Regulation of lighting and signs so that light is focused and/or directed away from the residential uses.

Signage

- m) Good community design requires attention to signage. Signs for all types of uses should contribute to the visual attractiveness of both the development and the surrounding area. The City will:
 - i. Encourage the design of signs to be used to add colour and enhance the appeal of developments and business establishments in order to contribute to the overall visual quality of the built environment;
 - ii. Encourage the use of an appropriate variety of signage types such as fascia signs, canopies and awnings, ground signs and directory signs, which compliment building designs rather than dominate them;
 - iii. Discourage the use of portable signs;
 - iv. Review and revise, where necessary, the City's Sign By-law; and,
 - v. Comply with County and Provincial Sign By-laws, where applicable.

Crime Prevention Through Environmental Design (CPTED)

- n) All development, with a focus on streetscapes, parks and open spaces, parking lots and other publicly accessible areas, shall be evaluated for consistency/adequacy of achieving the following consider CPTED considerations:
 - i. Adequate lighting - Lighting should be designed, where possible, with regard for vehicular, cyclist, and pedestrian requirements so that the size, height, and style of lighting reflects and complements the character of the community;
 - ii. Clear sight lines, allowing view from one end of the walkway to the other;
 - iii. Appropriate landscaping, but avoiding landscaping that might create blind spots or hiding places;
 - iv. Adequate fencing;
 - v. Clear signage that delineates permitted use and speed; and,
 - vi. Streetscape and building design that promotes "eyes on the street".

Barrier Free Design

- o) All newly constructed and/or renovated City-owned, leased, funded or operated public service facilities, parks and open spaces, municipal infrastructure systems, and any other space that is accessible to the public, shall comply with all applicable Provincial legislation and standards with specific reference to the Access for Ontarians with Disabilities Act, to enhance accessibility.
- p) Barrier free design for private sector development shall be achieved through Site Plan Approval, and the enforcement of the Access for Ontarians with Disabilities Act, and any other applicable Provincial legislation and standards.

Conservation of Cultural Heritage Resources

- q) Sarnia's rich and diverse cultural heritage resources will be conserved and promoted to raise awareness of local history and provide points of interest that enhance residents' and visitors' experience of the City. The policies of this Section are intended to appropriately manage, and conserve Sarnia's cultural heritage resources which reflect and contribute to the history, identity and character of the City.
- r) Pursuant to the Ontario Heritage Act, the Planning Act and other enabling legislation, the City may designate cultural heritage resources, including:
 - i. Individual properties or groups of properties;
 - ii. Whole or specific parts of buildings or structures upon a designated property;
 - iii. Heritage Conservation Districts;
 - iv. Cultural Heritage Landscapes;
 - v. Areas of Archaeological Potential; and,
 - vi. Other heritage elements such as scenic heritage roads or road allowances.
- s) Methods for the conservation of cultural heritage resources include, but are not limited to:
 - i. Designation under Parts IV or V of the Ontario Heritage Act;
 - ii. Listing property on the City's Heritage Register;
 - iii. Heritage Conservation Easements or Covenants;
 - iv. Zoning By-law regulations restricting the use of lands to current or heritage-compatible uses;
 - v. Conditions within plans of subdivision and condominium and the site plan approval process; and,

- vi. The offering of incentives to encourage and/or assist with the conservation, restoration and reuse of heritage resources, as may be set out in a Community Improvement Plan, the Community Benefits By-law, or through other available funding programs.
 - t) The inventory, evaluation and conservation of cultural heritage resources of all types, and related consultation efforts, shall conform with the requirements of the Ontario Heritage Act, the Planning Act and other enabling legislation, and shall be consistent with the applicable standards available in the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada, and the guidelines provided by the Province of Ontario, such as the Ontario Heritage Toolkit.
 - u) All new development permitted by the land use policies and designations of this Plan shall:
 - i. Have regard for cultural heritage resources that are designated in accordance with the Ontario Heritage Act, or that are listed on the City's Heritage Register;
 - ii. Be planned in a manner that conserves and enhances the context in which cultural heritage resources are situated; and,
 - iii. Wherever possible, incorporate cultural heritage resources into any new development plans in a manner that conserves their integrity.
 - v) The City may require the submission of a Heritage Impact Assessment as part of a complete development application where such application includes, or is adjacent to an identified or designated cultural heritage resource. A Heritage Impact Assessment may also be required where cultural heritage resources are identified through the development approval process.
- Heritage Impact Assessments shall be conducted by a qualified professional and demonstrate how the heritage values, attributes and integrity of the resource are to be conserved and how any impacts to heritage attributes can be mitigated. It is the intent of the City to conserve, enhance and support the reuse of cultural heritage resources in their original location wherever possible.
- w) Where an application for site alteration or development is of a minor nature, the City may waive the requirement for a Heritage Impact Assessment or scope the study requirements.
 - x) Where the City designates a Heritage Conservation District, the City shall prepare a Heritage Conservation District Plan to provide additional guidance to development within the designated area. Prior to designating a Heritage Conservation District, the City may identify by By-law a Heritage Conservation District Study Area for up to one year, and require the submission of a Heritage Impact Assessment as part of a complete development application within the Study Area during that time.

Conserving Archaeological Resources

- y) Archaeological resources may occur on, or below the modern land surface or the surface of a water body. These sites may contain scatters of artifacts, the remains of structures, cultural deposits or subsurface strata of human origin. To protect archaeological sites:
 - i. In any area containing archaeological resources or archaeological potential, the City may require the submission of an Archaeological Assessment as part of a complete development application, prior to site alteration, or when conducting public works projects;
 - ii. Archaeological Assessments must be prepared by a licensed archaeologists to the satisfaction of the City and the Province, and shall include an Archaeological Conservation Plan when archaeological resources are identified in the Assessment;
 - iii. Site alteration, mitigation and development shall be permitted only in accordance with an approved Archaeological Assessment and Archaeological Conservation Plan, where applicable.
- z) The City intends to cooperate with the Province with respect to Provincial Designation of archaeological resources in accordance with the Ontario Heritage Act. Where development is proposed in proximity to any burial sites or significant archaeological resources relating to the activities of their ancestors, the licensed archaeologist shall consult with local First Nations regarding the management of these resources and appropriate mitigation options.

3.4 Policies for a Healthy City

Elements of the Principle of a Healthy City

- a) The City is supportive of being a Healthy City that plans for public health, including physical, social and mental well-being. The City shall ensure that public health considerations are a crucial part of decision-making and are fully integrated with requirements for equitable access to healthy food, clean air and water, safe environments and opportunities for physical activity. Elements of the principle of a Healthy City included within this Plan include:
 - i. Commitment to an enhanced level of community engagement, where equity, inclusion, information and participation are identified as key building blocks in accountable and transparent decision-making;
 - ii. Inclusiveness, with a full range and mix of housing types, including affordable housing choices, and special needs housing and planning for age-in-place facilities within the community that anticipate changing housing needs for an aging population;
 - iii. Being well-connected through a comprehensive transit system and active transportation network enabling the City to provide all communities with equal access to recreation and leisure amenities, including for sports, arts and cultural activities.

- iv. Planning for an active transportation system which is highly integrated and connected within the community, the adjacent communities and to transportation systems that serve the broader region;
- v. Ensuring that the appropriate level of infrastructure and amenities are provided along active transportation routes to ensure pedestrian and cyclist comfort, and enjoyable and safe environments through which to travel;
- vi. Designing the community around pedestrian activity with a substantial number of destinations, including parks, cultural and public service facilities, shopping and restaurant opportunities, all within easy walking distance; and,
- vii. Support for urban agriculture and access to healthy food options.

Pedestrian and Cycling Activity

- b) Sarnia shall be planned around cycling and pedestrian activity with a substantial number of destinations, including parks, cultural and public service facilities, shopping and restaurant opportunities within walking distance to promote walking and cycling that encourages daily physical activity and a lessening of the dependence on automobiles. It is a requirement of this Plan that at least 75 percent of all dwelling units throughout the City must be situated within 800 metres (a 10 minute walk) of 4 or more of the following existing or planned services and facilities:
 - i. Retail Commercial Store, with a particular emphasis on pharmacies and food stores;
 - ii. Farmer's Market;
 - iii. Transit Stop;
 - iv. Childcare Facility;
 - v. Public Park, Community Garden;
 - vi. Hospital or Health Care Clinic;
 - vii. Public Library;
 - viii. Place of Worship;
 - ix. Special Needs Housing;
 - x. Elementary School;
 - xi. Performance or Cultural/Arts Space; and/or,
 - xii. Recreation Centre.

Active Transportation

- c) The City shall plan for an active transportation system which is highly integrated and connected within the community, the adjacent communities and to transportation systems that serve the broader County. This Plan requires that all development will contribute to the creation of a walkable and connected community with multiple destinations within walking distance of all residents.
 - i. Sidewalks, bike lanes and multi-use paths will connect to the street network and to community amenities and will ensure that corridors between key destinations are fully accessible and support active transportation; and,
 - ii. Key active transportation routes, such as sidewalks, bike lanes and multi-use trails will include streetscaping elements that promote pedestrian and cyclist comfort and safety and are designed to enhance accessibility for all residents and will comply with the Access for Ontarians with Disabilities Act.

Urban Agriculture

- d) The creation of opportunities for local food production is supported by the City, in accordance with Provincial laws and regulations governing food preparation for retail purposes, and in accordance with the relevant Policies of this Plan. The City will support and promote, where appropriate:
 - i. Farmer's Markets or fresh food stands in urban and rural/agricultural areas;
 - ii. Urban agricultural activities on public and/or private lands, including edible landscapes, community gardens, food cooperatives and local food sourcing programs; and,
 - iii. Small-scale food processing (i.e. community kitchens, food co-ops, community food centres), food-related home occupations and small and medium scaled food retailers.

3.5 Policies for a Viable City

Elements of the Principle of a Viable City

- a) Elements of the principle of a Viable City included within this Plan include:
 - i. Optimize the use of existing infrastructure investments and promote the coordinated, efficient and cost-effective delivery of housing options, municipal service infrastructure and public service facilities that is appropriate for the planned urban structure;
 - ii. Support a diversified economic base and a flexible approach to economic development that helps the business sector adapt to changing trends and to seize new opportunities;
 - iii. Identify, retain, promote and enhance key economic clusters, including the important elements of the new economy, that will ensure well-paid, stable, safe and fulfilling employment opportunities for all residents of Sarnia for the

long-term;

- iv. Protect the long-term supply of employment lands, ready to accommodate new industry, as well as new retail and service commercial businesses that serve a growing population; and,
- v. Ensure development opportunities in education, health care and research and development sectors to support economic retention and diversification.

Economic Development

- b) The City will continue to collaborate with, and support the County and neighbouring municipalities in an effort to grow in a manner that provides a wide range of employment opportunities, supports a diverse economy and contributes to Sarnia's future prosperity.
- c) The City will support Economic Development in order to plan for a strong and healthy economy and anticipate changing economic trends.

Employee Retention and Diversification

- d) The City will strive to ensure an appropriate and evolving source of qualified labour. To help attract and retain a diverse and skilled labour force, the City will:
 - i. Ensure a successful community that includes a high quality of place and a high quality of life;
 - ii. Provide for a full range and mix of housing, education, recreation facilities, cultural facilities, parks and open spaces and other public service facilities that support a growing work force;
 - iii. Provide for a full range and mix of employment opportunities; and,
 - iv. Require a high standard of urban design through the implementation of the policies of this Plan, and the Urban Design Guidelines.

Industry

- e) The City will support a strong and healthy industrial sector by:
 - i. Protecting the City's inventory of Employment Areas for employment generating land uses;
 - ii. Constructing, upgrading and maintaining high quality municipal service infrastructure systems and public service facilities to make sure that there is a "shovel ready" (effective) land supply to accommodate employment generating land uses; and,
 - iii. Facilitating efficient and convenient transportation options, including roads, rail and air transport, for the movement of people and goods throughout the City, and to connect with adjacent jurisdictions.

Major Institutions

- f) The City recognizes and continues to support the important contribution of:
 - i. The health care sector for its invaluable contribution to the health and well-being of the City, and as a major job creator that should be enhanced and expanded over time; and,
 - ii. Post-secondary institutions, libraries and education service providers to the life-long learning opportunities for residents and the enhancement of the creative culture in Sarnia.

Commercial Uses

- g) The City will continue to diversify its economic base by supporting its evolving urban structure, which includes a full range of employment generating uses, including office development, institutional uses, and a variety of restaurants, retail and service commercial businesses. Collectively, Downtown Sarnia, and the other mixed-use centres and corridors will provide a sufficient supply of land to accommodate a complete range of commercial goods and services to foster competition and choice for the residents of Sarnia, as well as visitors to the City and surrounding communities.
 - i. Promote and strengthen the mixed-use centres and corridors – including Downtown Sarnia as significant locations for commercial retail and service commercial uses, commercial office space, administration, business, hotel and convention facilities, and plan for these areas to be well connected to a multi-modal transportation network, including access to transit;
 - ii. Support the retail and service commercial sector by promoting compact built form and intensification and the integration of these uses with other land uses to support the achievement of complete communities; and,
 - iii. Provide strategically located highway commercial facilities within the mixed-use centres and corridors based on the need for expansive land requirements and optimum business exposure. These areas can also be considered as strategic locations for large footprint retail developments.

Tourism

- h) The City will promote tourism as an integral part of economic development, acknowledging that tourism brings significant economic benefits to the City. Tourism is supported by having a healthy, livable and diverse community, which includes a vibrant Downtown, a range of accommodation opportunities as well as a beautiful and accessible waterfront, cultural and sports facilities, parks, trails and other outdoor leisure and recreational opportunities, all connected by an active transportation system and a multi-modal transportation system.

Creative and Cultural Industries

- i) Arts and culture contribute to a successful community and enhance the quality of life for Sarnia's residents, and can play a significant role in the adaptive reuse

of older buildings and the rejuvenation of deteriorated neighbourhoods and commercial areas. The City will support the growth and expansion of creative and cultural industries and institutions throughout the City as an important sector of the economy.

- j) The City may prepare a Cultural Plan to guide the provision of arts and cultural programs, services and facilities that serve a growing and increasingly diverse population. Through the process of preparing a Cultural Plan, the City will work collaboratively with the community, artists, cultural workers and organizations.
- k) This Plan includes broad-based support for work from home options in Sarnia as an appropriate response to the longer term effects of the COVID-19 pandemic. As such, the City will plan for an appropriate range of home occupations and home-based businesses, including artist studio/maker spaces and live/work units, within land use designations that permit residential uses.

The Rural/Agricultural Economy

- l) The City will support the rural/agricultural economy by:
 - i. Recognizing agriculture as the primary activity and land use in the Rural/Agricultural areas of the City;
 - ii. Protecting lands suitable for agricultural production from fragmentation and land uses not related to agriculture; and,
 - iii. Promoting the agricultural industry and associated activities and enhancing their capacity to contribute to the economy of the City.

4.0 GROWTH MANAGEMENT

4.1 Population and Employment Forecasts

Population Growth

- a) The City of Sarnia will grow from an estimated 74,300 people in 2021 to a projected population of 86,950 people by 2046. This growth represents a need to accommodate 12,650 more residents by 2046.

Employment Growth

- b) The City of Sarnia will grow from an estimated 28,150 jobs in 2021 to a projected 35,400 jobs by 2046. This growth represents a need to accommodate 7,250 more jobs by 2046.

Review of the Growth Projections

- c) The population and employment projections included in this Plan are not to be considered as caps, or limitations on development, but rather minimum growth targets to be achieved. Further, there is nothing in this Plan that establishes annual growth rates that could be construed as posing any specific limitations on growth and development year-by-year. In fact, it is anticipated that growth and development activity will fluctuate widely from year-to-year.
- d) Notwithstanding any other provision of this Plan, the City shall review this Plan within 5 years of its approval by the County to ensure that the population and employment projections that support this Plan remain appropriate for long-term planning purposes. During the required Comprehensive Review of this Plan, the City may consider:
 - i. The time horizon of this Plan;
 - ii. The allocation of growth through the Intensification Target and to Greenfield Areas; and,
 - iii. The need for further Employment Area Conversions and/or the need for Settlement Area Boundary Expansions.
- e) The City of Sarnia is planning for growth and development over a 25 year planning horizon, to the year 2046. It is recognized that the County of Lambton will prepare an updated population and employment projections for the County, and the City, as part of a planned update to the County of Lambton Official Plan. Following approval of the updated County of Lambton Official Plan, the City of Sarnia will amend its population and employment projections to be in conformity with the updated County Official Plan.

Settlement Area Boundary Adjustments/Expansions

- f) Settlement Area Boundary Expansions may only occur through a Comprehensive Review, where it is appropriately justified in accordance with applicable

Provincial policy, as articulated in Section 1.1.3.8 of the Provincial Policy Statement (2020). A Settlement Area Boundary Expansion may be considered by the City without a Comprehensive Review, in accordance with Section 1.1.3.9 of the Provincial Policy Statement (2020).

- f.1) Notwithstanding (f) above, all Settlement Area expansions or changes must be located within the Settlement Areas noted in the County of Lambton Official Plan, Map 1.

Employment Area Conversions

- g) The conversion of lands within defined Employment Areas to non-employment uses may be permitted only through a Comprehensive Review in accordance with Section 1.3.2.4 of the Provincial Policy Statement (2020). An Employment Area Conversion may be permitted by the City without a Comprehensive Review, in accordance with Section 1.3.2.5 of the Provincial Policy Statement (2020).

4.2 Planning for Growth in an Urban Structure

- a) The Successful City objective for Sarnia supports well-managed growth in a well-defined network of mixed-use centres and corridors within the defined Settlement Area Boundary on the basis of the following policies:
- i. Maintain the Settlement Area Boundary, and reinforce existing land use patterns;
 - ii. Promote compact development patterns that are integrated and sustainable over the long term;
 - iii. Direct growth to appropriate designations within the defined network of centres and corridors, that support ongoing investment in the City's transit system and active transportation network, and make efficient use of existing municipal service infrastructure and public service facilities; and,
 - iv. Ensure that the City and its residents can pay for the construction and ongoing maintenance of municipal service infrastructure and public service facilities over the long-term.
- b) **Schedule 1: City Structure Plan** identifies, conceptually, the urban structure of the City of Sarnia as it evolves into the 21st Century. It identifies a number of key geographic components of the City that help articulate where and how growth will occur and that will consequently influence Sarnia's success in achieving its Sustainable City vision for the future. **Schedule 1** identifies the following components:
- i. **The Municipal Boundary** – The Municipal Boundary of the City establishes the jurisdictional extent of the City of Sarnia;
 - ii. **The Greenlands System** – The Greenlands System provides an important structural element throughout the entire City and generally identifies areas where development will be prohibited in order to recognize existing public parks and open spaces and the identified natural hazards, natural heritage

features and ecological and hydrological functions. The Greenlands System is found both within the Settlement Area Boundary and within the Rural/Agricultural Area of the City;

- iii. **The Rural/Agricultural Area** - The Rural/Agricultural Area of the City includes those lands that are outside of the Settlement Area Boundary, and are not provided with municipal service infrastructure. In addition to the Greenlands System, the Rural/Agricultural Area includes:
 - > The Agricultural Lands; and,
 - > The Airport Lands
- iv. **The Settlement Area** - The Settlement Area identifies that part of the City that is inside of the Settlement Area Boundary and where existing and future development is expected to be provided with full municipal service infrastructure, and where growth is expected to be accommodated over the planning horizon of this Plan. Historically, the Settlement Area Boundary has been identified as the Urban Area Boundary;
- v. **The Built-Up Area** – The Built-Up Area is defined as those lands within the City that are within the defined Built Boundary. The Built-Up Area is expected to accommodate all forms of urban development and where the intensification target identified within this Plan is to be measured. It includes the following components:
 - > Existing Community Areas;
 - > Existing Employment Areas; and,
 - > Existing Strategic Growth Areas.

The Built-Up Area includes primarily lands already developed with urban land uses, and some lands that are currently vacant; and,
- vi. **The Greenfield Areas** – The Greenfield Areas include those areas within the City that are outside of the Built-Up Area, but are within the Settlement Area Boundary. The identified Greenfield Areas are needed to accommodate urban growth over the time horizon of this Plan, and include:
 - > The Lands Subject to the Area 2 Secondary Plan;
 - > GA-Employment Areas; and,
 - > GA-Strategic Growth Areas.

It is important to note that the Lands Subject to the Area 2 Secondary Plan include Community Areas, Strategic Growth Areas and Employment Areas. Greenfield Areas include primarily vacant lands and some lands that have been developed with urban land uses since 2006.

4.3 Accommodating Projected Growth

- a) Growth in Sarnia will occur through a combination of intensification within the Built-Up Area, and development within the Greenfield Areas. These two development contexts, as identified on **Schedule 1**, have different policy frameworks to guide their planning, approval and development.

Intensification of the Built-Up Area

- b) This Plan requires that a minimum of 45% of all new residential development within the City shall be identified as intensification and shall occur within the Built-Up Area of the City on an annual basis until 2046.
- c) To facilitate residential intensification, this Plan includes defined Existing Strategic Growth Areas that are areas intended to provide an effective framework for the provision of higher density, mixed-use development that will support an efficient and integrated transit system. These Existing Strategic Growth Areas serve and connect different areas of the City that provide different community functions, and will therefore be different in terms of character, scale, mix of uses, and potential to accommodate future growth. Residential intensification initiatives will be subject to the following policies:
 - i. Intensification opportunities will be primarily accommodated within the Existing Strategic Growth Areas;
 - ii. Intensification opportunities within the Existing Community Areas will be well managed, and will be primarily focused on the achievement of compatible development, including modest infill and redevelopment opportunities, and the development of Additional Residential Units, as defined in this Plan; and,
 - iii. Intensification of the Existing Employment Areas within the Built-Up Area will be encouraged, where appropriate.

Development in the Greenfield Areas

- d) The Greenfield Areas are expected to accommodate significant growth over the time horizon of this Plan as they develop as new Community Areas, new Strategic Growth Areas and new Employment Areas. Certainly, the Lands Subject to the Area 2 Secondary Plan are expected to play a key role.
- e) It is anticipated that through the review and updating of the Area 2 Secondary Plan, the Community Area components shall achieve an overall minimum density of 55 residents and jobs combined per hectare. That Greenfield Density Target is expected to be achieved through a combination of varying house forms within new residential neighbourhoods in the Area 2 Secondary Plan.
- f) The Greenfield Areas that are planned to become Employment Areas, including those Employment Areas within the Area 2 Secondary Plan, shall achieve an overall minimum density of 20 jobs per hectare. It is anticipated that by 2046 there will remain a significant surplus of employment lands, to serve growth beyond the 2046 Growth Plan horizon.
- g) Greenfield Areas that are planned to become Strategic Growth Areas (GA-Strategic Growth Area), including those Strategic Growth Areas within the Area 2 Secondary Plan, are crucial elements of the City's planned urban structure. While there is no minimum density target for the Strategic Growth Areas that are part of the Greenfield Area of the City, planning policies in this Plan will promote higher intensity, mixed - use development forms that will support the City's intensification target and support ongoing investment in transit.

Phasing

- h) All development approvals within Sarnia shall be explicitly linked to the ability of the City to provide municipal sewage treatment and water supply infrastructure, based on the capacity of both the wastewater treatment plant and the water filtration plant to accommodate growth. The City shall allocate capacity to individual development proposals on the basis of the following criteria:
 - i. Conformity with all of the relevant policies of this Plan, including, where applicable:
 - > Achievement of the required housing mix and Greenfield Density Target;
 - > Contribution to the Intensification Target; and,
 - > Contribution toward the Affordable Housing Targets.
 - ii. Consistency with the City's Urban Design Guidelines;
 - iii. The status of individual development applications, with respect to:
 - > The proximity of the proposed development to existing and planned municipal service infrastructure systems;
 - > The need for, or the triggering of, capital works projects for existing and planned municipal service infrastructure upgrades required to accommodate the proposed development; and,
 - > The need for, and the timing involved, to undertake and obtain any required Environmental Assessment Approvals for municipal service infrastructure upgrades required to accommodate the proposed development.
- i) All development approvals within the City shall be conditional upon commitments from the proponent of any development proposal to the timing and funding of any required road, active transportation facility, community facility, public park, storm water management facility, and sanitary sewer and water supply infrastructure. These works shall be provided for in subdivision and site plan agreements.
- j) Notwithstanding any other policies of this Plan, it shall remain the prerogative of Council to retain its options for choice in assigning capacity within the municipal service infrastructure systems to any development proposal that positively responds to changing community needs, specifically the extent to which any proposed development facilitates:
 - i. The ongoing success of the City, in terms of providing land dedications and/or capital funding that is needed to support municipal infrastructure and/or community facility investments; and/or,
 - ii. The City as a complete community in terms of the provision of range and mix of land uses and housing types, including housing that is more attainable/affordable; and/or.

- iii. The commitment from the developer to build in a timely manner, including a demonstrated readiness to develop based on applicable allocations of municipal water and wastewater system capacity and associated planning approvals.

5.0 LAND USE DESIGNATIONS

5.1 General Provisions for All Land Use Designations

5.1.1 Articulating the Urban Structure

- a) **Schedule 1: City Structure Plan** identifies the high-level urban structure of the City for the purposes of managing growth. **Schedule 2: Land Use Plan** further articulates that urban structure through the identification of more detailed land use designations and associated policy frameworks. **Schedule 3: Natural Heritage System** identifies the Environmental Protection Designation and adds the Adjacent Lands Overlay to ensure appropriate studies are carried out to protect the Natural Heritage System. The detailed land use designations throughout the City are organized in the following categories:
- i. Community Areas:
 - > Existing Neighbourhood Designation;
 - > Major Institutional Designation;
 - ii. Strategic Growth Areas:
 - > Downtown Designation;
 - > Mixed-Use Corridor I Designation;
 - > Mixed-Use Corridor II Designation;
 - iii. Employment Areas:
 - > Prestige Employment Designation;
 - > General Employment Designation;
 - iv. Rural Area:
 - > Prime Agriculture Designation;
 - > Airport Designation;
 - v. Greenlands System:
 - > Parks and Open Space Designation;
 - > Environmental Protection Designation; and,
 - > Adjacent Lands Overlay.
- b) It is important to note that the Lands Subject to the Area 2 Secondary Plan currently have their own unique and area-specific planning policy regime, which includes an array of area-specific land use designations and associated policies.

5.1.2 Development Review

- a) In addition to the concept of compatible development identified in this Plan, the City will have regard for the following when evaluating any development proposal:
 - i. The lands within the Environmental Protection Designation are protected. The design of any development adjacent to the Environmental Protection Designation shall include opportunities to enhance the integrity of the natural hazard, or natural heritage feature and its associated ecological functions;
 - ii. Cultural heritage resources and cultural heritage landscapes are conserved. Where appropriate, cultural heritage resources may be incorporated into the design of the new development in a manner that conserves the integrity of the resource/landscape;
 - iii. Buildings and streetscapes are designed to create a sense of identity through architectural features, massing, site layout, orientation and landscaping;
 - iv. Reverse frontage (back-lotting) abutting public streets and adjacent to public parks shall be discouraged. Alternatives to back-lotting that promote improved streetscapes and public safety will be encouraged, subject to the approval of the City;
 - v. Landscaping is provided to define and enhance the appearance of roads and associated pedestrian spaces, to buffer adjacent sensitive land uses, and to minimize the visual impact of parking, loading and storage areas;
 - vi. Landscape features are employed to establish an identifiable and well-conceived streetscape quality and street edge condition; and,
 - vii. Utility networks, municipal servicing infrastructure and transportation systems have capacity to serve the proposed development and there are no negative impacts on the City's water, sewer, storm water management and transportation systems.
- b) All development applications shall be:
 - i. Consistent with the City's Urban Design Guidelines and/or applicable Master Plans;
 - ii. Subject to Site Plan Approval, unless otherwise exempted from Site Plan Approval by this Plan or the Site Plan By-law;
 - iii. Subject to the provisions of the Zoning By-law; and,
 - iv. Subject to an approved Secondary Plan or Block Plan where applicable, prepared in accordance with the policies of this Plan.

5.1.3 Land Uses Permitted in All Land Use Designations

- a) Within all of the land use designations, with the exception of the Environmental Protection Designation, the following uses are permitted, subject to the relevant policies of this Plan:

- i. Parks and open spaces and open space linkages/trails;
 - ii. Emergency service facilities;
 - iii. Municipal service infrastructure, including sewer, water and storm water management facilities;
 - iv. Renewable energy systems;
 - v. Public and private utilities, including electricity transmission and distribution systems, as well as telecommunication facilities; and,
 - vi. Wayside pits and asphalt plants.
- b) Notwithstanding a) above, parks and open spaces and open space linkages/trails and municipal sewer and water services may be permitted within the Environmental Protection Designation, subject to the relevant policies of this Plan, including demonstration of no negative impacts on natural heritage features, functions, linkages and connections, to the satisfaction of the City, in consultation with the Conservation Authority, and any other agency having jurisdiction.

5.1.3.1 Policies for Emergency Service Facilities

- a) The City shall ensure the efficient and effective provision of emergency services in a planned effort to keep pace with growth in consultation with service providers, including Fire, Police and Emergency Medical Services.
- b) The City shall consult with the emergency service providers with respect to the establishment of facility locations. Such facilities shall have convenient access to Arterial Roads, a close relationship to the intended service area and shall be integrated with the surrounding development, including appropriate architectural design, landscaping and buffering from residential buildings.
- c) All development applications will be reviewed to ensure that they are designed to accommodate the provision of emergency services in an efficient, effective and timely manner.

5.1.3.2 Policies for Renewable Energy Systems

- a) Renewable energy systems are subject to relevant Provincial legislation and regulations, and the relevant policies of this Plan.

5.1.3.3 Policies for Public and Private Utilities

- a) Permissions for Public and Private Utilities, including Electricity Transmission and Distribution Systems, as well as Telecommunication Facilities are subject to any regulatory requirements, such as the provisions of the Environmental Assessment Act. The location of such uses shall be justified and compatible with surrounding land uses.

5.1.3.4 Policies for Wayside Pits and Asphalt Plants

- a) Wayside pits and quarries used on public authority contracts, including portable asphalt and concrete plants, shall be permitted in all land use designations including the Agriculture Designation, with the exception of sites designated as Environmental Protection. Such wayside pits and quarries shall be operated on a temporary basis for the purpose of local road construction or an associated road projects. Wayside pits and quarries are permitted on a temporary basis without requiring an Official Plan Amendment or Zoning By-law Amendment, except within the Environmental Protection Designation or adjacent to or in the defined Settlement Area.

5.1.4 Land Uses Prohibited in All Designations

- a) The following uses are prohibited in all land use Designations in this Plan:
 - i. Recreational vehicle park uses, other than in approved, site specific Official Plan Amendments or Zoning By-laws existing as of the date of adoption of this Plan, or in existing recreational vehicle parks.
- b) The following uses are prohibited in all land use designations, with the exception of the General Employment Designation:
 - i. Uses that are noxious, polluting, or produce or store hazardous substances; and,
 - ii. Uses that involve waste disposal, recycling and/or the storage of contaminated materials.
- c) The Zoning By-law shall incorporate general provisions setting out those uses which are prohibited in all zone categories.

5.1.5 Land Use/Built-Form Specific Policies

5.1.5.1 Policies for Low-Rise Buildings

- a) Where Low-Rise Buildings are specifically identified as a permitted built form within any Designation in this Plan, the maximum building height shall be 3 storeys, or 11 metres in height, whichever is less. Built forms that are considered to be Low-Rise Buildings include:
 - i. Single detached, duplex and semi-detached dwellings;
 - ii. Triplex and four-plex dwellings;
 - iii. Townhouse dwellings;
 - iv. Additional Residential Units;
 - v. Buildings with a mixture of uses; and,
 - vi. Any other use that is accommodated in a building that is 3 storeys, or 11 metres in height, whichever is less.

- b) Low-Rise Buildings shall generally be located on Local Roads. New Low-Rise Buildings that are located adjacent to Highways, Arterial Roads or Collector Roads will be required, wherever possible, to develop in a manner that will minimize direct access to such highways or roads.

5.1.5.2 Policies for Mid-Rise Buildings

- a) Where Mid-Rise Buildings are specifically identified as a permitted use within any Designation in this Plan, they shall be a minimum height of 3 storeys. Mid-Rise Buildings shall be a maximum height of 6 storeys, or 22 metres, whichever is less. Built forms that are considered to be Mid-Rise Buildings include:
 - i. Townhouses dwellings;
 - ii. Apartment buildings;
 - iii. Office buildings; and,
 - iv. Mixed-use buildings.
- b) The City may identify sites for the development of Mid-Rise Buildings within the Zoning By-law. When a site-specific Zoning By-law is under consideration to permit a new Mid-Rise Buildings, the proposed development must meet the following criteria, to the satisfaction of the City:
 - i. Be on a site of suitable size for the proposed development and provide adequate landscaping, amenity features, buffering, on-site parking and garbage pickup and recycling services;
 - ii. Be located in proximity to parks, open space and other public service facilities, services and amenities;
 - iii. Have access to utilities and municipal service infrastructure that can adequately serve the proposed development;
 - iv. Have frontage on a Collector or Arterial Road; and,
 - v. Have convenient access to an existing or planned public transit stop (generally within 400m).
- c) For a Mid-Rise Building to achieve the identified maximum height on any site, in any Designation in this Plan, the City shall be satisfied that that the building is compatible with, and can be sensitively integrated with the surrounding and abutting land uses. The key is the appropriate transition to adjacent uses and built forms and the City shall implement special measures in the Urban Design Guidelines and in the Zoning By-law, such as reduced building heights, angular planes, step backs, increased building setbacks or enhanced landscape buffers may be required to ensure sensitive integration.
- d) The City shall encourage the use of structured parking facilities for Mid-Rise Buildings.

5.1.5.3 Policies for High-Rise Buildings

- a) Where High-Rise Buildings are specifically identified as a permitted use within any Designation in this Plan, they shall be taller than 6 storeys or 22 metres in height, whichever is greater. The maximum height shall be 12 storeys, or 45 metres, whichever is less.
- b) When a site specific Zoning By-law is under consideration to permit a new High-Rise Building, the proposed development must meet the following criteria, to the satisfaction of the City:
 - i. Be on a site of suitable size for the proposed development, and provide adequate landscaping, amenity features, buffering, on-site parking and garbage pickup and recycling services;
 - ii. Be located in proximity to parks, open space and other public service facilities, services and amenities;
 - iii. Have access to utilities and service infrastructure that can adequately serve the proposed development;
 - iv. Have frontage on a Collector or Arterial Road; and,
 - v. Be located at highly accessible locations, generally within 250 metres of an existing or planned public transit stop and, where possible, within 500 metres of schools, commercial facilities and/or parks, open space and/or other public service facilities, services and amenities.
- c) For a High-Rise Building to achieve the identified maximum height on any site, in any Designation in this Plan, the City shall be satisfied that that the building is compatible with, and can be sensitively integrated with the surrounding and abutting land uses. The key is the appropriate transition to adjacent uses and built forms and the City shall implement special measures in the Urban Design Guideline and in the Zoning By-law, such as reduced building heights, angular planes, step backs, increased building setbacks or enhanced landscape buffers may be required to ensure sensitive integration.
- d) The City shall encourage the use of structured parking facilities for High-Rise Buildings.

5.1.5.4 Policies for Additional Residential Units

- a) Where Additional Residential Units are specifically identified as a permitted use within any Designation in this Plan, they can be either within an existing dwelling, and/or within an accessory detached building on a residential lot. Each specified residential property is permitted to have either an Additional Residential Unit (attached) or an Additional Residential Unit (detached), or one of each.
- b) An Additional Residential Unit (attached) that is wholly enclosed within an existing single detached, semi-detached and/or townhouse building is permitted, subject to conformity with the following policies:

- i. The Additional Residential Unit (attached) shall only be created and used in accordance with the provisions of the Zoning By-law; and,
 - ii. The Additional Residential Unit (attached) shall have a maximum gross floor area of no more than 40% of the primary dwelling unit's gross floor area.
- c) An Additional Residential Unit (detached) is permitted in a detached accessory building or structure on a lot that includes a primary single detached, semi-detached and/or townhouse building, subject to conformity with the following policies:
 - i. The Additional Residential Unit (detached) shall only be created and used in accordance with the provisions of the Zoning By-law;
 - ii. The creation of the Additional Residential Unit (detached) shall not require a second driveway on the property. However, an additional required parking space may be accommodated as a tandem parking space on the lot;
 - iii. The Additional Residential Unit (detached) shall have a maximum gross floor area of no more than 75 square metres;
 - iv. Land containing the detached accessory building in which the Additional Residential Unit (detached) is located will be prohibited from being severed from the property; and,
 - v. The Additional Residential Unit (detached) shall be connected to municipal service infrastructure, or if located in the Rural/Agricultural Area, can be provided with appropriate water and sewage services, to the satisfaction of the City.

5.1.5.5 Policies for Special Needs Housing

- a) Special Needs Housing includes all types of residences licensed or funded under a federal or provincial statute for the accommodation of persons living under supervision and who, by reason of their age, emotional, mental, social or physical condition, require, or desire a group living arrangement for their well-being.
- b) Where Special Needs Housing is specifically identified as a permitted use within any Designation in this Plan, it shall conform to the associated criteria for Low-Rise, Mid-Rise or High-Rise Buildings that are also identified as permitted within the Designation, subject to the provisions of the Zoning By-law.
- c) Small-scale Special Needs Housing (accommodated within a Low-Rise Building) shall be subject to the provisions of the applicable Zoning By-law, and the satisfaction of the following criteria:
 - i. Any changes to a building resulting from the conversion to Special Needs Housing shall be in keeping with the physical form and character of the surrounding neighbourhood;
 - ii. Municipal property maintenance standards and all other relevant municipal regulations and standards shall apply to the Special Needs Housing; and,

- iii. Special Needs Housing operators shall obtain a license in accordance with the requirements of the applicable authority.
- d) Large-scale Special Needs Housing (accommodated within a Mid-Rise or High-Rise Building) shall be subject to the provisions of the applicable Zoning By-law, and the satisfaction of the following criteria:
 - i. The site is adjacent to and has direct access to an Arterial or Collector Road;
 - ii. The site is located with convenient access to public service facilities;
 - iii. The lot size and configuration is sufficient to accommodate the building, required parking, and amenity areas;
 - iv. Any changes to a building resulting from the conversion to Special Needs Housing shall be in keeping with the physical form and character of the surrounding neighbourhood;
 - v. Municipal property maintenance standards and all other relevant municipal regulations and standards shall apply to the Special Needs Housing; and,
 - vi. Special Needs Housing Facility operators shall obtain a license in accordance with the requirements of the applicable authority.
- e) Large-scale Special Needs Housing, where the use includes specific health or life care services as the primary use, shall only be located within the Major Institutional Designation and shall be subject to specific regulations in the Zoning By-law, and provided that:
 - i. Adequate buffering, parking, and amenity areas can be provided on-site;
 - ii. The proposed site is located with frontage onto a Collector or an Arterial Road; and,
 - iii. The proposed site is within 250 metres of an existing or planned public transit route and is in proximity to parks, public service facilities and retail and service commercial facilities.

5.1.5.6 Policies for Live-Work Units

- a) Live-work units have the potential to integrate small-scale service commercial, retail or office uses at-grade. Live-work units are typically in a townhouse built-form (Low-Rise or Mid-Rise Building) and are subject to the associated development policies identified in this Plan. Where live-work units are specifically identified as a permitted use in any Designation in this Plan they shall provide:
 - i. Amenity areas and buffering with planting and/or fencing from adjacent residential dwellings;
 - ii. Adequate parking and drop-off/pick-up facilities; and,
 - iii. Shall have frontage and direct access to a public road.

5.1.5.7 Policies for Home-Based Businesses

- a) There are two forms of home-based businesses:
 - i. Home occupations are small-scale operations conducted by persons in their own home and tend to be professional or personal services; and,
 - ii. Home industries are typically carried out by the occupant of a property within their own home or in an accessory building on the property, and may include professional or personal services as well as artisan studios, maker spaces, small scale manufacturing, processing or repair uses with limited retail operations.
- b) Where home occupations are identified as a permitted use in any Designation in this Plan, they shall only be permitted in residences in accordance with the following provisions:
 - i. The use is carried out entirely within the dwelling unit, and can be appropriately accommodated within a residential structure;
 - ii. The use is clearly secondary to the primary use of the property as a residence in terms of floor space utilization;
 - iii. The property is the principal residence of the person carrying on the home occupation use;
 - iv. Outside storage of goods, materials, or equipment related to the home occupation use shall not be permitted;
 - v. The activities associated with the home occupation use, including traffic generated and hours of operation, do not adversely affect the surrounding area;
 - vi. Adequate water supply and sewage disposal facilities are available;
 - vii. The retail sales of any goods or wares shall not be permitted as a primary home occupation use; and,
 - viii. Compliance with on-site parking requirements, including parking for service vehicles such as trailers and commercially licensed vehicles and other provisions regulating home occupations in the Zoning By-law.
- c) Where home industries are identified as a permitted use in any Designation in this Plan, they shall only be permitted in accordance with the following provisions:
 - i. The use is carried out within the dwelling unit or within an accessory building or structure separate from a residential dwelling on the same lot;
 - ii. The use is clearly secondary to the primary use of the property and shall not detract from the primary residential use of the property;

- iii. Only accessory retail sales of products directly produced by the home industry is permitted;
 - iv. The repair, storage or sale of motor vehicles is not considered to be a home industry;
 - v. The use must be compatible with adjacent uses; and,
 - vi. The use must be in compliance with any zoning and/or licensing provisions.
- d) The Zoning By-law may include additional provisions regulating home occupations and home industries. The City may also implement a Licensing By-law.

5.1.5.8 Policies for Short-Term Accommodations

- a) Where short-term accommodations are identified as a permitted use in any Designation of this Plan they shall only be permitted in the principal residence of the short-term accommodation owner and shall be subject to the provisions of the Zoning By-law and may be subject Site Plan Approval, to ensure that the City is satisfied that:
- i. The use does not substantially alter the residential character of the property, and the use is compatible with the adjacent community;
 - ii. The use should be serviced by full municipal water supply and sanitary sewage disposal services. The use of a private water supply and/or a private sanitary sewage disposal system may be permitted where the adequacy of such services has been demonstrated to the satisfaction of the City;
 - iii. Adequate off-street parking shall be provided at a standard of no less than one space per guestroom. When there is two or more guest rooms offered for rent, the guest parking shall be screened from adjacent properties;
 - iv. The total number of guest rooms shall be a maximum of 3;
 - v. No guest room shall be made available for short-term accommodations unless it conforms to the standards for a bedroom in accordance with the Ontario Building Code; and,
 - vi. No short-term accommodation shall be established unless a licence is issued by the City.

5.1.5.9 Policies for Day Care Facilities

- a) Where day care facilities are identified as a permitted use in any Designation in this Plan, they shall be permitted subject to specific regulations in the Zoning By-law and in accordance with the following policies:
- i. The use will not cause any traffic hazards, or an unacceptable level of congestion on surrounding roads;
 - ii. The use is intended to serve and support the surrounding residential area; and,

- iii. The site is large enough to accommodate the building, on-site play areas, parking, pick-up/drop-off facilities, and appropriate buffering, where required.

5.1.5.10 Policies for Small-Scale Places of Worship

- a) Where small-scale places of worship already exist or are specifically identified as a permitted use in any Designation in this Plan, they shall have the capacity to accommodate a congregation of 200 people or less and shall be permitted through a site-specific Zoning By-law, subject to the following criteria:
 - i. The use will not cause any traffic hazards or an unacceptable level of congestion on surrounding roads; and,
 - ii. The site is large enough to accommodate the building, on-site parking areas and appropriate amenity areas and buffering, where required.

5.1.5.11 Policies for Neighbourhood Supporting Uses

- a) Where identified as a permitted use in any Designation in this Plan, neighbourhood supporting uses may be permitted through a site-specific Zoning By-law, and may include:
 - i. Artisan establishments, studios and craftsman shops (maker spaces);
 - ii. Business and financial institutions;
 - iii. Health care offices and clinics;
 - iv. Convenience retail, personal service establishments and restaurants.
- b) The City will encourage the integration of neighbourhood supporting uses with residential uses in mixed-use developments, or in mixed-use buildings, where appropriate and desirable. Neighbourhood supporting uses shall be encouraged to locate on the ground floor, with residential uses located above the ground floor. The City shall consider for the following criteria when evaluating a site-specific Zoning By-law application to permit neighbourhood supporting uses:
 - i. The use is considered small-scale, generally having a Gross Floor Area of less than 300 square metres per each individual use;
 - ii. The use will contribute to a walkable and complete community;
 - iii. Parking and servicing areas shall be located at the side or rear of buildings, and appropriately screened from adjacent residential development;
 - iv. Distinct parking areas shall be provided for the residential uses and neighbourhood supporting uses in mixed-use buildings and developments, and the use of underground and/or structured parking facilities will be encouraged; and,
 - v. Neighbourhood supporting uses shall generally be:

- > Located at an intersection of Collector Roads, Collector/Arterial Roads or Arterial Roads;
 - > Provided with shared access to those roads where feasible, in accordance with the requirements of the City or County; and,
 - > Clustered to create a neighbourhood focal point and to facilitate access by all forms of active transportation.
- vi. Clustered neighbourhood supporting uses, including development in a plaza format, shall generally not exceed a combined Gross Floor Area of 900 square metres and may include a maximum of 3 individual permitted businesses, subject to the provisions of the Zoning By-law.

5.1.5.12 Policies for Elementary Schools

- a) Where elementary schools are specifically permitted within any Designation in this Plan, they shall be subject to specific regulations in the Zoning By-law and in accordance with the following policies:
- i. Elementary school sites shall be provided in accordance with the standards of the appropriate Board of Education, where applicable;
 - ii. The development of elementary schools in conjunction with municipal parkland and other public service facilities/services may be considered, as well as the joint development of school sites by more than one Board of Education where appropriate, so that a complementary integration of lands and facilities may be achieved;
 - iii. The coordinated use of recreational facilities located within elementary schools, or on school properties will be encouraged;
 - iv. Adequate parking and pick-up/drop-off facilities for automobiles and buses shall be provided on site; and,
 - v. Direct access shall be provided to elementary schools from all parts of the surrounding community through a comprehensive active transportation network.
- b) Any elementary school site that is determined to be surplus to the Board of Education's needs under the provisions of the Education Act may be developed in accordance with the provisions of the Designation that the site is within without an Amendment to this Plan. Private schools and education resource centres may also be permitted on surplus elementary school sites without an Amendment to this Plan.

5.1.5.13 Policies for Public Service Facilities

- a) Public service facilities include facilities designed to meet the recreational, social, self-directed learning and cultural needs of the residents including public libraries, museums, cultural centres or other similar uses, excluding educational facilities. The City will work with community organizations to ensure that provision is made for such facilities in appropriate locations to serve the residents' needs.

- b) In determining appropriate locations for public service facilities, the City shall have regard for the type of service provided by the facility, recognizing that some uses will serve a localized population, while others will serve the whole or large portions of the City, as well as tourists and other visitors.
- c) Where public service facilities are specifically permitted within any Designation in this Plan, they will be subject to the specific regulations in the Zoning By-law. It is desirable that public service facilities be clustered together to promote cost-effectiveness and facilitate service integration. The development of public service facilities shall be subject to the following criteria:
 - i. The use will not cause any traffic hazards or an unacceptable level of congestion on surrounding roads;
 - ii. The site is large enough to accommodate the building, on-site parking areas and appropriate amenity areas and buffering, where required; and,
 - iii. Direct access shall be provided to public service facilities from all parts of the surrounding community through a comprehensive active transportation network.

5.2 Community Areas

- a) **Schedule 1** identifies Community Areas (both Existing Community Areas and DG-Community Areas) that are intended to incorporate the elements of the City that are focused primarily on residential land uses. The defined Community Areas in Sarnia are diverse, ranging from historic neighbourhoods to recently constructed subdivisions to new neighbourhoods that are still in the planning approvals stage.
- b) The defined Community Areas on **Schedule 1** include the following land use designations that are included on **Schedule 2: Land Use Plan**:
 - i. Existing Neighbourhood Designation; and,
 - ii. Major Institutional Designation.

5.2.1 The Existing Neighbourhoods Designation

5.2.1.1 Intent

- a) The Existing Neighbourhood Designation in Sarnia, identified on **Schedule 2**, is expected to continue to accommodate attractive neighbourhoods which will provide for a variety of residential forms as well as neighbourhood facilities such as elementary schools, parks, places of worship and convenience commercial uses integral to, and supportive of a residential environment. In addition, a variety of housing types are needed to meet the needs of a diverse population. Opportunities to provide housing for individuals or groups with special needs, including those with special physical, social or economic needs, will be encouraged.
- b) It is the intent of this Plan to recognize the character of the existing neighbourhoods within Sarnia, while managing their ongoing evolution, including

opportunities for sensitive intensification. It is also the intent of the City to recognize existing neighbourhoods as communities that consist of primarily low-rise residential house forms that have limited potential to accommodate significant levels of intensification, but that are prime candidates for the introduction of Additional Residential Units and home-based businesses.

5.2.1.2 Permitted Built Form/Uses

- a) Development within the Existing Neighbourhood Designation may be within Low-Rise Buildings and Mid-Rise Buildings.
- b) The following uses may be permitted on lands within the Existing Neighbourhood Designation, as shown on **Schedule 2**, subject to the policies of this Section:
 - i. Residential Dwelling Units;
 - ii. Additional Residential Units;
 - iii. Special Needs Housing;
 - iv. Live-work Units;
 - v. Home-Based Businesses;
 - vi. Short-Term Accommodations;
 - vii. Day Care Facilities;
 - viii. Small-Scale Places of Worship;
 - ix. Neighbourhood Supporting Uses;
 - x. Elementary Schools; and,
 - xi. Public Service Facilities.
- c) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses are also permitted.
- d) The list of permitted uses may be further refined through the Zoning By-law to ensure that new development is compatible with the context of the adjacent and surrounding community.

5.2.1.3 Development Policies

Intensification

- a) The City will continue to support intensification within the Existing Neighbourhood Designation. Intensification initiatives will focus primarily on modest residential infill, small scale redevelopment and Additional Residential Units, in accordance with the policies of this Plan, and consistent with the associated Urban Design Guidelines.

Compatibility

- b) The City shall encourage compatible development throughout the Existing Neighbourhood Designation by supporting development applications that conform to the relevant policies of this Plan, and are consistent with the associated Urban Design Guidelines.
- c) All development shall be adequately regulated by suitable provisions in the Zoning By-law to ensure that it is compatible with existing development in proximity. Where appropriate, historic streetscape patterns such as block lengths, building heights, setbacks and separations will be maintained.

Links to the Active Transportation Plan

- d) Linkages throughout the Existing Neighbourhood Designation to the City's evolving Active Transportation Network shall be created and enhanced to foster pedestrian activity.

Required Parkland

- e) All developments within the Existing Residential Designation shall be required to provide public parkland, or cash-in-lieu of parkland, in accordance with the City's Parkland Dedication By-law. Public parkland shall be provided subject to the following:
 - i. Public open space to be dedicated shall be landscaped prior to conveyance in a manner satisfactory to the City; and/or,
 - ii. Where cash-in-lieu of parkland is accepted for development within the Existing Neighbourhood Designation, the funds generated shall be used to provide additional public parkland in proximity to the subject development, or for the aesthetic and/or functional improvement of existing public parkland areas in proximity to the subject development.

5.2.1.4 Design Policies

High Quality

- a) Development within the Existing Neighbourhood Designation shall exhibit high-quality design features including built form, architectural detail and landscaping consistent with the Urban Design Guidelines associated with this Plan.

Cultural Heritage

- b) The City shall protect and enhance, where possible and appropriate, the historic architectural character of listed and designated cultural heritage resources found within the Existing Neighbourhood Designation, particularly focusing on the pedestrian scale and design of the buildings and streetscapes, and the arrangement of windows and treatments on the building facades. Listed and designated cultural heritage resources within the Existing Neighbourhood Designation are subject to the Cultural Heritage policies of this Plan. Heritage-related design policies for new development within the Existing Neighbourhood Designation include:

- i. New buildings shall relate to the traditional building stock, either through a traditional style that reflects the character of the area, or a more contemporary style that sets them apart from and highlights heritage buildings through a defined contrast and juxtaposition; and,
- ii. Façade designs shall reference the articulation of neighbouring historic buildings, with respect to vertical and horizontal elements, including the rhythm and proportion of its main architectural elements.

Residential Intensification

- c) The following policies anticipate the potential for modest residential intensification within the Existing Neighbourhoods Designation in Sarnia:
 - i. Avoid parking, driveways and garages along street frontages; these shall be located away from public view and preferably internal to the site, screened by buildings;
 - ii. Buildings shall be placed to create a continuous street wall. The setback distance shall be determined with reference to the setback distances of adjacent buildings and provide sufficient transition from private front yards to the public street;
 - iii. The massing and scale of the development shall be compatible with the existing and planned context;
 - iv. Main entries shall be located on the front of the building/unit and shall be highlighted in the architectural design;
 - v. Ensure that end/corner units display the same level of architectural detail and articulation as that of the main front elevation;
 - vi. The interface between the front yard and the sidewalk shall be designed with a combination of low fencing, stone walls and/ or hedges and shrubs that enhance the character of the streetscape; and,
 - vii. Detailed landscape treatments shall be coordinated with the main building materials and create a year round visually appealing presence along the street.

5.2.2 The Major Institutional Designation

5.2.2.1 Intent

- a) The Major Institutional Designation includes institutional uses that are of a City-wide or regional scale within the City. Major Institutional uses are intended to be integrated into the City fabric and are a crucial part of a complete community.

5.2.2.2 Permitted Uses/Built Forms

- a) Permitted uses within the Major Institutional Designation, as identified on **Schedule 2**, may include:

- i. All large-scale public service facilities, including secondary schools, post-secondary educational facilities and hospitals;
 - ii. Large-Scale Special Needs Housing, in Mid-Rise and High-Rise Buildings; and,
 - iii. Large-Scale Places of Worship.
- b) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses are also permitted.
 - c) The list of permitted uses may be further refined through the Zoning By-law to ensure that new development is compatible with the context of the adjacent and surrounding community.

5.2.2.3 Land Use/Built Form Specific Policies

Secondary Schools and Post-Secondary Educational Facilities

- a) Secondary schools and post-secondary educational facilities may be permitted in the Major Institutional Designation, in accordance with the following criteria:
 - i. Secondary school sites shall be provided in accordance with the standards of the appropriate Board of Education, where applicable;
 - ii. The development of a secondary school or post-secondary educational facility in conjunction with municipal parkland and other public service facilities/services may be considered, so that a complementary integration of lands and facilities may be achieved;
 - iii. The coordinated use of recreational facilities located within a secondary school or post-secondary educational facility, or on associated properties will be encouraged;
 - iv. The proposed site is within 250 metres of an existing or planned public transit route and is in proximity to parks, the active transportation network and public service facilities. Post-secondary educational facilities should also be in proximity to retail and service commercial uses;
 - v. The proposed site has frontage onto a Collector Road or an Arterial Road;
 - vi. Adequate amenity areas, parking and pick-up/drop-off facilities for automobiles and buses shall be provided on site; and,
 - vii. Direct pedestrian and cycling access shall be provided to secondary schools and post-secondary educational facilities from all parts of the surrounding community through a comprehensive active transportation network.

Hospitals

- b) The existing Bluewater Health facility is identified as a permitted use within the Major Institutional Designation. New hospital facilities that are not incorporated onto the existing site may be permitted in the Major Institutional Designation subject to specific regulations in the Zoning By-law and in accordance with the following criteria:

- i. The proposed site is within 250 metres of an existing or planned public transit route and is in proximity to parks, public service facilities and retail and service commercial uses;
- ii. The proposed site has frontage onto a Collector Road or an Arterial Road;
- iii. Adequate amenity areas and pick-up/drop-off facilities shall be provided on-site and are encouraged to be located in structures where feasible; and,
- iv. Direct access shall be provided to hospital facilities from all parts of the surrounding community through a comprehensive active transportation network.

Large-Scale Places of Worship

- c) New large-scale places of worship have the capacity to accommodate a congregation of greater than 200 people. Large-scale places of worship may be located in the Major Institutional Designation subject to specific regulations in the Zoning By-law, and provided that:
 - i. The site has frontage onto a Collector or Arterial Road;
 - ii. The use will not cause any traffic hazards or an unacceptable level of congestion on surrounding roads;
 - iii. The site is large enough to accommodate the building, on-site parking and appropriate amenity areas and buffering, where required; and,
 - iv. Direct access shall be provided to places of worship from all parts of the surrounding community through a comprehensive active transportation network.

5.3 Strategic Growth Areas

Key Elements of the Urban Structure

- a) Strategic Growth Areas include the areas of the City that are expected to intensify over time and include a mixture of residential, retail, and service commercial uses as well as offices. The Strategic Growth Areas are to be the focus for intensification and accommodate mixed-use forms of development that include a mixture of uses within each Designation, a mixture of uses on individual development blocks, and a mixture of uses within buildings. The Strategic Growth Areas are expected to be supportive of an enhanced transit system throughout the City. The Strategic Growth Areas in Sarnia include:
 - i. The Downtown Core Designation;
 - ii. The Mixed-Use Corridor I Designation; and,
 - iii. The Mixed-Use Corridor II Designation.

5.3.1 The Downtown Core Designation

5.3.1.1 Intent

- a) The Downtown Core, as identified on Schedule 2 is Sarnia's historical City-centre. The Downtown Core is expected to function as an attractive regional destination for residents, tourists and the traveling public and will provide opportunities for the arts and culture community, and for housing options in Mid-Rise and High-Rise Buildings in a mixed-use format.
- b) This Plan will ensure that retail and service commercial facilities, restaurants and office uses are planned to continue as major commercial uses in the Downtown Core. Stores will serve the day-to-day needs of local residents, as well as opportunities for comparison and specialty shopping. The Downtown Core shall be planned to:
 - i. Be the cultural, entertainment and administrative heart of the City, a key shopping district, and a destination for residents, tourists and businesses;
 - ii. Promote economic revitalization within the context of historic preservation, recognizing the potential for adaptive re-use, redevelopment and intensification. Existing listed and designated cultural heritage resources shall be conserved and renovated wherever practical;
 - iii. Be a great neighbourhood that accommodates a broad range of housing types and tenures for residents of all ages and abilities, and contributes substantially to a complete, healthy and sustainable community;
 - iv. Attract investment in institutional uses, including post-secondary educational facilities, regionally-focused public service facilities, as well as a full range of health care, commercial, administrative, recreational, cultural and entertainment uses;
 - v. Serve as a focus for office employment that will attract provincially, nationally and internationally significant employers;
 - vi. Include a hierarchy of urban park spaces, and the City's multi-use pathway and trail network;
 - vii. Provide for strong public realm linkages to the waterfront;
 - viii. Act as a hub for local, regional and interregional transit, and to accommodate and support transit infrastructure; and,
 - ix. Provide high quality, amenities and infrastructure that will attract population and employment growth.

5.3.1.2 Permitted Built Form/Uses

- a) Development within the Downtown Core Designation shall be primarily in Mid-Rise and High-Rise Buildings.

- b) The diversity of land uses permitted within the Downtown Core Designation shall foster the health and continued growth of the Downtown, while conserving and enhancing cultural heritage resources and community identity. Downtown Sarnia shall continue to grow and develop with the following permitted uses:
- i. Retail and service commercial uses;
 - ii. Restaurants;
 - iii. Farmer's Markets;
 - iv. Artisan studios and maker spaces;
 - v. Hotels, including ancillary uses;
 - vi. Convention/conference facilities;
 - vii. Private clubs;
 - viii. Office uses;
 - x. Cultural, entertainment and recreational uses;
 - xi. Public service facilities;
 - xii. Major institutional uses,
 - xiii. Elementary schools, and small-scale places of worship;
 - xiv. Day care facilities;
 - xv. Residential Apartments, including Special Needs Housing in Mid-Rise or High-Rise Buildings; and,
 - xvi. Commercial and/or accessory parking facilities at-grade and/or in structures.
- c) In addition to the identified list of permitted uses, the following may also be permitted within the Downtown Core Designation:
- i. Uses accessory to any of the identified permitted uses; and,
 - ii. Pop-up uses and activities. The City shall establish policies and procedures to facilitate the establishment of pop-up uses and activities.
- d) Where residential uses in Low-Rise Buildings exist within the Downtown Core Designation, Additional Residential Units, home occupations and short-term accommodations are also permitted within any Low-Rise Building.
- e) The following uses are specifically not permitted within the Downtown Core Designation:
- i. Drive-through commercial and/or drive-through restaurant facilities;
 - ii. Commercial uses requiring extensive storage areas such as retail warehouses and building supply and lumber yards;

- iii. Adult entertainment establishments; and,
- iv. Auto-oriented land uses including motor vehicle sales, motor vehicle service stations and car washes.
- f) The list of permitted uses, and/or specifically not permitted uses may be further refined in the Zoning By-law to ensure that new development is compatible with the context of the adjacent and surrounding community in terms of the size, type, and/or phasing of uses.

5.3.1.3 Development Policies

Intensification

- a) The City will continue to support intensification and rehabilitation within the Downtown Core Designation. The Downtown Core Designation is planned to accommodate significant intensification through redevelopment opportunities, with a focus on vacant or underutilized lands.
- b) It is envisioned that the Downtown Core Designation will develop as a mixed-use community, where new residents in Mid-Rise and High-Rise mixed-use buildings will have access to nearby jobs and services. The intensifying residential community will provide an expanded market for commercial and cultural uses in Downtown Sarnia.

Compatibility

- c) The City shall encourage compatible development, redevelopment and rehabilitation throughout the Downtown Core Designation by supporting development applications that conform to the policies of this Plan and are consistent with the associated Urban Design Guidelines and any applicable Master Plans, including the Downtown Sarnia Community Improvement Plan. Further, the Site Plan Control policies of this Plan shall apply to all development applications in the Downtown Core Designation.
- d) All development shall be adequately regulated by suitable provisions in the Zoning By-law to ensure that it is compatible with existing development in proximity. Where appropriate, historic streetscape patterns such as block lengths, building heights, setbacks and separations will be maintained.

Building Height

- e) In addition to the policies for Mid-Rise Buildings and High-Rise Buildings in this Plan, the height, massing and layout of buildings within the Downtown Core Designation shall contribute to a pedestrian-friendly scale. The following building height policies apply:
 - i. All development within the Downtown Core Designation shall incorporate a floor-to-ceiling height on the ground floor of at least 4.25 metres;
 - ii. The minimum building height shall be 3 storeys, or 11.0 metres, whichever is greater. The primary building facade facing either Christina Street or Front Street shall be required to reference the historic 2 or 3-storey building height

on abutting properties that also front onto Christina Street, either through architectural detailing or with a building step-back beyond the 3rd storey, to the satisfaction of the City.

Pedestrian Environment

- f) The design of new buildings and the redevelopment or adaptive re-use of existing buildings shall enhance the quality of the pedestrian environment by including transparent frontages, the articulation of facades and the use of quality materials at the street level. Development in the Downtown Core Designation shall enhance the quality of the pedestrian environment by:
 - i. Requiring articulated façades using quality materials and with window displays or outdoor patios that contribute to a pedestrian-friendly street environment and shall provide a high activity use at-grade, such as retail stores and restaurants; and,
 - ii. Incorporating wayfinding signage to direct residents and visitors to shops, services and attractions.
- g) An array of institutional, cultural, entertainment and recreational uses, as well as other public service facilities are encouraged in the Downtown Core Designation. Where these uses and facilities are proposed for sites within the primary frontage along Christina Street, the development will be designed in a manner that minimizes the loss of street and sidewalk frontage for retail, service commercial and restaurant purposes.

Further, all new development with frontage along Christina Street within the Downtown Core Designation shall have at least 50% of its ground floor Gross Floor Area dedicated to non-residential uses, with a preference for retail and service commercial uses and restaurants. Residential uses shall only be permitted above the ground floor and/or on the ground floor at the rear of the building.

Active Transportation

- h) Linkages between the Downtown Core Designation, the St. Clair River and the City's emerging Active Transportation Network shall be created and enhanced to foster pedestrian activity and encourage tourism within the Downtown Core Designation.

Parks and Open Spaces

- i) Urban parks shall be distributed throughout the Downtown Core Designation, and these facilities shall be linked together and connected with the St. Clair River and the broader City-wide network of natural and open space areas. All developments within the Downtown Core Designation shall be required to provide park spaces on site, or cash-in-lieu of parkland. Public parkland shall be provided subject to the following:
 - i. Urban Park facilities to be dedicated shall be landscaped prior to conveyance in a manner satisfactory to the City;

- ii. The City may consider alternative park space securement mechanisms, including strata ownership, or privately owned, publicly accessible spaces that are subject to appropriate design, maintenance and access agreements; and/or
- iii. Where cash-in-lieu of parkland is accepted for development within the Downtown Core Designation, the City shall allocate the funds generated for public parkland improvements within the Downtown Core Designation. The funds generated shall be used to provide additional public parkland or for the aesthetic and/or functional improvement of existing public parkland areas.
- j) Where practical, the City may cooperate with private landowners and other public agencies to provide additional urban park facilities within the Downtown Core Designation.
- k) The development of urban park facilities that can be the focus of community festivals, events and activities attractive to all segments of the community will be encouraged.

Parking/Transportation Management

- l) The City may implement parking management and/or transportation demand management strategies for land uses and development within the Downtown Core Designation to maximize intensification opportunities, minimize surface parking areas, and to encourage mixed-use and transit supportive development. In the consideration of any Zoning By-law Amendment proposing to establish any of the permitted uses, the following shall be addressed:
 - i. Adequate and appropriate access to the property from a public road; and,
 - ii. The provision of adequate and appropriate bicycle and vehicular parking and loading facilities.
- m) It is recognized that in the Downtown Core Designation, it may not be feasible or desirable for all new developments to provide for parking on site. As such, the provision of parking spaces shall be subject to the following considerations:
 - i. Private and public parking lots will be encouraged at locations convenient to Christina Street within the Downtown Core Designation;
 - ii. On-street parking is important to the economic vitality of the Downtown and will be maintained to the extent practical. The temporary use of on-street parking spaces for pop-up uses or outdoor cafes or eating areas may be permitted subject to the policies and procedures that may be established by Council;
 - iii. In reviewing development applications within the Downtown Core Designation, the City will recognize the importance of the Downtown mixed-use context and will promote a comprehensive parking strategy that considers reduced parking standards for urban mixed-use developments, or other classes of development, based on an understanding of opportunities

for shared parking, on-street parking and the availability of public parking facilities;

- iv. The City may accept cash-in-lieu of parking as an alternative to providing any required parking. Where cash-in-lieu of parking is accepted, the funds generated shall be used to provide additional public parking or for the aesthetic and/or functional improvement of existing public parking areas within the Downtown Core Designation; and,
- v. Where a development cannot provide off-street parking on its own site, the City may permit the provision of the required parking spaces on an alternative site, provided that the alternative site is within convenient walking distance of the proposed development, and the developer enters into an agreement with the City to ensure the continued availability of the alternative site as a parking area.

Downtown Improvements

- n) The City shall pursue the ongoing enhancement of the Downtown in co-operation with public and private stakeholders, businesses and community groups, to enhance the efficiency, convenience, safety and appearance of the Downtown and the activities it accommodates. As such, the City may provide funding to Community Improvement Programs associated with the Downtown Core Designation, in accordance with the policies of this Plan, to improve public infrastructure and to stimulate private sector investment.

5.3.1.4 Design Policies

Context

- a) The Downtown Core Designation is focused along Christina Street and Front Street, where, generally, buildings are located close to the street line and to one another, resulting in a well-defined street wall. Commercial buildings are typically 2 to 3 storeys in height, with flat roofs. Many buildings have an historic character that create a distinct sense of place. It is the objective of these Urban Design Policies to promote a system of pedestrian-friendly and well-defined main streets throughout the Downtown Core Designation.

Existing Buildings of Commercial Character

- b) Where residential uses are proposed in an existing building of commercial character, they shall only be permitted above the ground floor and on the ground floor in the rear of the building, provided that the street frontage is maintained for commercial uses. For the purposes of this policy, the commercial character of a building shall be determined by the City.

Existing Buildings of a Residential Character

- c) In an existing building of residential character, residential uses and/or commercial uses shall be permitted, provided the residential character of the building is maintained. For the purposes of this policy, the residential character of a building shall be determined by the City.

Cultural Heritage

- d) It is an objective of the City to protect and enhance the historic architectural character found throughout the Downtown Core Designation, particularly focusing on the pedestrian scale and design of the buildings and streetscapes, and the arrangement of windows and treatments on the building facades.
- e) Heritage-related design policies for new development within the Downtown Core Designation include:
 - i. Buildings shall be oriented to frame the street edge and to create a strong street wall;
 - ii. Buildings shall front directly onto public streets and other public spaces, in order to clearly define the public realm and create an attractive and safe pedestrian environment;
 - iii. Buildings at corner locations shall be sited to address the intersection, with consideration given to both street frontages;
 - iv. Buildings shall align with the existing street wall. In the more residential areas of the Downtown Core Designation, buildings shall generally be aligned with the setbacks of their neighbours. For sites with ground floor commercial, consideration shall be given to zero setback;
 - v. Main building entrances shall face the street and shall be clearly defined with architectural details and easily identifiable within the facade composition. Publicly accessible front entrances for stores, offices, and institutional uses shall permit barrier-free access and universal accessibility, including both visual and physical accessibility;
 - vi. Ground floor facades shall be highly transparent, including transparent windows and entrance doors, to establish a strong visual connection between the street and the interior of active ground floor uses; and,
 - vii. Façade designs shall reference the articulation of neighbouring historic buildings, with respect to vertical and horizontal elements, including the rhythm and proportion of its main architectural elements. Further, new buildings shall relate to the traditional building stock, either through a traditional style that reflects the character of the area, or a more contemporary style that sets them apart from and highlights heritage buildings through a defined contrast and juxtaposition.

Visual Character

- f) The City shall require the visual improvement of character of all existing and future development within the Downtown Core Designation, including, but not limited to:
 - i. The coordination of signage, lighting, landscaping and general maintenance;

- ii. The acquisition of centralized communal parking areas and the suitable landscaping and maintenance of such facilities;
- iii. The effort of the City to use small urban park spaces for amenities such as benches, planters, street lighting, street furniture and/or public art; and,
- iv. The implementation of specific design criteria in the City's Urban Design Guidelines, and any applicable Master Plan.

Parking and Access

- g) Policies for parking and access within the Downtown Core Designation generally relate to the design and functionality of on and off street parking and access driveways, whether parking is located at-grade or in structure. The objective is to provide suitable parking and driveway options while reducing traffic impacts and the negative visual impact of parking facilities. The following design policies apply:
 - i. Parking facilities are permitted in above-grade and/or below-grade structures. Above-grade structures shall include active land uses fronting on to Christina Street or Front Street;
 - ii. All parking facilities shall avoid direct access on either Christina Street or Front Street and access should be provided from Local or Collector Roads and laneways, wherever possible. Access to parking areas shall be defined through clearly designated entrances and exits;
 - iii. Vehicular and bicycle parking facilities shall be designed and located to minimize its impact on the streetscape and public realm to ensure that sidewalks and building facades define the street edge. As such:
 - > Vehicular parking will not be permitted between the right-of-way and the building face or within front yard setback areas. Bicycle parking may be considered where an AODA compliant pedestrian zone can be maintained;
 - > Side yard parking may be considered where site constraints are significant, but is generally discouraged;
 - > Rear yard parking, or encouraging patrons to park in designated parking lots, is preferred;
 - iv. Parking facilities shall be organized to minimize the number of potential pedestrian-vehicle movement conflicts. Where possible, parking areas shall be coordinated between multiple properties to maximize connectivity, improve traffic flow and increase the efficiency of parking;
 - v. Parking facilities shall be designed to enhance the feeling of safety through techniques such as maintaining clear sight lines for natural surveillance of the parking lot as well as minimizing dark, hidden or obscured areas. Parking lot design shall consider:
 - > Planting strips and landscaped traffic islands, medians, or bump-outs shall also be provided within lots to break up the expanse of hard surface;

- > Pedestrian-scaled lighting, walkways, landscaping, and signage to enhance pedestrian safety, movement and comfort through parking lots to the adjacent sidewalks;
 - > Pedestrian routes through parking areas shall be wide enough to accommodate comfortable travel and their walking surfaces shall be clearly differentiated from the parking areas with texture, material, colour changes or markings;
- vi. Where existing parking areas are adjacent to the sidewalk, a landscaped area shall be located between parking spaces and the sidewalk. Landscaping shall provide clear sight lines at eye level; and,
 - vii. Bicycle parking and racks shall be provided in locations that are close to building entrances but situated to avoid any conflicts for movement along pedestrian routes.

5.3.2 The Mixed-Use Corridor I Designation

5.3.2.1 Intent

- a) It is the intent of this Plan to facilitate the ongoing evolution of the primary road corridors that serve the City. The lands within the Mixed-Use Corridor I Designation are the connective spines of the City and are envisioned to develop as mixed-use and transit supportive corridors, where the development of Mid-Rise to High-Rise mixed-use buildings that include opportunities for retail and service commercial uses, and restaurants, as well as a full range of residential, office, recreational, cultural, entertainment and community uses and facilities. The lands within the Mixed-Use Corridor I Designation are intended to strengthen existing and future transit routes, and to be connected to the Active Transportation Network.

5.3.2.2 Permitted Built Form/Uses

- a) Unless otherwise identified by this Plan, all permitted uses within the Mixed-Use Corridor I Designation shall be developed within Mid-Rise, or High-Rise Buildings.
- b) Permitted uses on lands within the Mixed-Use Corridor I Designation, as identified on **Schedule 2**, may include:
 - i. Retail and service commercial uses;
 - ii. Restaurants;
 - iii. Artisan studios and maker spaces;
 - iv. Auto-focused uses such as automotive service centres and repair shops, and automobile dealerships;
 - v. Hotels, including ancillary uses;
 - vi. Convention/conference facilities;
 - vii. Private clubs;

- viii. Office uses;
 - ix. Cultural, entertainment and recreational uses;
 - x. Public service facilities;
 - xi. Institutional uses, including secondary and elementary schools, post-secondary education facilities and places of worship;
 - xii. Day care facilities;
 - xiii. Residential Apartments, including special needs housing; and,
 - xiv. Commercial and/or accessory parking facilities at-grade and/or in structures.
- c) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted within the Mixed-Use Corridor I Designation.
 - d) Where residential uses in a Low-Rise Building exist within the Mixed-Use Corridor I Designation, Additional Residential Units, home-based businesses and bed and breakfast establishments are also permitted within any Low-Rise Building.
 - e) Permitted auto-focused uses such as automotive service centres and repair shops, and automobile dealerships may be permitted within a Low-Rise Building.
 - f) Permitted office uses shall generally not exceed 4,000 square metres of Gross Floor Area per building.
 - g) The list of permitted uses, and/or specifically not permitted uses may be further refined in the Zoning By-law to ensure that new development is compatible with the context of the adjacent and surrounding community in terms of the size, type, and/or phasing of uses.

5.3.2.3 Development Policies

Comprehensive Planning

- a) Buildings and sites throughout the Mixed-Use Corridor I Designation may develop as individual sites or as comprehensively planned centres, consisting of individual buildings or multi-building developments. Comprehensive planning will promote a unified approach to common issues such as urban design, traffic impact and access and storm water management. In particular, larger sites in the Mixed-Use Corridor I Designation have the potential to intensify with a broader mix of uses around existing shopping centres and large floor plate retail stores. Larger sites may be required to prepare a Block to support applications for rezoning, to the satisfaction of the City. A Block Plan may include:
 - i. Identify the detailed land use and built forms;
 - ii. Confirm the boundaries of the Environmental Protection Designation;

- iii. Identify the parkland system, and the active transportation network;
 - iv. Identify the location for any required educational and/or public service facilities;
 - v. Identify the internal road/driveway network and confirm access to adjacent public roads;
 - vi. Articulate the details for the provision of sewer, water and storm water management systems; and,
 - vii. Identify phasing and order of development, including any uses in the public interest to be developed in the earlier phases (e.g. affordable housing, public service facilities, parks, schools).
- b) The preparation of Block Plans shall conform with all relevant policies of this Plan, and shall be consistent with the City's Urban Design Guidelines. Required Block Plans shall be adopted by Council, and shall include all of the necessary supporting technical studies, to the satisfaction of the City. Required Block Plans shall form the basis for the subsequent approval of Draft Plans of Subdivision, Zoning By-laws and Site Plan Approval.

Compatibility

- c) The City shall encourage compatible development, redevelopment and rehabilitation throughout the Mixed-Use Corridor I Designation by supporting development applications that conform to the policies of this Plan and the Zoning By-law, and are consistent with the City's Urban Design Guidelines, and any other applicable Master Plan or Block Plan adopted by Council. Further, the Site Plan Control policies of this Plan shall apply to all development applications in the Mixed-Use Corridor I Designation.
- d) Where a property within the Mixed-Use Corridor I Designation abuts the Existing Neighbourhoods Designation, appropriate mechanisms shall be established in the Zoning By-law, or in a Site Specific Zoning By-law Amendment to ensure compatibility, sensitive integration and an appropriate transition to those abutting properties. Mechanisms may include a reduction in the permitted building height, the implementation of enhanced building setbacks, the requirement for landscape planting strips, the imposition of a building step back and/or the imposition of an angular plane.

Building Height

- e) The following building height policies apply within the Mixed-Use Corridor I Designation:
- i. All development shall incorporate a minimum floor to ceiling height of the ground floor of 4.25 metres; and,
 - ii. The minimum building height shall be 3 storeys, or 11 metres, whichever is greater.

Mix of Uses

- f) Stand-alone, non-residential buildings are permitted within the Mixed-Use Corridor I Designation. Where residential development is proposed, it is a requirement of this Plan that all buildings include a minimum of 50 percent of the at-grade Gross Floor Area for active, non-residential land uses, to the satisfaction of the City.

5.3.2.4 Design Policies

Context

- a) The Mixed-Use Corridor I Designation is focused along Arterial Roads within Sarnia, and are expected to be a focus for intensified forms of development. Development within the Mixed-Use Corridor I Designation is intended to be transit supportive, as well as to incorporate the Active Transportation Network.

Parking, Loading and Garbage Facilities

- b) Adequate parking, loading and garbage collection/storage facilities for all permitted land uses shall be provided on-site. Where any parking, loading and/or garbage facility is located between a building(s) within the Mixed-Use Corridor I Designation and any Existing Neighbourhoods Designation, any undue, adverse effects created by those facilities on adjacent properties shall be appropriately mitigated to the satisfaction of the City.
- c) Loading and garbage facilities shall not be located between the building(s) and any Arterial Road right-of-way. Parking facilities are discouraged between the building(s) and any Arterial Road right-of-way. Where parking is located between the building(s) and any Arterial Road right-of-way, adequate landscape treatments shall be provided to enhance the visual appearance of the development and to improve pedestrian comfort and safety, to the satisfaction of the City.
- d) For all parking facilities within the Mixed-Use Corridor I Designation, the following design policies apply:
 - i. Access to parking areas shall be defined through clearly designated entrances and exits;
 - ii. Parking lots shall be organized to minimize the number of potential pedestrian-vehicle movement conflicts. Where possible, parking areas shall be coordinated between multiple properties to maximize connectivity, improve traffic flow and increase the efficiency of parking;
 - iii. Parking lots shall be designed to enhance the feeling of safety through techniques such as maintaining clear sight lines for natural surveillance of the parking lot as well as minimizing dark, hidden or obscured areas. Parking lot design shall consider:
 - > Planting strips and landscaped traffic islands, medians, or bump-outs shall also be provided within lots to break up the expanse of hard surface;

- > Pedestrian-scaled lighting, walkways, landscaping, and signage to enhance pedestrian safety, movement and comfort through parking lots to the adjacent sidewalks;
 - > Pedestrian routes through parking areas shall be wide enough to accommodate comfortable travel and their walking surfaces shall be clearly differentiated from the parking areas with texture, material, colour changes or markings; and,
- iv. Bicycle parking and racks shall be provided in accordance with the requirements of the Zoning By-law. Bicycle parking shall be provided in locations that are close to building entrances, but situated to avoid any conflicts for movement along pedestrian routes.

5.3.3 The Mixed-Use Corridor II Designation

5.3.3.1 Intent

- a) Lands within the Mixed-Use Corridor II Designation are destinations for surrounding neighbourhoods. It is the intent of this Plan that lands within the Mixed-Use Corridor II Designation provide opportunities for creating vibrant, pedestrian and transit oriented places through residential intensification, infill and redevelopment, with particular attention to urban design. It is envisioned that the Mixed-Use Corridor II Designation will develop as transit supportive corridors, where new residents in Low-Rise and Mid-Rise mixed-use buildings, will have access to nearby jobs and services and will be connected to the Active Transportation Network.

5.3.3.2 Permitted Built Form/Uses

- a) All permitted uses within the Mixed-Use Corridor II Designation shall be developed within Low-Rise or Mid-Rise Buildings.
- b) Permitted uses on lands within the Mixed-Use Corridor II Designation, as identified on **Schedule 2**, may include:
- i. Retail and service commercial uses;
 - ii. Restaurants;
 - iii. Artisan studios and maker spaces;
 - iv. Hotels, including ancillary uses;
 - v. Office uses;
 - vi. Cultural, entertainment and recreational uses;
 - vii. Public service facilities;
 - viii. Institutional uses, including secondary and elementary schools, post-secondary education facilities and places of worship;
 - ix. Day care facilities;

- x. Residential Apartments and townhouses;
 - xi. Live-Work Units; and,
 - xii. Commercial and/or accessory parking facilities at-grade and/or in structures.
- c) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted within the Mixed-Use Corridor II Designation.
 - d) Additional Residential Units, home-based businesses and bed and breakfast establishments are also permitted within any Low-Rise Residential Building.
 - e) The following uses are specifically not permitted within the Mixed-Use Corridor II Designation:
 - i. Adult entertainment establishments.
 - f) The list of permitted uses, and/or specifically not permitted uses may be further refined in the Zoning By-law to ensure that new development is compatible with the context of the adjacent and surrounding community in terms of the size, type, and/or phasing of uses.

5.3.3.3 Development Policies

Comprehensive Planning

- a) Buildings and sites throughout the Mixed-Use Corridor II Designation may develop as individual sites or as comprehensively planned centres, consisting of individual buildings or multi-building developments. Comprehensive planning will promote a unified approach to common issues such as urban design, traffic impact and access and storm water management. In particular, larger sites in the Mixed-Use Corridor II Designation have potential to intensify with a broader mix of uses around existing plazas, or other land extensive uses. Larger sites may be required to prepare a Block Plan to support applications for rezoning, to the satisfaction of the City. A Block Plan may include:
 - i. Identify the detailed land use and built forms;
 - ii. Confirm the boundaries of the Environmental Protection Designation;
 - iii. Identify the parkland system, and the active transportation network;
 - iv. Identify the location for any required educational and/or public service facilities;
 - v. Identify the internal road/driveway network and confirm access to adjacent public roads;
 - vi. Articulate the details for the provision of sewer, water and storm water management systems; and,

- vii. Identify phasing and order of development, including any uses in the public interest to be developed in the earlier phases (e.g. affordable housing, public service facilities, parks, schools).
- b) The preparation of Block Plans shall conform with all relevant policies of this Plan, and shall be consistent with the City's Urban Design Guidelines. Required Block Plans shall be adopted by Council, and shall include all of the necessary supporting technical studies, to the satisfaction of the City. Required Block Plans shall form the basis for the subsequent approval of Draft Plans of Subdivision, Zoning By-laws and Site Plan Approval.

Compatibility

- c) The City shall encourage compatible development, redevelopment and rehabilitation throughout the Mixed-Use Corridor II Designation by supporting development applications that conform to the policies of this Plan, the regulations of the Zoning By-law and the City's Urban Design Guidelines. Further, the Site Plan Control policies of this Plan shall apply to all development applications in the Mixed-Use Corridor I Designation.
- d) Where a property within the Mixed-Use Corridor II Designation abuts the Existing Neighbourhoods Designation, appropriate mechanisms shall be established in the Zoning By-law, or in a Site Specific Zoning By-law Amendment to ensure compatibility, sensitive integration and an appropriate transition to those abutting properties. Mechanisms may include a reduction in the permitted building height, the implementation of enhanced building setbacks, the requirement for landscape planting strips, the imposition of a building step back and/or the imposition of an angular plane.

Mix of Uses

- e) Permitted office and residential uses may be in stand-alone buildings, or in upper storeys of a mixed-use building. They may be located on individual sites, or form part of a larger, comprehensively planned site.
- f) Permitted townhouse dwellings or Live-Work Units that are identified as a Low-Rise Building may be permitted only where the lot depth between the street right-of-way and any abutting existing development is 40 metres or less.
- g) Permitted retail and service commercial uses, restaurants and office uses are permitted in stand-alone buildings, or a part of a mixed-use building and shall be moderately scaled at less than 2,000 square metres of Gross Floor Area per use.

5.3.3.4 Design Policies

Context

- a) The Mixed-Use Corridor II Designation is expected to be a focus for residential intensification and modest mixed-use development. Development within the Mixed-Use Corridor II Designation is intended to be transit supportive, as well as to incorporate the Active Transportation Network.

Parking, Loading and Garbage Facilities

- b) Adequate parking, loading and garbage collection/storage facilities for all permitted land uses shall be provided on-site.
- c) Individual driveway access to adjacent roads shall be limited. The City will encourage shared access opportunities for all forms of development within the Mixed-use Corridor II Designation.
- d) Where any parking, loading and/or garbage facility is located between a building(s) within the Mixed-use Corridor II Designation and any Existing Neighbourhoods Designation, any undue, adverse effects created by those facilities on adjacent properties, shall be appropriately mitigated to the satisfaction of the City.
- e) Loading and garbage facilities shall not be located between the building(s) and/or a Collector Road right-of-way.
- f) Parking facilities are discouraged between the building(s) and any Collector Road right-of-way. Where parking is located between the building(s) and any Collector Road right-of-way, adequate landscape treatments shall be provided to enhance the visual appearance of the development and to improve pedestrian comfort and safety, to the satisfaction of the City.
- g) For all parking facilities within the Mixed-Use Corridor II Designation, the following design policies apply:
 - i. Access to parking areas shall be defined through clearly designated entrances and exits;
 - ii. Parking lots shall be organized to minimize the number of potential pedestrian-vehicle movement conflicts. Where possible, parking areas shall be coordinated between multiple properties to maximize connectivity, improve traffic flow and increase the efficiency of parking;
 - iii. Parking lots shall be designed to enhance the feeling of safety through techniques such as maintaining clear sight lines for natural surveillance of the parking lot as well as minimizing dark, hidden or obscured areas. Parking lot design shall consider:
 - > Planting strips and landscaped traffic islands, medians, or bump-outs shall also be provided within lots to break up the expanse of hard surface;
 - > Pedestrian-scaled lighting, walkways, landscaping, and signage to enhance pedestrian safety, movement and comfort through parking lots to the adjacent sidewalks;
 - > Pedestrian routes through parking areas shall be wide enough to accommodate comfortable travel and their walking surfaces shall be clearly differentiated from the parking areas with texture, material, colour changes or markings; and,

- iv. Bicycle parking and racks shall be provided in accordance with the requirements of the Zoning By-law. Bicycle parking shall be provided in locations that are close to building entrances, but situated to avoid any conflicts for movement along pedestrian routes.

5.4 Employment Areas

- a) Employment Areas in Sarnia are expected to accommodate primarily employment land employment opportunities with a clear focus on heavy and light industrial uses, business park opportunities and office uses. Employment Areas in Sarnia are intended to:
 - i. Promote the continued development of Sarnia as the employment, trade, social and institutional centre for Lambton County;
 - ii. Encourage the diversification and expansion of the City's existing employment base
 - iii. Retain and promote the growth of existing businesses and industry;
 - iv. Provide an adequate supply of suitably located and serviced areas to accommodate the various types of employment land employment to meet the projected long-term needs of the community;
 - v. Preserve the industrial integrity of the City's Employment Areas by mitigating conflicts with adjacent residential areas; and,
 - vi. Foster high quality business parks and industrial areas with aesthetically-pleasing settings for a range of employment generating operations.
- b) Within the Employment Areas identified on **Schedule 1: City Structure Plan**, there are two land use designations identified on **Schedule 2: Land Use Plan**, including:
 - i. Prestige Employment Designation; and,
 - ii. General Employment Designation.
- c) The development of Employment Areas shall provide opportunities for a diversified economic base. A range and choice of suitable sites for employment uses will be made available to support a wide variety of economic activities and ancillary uses. Intensified development in existing and new Employment Areas will be encouraged.
- d) All employment generating land uses permitted by this Plan shall meet the guidelines and requirements of the Province, the County of Lambton and the City with respect to development compatibility, distance separation and emission abatement/mitigation.
- e) Business operations within the Employment Areas are to be protected from intrusions of sensitive land uses that may restrict the operations of existing or planned industrial land users. Further, existing or sensitive land uses are to be protected from the adverse effects of industrial land uses through appropriate techniques that meet the requirements of the Province, the County of Lambton

and the City with respect to development compatibility, distance separation and emission abatement/mitigation.

5.4.1 The Prestige Employment Designation

5.4.1.1 Intent

- a) The Prestige Employment Designation identified on **Schedule 2** generally applies to lands having prime exposure along a Provincial Highway, a County Road, or Arterial or Collector Roads. It is intended that development within the Prestige Employment Designation will exhibit a high standard of building design and landscaping.

5.4.1.2 Permitted Uses

- a) Permitted uses within the Prestige Employment Designation, as identified on **Schedule 2**, may include:
 - i. Research and development facilities;
 - ii. Office uses;
 - iii. Warehousing and distribution centres; and,
 - iv. Manufacturing, processing, and assembly operations in wholly enclosed buildings.
- b) The Prestige Employment Designation also permits other uses that specifically support the Prestige Employment uses, including the limited sales of products manufactured, processed or assembled on the premises, as well as parking facilities at-grade and/or in structures.
- c) Ancillary uses that specifically support the Prestige Employment uses such as hotels, banquet facilities, convention centres, assembly halls, recreation facilities, restaurants, personal service establishments and convenience retail uses are permitted. Permitted ancillary uses shall be located in accordance with the following criteria:
 - i. The site has frontage onto an Arterial or Collector Road; and,
 - ii. The ancillary use will not compromise the ability of nearby Employment Area uses to operate.
- d) The following uses are specifically prohibited from the Prestige Employment Designation:
 - i. Residential dwelling units, including any residence facilities related to a post-secondary educational facility;
 - ii. Major retail uses and major institutional uses;

- iii. Outdoor storage of any items or goods, where visible from any Provincial Highway, County Road, or Arterial Road. Outdoor storage with appropriate screening is permitted; and,
 - iv. Any use that is considered noxious due to materials used or produced, or methods or processes employed, that emit pollution from noise, vibration, odours, smoke, dust or any other forms of pollution.
- e) The list of permitted uses, and/or specifically not permitted uses may be further refined in the Zoning By-law to ensure that new development is compatible with the context of the adjacent and surrounding community in terms of the size, type, and/or phasing of uses.

5.4.1.3 Development Policies

Compatibility

- a) The City shall encourage compatible development, redevelopment and rehabilitation throughout the Prestige Employment Designation by supporting development applications that conform to the policies of this Plan, the regulations of the Zoning By-law and the associated Urban Design Guidelines. Further, the Site Plan Control policies of this Plan shall apply to all development applications in the Prestige Employment Designation.
- b) Where a property within the Prestige Employment Designation abuts the Existing Residential Neighbourhood Designation, appropriate mechanisms shall be established in the Zoning By-law, or in a Site Specific Zoning By-law Amendment to ensure compatibility, sensitive integration and an appropriate transition to those abutting properties in conformity with the policies of this Plan and any applicable Provincial policies or guidelines. Mechanisms may include restrictions on permitted land uses/activities, a reduction in the permitted building height, the implementation of enhanced building setbacks, the requirement for landscape planting strips, the imposition of a building step back and/or the imposition of an angular plane.

High Quality Design

- c) Development within the Prestige Employment Designation shall exhibit high-quality design features including built form, architectural detail, landscaping and signage. Where adjacent to a Provincial Highway, a County Road, or an Arterial or Collector Road, buildings shall be designed to face the Highway and/or Road. The uses permitted shall be encouraged to develop in a campus-design format consisting of one or more individual buildings or multiple tenancy buildings having shared parking, loading and access facilities.

Building Height

- d) The maximum building height shall be 6 storeys, or 30 metres, whichever is less, subject to ensuring compatibility and appropriate transitions to adjacent land uses and built forms.

Comprehensive Planning

- e) Buildings and sites throughout the Prestige Employment Designation may develop as comprehensively planned centres, consisting of individual buildings or multi-unit buildings. Comprehensive planning will promote a unified approach to common issues such as urban design, traffic impact and access and storm water management.

Parking, Loading and Garbage Facilities

- f) Adequate parking, loading and garbage collection/storage facilities shall be provided on-site and shall be screened from view. These required facilities, except for a limited amount of adjacent visitor parking, generally shall not be located between buildings and a Provincial Highway, a County Road, or Arterial or Collector Roads. Shared access and parking among various properties is encouraged.

Municipal Service Infrastructure

- g) Development within the Prestige Employment Designation shall only take place on lands that are provided with full municipal service infrastructure, or alternative service infrastructure facilities to the satisfaction of the City.

5.4.2 The General Employment Designation

5.4.2.1 Intent

- a) Lands designated General Employment are intended to accommodate employment land employment uses that range in scale and are industrial in nature. These uses and forms of development remain a crucial component of the City's economy.

5.4.2.2 Permitted Uses

- a) Permitted uses within the General Employment Designation, as identified on **Schedule 2** include:
 - i. Industrial uses, including municipal works yards and recycling operations;
 - ii. Major municipal service infrastructure facilities, including energy generation, sewage treatment and water filtration facilities;
 - iii. Manufacturing and/or research and development facilities;
 - iv. Warehousing and distribution centres;
 - v. Assembly halls;
 - vi. Automobile service centres and repair shops, truck service centres and repair shops, body shops, automobile and truck rental operations, automobile and truck depots, and used and/or recycled automobile dealerships.

- b) Restaurants, personal service establishments and convenience retail uses may be permitted within the General Employment Designation through a Site Specific Zoning By-law Amendment, provided that the City is satisfied that the use is intended to primarily serve the adjacent General Employment uses.
- c) Ancillary uses that specifically serve the permitted principal uses may include:
 - i. Offices that are specifically related to the on-site permitted principal use;
 - ii. Limited retail sales and display of products manufactured, processed or assembled on the premises providing the accessory retail use is located within the structure in which the principal use is situated;
 - iii. Restaurants where alcoholic beverages are made, or partially made, sold and consumed, providing the accessory restaurant use is located within the structure in which the principal use is situated; and,
 - iv. Concealed outside storage that is specifically related to the on-site permitted principal use.
- d) The following uses are specifically prohibited from the General Employment Designation:
 - i. Residential dwelling units;
 - ii. Major retail uses and major institutional uses; and,
 - iii. Stand-alone office uses that are not specifically ancillary to a permitted principal use on-site.
- e) The list of permitted uses, and/or specifically not permitted uses may be further refined in the Zoning By-law to ensure that new development is compatible with the context of the adjacent and surrounding community in terms of the size, type, and/or phasing of uses.

5.4.2.3 Development Policies

Compatibility

- a) All permitted development within the General Employment Designation identified on **Schedule 2** shall be in compliance with all applicable municipal and Provincial policies, standards and guidelines. Where deemed necessary, studies in support of a development application may be required to assess potential impacts from the proposed use, and shall demonstrate the adequacy of the proposed mitigative measures. Such studies shall be prepared by a qualified professional, to the satisfaction of the City.
- b) Adequate buffering and setbacks shall be provided between industrial uses and adjacent land uses and roads. Such buffers may include the provision of grass strips, screening and the planting of trees and shrubs and the location of a berm or fence.

Development Format

- c) All permitted uses within the General Employment Designation shall be encouraged to locate in industrial parks on internal public roads which have direct access to Arterial Roads or Collector Roads. In the case of site-specific development proposals, permitted uses within the General Employment Designation shall be located on Arterial Roads or Collector Roads, although Council may give consideration to the use of other public roads, or private roads where it is satisfied that no suitable alternative locations are available. In all cases, Council shall be satisfied that the proposed use of any site within the General Employment Designation will not create a traffic hazard and that any potential impact of the proposed use on adjacent land uses, particularly residential uses, will be minimal.

Outside Storage

- d) Outside storage areas are permitted within the General Employment Designation. All outside storage areas shall be located away from any adjacent lands within the Existing Neighbourhood Designation, or have adequate buffers that will visually screen the storage area from adjacent lands, as follows:
 - i. All buffers, fencing and screening shall visually enhance the site, and shall be permanent in its construction; and,
 - ii. Where natural landscaping is utilized it shall be of adequate size to appropriately screen the storage area when it is installed.

Parking, loading and garbage collection/storage facilities

- e) Adequate parking, loading and garbage collection/storage facilities shall be provided on-site. Shared access and parking among various properties is encouraged.

Municipal Service Infrastructure

- f) Development within the General Employment Designation shall only take place on lands that are provided with full municipal service infrastructure, or alternative service infrastructure facilities to the satisfaction of the City.

5.4.3 Policies for Brownfield Remediation

Facilitation by the City

- a) The City can play an active role in successfully redeveloping brownfields into new sustainable developments. The City shall facilitate brownfield redevelopment by:
 - i. Working with owners, prospective developers and the public to provide a sense of clarity about process and requirements for brownfield remediation;
 - ii. Providing financial incentives, where appropriate, to rehabilitate obsolete, deteriorated and contaminated buildings and sites;

- iii. Encouraging sustainable methods of demolition and cleanup, including natural ecological forms of remediation and the reuse of building materials.

Financial Incentives

- b) Financial incentives can help applicants overcome some of the hurdles encountered in the brownfield redevelopment process. The City may offer financial incentives through a Community Improvement Plan. The County of Lambton is encouraged to participate in City brownfield programs.

Environmental Investigation and Remediation

- c) When development is proposed on or adjacent to a property known to be, suspected to be, or potentially a contaminated site, the proponent will be required to conduct an appropriate level of Environmental Site Assessment in accordance with Provincial requirements.
- d) Development applications will not be considered until the proponent demonstrates that the site assessment and restoration process has been completed and a Record of Site Condition has been filed with the Brownfield Environmental Site Registry and provided to the City.

5.5 Rural/Agricultural Area

- a) The Rural/Agricultural Area, identified on **Schedule 1: City Structure Plan**, lies within the Municipal Boundary of the City of Sarnia, but outside of the Settlement Area Boundary. It includes components of the Greenlands System, as well as the Agriculture Designation, and the Sarnia Chris Hadfield Airport Designation, as identified on **Schedule 2**.

5.5.1 The Agriculture Designation

5.5.1.1 Intent

- a) It is the intent of the Agriculture Designation to recognize and support the continued use of lands for a range of agricultural and agriculturally supportive purposes, including opportunities that promote the long-term success of the agricultural economy.

5.5.1.2 Permitted Uses

- a) The predominant uses on lands so designated shall be agriculture, recreation and conservation. Permitted uses in the Agriculture Designation may include:
 - i. Agricultural uses including:
 - > Growing of crops, including nursery, biomass, and horticultural crops;
 - > Raising of livestock and the raising of other animals for food, fur or fibre, including poultry and fish;
 - > Aquaculture;
 - > Apiaries;
 - > Agro-forestry;

- > Associated on-farm buildings and structures;
 - ii. On-farm diversified uses;
 - iii. Agricultural-related uses;
 - iv. Agri-tourism uses;
 - v. Agricultural research and training establishments; and,
 - vi. Resource extraction and related operations
- b) In addition to the identified list of permitted uses, the following uses accessory to any of the identified permitted uses may also be permitted within the Agricultural Designation:
- i. Single detached dwellings on existing lots of record;
 - ii. Additional Residential Units;
 - iii. Bed and breakfast establishments; and,
 - iv. Home-based businesses.
- c) The list of permitted uses, and/or specifically not permitted uses may be further refined in the Zoning By-law to ensure that new development is compatible with the context of the adjacent and surrounding community in terms of the size, type, and/or phasing of uses.
- d) Agricultural uses shall be given priority over all other uses in the Agricultural Designation. Non-agricultural uses shall be directed to appropriate urban area designations to preserve the integrity of agricultural land and to avoid conflicts between farm and non-farm uses.

5.5.1.3 Development Policies

Compatibility

- a) All development shall be designed, located and managed to be complementary to the primary permitted uses in the Agriculture Designation. The City shall encourage compatible development, redevelopment and rehabilitation throughout the Agriculture Designation by supporting development applications that conform to the policies of this Plan, the regulations of the Zoning By-law and the associated Urban Design Guidelines.
- b) Where a property within the Agriculture Designation abuts the Existing Neighbourhood Designation, appropriate mechanisms shall be established in the Zoning By-law, or in a Site Specific Zoning By-law Amendment to ensure compatibility, sensitive integration and an appropriate transition to those abutting properties.
- c) Where applicable, all new development within the Agriculture Designation shall comply with the Province's Minimum Distance Separation (MDS) I and II formulae.

Further, where permitted uses of a non-agricultural nature are sought through a Zoning By-law and/or Site Plan Approval, the City may require the preparation of an Agricultural Impact Assessment as part of a complete application.

Development on Existing Vacant Lots of Record

- d) Within the Agricultural Designation, where a Vacant Lot of Record within the Agricultural Designation existed on the date of adoption of this Plan, minor development may be permitted and a building permit may be issued subject to compliance with the permitted use provisions and relevant policies of this Plan and the regulations of the Zoning By-law.
- e) Within the Agricultural Designation, development may occur on private services provided the adequacy of the proposed method of water supply and sanitary sewage disposal is demonstrated to the satisfaction of the City and/or the Province.
- f) Any development proposal on an Existing Vacant Lot of Record may be subject to an Agricultural Impact Assessment and/or Environmental Impact Study, where necessary.

Extensions/Enlargements to Existing Uses

- g) Minor extensions and enlargements may be permitted to uses legally existing on the date of the adoption of this Plan provided that the adequacy of the existing or proposed water supply and/or sanitary sewage disposal servicing system is demonstrated to the satisfaction of the City.

Lot Creation

- h) Lot creation in the Agricultural Designation shall comply with minimum distance separation formulae. Further, the creation of new lots for residential purposes within the Agriculture Designation shall only be permitted by Amendment to this Plan and the Zoning By-law, in accordance with the policies of this Plan and the County Official Plan and the relevant Provincial policies.

5.5.1.4 Land Use/Built Form Specific Policies

Policies for On-Farm Diversified Uses

- a) On-farm diversified uses within the Agriculture Designation are secondary industrial or commercial uses that are limited in area and are accessory to an agricultural operation on the same property. These uses should not detract from the primary use of the property for agricultural purposes, nor shall these uses detract from the intent of this Plan as they relate to the Agriculture Designation.
- b) Such uses may include building and/or landscaping contractor's yards, workshops for skilled trades and services, or small-scale production and processing facilities undertaken in a workshop or agricultural building. The accessory retail sale of products produced in conjunction with the home industry or on-farm diversified uses is also permitted.
- c) The establishment of a home industry or on-farm diversified use shall be subject to a Site Specific Zoning By-law Amendment and/or Site Plan Approval. In

considering approval of such uses, the City shall be satisfied the following criteria have been addressed:

- i. The building housing the use is located within the existing farm-building cluster;
- ii. The building housing the use has a floor area that is limited in size and is in keeping with the size of the parcel and scale of farm buildings;
- iii. The use and any activity area associated with the use is suitably set back from all lot lines;
- iv. The type and level of traffic generated by the use is compatible with the character of the area and the function of adjacent roads;
- v. The operator of the home industry or on-farm diversified use permanently resides on the property, however a limited number of employees of seasonal or permanent nature may be permitted;
- vi. All machinery and equipment, with the exception of motor vehicles required for the use, is located within enclosed buildings;
- vii. Any permitted open storage associated with the use is screened from view and located within a fenced compound; and,
- viii. Any retail component of the use is clearly accessory to the home industry and does not detract from the primary use of the property or adjacent properties.

Policies for Agricultural-Related Uses

- d) Agricultural-related uses are farm-related industrial or farm-related commercial in character and provide services or products to farm operations and are beneficial to the agricultural community. These uses shall not detract from the primary use of the property for agricultural purposes. Further, they must be directly related to the local farming community when evaluating the required Site Specific Zoning By-law Amendment and/or Site Plan Approval application to permit a new agricultural-related use, the City shall consider the following criteria:
 - i. The proposed business would not remove active agricultural land from production and the location would be compatible with and not hinder, surrounding agricultural operations and other existing land uses;
 - ii. The uses should be appropriate to available rural services;
 - iii. The size and character of the proposed use is appropriate within the Agriculture Designation;
 - iv. The proposed business is compliant with Minimum Distance Separation (MDS) I and II formulae; and

- v. Meet all applicable provincial air, emission, noise, water and wastewater standards and receive all relevant environmental approvals.
- e) In cases where the proposed business involves vehicles or equipment providing contract services (i.e. trucking), the City shall be satisfied that the nature of the building and/or facility exclusively serves farm operations. The Site Specific Zoning By-law Amendment will regulate the size of the business operation and the maximum land area available for vehicle or equipment storage and/or parking.

Policies for Agri-Tourism Uses

- f) The City supports the development of uses that highlight the importance and value of the agricultural economy as long as the use does not detract from the primary use of the property for agricultural purposes. On this basis, agri-tourism uses may be permitted subject to a Site Specific Zoning By-law Amendment and/or Site Plan Approval in consideration of the following criteria:
 - i. The use and any activity area associated with the use is suitably set back from all lot lines;
 - ii. The type and level of traffic generated by the use is compatible with the character of the area and the function of the adjacent road; and,
 - iii. The operator of the agri-tourism use permanently resides on the property; however, a limited number of employees of seasonal or permanent nature may be permitted.

Policies for Agricultural Research and Training Establishments

- g) Agricultural research and training establishments may be permitted subject to a Site Specific Zoning By-law Amendment and/or Site Plan Approval, provided the City is satisfied that:
 - i. The use is related to and will benefit the local agricultural community;
 - ii. The use will assist in the furthering of knowledge in the agricultural sector of the economy;
 - iii. The use will assist local farmers through training and the identification of improved farming methods and procedures; and,
 - iv. The use will not detract from the primary use of the property for agricultural purposes.

Policies for Resource Extraction Operations

- h) Resource extraction is a permitted activity in the Agriculture Designation. Resource extraction within the Agriculture Designation shall be recognized and managed as non-renewable resources and protected for long-term use. Petroleum pools are identified on **Map 2** in **Appendix I**. Mineral aggregate resources include clay, gravel, sand and any other material identified under the

Aggregate Resources Act of sufficient quantity or quality to warrant present or future extraction.

- i) Viable resource extraction areas shall be protected from incompatible land uses to allow for future extraction. Known resource areas shall be identified and development and activities in these resources or on adjacent lands which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:

- i. Resource use would not be feasible; or,
- ii. The proposed land use or development serves a greater long-term public interest; or,
- iii. Issues of public health, public safety, and environmental impact are addressed.

Uses that do not preclude future resource extraction such as agriculture, forestry and conservation are permitted, provided they do not include any buildings or structures.

- j) The refining, blending or processing of any resource or waste are not permitted within the Agriculture Designation and are to be directed to the General Employment Designation.
- k) All resource extraction activities and operations within the Agriculture Designation shall minimize conflict and maximize compatibility with adjacent uses. The protection of agricultural lands, natural areas and existing development is a high priority. No Amendment to the Zoning By-law to permit a new or expanded resource extraction operation shall be considered until it has been determined that the following matters have been addressed to the satisfaction of the City:
 - i. All extraction, processing and associated activities are located, designed and operated to minimize environmental and social impacts and ensure no negative impacts on surrounding properties;
 - ii. An appropriate separation distance can be provided from agricultural operations and areas of existing or proposed residential development; and,
 - iii. Provided the lands are rehabilitated to substantially the same acreage and acreage soil capability, with rehabilitation to prime agriculture, where feasible.
- l) The City may require owners/operators of resource extraction operations to conduct specific studies to address the above matters and require specific conditions that shall be attached to a resource extraction license. Mitigation measures may be required, such as increased setbacks, berms, landscaping, road improvements and dust, vibration and noise control. Further, resource extraction and associated operations shall be screened from public view wherever possible. Screening may be provided by planting, fences and/or landscaped berms.

- m) All resource extraction operations within the Agriculture Designation, including the development and use of buildings and structures, must:
 - i. Comply with all relevant Provincial legislation and regulations;
 - ii. Be zoned appropriately;
 - iii. Be subject to a Site Plan Control Agreement; and,
 - iv. Be subject to an appropriate Site Rehabilitation Plan.
- n) Any development on or adjacent to lands affected by former resource extraction operations within the Agriculture Designation shall be permitted only if rehabilitation measures have been completed, including contaminated sites discovered during the planning or implementing of a development proposal.
- o) Progressive or sequential rehabilitation of lands within resource extraction areas within the Agriculture Designation is required in accordance with a rehabilitation plan prepared under Provincial legislation and a Site Plan Control Agreement.

5.5.2 The Sarnia Chris Hadfield Airport Designation

5.5.2.1 Intent

- a) The Sarnia Chris Hadfield Airport Designation is specifically identified on **Schedule 2** of this Plan. It is the intent of this Plan to protect this significant transportation asset from land use conflicts, competing uses, and to ensure there are no negative impacts on the long-term function of the Airport.
- b) The City supports the maintenance of air passenger and freight service to and from Sarnia, and promotes the upgrading of the facilities and level of service available at the Sarnia Chris Hadfield Airport.
- c) The Sarnia Chris Hadfield Airport is recognized as a unique major transportation asset that shall be protected and improved over the long term by:
 - i. Protecting the airport from incompatible development; and,
 - ii. Providing a land base for the establishment of airport-related services.

5.5.2.2 Permitted Uses

- a) Lands within the Sarnia Chris Hadfield Airport Designation are to be protected for airport and airport-related uses to support its long-term operation and economic role, and to provide a land base to attract firms that require access to airport facilities.
- b) Permitted uses shall include uses identified in the Airport Master Plan, as it is updated from time to time. The list of permitted uses, and/or specifically not permitted uses shall be identified in the Zoning By-law, and will ensure that new development is compatible with the context of the adjacent and surrounding community in terms of the size, type, and/or phasing of uses.

5.5.2.3 Development Policies

- a) In general, the policies of the Prestige Employment Designation shall apply to the lands also identified as the Sarnia Chris Hadfield Airport. Where there is a conflict between the policies of the Prestige Employment Designation and the policies of this Section, the policies of this Section shall prevail.
- b) Development in the vicinity of the Sarnia Chris Hadfield Airport will be controlled to reduce the potential for land use conflicts and to ensure there will be no negative impacts on the airport's long-term function. Noise Exposure Forecasts (NEF) approved by Transport Canada and as shown on **Schedule 2** will be used in evaluating any development proposals in proximity to the airport. New development contrary to Provincial and Federal policy in this regard will be prohibited.
- c) New residential development and other sensitive land uses shall be prohibited in areas above the 30 NEF contour.
- d) Redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses may be considered above the 30 NEF contour if it can be demonstrated such development will not negatively affect the long-term function of the airport. A noise study and noise attenuation measures may be required to be completed to the satisfaction of the City before such development takes place.
- e) New development within areas up to the 30 NEF contour shall be regulated in accordance with the Transport Canada publication Land Use in the Vicinity of Airports, as amended from time to time.
- f) The height of buildings shall be restricted by the Zoning By-law and Transport Canada Airport Zoning to ensure a satisfactory level of safety for lands in the vicinity of the Sarnia Chris Hadfield Airport. The application of Site Plan Control shall restrict landscaping to within safe maximum heights so that appropriate standards established by Transport Canada are met.

5.6 Greenlands System

5.6.1 Intent and General Policies

- a) The intent of the Greenlands System is to provide a comprehensive and connected system of parks, open space and natural features that are protected, maintained, and enhanced to support cultural identity, a high quality of life, and environmental sustainability in Sarnia.
- b) The Greenlands System identified on **Schedule 2** is comprised of two designations:
 - i. The Parks and Open Space Designation identifies all of the City's existing public parks; and,

- ii. The Environmental Protection Designation, which comprises the defined natural heritage features that the City shall protect, and the natural hazard lands where development shall be restricted;
- c) **Schedule 3** identifies the Natural Heritage System which is comprised of the Environmental Protection Designation and the Adjacent Lands Overlay. The Adjacent Lands Overlay is based on an approximate 120-metre setback from the boundary of the Environmental Protection Designation. It is intended to act as a trigger for the completion of an Environmental Impact Study, and/or any other appropriate studies, when required by the City.

5.6.2 The Parks and Open Space Designation

5.6.2.1 Intent

- a) Parks and Open Spaces are valuable resources to the community and contribute to the quality of life in Sarnia. The intent of the Parks and Open Space Designation is to provide for a comprehensive and connected open space system of parks, multi-use pathways and trails that increase the opportunities for recreation and general enjoyment of a community.

5.6.2.2 Permitted Built Form/Uses

- a) Any buildings that support a permitted parks and open space use shall be in a Low-Rise Building.
- b) Parks and open space uses are permitted in all Designations in this Plan, and smaller elements of the parkland system may not necessarily be identified on any of the Schedules of this Plan. Larger elements of the parkland system are identified on **Schedule 2** as within the Parks and Open Space Designation. Permitted uses in the Parks and Open Space Designation may include:
 - i. Parks and open spaces including:
 - > Regional Parks;
 - > Community Parks;
 - > Waterfront Park;
 - > Neighbourhood Parks;
 - > Urban Squares, and other urban park spaces;
 - > Greenways;
 - ii. Cemeteries; and,
 - iii. Golf Courses.
- c) Accessory buildings and structures, as well as limited commercial uses that serve the primary permitted use, may be permitted subject to the relevant policies of this Plan and the requirements of the Zoning By-law.
- d) The list of permitted uses may be further refined through the Zoning By-law to ensure that new parks, open spaces, cemeteries, and crematoriums are compatible with the adjacent and surrounding community context.

5.6.2.3 Development Policies

- a) The lands within the City's parkland system, including those lands identified as within the Parks and Open Space Designation on **Schedule 2**, shall be developed consistent with the Waterfront Master Plan, and any future Parks and Recreation Master Plan adopted by Council, as well as any other relevant policies of this Plan.
- b) Parkland dedication will occur in accordance with the provisions of the Planning Act, the policies of this Plan and the City's Parkland Dedication By-law. The City may consider alternative park space securement mechanisms, including strata ownership, or privately owned, publicly accessible spaces that are subject to appropriate design, maintenance and access agreements.
- c) Where a Parks and Open Space Designation is applied to privately owned lands, it shall not imply that the lands are free and open to the general public. Further, it shall not imply any obligation for the City, or any other public agency, to purchase the lands.
- d) Buildings, structures and uses associated with a Cemetery, Crematorium, or a Golf Course use may be permitted, subject to the Zoning By-law. The establishment of new cemeteries, or the enlargement of existing cemeteries, shall have regard for:
 - i. Driveway access to the road system in a manner which does not create traffic hazards;
 - ii. Provision of adequate on-site parking facilities; and,
 - iii. Screening and landscaping to complement the plot plan and provide a buffer to adjacent land uses, where necessary.

5.6.3 The Environmental Protection Designation

5.6.3.1 Intent

- a) It is the intent of this Plan to ensure that the biodiversity, connectivity and ecological and hydrological functions of the natural heritage and natural hazard land features within the Environmental Protection Designation are protected, maintained, restored, or, where possible, enhanced for the long term. The Environmental Protection Designation is intended to:
 - i. Protect the health and water quality of the St. Clair River and the Lake Huron Shoreline, as well as any associated wetlands and watercourses;
 - ii. Protect surface and underground water resources;
 - iii. Conserve biodiversity;
 - iv. Protect all significant natural heritage features and their associated ecological functions; and,
 - v. Recognize and protect property investment within natural hazard lands.

5.6.3.2 Permitted Uses

- a) Permitted uses, subject to the results of an Environmental Impact Study, and/or other studies as deemed appropriate by the City in consultation with the Conservation Authority and any other agency having jurisdiction, on lands designated Environmental Protection may include:
 - i. Conservation uses;
 - ii. Public parks and trails and other associated passive recreational opportunities and facilities that do not require substantial site alterations;
 - iii. Buildings or structures appropriate and supportive of public parks and trails and other associated passive recreational opportunities and facilities;
 - iv. Buildings or structures necessary for flood or erosion control;
 - v. Agricultural uses.
- b) In addition to the permitted land uses listed, the following are also permitted:
 - i. Existing golf courses and other existing lawful uses restricted to their geographic location as of the date of the adoption of this Plan;
 - ii. Municipal infrastructure projects, where the alignments or locations of those facilities have been established in this Plan, approved Secondary Plans, Plans of Subdivision and/or approved Environmental Assessments, may be permitted, subject to the application of specific mitigation measures as set out in an approved Environmental Impact Study. Notwithstanding the permission provided by this policy, no municipal infrastructure projects shall be permitted within any identified Provincially Significant Wetland; and,
 - iii. Uses accessory to any of the identified permitted uses may also be permitted.
- c) The list of permitted uses, and/or specifically not permitted uses may be further refined in the Zoning By-law to ensure that new development is compatible with the context of the adjacent and surrounding community in terms of the size, type, and/or phasing of uses.

5.6.3.3 Components

- a) The Environmental Protection Designation is comprised of 2 key elements - The Natural Features (identified on **Map 2 of Appendix I**) and the Natural Hazards Lands (identified on **Map 3 of Appendix I**) and include the following components:
 - i. The St. Clair River and Lake Huron Shorelines;
 - ii. Provincially significant wetlands;
 - iii. Significant woodlands;

- iv. Significant valley lands;
- v. Significant wildlife habitat attributes and functions, including habitat for species-at-risk and rare plant communities;
- vi. Significant areas of natural and scientific interest;
- vii. Lands with natural hazards including watercourses, floodplains, erosion prone areas, unstable soils and areas where the water table is high;
- viii. Fish habitat;
- ix. Other natural heritage features (i.e. non-significant woodlands, locally significant wetlands, treed slopes, and cultural habitat features).

It is important to note that some existing features are not included in the Schedules to this Plan due to the sensitive nature of the information.

5.6.3.4 Development Policies

Limited Development

- a) No buildings or structures, nor the removal or placing of fill of any kind, whether originating on the site or elsewhere, may be permitted within the Environmental Protection Designation, except with the approval of the City, in consultation with the Conservation Authority and any other agency having jurisdiction. Wherever possible and practical, areas designated Environmental Protection shall generally not form part of any new lots to be created for the purposes of development.

No Negative Impact

- b) The establishment of any permitted use shall demonstrate no negative impact to any natural heritage feature or the supporting ecological and hydrological functions, as demonstrated through the required Environmental Impact Study. Where a permitted use requires impact mitigation, the mitigation shall result in no negative impact on the natural heritage features or their ecological and hydrological functions.

Impact Unavoidable

- c) Where development, redevelopment and/or site alteration is necessary within the Environmental Protection Designation, and a negative impact is unavoidable as identified through an Environmental Impact Study, then the City, in consultation with the Conservation Authority and any agency having jurisdiction, may accept a compensatory mitigation approach. Where compensatory mitigation is proposed, it must be demonstrated through an Environmental Impact Study that the mitigation results in a net gain of the natural heritage features and/or their supporting ecological and hydrological functions.

Existing Uses and Structures

- d) Existing legal non-conforming uses and structures within the Environmental Protection Designation are permitted and may be replaced if destroyed by natural causes. An application for the expansion or enlargement of such uses and structures may be considered by the City, subject to the submission of an Environmental Impact Study, in consultation with the Conservation Authority and any other agency having jurisdiction. The application shall demonstrate no negative impact to the natural heritage features and/or their supporting ecological and hydrological functions.

Existing Approvals

- e) The City shall recognize all existing planning approvals that predate the approval of this Plan. Where an existing planning approval is within the Environmental Protection Designation, but has not yet been developed, the City will work with the developer to mitigate the impacts of that development on the natural heritage features and/or their supporting ecological functions.
- f) In cases where an Environmental Impact Study was completed and approved in support of the existing planning approval, further Environmental Impact Study requirements may be waived by the City. Where changes to existing planning approvals are requested, the City may require that an Environmental Impact Study be carried out to ensure that there is no negative impact to the natural heritage features and/or their supporting ecological functions.

Removal or Destruction of a Natural Feature

- g) The removal or destruction of any natural heritage feature, or hydrologic feature or any associated ecological function by unauthorized development or site alteration is prohibited. Such removal or destruction will not provide the rationale for the removal of these lands from the Environmental Protection Designation. Restoration, to the satisfaction of the City, in consultation with the Conservation Authority and any other agency having jurisdiction, will be required where the removal or destruction of a key natural heritage feature or key hydrologic feature or any associated ecological function by unauthorized development or site alteration has occurred.

Changes to the Boundaries of the Environmental Protection Designation

- h) The boundaries of the Environmental Protection Designation shall be accurately surveyed and illustrated on all plans submitted in support of development and site alteration applications.
- i) Significant changes to the Environmental Protection Designation as identified on **Schedule 3** may be considered through an Environmental Impact Study and/or other studies as deemed appropriate by the City in consultation with the Conservation Authority and any other agency having jurisdiction, submitted in support of an Official Plan Amendment application.
- j) Minor adjustments to the boundary of the Environmental Protection Designation may be facilitated through an Environmental Impact Study and/or other studies

as deemed appropriate by the City in consultation with the Conservation Authority and any other agency having jurisdiction, without the need to amend this Plan. Where a minor adjustment to the boundary of the Environmental Protection Designation is approved by the City, in consultation with the Conservation Authority and any other agency having jurisdiction, the abutting land use designation as identified on **Schedule 2**, shall apply.

Dedication of Lands

- k) Lands within the Environmental Protection Designation may be dedicated to the City or other public authority, subject to the approval of the City, at no cost. Any dedication may or may not be considered as a community benefit, subject to the details of a Community Benefits Charge Bylaw, where applicable.
- l) Where lands within the Environmental Protection Designation are proposed for dedication to the City they shall be conveyed in a satisfactory physical condition and if an open watercourse is involved, the dedication shall provide sufficient land for property maintenance operations to be carried out. Such land shall not be acceptable as parkland dedication.

Natural Areas and Groundwater Protection in Resource Extraction Areas

- m) Petroleum, mineral and mineral aggregate resource exploration and operations will be undertaken in a manner that protects natural areas and groundwater. The proponent of such activities shall conduct studies to identify any negative effects on natural features and functions resulting from 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. If extraction is proposed near or above the water table, and on or near potential groundwater recharge areas, the proponent must also conduct hydrogeological studies to address adverse effects in the quality and/or quantity of groundwater. These studies must be completed to the satisfaction of the Province or any designated agent and shall be conducted at the sole expense of the persons or corporations engaged in exploration and/or extraction.

5.6.4 The Adjacent Lands Overlay

5.6.4.1 Intent

- a) The intent of the Adjacent Lands Overlay is to trigger the requirement for the preparation of an Environmental Impact Study and/or other studies as deemed appropriate by the City in consultation with the Conservation Authority and any other agency having jurisdiction, when necessary to support applications for development.
- b) Lands within 120 metres and abutting the Environmental Protection Designation are shown on **Schedule 3** as the Adjacent Lands Overlay. Adjacent Lands may have ecological and hydrological functions or linkages that are important to the long-term health of the features and functions of the Environmental Protection Designation.

- c) As an Overlay, the policies in this Section of this Plan must be read in conjunction with the policies of the associated underlying land use designation that is identified for any specific site on **Schedule 2**.

5.6.4.2 Permitted Uses

- a) The uses permitted on any specific site or area within the Adjacent Lands Overlay may include those land uses permitted by the underlying land use designation, as identified on **Schedule 2**, subject to the results of an Environmental Impact Study and/or other studies as deemed appropriate by the City in consultation with the Conservation Authority and any other agency having jurisdiction.
- b) In addition to any permitted land uses, the extension of existing municipal infrastructure projects where the alignments or locations of those facilities have been established in this Plan, approved Secondary Plans, Plans of Subdivision and/or approved Environmental Assessments and/or other studies as deemed appropriate by the City in consultation with the Conservation Authority and any other agency having jurisdiction, may be permitted on lands within the Adjacent Lands Overlay, subject to the application of specific mitigation measures as set out in an approved Environmental Impact Study and/or other studies as deemed appropriate by the City in consultation with the Conservation Authority and any other agency having jurisdiction.

5.6.4.3 Development Policies

The Underlying Land Use Designation to Apply

- a) Subject to the conclusions and requirements of the Environmental Impact Study, the lands may be developed in accordance with the permitted uses and development policies of the underlying land use designation that is identified on **Schedule 2**. Any changes to the extent of the developable land area, restrictions on any permitted land use and/or any required impact mitigation requirements identified in the Environmental Impact Study and/or other studies as deemed appropriate by the City in consultation with the Conservation Authority and any other agency having jurisdiction shall be identified, implemented, regulated or otherwise secured to the satisfaction of the City.

Existing Approvals

- b) The City shall recognize all existing planning approvals that pre-date the approval of this Plan. In cases where an Environmental Impact Study and/or other studies as deemed appropriate by the City in consultation with the Conservation Authority and any other agency having jurisdiction was completed and approved in support of the existing planning approval within the Adjacent Lands Overlay, further Environmental Impact Study requirements and/or other studies as deemed appropriate by the City in consultation with the Conservation Authority and any other agency having jurisdiction, may be waived by the City.

5.6.5 Policies for Environmental Impact Studies

- a) Where development, redevelopment and/or site alteration is proposed within the Environmental Protection Designation or covered by the Adjacent Lands Overlay, the City shall require that an Environmental Impact Study be prepared that

demonstrates that there will be no negative impacts on any natural heritage features, or their ecological and hydrological functions. It is noted that Natural Hazard Lands identified within the Environmental Protection Designation may or may not require an Environmental Impact Study, but will trigger other important studies, including, but not limited to floodplain assessment, and/or an erosion hazard assessment.

b) Any required Environmental Impact Study shall be conducted in two phases:

i. Phase I evaluations shall describe the existing site conditions and confirm all natural heritage features and ecological and hydrological functions on the property and adjacent lands, including the following:

- > Landscape context, physical features, land forms and soil types;
- > Confirmation of terrestrial and aquatic natural heritage features present, including an assessment of their significance;
- > Staking/mapping of the boundaries of identified natural heritage features, as required by the City and the Conservation Authority;
- > A complete vegetation inventory and clear delineation of vegetation communities; and,
- > Complete wildlife surveys, including a review for significant wildlife habitat and Species at Risk screening.

Phase 1 evaluations must be reviewed and approved by the City in consultation with the Conservation Authority and any other agencies having jurisdiction, before Phase 2 can be initiated; and,

ii. Phase 2 evaluations shall identify and assess the impacts of a proposed development, both during construction and after completion, on adjacent, defined natural heritage features and ecological and hydrological functions. Methods and measures for the mitigation of potential environmental effects shall be identified.

c) Applications for development shall, at the pre-consultation meeting identified in this Plan, confirm with City and Conservation Authority Staff, and any other agency having jurisdiction, the purpose, scope and context of the required Environmental Impact Study. It is the intent of the City that the work carried out in an Environmental Impact Study be prepared early in the planning and design process to ensure that natural heritage features and ecological and hydrological functions are appropriately protected.

d) Where an application for development, redevelopment and/or site alteration adjacent to the Environmental Protection Designation is small in scale, the City, in consultation with the Conservation Authority and any other agency having jurisdiction, may waive the requirement to conduct an Environmental Impact Study, or appropriately scope the study requirements. Criteria for waiving an EIS include:

- i. Where the proposed development is not in an area regulated by the Conservation Authority; or
- ii. Where the proposed development is on an existing lot of record; or

- iii. Where the development is an addition located away from the feature; or
 - iv. Where the proposed development is separated from the feature by a road; or
 - v. Where the proposed development is wholly contained within the existing footprint or includes a minor addition that is >15 metres from the feature.
- e) The completion of an Environmental Impact Study does not guarantee that development proposals will be approved. The recommendations of the Environmental Impact Study shall be implemented through the planning approvals process.

5.6.6 Policies for Endangered Species/Species at Risk

- a) In addition to the Natural Heritage System identified on **Schedule 3** to this Plan, it is a requirement of this Plan that all development applications be accompanied by screening of Species at Risk, in accordance with Provincial and Federal legislation and policies to ensure the long-term conservation of habitat for threatened and endangered species. Such an analysis shall be prepared by a qualified professional, with appropriate background information and/or in-season field work, to the satisfaction of the City, in consultation with the Province the Federal government and any other agency having jurisdiction.

5.6.7 Policies for Natural Hazards

5.6.7.1 Intent

- a) In addition to the policies of the Environmental Protection Designation, the following policies apply to the Natural Hazards, as they are identified on **Map 3** of **Appendix I**.
- b) It is the intent of this Plan that planning and development decisions shall protect, improve or restore the quality and quantity of water and related resources where possible on an integrated watershed management basis. Further, development and site alteration shall:
- i. Be restricted in or near sensitive surface water features and sensitive ground water features and their related hydrological functions will be protected, improved or restored; and,
 - ii. Occur in a manner that will protect property and the health and safety of the public from natural hazards such as flooding and erosion.
- c) Flood plain management shall occur on a watershed management basis giving due consideration to the upstream, downstream and cumulative effects of the development.

5.6.7.2 The Great Lakes Shore Lands

- a) Within the City, the Great Lakes System includes Lake Huron and the St. Clair River and their associated shorelines, dynamic beaches, and flooding and erosion susceptible areas. Within one-zone floodplain areas, sand and sediment are constantly moving, and water levels, wind, soil type, degree of slope, rainfall, storms, dunes, bank stability and vegetation vary.
- b) Erosion and flooding are natural processes that are essential to the ecological balance of large reaches of shoreline. The principal goals of shoreline management are to protect ecological functions, prevent risks to human life, and minimize property damage. The City shall implement shoreline protection measures consistent with these objectives on a phased basis as the need arises and as funding can be made available.

The Lake Huron Shore Lands

- c) The Lake Huron Shore Lands are an important character-giving element of the City and are intended to remain a major destination for residents and visitors. It is the intent of this Plan to, over time, maximize the attributes of the Lake Huron Shore Lands, and adjacent waterfront to their full potential. This can be achieved, notwithstanding a recognition of the inherent dynamic beach, flooding and erosion hazards, in part, through activities and public and private initiatives which will:
 - i. Ensure reasonable, controlled, public access to all areas of the Shore Lands, for the benefit of the residents of Sarnia as well as tourists;
 - ii. Ensure that all development abutting the Environmental Protection Designation along the Shore Lands is of the highest quality and properly integrates with surrounding uses;
 - iii. Ensure that the development within or abutting the Shore Lands enhances the Town's park system, with particular focus on the retention of scenic views;
 - iv. Increase the amount of the Shore Lands in public ownership; and,
 - v. Utilize best practices and building/landscape techniques to mitigate the impacts of climate change in all public realm and construction activities within or abutting the Shore Lands.
- d) Lands abutting the Lake Huron Shore Lands are susceptible to flooding, erosion and dynamic beach hazards according to the Shoreline Management Plan prepared by the Conservation Authority. The Shoreline Management Plan contains an accurate illustration of the Shoreline Management Area boundaries and shall be identified in the Zoning By-law.
- e) For sites within 75 metres of Lake Huron which lie below the flood elevation of 179.2 metres Canadian Geodetic Datum, the required minimum elevation of any openings to new buildings shall be 179.2 metres Canadian Geodetic Datum, along with any additional flood proofing. It will be the responsibility of the

proponent of any new development within this area to determine the 179.2 metres CGD flood elevation on the subject property.

- f) In addition to the permitted uses identified within the Environmental Protection Designation, existing uses and minor additions to structures/facilities such as docks and boat houses, which by their nature must be located on or near the Shore Lands shall also be permitted within the Environmental Protection Designation. Permitted land uses shall require the approval of the City, in consultation with the Conservation Authority and the Ministry of Natural Resources.
- g) Uses outside the Lake Huron floodplain shall be set back a minimum of 15 metres from the 1:100 Year flood elevation of 179.2 metres Canadian Geodetic Datum. An additional setback may be required to satisfy the Conservation Authority requirement for wave up rush protection.

St. Clair River Shore Lands

- h) For the St. Clair River Shore Lands, the Province has determined the 1:100 year flood elevation level shall be 178.0 metres Canadian Geodetic Datum as these lands are less susceptible to wave uprush than lands on the Lake Huron shoreline. For sites near the St. Clair River, the required minimum elevation of any openings to new buildings shall be 178.3 metres Canadian Geodetic Datum along with appropriate floodproofing.
- i) For sites bordering the St. Clair River that have no shoreline protection, any new habitable building shall have a minimum setback of 15 metres from the top of the shoreline bank unless identified in an appropriate professional study following established standards and approved by the City and the Conservation Authority and any other agency having jurisdiction. Additions to existing habitable buildings having less than the required setback from the top of the shoreline bank along the St. Clair River are permitted provided that the addition does not reduce the existing setback.
- j) Development within the hazard on the St. Clair River can occur provided the hazard is safely addressed following established standards. Written permission from the Conservation Authority will be required.
- k) Minor land filling and modifications to the configuration of the shoreline shall be permitted for the purpose of stabilizing slopes and shorelines, creating or enhancing aquatic habitat, naturalizing the shoreline, improving water quality, or providing public access to the water's edge where appropriate. Written permission from the Conservation Authority will be required.

5.6.7.3 River and Stream Floodplains

- a) Floodplains are the areas, usually lowlands adjoining a watercourse that have been or may be subject to flooding hazards. The City's floodplains consist of "one-zone floodplain policy areas" and "two-zone floodplain policy areas" as identified on **Map 3 of Appendix I**.
- b) The regulatory flood standard for the Perch Creek watershed is based upon the 1:100- year frequency based flood.

- c) The regulatory flood standard for the Cow Creek and St. Clair River Tributary watersheds are based on a storm centred event of the Hurricane Hazel storm that occurred in 1954.

The One-Zone Floodplain Policy Areas

- d) In these areas, the entire flooding hazard limit defines the floodway. The one-zone concept is the preferred approach for the management of flooding hazards as it provides the most cost-effective means of minimizing potential threats to life and risks of property damage and social disruption.
- e) Within one-zone floodplain policy areas, no buildings or structures are permitted except for those necessary for flood and/or erosion control. The construction of new public roads, or new structures necessary for conservation, public recreation, utilities or agricultural purposes may be permitted provided they do not affect flood flows.
- f) Minor expansions or alterations to lawfully existing buildings and structures may be permitted provided that:
 - i. No new dwelling units are created;
 - ii. No new floor space, including basements, is created below the regulatory flood elevation; and,
 - iii. All mechanical and electrical services are floodproofed to the regulatory flood elevation level.

The Two-Zone Floodplain Policy Areas

- g) Two-zone floodplain policy areas divide floodplains into two zones:
 - i. Floodway: the contiguous inner portion of a floodplain required for the safe passage of flood flows where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage; and,
 - ii. Flood fringe: the outer portion of the floodplain between the floodway and the flooding hazard limit. Flood depth and velocity are generally less severe than in the floodway.
- h) The two-zone approach is not the preferred method of floodplain management. While development may be adequately flood-proofed over the short term, continuous maintenance and upkeep would be required to ensure protection works and local services remain effective.
- i) Within an approved two-zone floodplain policy area, development within the floodway shall be restricted to minor expansions or alterations of existing buildings as set out in one zone floodplain policy areas. Development within the flood fringe shall be restricted to infilling, redevelopment or replacement of existing buildings or structures, and minor additions or alterations to existing buildings, provided the following conditions are met:

- i. Written permission is issued by the Conservation Authority on the basis that no adverse effects on the hydraulic characteristics of flood flows will occur;
 - ii. No hazards will be aggravated and no adverse environmental impacts will result;
 - iii. All development is suitably flood-proofed to the regulatory flood elevation level as determined by and to the satisfaction of the Conservation Authority and the City of Sarnia;
 - iv. All habitable floor space is constructed at or above the regulatory flood elevation level;
 - v. All essential building services (i.e. electrical, telephone, heating etc.) are constructed at or above, or are protected, to the regulatory flood elevation level;
 - vi. No uninhabitable floor space is created below the regulatory flood elevation where there is the possibility of its conversion to habitable floor space;
 - vii. The proposed use is not an institutional use, essential emergency service, or operation related to the disposal, manufacture, treatment or storage of hazardous substances;
 - viii. Safe access is maintained for the maintenance and repair of protection works during times of flooding; and,
 - ix. Safe vehicular and pedestrian movement for all new habitable buildings is guaranteed in order that safe access/evacuation is ensured. The Conservation Authority shall determine what is considered safe access, based on flood depth and velocity factors.
- j) The City may consider applying the two-zone concept to portions of the floodplain where it can be demonstrated that 'flood fringe' areas can be safely developed with no adverse effects on the hydrological feature or function. Consideration of the two-zone concept may only be initiated by a planning authority.
 - k) Applying the two-zone concept requires considerable review and is to be applied on a reach/watershed/sub-watershed basis. In accordance with Provincial technical guidelines, the City, in consultation with the Conservation Authority, the Province and any other agency having jurisdiction, shall assess the suitability of applying the concept elsewhere within the City.
 - l) Prior to approval, Council shall be satisfied that no adverse effects will result and that the City maintains the long-term administrative and financial capability to effectively manage the identified two-zone floodplain policy area in perpetuity.
 - m) The proponents of any development in a designated flood fringe shall prepare a protective works and emergency plan prepared prior to permitting conditional

development. All communal protective works identified through a two-zone analysis shall be owned, operated and maintained by the City.

Erosion Hazards

- n) Development adjacent to steep slopes or watercourse valleys must be set back from the erosion toe allowance plus stable top-of-bank. The erosion setback will be determined by the proponent in consultation with the City and the Conservation Authority or any authority having jurisdiction. The required development setback will reflect the degree, severity and extent of the erosion hazard. A standard setback may be included in the implementing Zoning By-law.
- o) Where slope stabilization, development or redevelopment is proposed near the top-of-bank or a major watercourse or significant slope, the proponent will consult with the City and the Conservation Authority. The City will reserve the right to require geotechnical and/or engineering studies and/or works from development proponents.

5.7 Site and Area-Specific Policies

- a) Certain sites and areas in the City require policies that vary from one or more provisions of this Plan. These policies generally reflect unique historic conditions for approval that must be recognized for specific development sites or provide a further layer of policy direction for an area. In most cases, the site and area-specific policies provide direction on land use. The Plan policies apply to these lands except where the site and area-specific policies vary from the Plan. The location of all of the Site and Area-Specific Policy properties is identified on **Schedule 4: Site and Area-Specific Policy Areas**.

1. Blackwell Side Road Landfill

- a) 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 another use for a period of 25 years beginning on October 24, 1999, without the approval of the Province.
- b) The landfill shall be closed in accordance with an approved site closure plan. A site closure plan shall include, but shall not necessarily be limited to the following matters:
- i. Fencing, security and access control;
 - ii. Final contours, cover and vegetation;
 - iii. Post-closure after-use;
 - iv. Site plan and site plan agreement Amendments which the County of Lambton, after consulting with the City, may regard as being necessary or desirable in relation to the post-closure after-use;
 - v. Long-term maintenance and operation of surface water, groundwater, landfill gas and leachate monitoring; and,
 - vi. Updated contingency plans to mitigate unacceptable environmental impacts.
- c) The leachate treatment plan shall continue to be operated in accordance with the Environmental Protection Act and the Ontario Water Resource Act and the regulations under those Acts.
- d) Any time after the 25 years have lapsed (October 24, 2024), but before any other use is permitted, an application must be made to the Province to amend the Certificate of Approval.
- e) No development shall take place on or within the lands used for landfilling until:
- i. An evaluation of the presence and impact of any adverse environmental effects, and risks to health and safety is completed;
 - ii. The Certificate of Approval is amended; and

iii. Any necessary remedial measures are undertaken to the satisfaction of the City and the Province.

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

g) Any development within 500 metres of the site boundary shall be subject to consultation with the Province before any Zoning By-law Amendment or building permit is adopted or granted for such lands. The Province 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 or safety. If it is found that a potential adverse effect or risk does exist, development may be restricted.

2. 1622 Modeland Road

a) Two single-detached dwellings on one lot are permitted.

3. Jackson and Telfer Road

a) No buildings or structures are permitted on Parts 3, 4, 5 and 6, Plan 25R8317.

4. 1121 Wellington Street

a) Minor institutional uses are permitted within the existing building, including facilities for the drop-off and indoor recycling and storage of clothing, and non-offensive non-noxious household items. The outdoor storage of goods, materials or equipment, and retail activities are not permitted.

5. Lands within the Mixed Use designation along Christina Street North and Wellington Street

a) In support of the retention of older buildings and unique historical characteristics, buildings within this area should be retained and appropriately developed for mixed-use, office commercial, small scale retail, and service commercial uses. The design of new structures should complement existing development in terms of its scale and character to preserve the unique characteristics of these areas.

6. 1508 Blackwell Road

a) An agricultural nursery use is permitted.

7. 790 & 794 Exmouth Street

a) Any expansion or redevelopment on these sites shall occur only through the consolidation of the two parcels, under the following conditions:

i. The existing commercial access provided to Lynwood Avenue shall be closed and access provided to Exmouth Street only; and,

- ii. A minimum 3-metre landscape/screening buffer shall be provided along the north property line.

8. 266 Gibson Street

- a) A Contractor's Yard or Shop Class A are permitted uses provided that the use is non-offensive and does not have an adverse effect on surrounding established uses.

9. 1100, 1148, 1150 Afton Drive

- a) One new apartment building, in addition to the two existing apartment buildings, are permitted on the subject lands provided all three buildings shall have a total maximum combined density of 121 residential units per hectare.

10. 2475 Churchill Line

- a) Salt resource exploration and extraction are permitted. An associated brine processing storage and distribution facility is permitted on the area identified as 'A'.
- b) After salt resource extraction and other related activities have ceased, the lands shall be rehabilitated for agricultural uses.

11. Sarnia Humane Society Lands

- a) An animal shelter and humane learning centre are permitted uses.

12. 1326 London Road

- a) Small scale manufacturing of craft beer produced for both off-site distribution and for on-site retail sale and consumption is permitted within the existing building.

13. 696 Oxford Street

- a) A retirement home without frontage on an arterial or collector road is permitted.

14. 220 Mitton Street & 327 George Street

- a) Crisis care facilities, long-term care facilities, retirement homes, nursing homes and apartment buildings are also permitted.
- b) Commercial, restaurant, retail and personal service establishment uses be limited to the following maximum net floor areas:
 - i. Maximum commercial net floor area of 6,000m²
 - ii. Maximum net floor area of 372m² for restaurant land use north of George Street, and 186m² for restaurant land use south of George Street.
 - iii. Maximum net floor area of 930m² for retail land uses north of George Street, and 465m² for retail land uses south of George Street.
 - iv. Maximum net floor area of 930m² for personal service establishment land uses north of George Street, and 465m² for personal service establishment land uses south of George Street.
- c) Residential and Institutional land uses, including apartment buildings, long-term care facilities, nursing homes, retirement homes and residential care facilities may be permitted on the subject lands, provided that:
 - i. That an Environmental Site Assessment is completed to the satisfaction of the Director of Planning and Building.
 - ii. That a site servicing report is completed to the satisfaction of the Director of Engineering, that demonstrates that City water and sewer infrastructure is available to service the proposed intensification of the site.
- d) Any commercial buildings shall frame the Mitton Street North, George Street or Mackenzie Street North frontages and be setback and screened from adjacent residential properties on Essex Street and Bright Street.

15. 1330 Exmouth Street

- a) The existing building at the rear of the site known municipally as 1330 Exmouth Street may be used for the small scale manufacturing of craft beer (craft brewery) produced for both off-site distribution and for on-site retail sale and consumption.

16. 1265 Vidal Street South

- a) An industrial subdivision located within the property municipally known as 1265 Vidal Street is not required to have frontage on a public road and shall not be required to connect to the City's sanitary sewer system.

- b) This site is not required to have frontage on a public road and shall not be required to connect to the City's sanitary sewer system.

17. Southwest End of L'Heritage Drive

- a) Townhouse dwellings are permitted

18. 1475 Vidal Street South

- a) An industrial development on blocks located within the property is not required to have frontage on a public road and may provide interim servicing solutions, pending the installation of proposed private distribution systems, in accordance with applicable legislation(s) and approvals from the required agencies.

19. 1550 Confederation Line

- a) In addition to the commercial uses permitted in the Mixed Use designation, the site may also be used for a "Contractors Yard" with open storage. Open storage areas shall be accessory to a permitted use, located in the rear yard only, and screened from the street and adjacent residential uses. Any future building used for a "Contractors Yard" on the property shall be commercial in appearance from Confederation Line and include office/commercial uses at the front of the building, as well as a front entrance and south-facing windows.

20. Northwest and Northeast corners of Confederation Line and Ronald Bloore Drive

- a) Single and semi-detached dwellings in low-rise buildings are permitted.
- b) In addition to any normal requirements for any future Site Plan Control, Subdivision or Severance application, the following information shall be required:
 - i. A study prepared by a qualified professional for environmental noise and vibration related to the *Environmental Noise Guideline - Stationary and Transportation Sources- Approval and Planning (NPC-300) (2013)*. The study shall be done on the basis that the subject lands are designated "Class 4" in the guideline.
 - ii. Noise and vibration studies will be provided by the applicant, prepared by a qualified professional, examining all residential land within 1000 metres of any adjacent sensitive land use or industrial facilities to determine to show the proposal meets provincial spacing requirements for sensitive land uses (also known as the "D6 guidelines"). If this study notes that spacing cannot be achieved, the study is to provide mitigation methods which must form part of any conditions of approval of a subdivision, consent or site plan control agreement. These mitigation methods may include, but not be limited too buffering, fencing, building modifications or landscaping.
- c) For any Site Plan Control application, the following policies shall apply:

- i. The City shall designate the subject lands as “Class 4” for the purposes of the *Environmental Noise Guideline - Stationary and Transportation Sources Approval and Planning (NPC-300) (2013)*.
- d) For any Site Plan Control agreement or Site Plan Control approval issued with conditions, the following additional conditions will be applied:
 - i. With the registration of the Site Plan Control Agreement being on title of the subject lands, the agreement will include a warning for all unit owners that:
 - > Noise and vibration may emanate from the nearby industrial activity.
 - > Mitigation measures were included in the design of the building and/or property to mitigate impacts of nearby industrial activity. These measures are not to be interfered with and will remain on the property or incorporated into the building in perpetuity.
 - > Adjacent industrial landowners shall not be responsible for any complaints arising from use of their facilities or their operations.
 - > Adjacent industrial properties may expand operations, as per the appropriate zoning regulations. Adjacent industrial landowners shall not be responsible for any complaints arising from use or expansion of their operations.
 - ii. The City may require the owner of the site, and/or its successors, to enter into an agreement satisfactory to adjacent industrial land owners under the Industrial and Mining Lands Compensation Act, R.S.O. 1990, c.1.5.

21. 1375 London Road

- a) Stand-alone, non-residential buildings with a minimum height of 7.0m or one-storey, whichever is greater, are permitted.

22. 1111-1115 Confederation Street

- a) Retail uses are permitted as a primary use.

23. East End of Pamela Court

- a) Notwithstanding policy 5.6.3.4, the land located at the east end of Pamela Court is redesignated to “Existing Neighbourhood” and may be developed for residential lots.
- b) The Environmental Protection areas shall be identified in the Zoning By-law, and site zone regulations shall be implemented to restrict dwellings, buildings or structures from being in these areas.
- c) The Natural Heritage Features Type ‘B’ area shall be identified in the Zoning By-law, and site-zone regulations shall be implemented to ensure that the integrity of the feature and its ecological functions are protected from development and site alteration. Site zone regulations shall address building restrictions, building envelopes and setbacks to natural features.

5.8 Area 2 Secondary Plan

5.8.1 Introduction

Location

- a) The Area 2 Secondary Plan consists of the lands bounded by the Canadian National Railway to the south, Highway 40 to the west, Blackwell Sideroad to the east, and London Line to the north, as identified on **Schedule 5A**.
- b) The Area 2 Secondary Plan Area is approximately 570 hectares in size and accommodates several existing uses, including the residential neighbourhoods of Heritage Park and Blackwell Glen, the Western Sarnia-Lambton Research Park, and highway commercial uses along the London Line. The Secondary Plan Area also includes natural heritage features, including significant woodlands and the Perch Creek Corridor.

Sustainability

- c) The identified significant natural heritage features and their associated ecological functions have been identified and protected from development within the Area 2 Secondary Plan Area, as supported by the Technical Report: Natural Heritage Assessment prepared by Dougan & Associates in support of this Secondary Plan.

In addition, Area 2 is planned as a complete community, with opportunities to live, work, shop, go to school, and enjoy recreational pursuits all in proximity, reducing the need for unnecessary automobile trips. Opportunities for active transportation are provided through a linked and interconnected network of sidewalks and trails planned throughout the community.

High Quality

- d) All new development within the Area 2 Secondary Plan Area shall be consistent with the Area 2 Urban Design Guidelines, attached to this Secondary Plan as Appendix I, and in consideration of the principles of LEED-ND (Leadership in Energy and Environmental Design – Canada) as they evolve, or some other equivalent standard acceptable to the City.

Minimum Density Target

- e) It is a requirement of this Secondary Plan that development work toward achieving a minimum density target of 55 persons and jobs combined per hectare, to be measured on the basis of the total land area less any defined elements of the Environmental Protection Designation. Appendix II - Growth Projections identifies the development yields anticipated to achieve this density target.

Interpretation

- f) This Secondary Plan provides Area 2 with an up-to-date policy framework that will appropriately guide their future development over the time horizon of the Official Plan. The Area 2 Secondary Plan is to be fully integrated with the City of Sarnia Official Plan, and as such, all of the relevant policies of the Official Plan shall apply to the lands within Area 2, unless specifically added or modified by this Secondary Plan.

Implementation

- g) This Secondary Plan shall be implemented in accordance with the provisions of the *Planning Act*, other applicable Provincial legislation and policies and the County of Lambton Official Plan. In addition, all development shall conform with the provisions of Section 8.0 Implementation of the Official Plan, as well as with all other relevant policies of the Official Plan, including the more specific policies of this Secondary Plan. Where there is a conflict between the policies of this Secondary Plan and the Official Plan, the policies of this Secondary Plan shall prevail.
- h) This Secondary Plan, and its associated Appendices, are to inform development as it is to be implemented through Plans of Subdivision, Zoning By-laws and, where applicable, Site Plan Control. All development shall be consistent with the guidelines and standards identified within the various Appendices attached to this Secondary Plan. Importantly, the all of the Appendices are non-statutory components of this Secondary Plan, and are intended to form the basis of subsequent, identified development approval processes and include:
- *Appendix I - Area 2 Urban Design Guidelines* - Appendix I includes a Demonstration Plan that identifies a local road pattern and associated development blocks that are considered appropriate for the ultimate development of the Area 2 Secondary Plan Area. Appendix I also includes a Potential Zoning Plan that is to be linked to the development regulations provided in the City's implementing Zoning By-law;
 - *Appendix II - Growth Projections* - Appendix II identifies the development yields anticipated to achieve this density target. It includes a number of assumptions related to the density of development, household sizes and employment area yields. The intent is to identify the ability to achieve the 55 persons and jobs combined target for development in Area 2; and,
 - *Appendix III - Engineering Design Standards* - Appendix III articulates updated development standards as they relate to the municipal service infrastructure engineering that is required to facilitate the development of Area 2 over time.

Phasing

- i) Development within Area 2 may be phased. Decisions about the timing of development shall be subject to the policies of Section 4.3 Accommodating Projected Growth of the Official Plan.
- j) The phasing of development within the Area 2 Secondary Plan Area will be linked to the delivery of the required municipal service infrastructure (sewer, water and stormwater management facilities), including the planned roads and active transportation elements and the required elementary schools and public parks.

Pre-Zoning

- k) As noted, Appendix I includes a Potential Zoning Plan that is to be linked to the development regulations provided in the City's implementing Zoning By-law. The City may pre-zone all, or some of the lands within the Area 2 Secondary Plan Area in order to

facilitate expedited development, in accordance with City objectives related to enhancing the supply of housing.

- l) Notwithstanding the desire to expedite development approvals, new development sites with the Area 2 Secondary Plan Area may still need to be supported by important planning, environmental and engineering studies prior to any subsequent development approvals. As such, it is anticipated that the undeveloped parts of the Area 2 Secondary Plan Area may be pre-zoned with the inclusion of the 'H' - Holding Zone symbol. The removal of the 'H' may be subject to the satisfactory completion of some or all of the following technical studies:
 - i. Planning Rationale Report;
 - ii. Urban Design Study;
 - iii. Archaeological Assessment;
 - iv. Block Plan;
 - v. Environmental Impact Study;
 - vi. Tree Inventory and Preservation Study;
 - vii. Stormwater Management Plan;
 - viii. Functional Servicing Report;
 - ix. Transportation Impact Study;
 - x. Noise and/or Vibration Study;
 - xi. Climate Change Study;
 - xii. Environmental Site Assessment; and/or,
 - xiii. Financial Impact Study.
- m) Where a new sensitive land use is planned within, or proximate to, a designated employment area or existing employment use, land use compatibility, sensitive integration and an appropriate transition to those abutting properties in conformity with the policies of this Plan and any applicable Provincial policies or guidelines shall be required. This shall include appropriate studies to address noise, dust, odour, vibration and other impacts in accordance with Provincial guidelines. The mitigation measures identified in the studies shall be included in an agreement with the proponent to implement the proposed mitigation measures.

5.8.2 The New Neighbourhood Designation

Intent

- a) For lands designated New Neighbourhood on **Schedule 5A**, all the relevant policies of the Official Plan shall apply, in addition to the following new policy framework.

- b) It is the intent of the City to promote Area 2 as a well-designed and attractive residential neighbourhood. The New Neighbourhood Designation, identified on **Schedule 5A**, will include an appropriate range and mix of housing types in a low-rise built form, parks and open space features and elementary schools.

Permitted Built Form/Uses

- c) Development within the New Neighbourhood Designation may be within Low-Rise Buildings, in accordance with Section 5.1.5.1 of the Official Plan.
- d) The following uses may be permitted on lands within the New Neighbourhood Designation, as shown on **Schedule 5A**, subject to the policies of this Section:
- i. Residential Dwelling Units, including single-detached, duplex and semi-detached dwellings, triplex and four-plex dwellings and townhouses;
 - ii. Additional Residential Units in accordance with Section 5.1.5.4 of the Official Plan;
 - iii. Special Needs Housing in accordance with Section 5.1.5.5 of the Official Plan;
 - iv. Live-Work Units in accordance with Section 5.1.5.6 of the Official Plan;
 - v. Home-Based Businesses in accordance with Section 5.1.5.7 of the Official Plan;
 - vi. Short-Term Accommodations in accordance with Section 5.1.5.8 of the Official Plan;
 - vii. Day Care Facilities in accordance with Section 5.1.5.9 of the Official Plan;
 - viii. Small-Scale Places of Worship in accordance with Section 5.1.5.10 of the Official Plan;
 - ix. Neighbourhood Supporting Uses in accordance with Section 5.1.5.11 of the Official Plan;
 - x. Elementary Schools in accordance with Section 5.1.5.12 of the Official Plan; and,
 - xi. Public Service Facilities in accordance with Section 5.1.5.13 of the Official Plan.
- e) In addition to the identified list of permitted uses, parks and open spaces and uses accessory to any of the identified permitted uses are also permitted.
- f) The list of permitted uses may be further refined through the implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community.

A Range and Mix of Housing Types

- g) The City shall require the development of a range and mix of housing types within the New Neighbourhood Designation. Each development application will be required to identify its contribution toward the achievement of this policy requirement, as it is generally identified in Appendix I and Appendix II.

Comprehensive Planning - Block Plans

- h) Where a significant deviation to the road and block pattern and potential zoning identified in Appendix I are proposed through a development application, the City may require, prior to the approval of such application that a Block Plan be prepared for an appropriate land area abutting and in proximity to the lands subject to the application to ensure that development applications on one property appropriately co-exist with existing development on adjacent lands, or the planned future development potential on adjacent lands. The purpose of the Block Plan is to promote comprehensive planning, and to:
 - i. Identify the detailed land uses and distribution of dwelling types;
 - ii. Confirm the boundaries of the Environmental Protection Designation;
 - iii. Identify required elements of the public parkland system, and the active transportation network;
 - iv. Identify the location for any required educational and/or community facilities; and,
 - v. Identify the detailed road pattern, including Local Roads.
- i) The preparation of Block Plans, where required, shall conform with all relevant policies of the Official Plan and this Secondary Plan, and shall be consistent with Appendix I - The Area 2 Urban Design Guidelines.
- j) Required Block Plans shall be adopted by the City and may include all of the necessary supporting technical studies identified in the Official Plan, to the satisfaction of the City. Required Block Plans are non-statutory plans that shall form the basis for the subsequent approval of Draft Plans of Subdivision and implementing Zoning By-laws. Required Block Plans do not require a public consultation process, nor are they subject to appeal to the Ontario Land Tribunal.
- k) A Block Plan may form the basis of a Developer's Group Agreement where affected landowners work together to understand the relative benefits of the development potential on their lands in consideration of identified costs related to the development of required municipal service infrastructure (sewer, water and storm water management facilities) including the planned roads and active transportation elements and the required elementary schools and public parks.

High Quality

- l) Development within the New Neighbourhood Designation shall be planned and designed with high-quality design features including built form, architectural detail, and landscaping.

Elementary Schools

- m) Schools support the community structure and patterns of land use and should be located adjacent to public parks, connected to the trail system, and central to the community to promote walking or cycling.
- n) Elementary Schools are permitted anywhere within the New Neighbourhood Designation, however, **Schedule 5A** identifies symbolically two locations for Elementary Schools. The identified Elementary School sites shall be accommodated in applications for development generally where the sites are identified. The development of the Elementary Schools shall be subject to the specific policies of Section 5.1.5.12 of the Official Plan, and as follows:
 - i. The locations of the Elementary Schools are conceptual and may be moved to any other location within the New Neighbourhood Designation, without the need for an Official Plan Amendment, subject to the satisfaction of the City, in consultation with the appropriate School Board;
 - ii. The configuration and size of school sites will be defined by the City in consultation with the School Boards through applications for approval of a Plan of Subdivision and/or Zoning By-law Amendment; and,
 - iii. It is the responsibility of the relevant School Board to make the necessary arrangements to acquire either of the Sites from the current landowner. Following 5 years after the approval of an application for development, where no arrangement for the acquisition of either one or both of the Sites identified on **Schedule 5A** has been achieved, either one or both of the Sites can be removed from consideration as the location for an Elementary School, and be developed in accordance with the policies for the New Neighbourhood Designation, without the need for an Official Plan Amendment.

Neighbourhood Layout

- o) It is a policy of the City to:
 - i. Create a connected, pedestrian-oriented and highly interconnected street and block pattern, with connections to adjacent communities and to community amenities/ destinations;
 - ii. Locate key destinations such as retail and service commercial uses, parks and schools within a 5 minute walk (400 metre radius) of most residents;
 - iii. Limit development blocks to no more than 180 metres in length. Blocks that are longer than this in length shall include mid-block landscaped pedestrian links of at least 6 metres in width;

- iv. Provide an appropriate transition to/integration among adjacent uses/built forms;
 - v. Changes in land use, lotting, and built form shall occur along a rear lot line so that similar uses and forms shall frame both sides of a street;
 - vi. Back lotting of parks and open spaces shall be avoided;
 - vii. Locate higher density forms of development at prominent locations such as around parks, neighbourhood centres, adjacent to Collector and Arterial Roads, and at defined gateways; and,
 - viii. Require built form that is a minimum of three storeys in height around parks and at other prominent locations.
- p) The following policies apply to lands that abut the Environmental Protection Designation as it is defined on **Schedule 5B**. It is a policy of the City to:
- i. Protect and incorporate the elements within the Environmental Protection Designation as an integral part of the neighbourhood's structure;
 - ii. Create views and vistas to elements within the Environmental Protection Designation through the location, arrangement, and configuration of streets and blocks; and,
 - iii. Locate public parks and open spaces with adjacency or strong connections to the elements within the Environmental Protection Designation and any associated trail network.

5.8.3 Existing Neighbourhood Designation

- a) For the lands designated Existing Neighbourhoods on **Schedule 5A**, the policies are in accordance with Section 5.2.1 The Existing Neighbourhoods Designation of the Official Plan.

5.8.4 Mixed Use Corridor I Designation

Mixed Use Corridor I

- a) For lands designated Mixed Use Corridor I on **Schedule 5A**, the policies are in accordance with Section 5.3.2 The Mixed-Use Corridor I Designation of the Official Plan.

Mixed Use Corridor I Special Policy Area

- b) Notwithstanding f) above, lands designated Mixed Use Corridor I Special Policy Area on **Schedule 5A**, are in accordance with Section 5.3.2 of the Official Plan, with the specific exception that stand-alone non-residential buildings and stand-alone residential buildings are specifically permitted.
- c) Notwithstanding the list of permitted uses within the Mixed Use Corridor I and Mixed Use Corridor I Special Policy Area Designations on Schedule 5A, the existing uses on the lands known as 1569 Wellington Street is specifically permitted in accordance with the existing implementing Zoning By-law and in accordance with any applicable Provincial requirements and/or guidelines, including an Environmental Compliance

Approval, where appropriate. Expansions to the existing use may be permitted up to a maximum of a Total Gross Floor Area of 6,000 square metres, in accordance with the existing implementing Zoning By-law, and in accordance with any applicable Provincial requirements and/or guidelines, including an Environmental Compliance Approval, where appropriate.

5.8.5 Mixed Use Corridor II Designation

Mixed-Use Corridor II

- a) For lands designated Mixed Use Corridor II on **Schedule 5A**, the policies are in accordance with Section 5.3.3 The Mixed-Use Corridor II Designation of the Official Plan.

Mixed-Use Corridor II Special Policy Area

- b) Notwithstanding a) above, lands designated Mixed-Use Corridor II Special Policy Area on **Schedule 5A**, are in accordance with Section 5.3.3 of the Official Plan, with the specific exception that residential uses are prohibited and uses within the Prestige Employment Designation are specifically permitted as primary land uses. However, no use from the Prestige Employment Designation that is considered noxious due to materials used or produced, or methods or processes employed, that emit pollution from noise, vibration, odours, smoke, dust or any other forms of pollution is permitted.

5.8.6 Prestige Employment Designation

Prestige Employment

- a) For lands designated Prestige Employment on **Schedule 5A**, the policies are in accordance with Section 5.4.1, The Prestige Employment Designation of the Official Plan.
- b) The policies are also in accordance with Section 5.4.1.2 d) of the Official Plan, which identifies uses specifically prohibited in the Prestige Employment Designation. No use that is considered noxious due to materials used or produced, or methods or processes employed, that emit pollution from noise, vibration, odours, smoke, dust or any other forms of pollution is permitted.
- c) The following uses are not permitted in the Prestige Employment Designation:
 - i. Office uses unless ancillary to an employment use;
 - ii. The ancillary uses in Policy 5.4.1.2 c) are not permitted.
- d) Parcels of land within the Prestige Employment Designation that were used for uses excluded from the definition "area of employment" in paragraph 2 of subsection 1(1) of the Planning Act, that were lawfully established on or before October 19, 2024, may continue to be used for such purposes pursuant to subsections 1(1.1) and (1.2) of the Planning Act.

5.8.7 General Employment Designation

- a) For lands designated General Employment on **Schedule 5A**, the policies are in accordance with Section 5.4.2, The General Employment Designation of the Official Plan.

5.8.8 Parks and Open Space Designation

- a) **Schedule 5A** identifies a number of existing parks as Parks and Open Space, in accordance with Section 5.6.2, The Parks and Open Space Designation of the Official Plan.
- b) In addition, a number of new parks are shown symbolically on **Schedule 5A**. The identified new parks shall be accommodated in all applications for development generally where the new parks are identified. on **Schedule 5A**.
- c) The development of the new parks shall be subject to the specific policies of Section 5.6.2 of the Official Plan, and as follows:
 - i. The precise locations of the new parks are conceptual and may be moved to any other location within the New Neighbourhood Designation, without the need for an Official Plan Amendment, subject to the satisfaction of the City; and,
 - ii. The configuration and size of new parks will be defined by the City through applications for approval of a Plan of Subdivision and/or Zoning By-law Amendment.
- d) All developments within the Area 2 Secondary Plan shall be required to provide public parkland, or cash-in-lieu of parkland based on the parkland provision requirements of Section 8.9.4 of the Official Plan, and subject to the following:
 - i. Public open space to be dedicated shall be landscaped prior to conveyance in a manner satisfactory to the City;
 - ii. The first priority for parkland dedication is the achievement of new public parks within the New Neighbourhood Designation; and,
 - iii. Where cash-in-lieu of parkland is accepted for development on lands within the New Neighbourhood Designation, the City shall use the funds to provide public parkland elsewhere within Area 2, or for the aesthetic and/or functional improvement of existing public parkland areas.

5.8.9 Environmental Protection Designation

- a) For lands designated Environmental Protection on **Schedule 5A**, the policies are in accordance with Section 5.6.3 The Environmental Protection Designation and Section 5.6.7 Policies for Natural Hazards.
- b) The features of the Area 2 Secondary Plan Environmental Protection Designation are further identified on **Schedule 5B** and include significant woodlands, floodplain/natural hazards, and water courses. A 30-metre buffer has been applied to the features within the Environmental Protection Designation to protect the extent of the natural heritage features and their associated ecological functions, stable top of banks, meander belts, and the dripline of the outermost trees within a woodland. The extent of the buffer may only be reduced subject to the recommendations of an Environmental Impact Study, subject to Section 5.6.5 of the Official Plan.

5.8.10 Adjacent Lands Overlay

- a) For lands identified as Adjacent Lands Overlay on **Schedule 5B**, the policies are in accordance with Section 5.6.4, the Adjacent Lands Overlay of the Official Plan. Lands within 90 metres and abutting the Environmental Protection designation, which includes a 30 metre buffer.

5.8.11 Areas Affected by SCRCA Regulations

- a) For lands shown as Areas Affected by SCRCA Regulations on **Schedule 5B**, permission from the St. Clair Region Conservation Authority may be required before any development. The SCRCA regulates Section 28 of the *Conservation Authorities Act*. The regulation is entitled "Development, Interference with Wetlands and Alterations to Shorelines and Watercourses" (O.R. 171/06) and requires a landowner to obtain the permission of the Authority prior to the commencement of a development activity within a regulated area. Regulated areas include river or stream valleys, Great Lakes and large inland lakes' shorelines, hazardous lands, ponds, and wetlands.

5.8.12 Roads and Active Transportation

Trail System and Multi-Use Paths

- a) For the Road Network as shown on **Schedule 5C**, the policies are in accordance with Section 6.2 The Road Network of the Official Plan and consistent with the engineering standards identified in Appendix III. In addition, it is a policy of the City within Area 2 to:
 - i. Maximize the number of connections to the surrounding Collector and Arterial Road network;
 - ii. Connect to existing road stubs that exist within Area 2;
 - iii. Provide multiple future road connections to abutting undeveloped areas;
 - iv. Provide a well-connected internal road network designed to calm through traffic; and,
 - v. Provide direct road frontage abutting the Environmental Protection Designation from internal streets. Provide vista parks from internal streets to the Environmental Protection Designation where direct frontage is not feasible.

Roundabouts

- b) Proposed roundabouts are shown on **Schedule 5C** at the intersections of future Arterial and/or Collector Roads. The City shall consider the following as general design policies for Roundabouts:
 - i. Roundabouts are intended to calm traffic and direct traffic flows without requiring stop signs at intersections;
 - ii. The design of a Roundabout should prioritize the safe movement of pedestrians and bicycles; and,

- iii. Whenever Roundabouts are used, they should incorporate appropriate landscape features while ensuring that clear sightlines are maintained for drivers to promote safety.

Trail System and Multi-Use Paths

- c) For the Trail System shown conceptually on **Schedule 5C**, the policies are in accordance with Section 6.1.1 Policies for Active Transportation of the Official Plan. The actual location, configuration, and design of the Trail System will be confirmed through the subsequent development approval processes. Changes to the locations, alignments, and connectivity of the Trail System identified in **Schedule 5C** can be accommodated without an Official Plan Amendment.
- d) In addition to Section 6.1.1, the following policies apply for the Trail System and Multi-Use Paths:
 - i. The Trail System is to provide both a recreational and utilitarian function. Accordingly, connections will be made to the road network, parks, and the existing Trail System;
 - ii. Trail and multi-use path locations will be based on each site's sensitivity in order to minimize environmental impacts. The Trail System may include trails and multi-use paths along stormwater management facilities, open spaces, the road system, and within parks;
 - iii. Where the trails and multi-use paths are located along the outer edge of the Environmental Protection Designation, they shall be assessed as part of an Environmental Impact Study, where appropriate. Further:
 - Trail and multi-use path connections bisecting the Environmental Protection Designation should be limited in order to promote the preservation and protection of the ecological integrity and function of the features comprising the Environmental Protection Designation;
 - Where feasible, road crossings over creeks should also be utilized for trails and multi-use path crossings;
 - Where creek crossings are unavoidable, they must be designed to promote fish passage, passage of flows, as well as minimize impacts to the riparian area; and,
 - The location of trails and multi-use paths should be designed to avoid interfering with the meander belt of the creeks.
 - iv. The City may require trail corridors to be dedicated for public purposes as a condition of development approval; and,
- e) The street network identified on Schedule 5C identifies streets forming the street network. While the street network is to be implemented generally as identified on Schedule 5C, the need for the collector roads to effectively service development parcels may be reevaluated for lands south of Wellington Street and east of Modeland Road (generally designated Mixed Use) during the development process, subject to transportation

analysis and parcel ownership analysis prepared by the development proponents,' and any necessary Class Environmental Assessments related to these streets, to the satisfaction of the City.

5.8.13 Service Infrastructure and Utilities

- a) For Servicing Infrastructure and Utilities, the policies are in accordance with Section 7.1 Municipal Servicing Infrastructure Systems, Section 7.2 Utilities and Transmission of the Official Plan and consistent with the engineering standards identified in Appendix III. In addition, with respect to stormwater management facilities:
 - i. Stormwater Management facilities are permitted in all land use designations, except for the Environmental Protection Designation; and,
 - ii. The exact location, number, and size of the facilities will be determined through a Functional Servicing Report and Stormwater Management Report in accordance with Section 8.11 Development Applications of the Official Plan.

5.9 Area 3: The Future Urban Community Overlay

5.9.1 Intent

- a) The lands subject to the Future Urban Community Overlay, identified on **Schedule 2**, incorporate existing agricultural land uses, and a golf course, all in the context of a complex ecosystem, comprising two sub-watersheds, including significant natural heritage features and natural hazard lands and their associated ecological and hydrological functions. It is the intent of this Plan that:
 - i. Development of the lands within the Future Urban Community Overlay may only commence the appropriate planning processes when the Settlement Areas noted on Map 1 of the County of Lambton Official Plan include the Overlay area identified on **Schedule 2**;
 - ii. All significant natural heritage features and natural hazard lands and their associated ecological and hydrological functions shall be protected, and where possible, improved. Development shall not be permitted on lands identified as incorporating significant natural heritage features and natural hazard lands and their associated ecological and hydrological functions, in accordance with all the relevant policies of the County, the Province and this Plan;
 - iii. The ecosystem be evaluated on a sub-watershed basis, to ensure all of the necessary technical work is carried out comprehensively and in order to confirm those areas within the Future Urban Community Overlay that may be appropriately developed with urban land uses and associated municipal infrastructure;
 - iv. Following a determination of the lands available for the development of urban land uses and associated municipal infrastructure, a Secondary Plan shall be prepared, including, if appropriate, Master Servicing and Master Transportation Plans that will ensure a well-designed, attractive and mixed-use community. The Secondary Plan is to form the basis for an Official Plan Amendment; and,
 - v. The City, concurrent to the required Secondary Plan and Master Servicing and Master Transportation Plans, shall prepare and approve an appropriate Area Specific Development Charge By-law, a Parkland Dedication By-law and a Community Benefits Charge By-law to ensure that the development of Area 3 is not a financial burden to the taxpayers of the City of Sarnia.

5.9.2 Permitted Built Form/Uses

- a) Development on the identified developable lands within the Future Urban Community Overlay may include:
 - i. Opportunities for development within Low-Rise Buildings, Mid-Rise Buildings and High-Rise Buildings; and,

- ii. A full range and mix of housing types, parks and open space features and an array of community facilities, as well as appropriately scaled retail and service commercial uses. The Future Urban Community Overlay will prioritize mixed-use development forms and will include provisions for the establishment of Neighbourhood Centres.
- b) With the exception of public or private uses appropriate for floodplain areas approved by the Conservation Authority, no development shall be permitted on lands affected by the regulatory flood standard for the sub-watershed.
- c) The range and mix of land uses, and their distribution within the Future Urban Community Overlay, as shown on **Schedule 2**, shall be identified in a required Secondary Plan and shall be consistent with the policies of the County, the Province and this Plan. All development shall be consistent with the Urban Design Guidelines, to the satisfaction of the City.

5.9.3 Development Policies

Comprehensive Planning

- a) The City shall require, prior to the approval of any development application, within any of the lands in the Future Urban Community Overlay, that a Secondary Plan be prepared for the entire contiguous land area identified on **Schedule 2** within the Future Urban Community Overlay. The purpose of the Secondary Plan is to promote comprehensive planning, and to:
 - i. Confirm the boundaries of the Environmental Protection Designation, and any required buffers/setbacks on a sub-watershed basis, through the required technical studies, that may include, but are not limited to an Environmental Impact Study, a Floodplain Assessment and a Geotechnical Study;
 - ii. Identify the detailed land use and density/built-form distribution, and to ensure that the required density target is achieved;
 - iii. Identify the location for the Neighbourhood Centres;
 - iv. Identify the parkland system and the active transportation network;
 - v. Identify the location for any required educational and/or community facilities;
 - vi. Identify the detailed road pattern, including Arterial, Collector and Local Roads and demonstrate that safe access can be provided during times of flooding and other emergencies. Local Roads may be identified conceptually;
 - vii. Articulate the details for the provision of sewer, water and storm water management systems;

- viii. Identify phasing and order of development, including any uses in the public interest to be developed in the earlier phases (e.g. affordable housing, community facilities, parks, schools, Arterial or Collector Roads) and,
 - ix. Form the basis for a Developer's Group Agreement.
- b) The preparation of the required Secondary Plan shall conform with all relevant policies of the Province, the County and this Plan. The required Secondary Plan shall be approved by the County as an Amendment to this Plan and shall include all of the necessary supporting technical studies, to the satisfaction of the City and where appropriate, in consultation with the Conservation Authority and any other agency having jurisdiction. The required Secondary Plan shall form the basis for the subsequent approval of Draft Plans of Subdivision/Condominium and Zoning By-laws. Some technical studies related to the floodplain issue may require approval from the Conservation Authority and/or the Province.

Minimum Density Target

- c) It is a requirement of this Plan that the contiguous areas of land within the Future Urban Community Overlay shall achieve a minimum density target of 55 persons and jobs combined per gross developable hectare, where gross developable hectare means the total land area less any defined elements of the Environmental Protection Designation.

Neighbourhood Centres

- d) Neighbourhood Centres shall be centrally located at key locations throughout the contiguous land area within the Future Urban Community Overlay identified on **Schedule 2**. They shall be located and defined through the Secondary Plan process. Generally, a Neighbourhood Centre shall:
- i. Be located at an intersection, where at least one road is a Collector or Arterial Road; and,
 - ii. Be within a walking distance of 5 to 10 minutes for most of the residents of the defined contiguous Future Neighbourhood Area.
- e) Within a Neighbourhood Centre, the mix of uses shall be compatible and sensitively integrated with the surrounding residential uses in terms of building mass, height, setbacks, orientation, privacy, landscaping, shadow casting, accessibility and visual impact. In addition to the residential uses permitted within a Neighbourhood Centre, at least one of the following additional land uses shall be required:
- i. A local convenience retail store use up to 300 square metres of non-residential gross floor area per Neighbourhood Centre. Apartment units may be permitted above the ground floor at the rear or to the side of the local convenience store; and/or,
 - ii. Institutional uses and community facilities which provide services to the neighbourhood.

Linkages to the Active Transportation Network

- f) Linkages throughout the Future Urban Community Overlay to the City's evolving Active Transportation Network shall be created and enhanced to foster pedestrian and cycling activity.

Parkland Required

- g) All developments within the Future Urban Community Overlay shall be required to provide public parkland, or cash-in-lieu of parkland, in accordance with the Planning Act, and/or the City's Parkland Dedication By-law, to the satisfaction of the City. Public parkland shall be identified through the Secondary Plan process and shall be provided in accordance with the following:
 - i. Public open space to be dedicated shall be landscaped prior to conveyance in a manner satisfactory to the City;
 - ii. The first priority for parkland dedication is the achievement of new public parks within the Future Urban Community Overlay, in accordance with the City's parkland hierarchy; and/or,
 - iii. Where cash-in-lieu of parkland is accepted for development on lands within the Future Urban Community Overlay, the City shall use the funds to provide public parkland elsewhere within the Future Urban Community Overlay in proximity to where the funds were generated.

5.9.4 Design Policies

General

- a) These policies apply to the development of lands within the Future Urban Community Overlay. They provide a framework for design that enhances the character of the City and promotes best practices in urban design.
- b) It is a requirement that any planning application within the Future Urban Community Overlay be consistent with the City's Urban Design Guidelines. Where there is a conflict between the policies of this Plan and the guidelines included within the City's Urban Design Guidelines, the policies of this Plan shall prevail.

High Quality

- c) Development within the Future Urban Community Overlay shall be planned and designed with high-quality design features including enhanced architectural detail and landscaping.

Development Abutting Natural Features or Hazard Lands

- d) The following policies apply to lands that abut the Environmental Protection Designation as it is defined on Schedule 2. In addition, all of the relevant policies for the Environmental Protection Designation of this Plan shall apply. It is a policy of the City to:

- i. Protect and incorporate the Environmental Protection Designation as an integral part of the neighbourhood's structure;
 - ii. Create views and vistas to natural heritage features, parks and open spaces through the location, arrangement and configuration of streets and blocks;
 - iii. Locate parks and open spaces prominently, with adjacency or strong connections to the Environmental Protection Designation and trail network; and,
 - iv. Back-lotting of the natural heritage features shall be avoided.
- e) Wherever possible and practical, areas designated Environmental Protection shall generally not form part of any new lots to be created for the purposes of development;

Neighbourhood Layout

- f) It is a policy of the City to:
- i. Create a connected, pedestrian-oriented and highly interconnected street and block pattern, with connections to adjacent communities and to community amenities and destinations;
 - ii. Locate key destinations such as retail and service commercial uses, parks and schools within 5 minute walk (400 metre radius) of most residents;
 - iii. Limit development blocks to no more than 180 metres in length; blocks that are longer than this in length shall include mid-block landscaped pedestrian links that are at least 8 metres in width;
 - iv. Provide appropriate transition to/integration among adjacent uses/built forms;
 - v. Changes in land use, lotting and built form shall occur along a rear lot line so that similar uses and forms shall frame both sides of a street;
 - vi. Back lotting of parks and open spaces shall be avoided;
 - vii. Locate built form and public space to create gateways to the neighbourhood; and,
 - viii. Locate higher density forms of development at prominent locations such as around parks, neighbourhood centres, adjacent to Collector and Arterial Roads, and at defined gateways;

Road Pattern

- g) It is a policy of the City to:

- i. Promote connectivity with the surrounding Collector and Arterial Road network, while, at the same time, minimizing crossings of the Howard Watson Nature Trail;
- ii. Provide multiple future road connections to abutting undeveloped areas;
- iii. Provide a well-connected internal road network designed to calm through traffic;
- iv. Provide direct road frontage abutting the Environmental Protection Designation from internal streets. Provide vista parks from internal streets to the Environmental Protection Designation where direct frontage is not feasible; and,
- v. Ensure publicly accessible open spaces such as parks, storm water management facilities and the Environmental Protection Designation have significant frontage on internal public roads.

6.0 INTEGRATED TRANSPORTATION SYSTEM

6.1 Multi-Modal Transportation System

- a) This Plan provides overarching policies that are intended to complement the more detailed requirements and guidelines identified in the City's Transportation Master Plan.
- b) All development, including all public works related to the transportation system, shall conform with the relevant policies of this Plan, and shall be consistent with the City's Urban Design Guidelines.

6.1.1 Policies for Active Transportation

- a) The City shall prepare an Active Transportation Plan that will address the needs, safety, and convenience of pedestrians and cyclists throughout the City. The City will support:
 - i. Enhancement of active transportation facilities to increase walking and cycling opportunities for work, recreational, health, environmental, economic, or convenience purposes;
 - ii. Active transportation and transit through promotional and educational initiatives that address issues such as safe interactions between vehicle drivers, pedestrians, and cyclists, as well as personal security, barrier-free access, an appreciation of the health and environmental benefits of walking and the comparative costs of private and public travel choices; and,
 - iii. Built form and mixed land uses that encourage the use of active transportation choices.
- b) The City will follow the principles of Complete Streets in the design of roads by:
 - i. Requiring sidewalks with sufficient width to accommodate accessible and comfortable pedestrian flows, as well as personal mobility devices;
 - ii. Developing a comprehensive pedestrian sidewalk network that creates direct, convenient, safe and frequent connections between destinations including schools and other institutions within a 3 kilometre radius, and within a 400 metres radius of a transit stop;
 - iii. Supporting provisions for a comfortable pedestrian and cycling environment which may include shade trees, street furniture, bicycle racks, lighting and signed and safe street crossings and other traffic controls; and,
 - iv. Minimizing hazard and conflict exposures through strategies such as implementation of complete streets principles, provision of adequate lighting, signage and wayfinding, and management of vehicle speeds.

- c) New public roads shall accommodate pedestrian and cycling activity through the inclusion of dedicated cycle lanes, sidewalks, multi-use pathways, or a combination thereof, on both sides of the road, where appropriate, to the satisfaction of the City.
- d) The City will plan and develop a continuous and linked network of multi-use pathways, trails and bikeways throughout the City, recognizing that it is a vital component of Sarnia's urban fabric and public realm. This linked system may be provided in parkland and open space, in developed and newly developing areas of the City, including the Rural/Agricultural Area, and may include dedicated, separated or shared lanes upon a roadway.

6.1.2 Policies for Public Transit

- a) The City will ensure that all development proposals in areas serviced by public transit are designed to support the provision of an efficient, convenient, and safe public transit service.
- b) For the purposes of implementing the City's transportation network, development may be required to provide, at no public expense, the dedication of a public transit right-of-way and lands for related facilities.
- c) The City will, where appropriate, designate lands for mixed-use, high intensity residential development, retail, office, public service facilities, institutional and/or employment uses, or other high transit trip generators, in proximity to existing and planned transit service.
- d) The City will ensure that the layout of new Arterial and Collector Roads promotes efficient and direct transit routes within and between neighbourhoods.

6.1.3 Policies for Parking

- a) Parking standards and regulations for all types of land uses will be provided in the City's Zoning By-law. Minimum and maximum parking standards may be defined, along with requirements for barrier-free spaces and bicycle facilities, to promote accessibility and the use of public transit and active transportation options, and to encourage the efficient use of land.
- b) The City may consider adjustments to parking requirements for properties within in area or areas where the City is satisfied that adequate alternative parking facilities are available, or where sufficient transit exists, or is to be provided along with adequate Transportation Demand Management measures.
- c) The City may consider adjustments to parking requirements for specific housing types including affordable housing and/or special needs housing where the City is satisfied that adequate parking facilities can be provided on-site, or in proximity to the site, or where sufficient transit exists to serve the residents and/or employees and visitors.
- d) To ensure the safe and efficient movement of all users, commercial parking facilities will be subject to Site Plan Approval, and designed, constructed and maintained to be consistent with the City's Urban Design Guidelines.

- e) Provision of cash-in-lieu of parking will be encouraged for some component of the required parking supply within Downtown Sarnia, subject to a long-term parking strategy, and in accordance with a future Cash-in-lieu of Parking By-law.

6.1.4 Policies for Transportation Demand Management (TDM)

- a) To reduce single occupant automobile trips, traffic congestion and parking supply needs, the City shall promote sustainable transportation choices and encourage various modes of travel.
- b) The City will consider reduced parking requirements for development and/or redevelopment where a comprehensive Transportation Demand Management Strategy is submitted as part of a Planning Rationale, to the satisfaction of the City.

6.1.5 Policies for Goods Movement

- a) The City will ensure safe, efficient and sustainable movement of goods to support economic development and growth. The City will work with other levels of government and agencies, as needed, to plan for a strategic goods movement network, including road and rail, which promotes efficient and direct access, supports economic growth and development, and maximizes safety.
- b) The City will ensure industrial and major commercial developments are located in proximity to Arterial Roads, to minimize traffic impacts that deliveries might have on local neighbourhoods.
- c) The City shall maintain a truck route network designed to regulate the movement of commercial vehicles within the City. Truck routes and truck restrictions shall be established by By-law.

6.2 The Road Network

6.2.1 Road Classifications

- a) To maintain and develop an appropriate hierarchy of roads to ensure the desired movement of people and goods within and throughout the City, this Plan establishes the classifications of roads, as shown on **Schedule 6: Roads Plan**. For the purposes of this Plan, the following functional classification of roads is established in coordination with the Transportation Master Plan:
 - i. Provincial Highway;
 - ii. Arterial Roads, which include all County Roads;
 - iii. Collector Roads; and,
 - iv. Local Roads.
- b) The classification of roads are shown on Schedule 6 and associated rights-of-way are identified in the Table below, and should be consulted along with the City's

Urban Design Guidelines to ensure the principles of Complete Streets will be satisfied within the right-of-way. Allowances for additional on-street parking, turn lanes, and engineering elements such as grading and sightlines are not part of the Table and additional right-of-way may be required for their construction.

Table 1: Functional Classification of Roads

Classification	Function	Criteria¹
Provincial Highways	<ul style="list-style-type: none"> • accommodate high-speed, high-volume, longer-distance goods movement and vehicular traffic 	<ul style="list-style-type: none"> • grade separated intersections • access restricted to properly designed interchanges/future interchanges • direct local access not permitted • rights-of-way determined by Province • nearby development subject to safety and geometric requirements of the Ministry of Transportation
Arterial Roads (includes all County Roads)	<ul style="list-style-type: none"> • accommodate high traffic volumes between different areas within the City and through the City. • act as major transit corridors 	<ul style="list-style-type: none"> • high degree of access and movement control • access generally limited to road intersections • direct access from abutting properties is discouraged in the development of new communities • 20-30.5 metres wide
Collector Roads	<ul style="list-style-type: none"> • carry traffic volumes to and from major traffic generators or within or between residential neighbourhoods. • may act as local transit corridors 	<ul style="list-style-type: none"> • direct driveway access from abutting properties permitted. • transit-supportive land uses encouraged along rights-of-way • 30 metres wide in the prime agricultural area • 20 to 30.5 metres wide
Local Roads	<ul style="list-style-type: none"> • do not accommodate through traffic • designed to service only the properties that abut the roadway 	<ul style="list-style-type: none"> • unrestricted access from abutting individual properties to the municipal road system. • 20 metres (15 metres where alternative development standards are deemed appropriate by the City)
Private Roads	<ul style="list-style-type: none"> • found primarily in private residential communities and in condominium developments. 	<ul style="list-style-type: none"> • owners ensure adequate snow removal, maintenance of paving, and surface drainage.

Notes:

Roads already meeting the right-of-way width may require additional widening if the need is identified through an environmental assessment, the planning application process or detailed design studies.

Where different road classifications intersect, adjoin or abut, the greater right-of-way width, as shown on Table 1, may extend over another road classification, if necessary, to provide for the required infrastructure, function or operation.

Where appropriate and public safety is not affected, the City will minimize the amount of land used for daylight triangles and maximize the efficient use of land.

- c) The development of roads will be subject to the approval of the City and must be planned, designed and operated in accordance with the City's design standards, including consistency with the Urban Design Guidelines.
- d) The City supports a grid pattern road network and connectivity to facilitate transit use and to increase opportunities for walking and cycling trips. Cul-de-sacs, or other disruptions to the grid network are generally discouraged.

6.2.2 Policies for Intersections and Road Allowance (Right-of-Way) Widenings

- a) Road allowance widenings is provided in Table I: Functional Classification of Roads. For the purposes of the Planning Act, each road listed in Table 1 is a "highway to be widened" and the designated road allowance plus any additional widening specified indicates the "extent of the proposed widening".
- b) The City will obtain road allowance and intersection widenings to meet the designated road allowances listed in Table I by land dedication through the development approval process or by purchase in accordance with the Planning Act. The City may take road allowance widenings as a condition of Subdivision Approval, Site Plan Approval or the Consent process pursuant to the Planning Act.
- c) The boundaries of the designated road allowance will generally be parallel to the centre line of the original road allowance. The City shall, wherever possible, take the required road allowance widening equally from either side of the centreline. Where conditions require taking the widening unequally from one side of the centreline, up to 50% of the widening will be obtained as a condition of development approval. Any land acquisition greater than 50% will be obtained through a negotiated agreement with the landowner.
- d) The City may take additional road allowance widenings:
 - i. For cut and fill purposes where the proposed road configuration cannot be achieved within the designated road allowance;
 - ii. To provide sufficient distances and room for auxiliary turn lanes, roundabouts, pedestrian/cycling/transit facilities, street illumination and/or for traffic control devices; and/or,
 - iii. At intersections to provide for daylight triangles. The maximum length of the side of a daylight triangle will be 15 metres.
- e) Where required, road allowance widenings, intersection improvements and road closures will comply with an approved Municipal Class Environmental Assessment process in accordance with the Environmental Assessment Act.
- f) Final road allowance widths shall be determined through the completion of detailed design studies as a condition of draft plan approval in accordance with the City's approved roadway design standards. The studies will include the placement of services, accommodation of all road users, the allocation of parking, and shall address any traffic concerns or issues to the satisfaction of the

City. The impact on the streetscape, including street lighting, shall also be considered before undertaking any road or intersection widening.

6.2.3 Policies for Provincial Highways

- a) Provincial Highway 402 and Highway 40 within the City are under the jurisdiction of the Province. They provide for inter-regional, inter-provincial and international motorized travel. It is constructed to Provincial Highway standards and is regulated by the Ministry of Transportation Ontario. Highway 402 is a controlled access highway that does not allow any direct access to adjacent lands in the City of Sarnia.

6.2.4 Policies for Arterial Roads

- a) Arterial Roads are designed to move large volumes of traffic (people and goods) within and through the City. To minimize the impact of development on existing or planned Arterial Roads, and to preserve the traffic carrying capacity of these roads, the City will, where feasible:
 - i. Establish minimum and/or maximum setbacks for buildings and structures, and limit and/or reduce the number of access points and driveways;
 - ii. Require a centre left turn lane on Arterial Roads, where there are 25 or more driveways per kilometre and no driveway consolidation is feasible;
 - iii. Prohibit reverse frontage development abutting any Arterial Road. Creative alternatives for development along new Arterial Roads that supports the urban design objectives of this Plan, such as flankage lots, laneway housing and window streets, that promote improved streetscapes and public safety, shall be encouraged;
 - iv. Residential development shall access Arterial Roads through other roads within the identified road hierarchy. Individual access to Arterial Roads shall be discouraged; and,
 - v. Where possible, maintain intersection spacing requirements of at least 300 metres.

6.2.5 Policies for Collector Roads

- a) Collector Roads carry traffic through all areas of the City, not just residential neighbourhoods, connecting these areas to the integrated transportation network.

6.2.6 Policies for Local Roads

- a) Local Roads are designed to carry low volumes of traffic from abutting properties to Minor Collector, Major Collector and Minor Arterial Roads.

6.2.7 Policies for Access to Roads

- a) Direct or restricted access to any road shall only be permitted subject to the approval of the City, and may be subject to detailed traffic analysis to determine impacts to traffic flow and the planned function of the road. Wherever feasible, shared access shall be encouraged.

6.2.8 Policies for Emergency Access Connectivity

- a) New development may require more than one access route for emergency services to connect to the road network. When a single access provided by a proposed road exceeds 250 metres measured from the centerline of the existing, intersecting road, a second access road will be required to provide an additional route for emergency services. Emergency access roads shall be provided by the development proponent and shall be a condition of approval for both public and private roads.

6.3 Railways

- a) Given its strategic location and numerous heavy industrial uses, the Sarnia maintains an extensive rail system and important rail yards that are primarily used to move bulk shipments and other commodities. The City is also serviced by passenger rail.
- b) Preserving and protecting the rail system and supportive transportation and employment land uses is essential to the City's economic competitiveness and the efficient movement of goods and people on local, regional and international scales.
- c) In order to minimize and alleviate the conflicts of the rail network with adjacent land uses and the road network, the City shall:
 - i. Require adequate physical separation between railway rights-of-way and adjacent residential land uses wherever possible;
 - ii. Co-operate with other orders of government and railway companies in relocating existing facilities, and locating and designing new rail facilities to ensure they are compatible with the transportation network and existing or proposed land uses;
 - iii. Implement safety measures such as berms, landscape buffers, security fencing and building setbacks between railway rights-of-way and adjacent land uses in consultation with the owner of the railway right-of-way; and,
 - iv. Implement aesthetic measures to recognize the importance of the railway rights-of-way as commuter and inter-regional corridors through the City.

6.3.1 Distance Separation and Required Studies

- a) New residential development and other sensitive land uses requiring rezoning will not be permitted within 300 metres of a rail yard.

Noise Studies

- b) Proponents of all proposed development within 300 metres of a railway corridor may be required to undertake noise studies, to the satisfaction of the City and the Province, in consultation with the appropriate railway, and shall undertake appropriate measures to mitigate any adverse effects from noise that were identified in the study.
- c) Proponents of all new residential development and other sensitive land uses located between 300 metres and 1000 metres from a rail yard that require a rezoning will be required to undertake a noise study to the satisfaction of the City, the Province, in consultation with the appropriate railway, to support the feasibility of the proposed development. If the development is found to be feasible, the proponent shall undertake appropriate measures to mitigate any adverse effects from noise that were identified in the study.

Vibration Studies

- d) Proponents of all proposed development within 75 metres of a railway corridor may be required to undertake vibration studies, to the satisfaction of the City and the Province, in consultation with the appropriate railway, and shall undertake appropriate measures to mitigate any adverse effects from vibration that were identified in the study.

6.3.2 At-Grade Crossings

- a) The City will work with other orders of government and railway companies to reduce the number of at-grade rail/road intersections.
- b) The City shall interpret the required road right-of-way widths shown on **Schedule 6** to denote only the basic requirement for the section of rail that intersects with an at-grade railway crossing. Additional road rights-of-way may be required at railway crossings to provide for future grade separations, where warranted. Any such additional road right-of-way requirements shall be determined at the time of the design of the grade separation and will become part of the total required right-of-way.

6.3.3 Abandoned Rail Rights-of-Way

- a) The City has an interest in acquiring discontinued or abandoned railway lines or other railway lands which have a potential use as future transportation, utility or recreational corridors. The City will co-operate with the railway and other agencies to purchase, lease, obtain easements, or enter into other appropriate agreements as means of securing these rights-of-way. Where the City does not indicate an interest in securing discontinued or abandoned railway lines or other railway lands which become surplus to the needs of the railway, the City will co-operate with the railway or purchasers of such lands to encourage appropriate re-use of the lands.

6.3.4 Marine Ports

- a) The City maintains public and private port facilities that depend on an accessible rail network to deliver and receive raw materials, including grain, fuels, petrochemicals, and aggregates. The City supports the long-term maintenance and improvement of the rail corridors servicing these marine facilities and ports.

6.3.5 Passenger Rail

- a) The City supports the use of passenger rail service as an alternative to highway travel, and encourages market-responsive, convenient and efficient train scheduling. The integration of passenger rail transportation services with other transportation modes is encouraged. The VIA Rail Station is recognized as a key feature of the City's transportation network and shall function as a municipal transit terminal.

7.0 SERVICING INFRASTRUCTURE AND UTILITIES

7.1 Municipal Servicing Infrastructure Systems

7.1.1 General Policies

- a) This Plan provides overarching policies that are intended to complement the more detailed requirements and guidelines identified in a number of the City's Master Plans, including the Water Master Plan and the Wastewater Master Plan.
- b) All development and public works shall conform with the relevant policies of this Plan, and shall be consistent with the requirements and guidelines in the City's Master Plans and required studies that support applications.
- c) All development within the Settlement Area Boundary shall be provided with full municipal servicing infrastructure, unless otherwise exempted by this Plan.
- d) Generally, municipal service infrastructure and public and private utilities are permitted in any land use designation. Where construction of any municipal servicing infrastructure or public and private utilities project is proposed within either the Environmental Protection Designation or the Adjacent Lands Overlay, the project shall be subject to the Environmental Assessment process which may include an Environmental Impact Study, and/or other appropriate studies, in accordance with the policies in this Plan. Development of municipal infrastructure or public and private utilities projects will be:
 - i. Coordinated and phased in a manner which is efficient, cost-effective, and minimizes disruption; and,
 - ii. Located underground, where feasible.
- e) Before the approval of any development application, the City must be satisfied that adequate municipal servicing infrastructure, including overall system capacity, is available, or can efficiently and economically be provided to support the proposal. Where adequate municipal servicing infrastructure does not exist, the City may not approve the application or use Holding Provisions in the Zoning By-law to regulate the timing of development. Where adequate servicing does not exist to support a proposed development, the City will not be obligated to provide such servicing in advance of development.

7.1.2 Policies for Wastewater Servicing Infrastructure

- a) Development shall provide appropriate wastewater servicing infrastructure as approved by the City and, where necessary, the Conservation Authority and the Province.
- b) Wastewater servicing infrastructure shall be designed, constructed and maintained to:
 - i. Provide adequate service to proposed developments;

- ii. Accommodate the full development of the drainage area;
 - iii. Utilize gravity flow wherever possible, to avoid the need for pumping stations;
 - iv. Protect the natural characteristics of the landscapes in which they are located; and,
 - v. Satisfy the servicing standards of the City.
- c) The City will monitor the quality and quantity of commercial and industrial sewage effluent entering the municipal sanitary sewage system, to control its impact on the operation and capacity of the wastewater collection and treatment system and on the receiving watercourse.

7.1.3 Policies for Water Servicing Infrastructure

- a) Development shall provide appropriate water servicing infrastructure as approved by the City and, where necessary, the Conservation Authority and the Province.
- b) The City shall direct and accommodate growth in a manner that promotes the efficient use of water and maintains water quality in accordance with Provincial Regulations.
- c) Water servicing infrastructure shall be designed, constructed and maintained to:
 - i. Provide adequate service to proposed developments;
 - ii. Provide sufficient quantity and flow to meet capacity for domestic use and fire protection;
 - iii. Accommodate full development of the service area; and,
 - iv. Satisfy the servicing standards of the City.

7.1.4 Policies for Storm Water Management Facilities

- a) Development shall provide appropriate storm water management facilities as approved by the City and, where necessary, the Conservation Authority and the Province.
- b) All storm water management facilities shall be designed, constructed and maintained to:
 - i. Be landscaped features including green infrastructure, appropriately integrated into the parks and open space system;
 - ii. Minimize surface ponding and flooding inconveniences throughout the City;
 - iii. Control the quantity and quality of storm water runoff entering the receiving watercourses;

- iv. Protect receiving watercourses and adjacent land uses from any potential adverse effects of storm water runoff, including, salt, stream erosion, thermal loading and nutrient loading;
- v. Maintain natural stream geometry wherever possible;
- vi. Control erosion and sedimentation during construction; and,
- vii. Satisfy the servicing standards of the City, the Conservation Authority, and any other agency or regulatory bodies that have jurisdiction.

7.2 Utilities and Transmission

7.2.1 Policies for Utilities and Telecommunications

- a) All utilities and telecommunication facilities shall be located underground and be grouped into a single utility conduit, where feasible, in a road allowance or easement. For larger equipment and facilities that are required to be located above grade, the City shall require that appropriate locations are identified and/or cluster sites have been determined, which take into consideration the location requirements for larger infrastructure elements, whether within public rights-of-way or on private property.
- b) The City will support the provision of electronic communications technology, including high-capacity fibre optics, to enhance telecommunications services.

7.2.2 Policies for Alternative Energy Generation Facilities

- a) Alternative energy generation facilities may be permitted within the Agriculture Designation, Prestige Employment Designation or General Employment Designation, as identified on **Schedule 2**. For any proposed alternative energy generation facility, the City shall require the proponent to proceed through an Environmental Assessment process under the Environmental Assessment Act, or at a minimum, through a land use planning approval process under the Planning Act, or both. The approvals process will evaluate and assess:
 - i. The impact of the proposal on the viewsapes, vistas and any cultural heritage landscapes in the vicinity;
 - ii. Whether the nature and scale of the proposal is appropriate, and how any identified adverse effects can be mitigated; and,
 - iii. How the site will be accessed for maintenance.
- b) The City may impose limits on the extent, height and location of any proposed alternative energy generation facility.
- c) The City, in partnership with the Province, as appropriate, shall ensure that the necessary agreements are in place to deal with ongoing operation and maintenance of any alternative energy generation facilities, as well as appropriate protocols for their ultimate decommissioning.

7.2.3 Policies for Gas and Oil Pipelines

- a) Gas and oil distribution pipelines will be encouraged to locate within a road right-of-way or easement. They will be encouraged to locate in such a manner that does not negatively impact the function, safety or amenity of adjacent land uses, or roadway operation when accessed.
- b) Where any gas and/or oil distribution pipeline exists, the City will establish an appropriate protocol to inform the pipeline owner/operator of any proposed development applications within 200 metres of the existing facility.
- c) Ground disturbances within 30 metres of the pipe centreline, such as excavation, blasting, and movement of heavy equipment, require National Energy Board approval.
- d) Generally, no permanent building should be permitted on or within 7 metres of a pipeline right-of-way.

8.0 IMPLEMENTATION

8.1 The Official Plan

8.1.1 Official Plan Review

- a) The City will review the policies in this Plan as part of a Provincially mandated review program, to ensure the continued relevance of the objective, principles, growth management strategy and policies contained herein. Such a review will be in accordance with the requirements of the Planning Act and consistent with the Provincial Policy Statement.
- b) The City will review existing and future legislation contained in the Planning Act, the Municipal Act, the Provincial Policy Statement and other relevant Provincial statutes that apply to areas of municipal jurisdiction. The City will, where appropriate, amend existing By-laws or pass new By-laws to ensure land uses are properly regulated in accordance with the policies of this Plan, relevant legislation and associated regulations.

8.1.2 Monitoring

- a) Monitoring and measuring the performance of this Plan is critical to determine if:
 - i. The assumptions inherent to this Plan remain valid;
 - ii. The implementation of the policies fulfills the overall objective, principles and intent of the policies of this Plan;
 - iii. That development is being carried out in conformity with the policies of this Plan and consistent with the associated plans, guidelines and manuals adopted by the City;
 - iv. Growth and intensification targets are being met; and,
 - v. The priorities identified in this Plan remain constant or require change.
- b) Monitoring and reviewing of this Plan is required to identify planning issues affecting the City, to analyze the effectiveness of the policies of this Plan, and to allow for adjustments and updating.

8.1.3 Amendments to this Plan

- a) An Amendment to this Plan shall be required where a policy, designation, Schedule or fundamental planning principle is added, deleted, or significantly altered.
- b) The City will consider applications for Amendments to this Plan within the context of the policies and criteria set out throughout this Plan.
- c) An applicant for an Amendment to this Plan shall be required to submit a

planning justification report(s) to demonstrate the rationale for such an Amendment, and shall be required to evaluate and address such matters, including but not limited to:

- i. Conformity/consistency with Provincial policies and plans;
 - ii. Conformity with the County of Lambton Official Plan;
 - iii. Conformity to the vision, goals, objectives and policies of this Plan, and other City adopted plans and guidelines;
 - iv. Need for the proposed Amendment;
 - v. Suitability of the lands for the proposed use;
 - vi. Land use compatibility with the existing and future uses and built form on surrounding lands; and,
 - vii. Adequacy of municipal servicing infrastructure and public service facilities to support the proposed use.
- d) In accordance with the Planning Act, there will be no appeal with respect to the refusal or failure of the City to adopt an Amendment to this Plan and/or the passage of a Zoning By-law:
- i. For the re-designation or conversion of lands designated as an Employment Area;
 - ii. For the expansion or alteration of the Settlement Area Boundary;
 - iii. Establish a new area of settlement in a municipality;
 - iv. Amend or revoke the policies with respect to additional units; and
 - v. Authorize a renewable energy undertaking.
- e) Technical revisions to this Plan will not require an Official Plan Amendment provided they do not change the intent of the Plan. Technical revisions include:
- i. Changing the numbering, cross-referencing and arrangement of the text, tables, Schedules and maps;
 - ii. Altering punctuation or language for consistency;
 - iii. Correcting grammatical, dimensional and boundary, mathematical or typographical errors;
 - iv. Adding technical information to Schedules or maps; and/or,
 - v. Changing format or presentation.
- f) This Plan shall conform with any decisions of the Ontario Municipal Board (OMB)

and/or the Local Planning Appeal Tribunal (LPAT) and/or the Ontario Land Tribunal (OLT). Where there is a conflict between the policies of this Plan and a decision of the OMB/LPAT/OLT, the decision of the OMB/LPAT/OLT shall prevail.

8.2 The Zoning By-law

- a) The Zoning By-law shall implement the policies of this Plan by regulating the use of land, buildings and structures in accordance with the provisions of the Planning Act and, where appropriate, may be more restrictive than this Plan.
- b) The Zoning By-law shall include and refine the lists of permitted uses identified in this Plan. It is not the intent of this Plan that every permitted use within each Designation necessarily be permitted on every site within the Designation.
- c) The Zoning By-law will include regulations for development to ensure compatibility and appropriate transitions between different uses and built forms. Development standards within the Zoning By-law may include, among other matters, building setbacks, build-within zones, step backs, angular planes, lot area, lot coverage, lot frontage, height and gross floor area restrictions.
- d) Within three years of the adoption of this Plan, or within 10 years of a comprehensive review of this Plan, the existing Zoning By-law will be reviewed and amended, or a new Zoning By-law prepared and adopted, to conform to the policies of this Plan, in accordance with the Planning Act.
- e) The existing Zoning By-law shall remain in effect until it is amended to conform to this Plan. Any Amendments to the Zoning By-law shall conform to this Plan.

8.3 Subdivision of Land

8.3.1 Plan of Subdivision

- a) All lands within the City shall be subject to subdivision control pursuant to the relevant provisions of the Planning Act.
- b) The division of land shall occur by draft plan of subdivision where:
 - i. A new road or extension to an existing road is required, extension of services and/or reconfiguration of a storm water management facility is required; or,
 - ii. Four or more lots are being created and/or the owner is retaining sufficient lands for the development of additional lots; or,
 - iii. The City deems it necessary in the public interest for the proper development of the lands.
- c) The City, when considering applications for plans of subdivision, will have regard for the provisions of the Planning Act and related Provincial policies and plans, along with the policies and procedures of the Conservation Authority and any other applicable regulatory bodies.

- d) Pursuant to the provisions of the Planning Act, the City may enact a By-law to exempt properties from Part Lot Control, to permit the creation of lots within a registered plan of subdivision, to make minor boundary adjustments, and to establish easements.

8.3.2 Plan of Condominium

- a) Only those development proposals submitted under the Condominium Act that conform to the general policies of this Plan shall be considered for approval.
- b) The City, when considering applications for plans of condominium, will have regard for the provisions of the Planning Act and related Provincial policies and plans, along with the policies and procedures of the Conservation Authority and any other applicable regulatory bodies.

8.3.3 Consent to Sever

- a) A consent to sever land shall only be considered where a plan of subdivision is deemed to be unnecessary and where the application conforms to the policies of this Plan.
- b) The maximum number of new lots approved by the City on one property through consent shall be three (3), where appropriate. New lots shall have frontage on a municipal road and shall not require that municipal services be extended.
- c) Consents may be permitted for the creation of up to three (3) new lots, to create easements, boundary adjustments, rights-of-way, lot additions and long-term leases in accordance with the provisions of the Planning Act.

8.3.4 The Creation of New Lots in the Agriculture Designation

- a) New lots may be permitted within the Agriculture Designation if:
 - i. The new lot is to be severed to create a farm, and both the retained and severed parcels each have a lot area of no less than approximately 40 hectares; or,
 - ii. The new lot may be created through a consent to sever when a farm consolidation has resulted in a surplus dwelling unit that is not required for the long term needs of the remaining farm operation. The new lot may be created provided that the establishment of any new residential use is prohibited on the remaining lands that accommodate the farm operation. This policy requires that the new lot to be severed incorporates the surplus dwelling, and that the surplus dwelling is deemed to be compliant with the Ontario Building Code and was in existence prior to the Approval of this Plan. In addition, the farm operator shall be the owner of the lands proposed to be severed at the time of the severance, and shall have a principle farm operation elsewhere in the City. The proposed residential lot shall be located at the required MDS I setbacks from any livestock facilities whether or not the livestock facility is located on the same or a separate lot; or,

- iii. The lot is required for an agriculture-related use, provided the lot is limited to the minimum size needed to accommodate the use and appropriate sewage and water services can be provided, and the lot is zoned specifically for an agricultural-related use. Residential uses shall not be permitted on such lots. The lot should be in a location that is separate from the primary agricultural operations by physical features or where it causes minimal disruption to the agricultural operation, and, if possible, be located on lower-quality soils.
- b) Consents may also be granted within the Agriculture Designation for legal or technical reasons, such as for easements, correction of deeds, quitclaims and minor boundary adjustments that do not result in creating a new lot.
- c) The consolidation of farms into larger and more efficient operations is encouraged. In this regard, the consolidation of two adjacent farm parcels or a boundary adjustment that increases the viability of a farm parcel is permitted provided no new lot is created.

8.4 Site Plan Approval

- a) Site Plan Approval is one of the key tools for implementing the City's policies on urban design in accordance with the policies of this Plan and the City's Urban Design Guidelines. The City of Sarnia will use Site Plan Approval in accordance with the provisions of the Planning Act as a means of achieving well-designed, functional, accessible, safe, sustainable built form and public space.
- b) In addition to the provisions of the Zoning By-law, and where different land uses or building types abut each other, transitional features may be required through Site Plan Approval, to mitigate potential adverse effects between the developments and to ensure compatible development through visual screening, landscaping, fencing, and other forms of buffering.
- c) The City will establish, by By-law, a Site Plan Approval Area which encompasses all of the lands within the boundaries of the City and is applicable to all development. The City may exempt development which would otherwise be subject to Site Plan Approval where it considers such approval to be unnecessary due to the type or scale of development proposed. The City may by By-law:
 - i. Require Site Plan Approval as a condition of a subdivision/condominium agreement or any other type of development agreement;
 - ii. Require Site Plan Approval as a condition of any decision of the Committee of Adjustment; and,
 - iii. Require Site Plan or Building Permit Approval prior to the issuance of a demolition permit(s) for properties designated under the Ontario Heritage Act, and for those properties that the City has identified as having significant heritage attributes.
- d) Where Site Plan Approval is applicable, the City may utilize the Site Plan Approval process to the maximum extent permissible by the Planning Act. Specifically, the City may consider matters related to exterior design, including, without limitation,

the character, scale, materials, colour, appearance and design features of buildings for all development.

8.5 Committee of Adjustment

- a) Council may appoint a Committee of Adjustment to consider minor variances to the Zoning By-law and consents to sever, in accordance with the provisions of Section 5(3) and Sections 44 and 45 of the Planning Act. Decisions of the Committee of Adjustment will maintain the general intent and purpose of this Plan and will be in accordance with the requirements of the Planning Act and all other applicable legislation.

8.6 Non-Conforming Uses, Buildings or Structures

- a) It is the intention and expectation of the City that legal non-conforming uses, buildings, or structures will eventually cease to exist and be replaced by uses, buildings or structures that conform to this Plan and comply with the Zoning By-law.
- b) The use of lands, buildings and/or structures which do not conform to the Zoning By-law but which were in lawful existence prior to the approval of the Zoning By-law, and which continue to be used for such a purpose, will be recognized as legal non-conforming uses. If such legal non-conforming uses cease for a period of up to one year, then the legal non-conforming status will lapse and rights derived from such uses will terminate.
- c) Notwithstanding any other Policy in this Plan, a legal non-conforming use(s) destroyed by fire or natural disaster may be rebuilt provided that the dimensions of the building and/or structure are not substantially increased, the use of the building and/or structure is not substantially altered, and all applicable approvals are obtained.
- d) The City may recognize uses that exist at the time of the approval of this Plan and which do not have a negative impact on the environment and do not pose a significant threat to health and safety. This will be done by means of appropriate site specific Zoning By-laws. Such site specific zoning will not be considered to be in contravention of the policies of this Plan and will:
 - i. Only be accomplished by the adoption of a site specific Zoning By-law which will incorporate specific and appropriate regulations relative to the existing specific site and use; and,
 - ii. Be restricted to the property boundaries of the land owned at the time of the approval of this Plan.

8.7 Other Planning Act Tools

- a) The City of Sarnia may use a number of planning and development tools, as they are authorized by the Planning Act, to implement the objectives, principles and policies of this Plan. The City may use the following tools:
 - i. Community Improvement Plans- Pursuant to Section 28 of the Planning Act;
 - ii. Demolition Control By-law - In accordance with Section 33 of the Planning Act;
 - iii. Holding By-law - Pursuant to Section 36 of the Planning Act;
 - iv. Community Benefits Charges By-law - In accordance with Section 37 of the Planning Act;
 - v. Interim Control By-law - Pursuant to Section 38 of the Planning Act;
 - vi. Temporary Use By-law - Pursuant to Section 39 of the Planning Act; and,
 - vii. Community Planning Permit System - In accordance with Section 70.2 of the Planning Act.
- b) The City may apply any, or all of these Planning Act tools throughout the entire City, and/or to specific geographic areas within the City.

8.8 Land Acquisition

- a) Council may acquire and hold lands within the City for the purposes of implementing this Plan in accordance with the provisions of the Planning Act.
- b) It is the intent of the City to work cooperatively with the County of Lambton, the Conservation Authority, the Province of Ontario, the Government of Canada and private property owners to establish ongoing financial, policy and legislative support for the protection and enhancement of all significant natural heritage features and their associated ecological and hydrological functions, within the Environmental Protection Designation, in accordance with the policies of this Plan.
- c) Mechanisms to secure lands within the Environmental Protection Designation may include, but are not limited to, the following property acquisition tools:
 - i. Land dedications/conveyance;
 - ii. Voluntary sale and public purchase through funds allocated in the City's budget;
 - iii. Land swaps/exchanges;
 - iv. Donations, gifts, bequests from individuals and/or corporations; and/or,
 - v. Other appropriate land acquisition methods.

- d) It is recognized that the City may not be able to acquire or secure in public ownership all of the lands that are within the Environmental Protection Designation. Where lands within the Environmental Protection Designation are not in public ownership, the City will work cooperatively with the landowners to protect the identified natural, environmental and cultural heritage features and/or their associated functions on private lands.
- e) In instances, where the City may not be able to acquire or secure in public ownership all of the lands that are within the Environmental Protection Designation, the City shall consider the following stewardship techniques to ensure the appropriate level of protection for the significant natural heritage features and their associated ecological and hydrological functions:
 - i. Municipal land use controls including zoning;
 - ii. Information and education programs;
 - iii. Stewardship agreements;
 - iv. Charitable tax receipts;
 - v. Conservation easements; and/or,
 - vi. Any other appropriate agreements with the landowners.
- f) The City may establish a Land Securement Fund to be used to contribute to the costs of acquisitions for specific properties that are within the Environmental Protection Designation.

8.9 Municipal Finance

8.9.1 Fiscal Responsibility

- a) The implementation of this Plan must be fiscally responsible, by ensuring that the required capital expenditures to provide services for development and municipal service infrastructure improvements are paid for in an equitable and appropriate manner. The City will strive to maintain financial sustainability and integrity by managing its financial resources and by undertaking development in a fiscally responsible manner.
- b) Municipal capital expenditures implementing any aspect of this Plan will be guided by a Ten Year Capital Budget Forecast, which will be reviewed annually.
- c) The City will undertake capital works programs, in accordance with the approved capital budget, to provide the municipal service infrastructure necessary for Strategic Growth Areas and new growth.
- d) Future development will be monitored to ensure that a balance is maintained between demands for service and the overall fiscal capacity of the City.
- e) Where possible, the City will use financial mechanisms available to it under any legislative authority, including the Municipal Act, Development Charges Act, Planning Act and any other applicable legislation, for the purposes of land use

planning and the provision of municipal service infrastructure, public service facilities and other community benefits.

- f) The City may request a Municipal Financial Impact Assessment from the owner/applicant of any development application. The terms of reference of such a study will be determined by the City at the time of the request. The Assessment will be prepared and may be peer reviewed at the owner/applicant's expense. Development applicants or proposals may be refused or deferred on the basis of financial impact and burden on the City, if suitable mitigation measures are not available.

8.9.2 The Development Charges By-law

- a) The City will prepare a background study and enact a By-law under the Development Charges Act, to ensure that the initial capital cost of growth related services does not place a financial burden upon the City's existing taxpayers, and to ensure that new taxpayers bear no more than the growth-related net capital cost attributable to providing the current level of services.
- b) The City may enact a Development Charges By-law that applies to the City as a whole, and/or to specific geographic areas within the City.
- c) The City may exempt some, or all of the Development Charge for certain types or categories of development as a means to promote specific development, redevelopment or revitalization objectives in accordance with this Plan.
- d) The City will apply, calculate and collect Development Charges in accordance with the provisions of the Development Charges By-law and the Development Charges Act.

8.9.3 The Community Benefits By-law

- a) The City may prepare a background study and enact a By-law under the provisions of Section 37 of the Planning Act, to ensure that the capital cost of defined Community Benefits can be collected. The City may enact a Community Benefits Charge By-law that applies to the City as a whole, and/or to specific geographic areas within the City.
- b) The City may exempt some or all of the Community Benefits Charge for certain development forms or categories from the Community Benefits Charge as a means to promote specific development, redevelopment or revitalization objectives in accordance with this Plan.
- c) The City may apply, calculate and collect Community Benefits Charges in accordance with the provisions of the Community Benefits Charge By-law and Section 37 of the Planning Act.

8.9.4 The Parkland Dedication By-law

- a) In accordance with Section 42 of the Planning Act, the City shall require the conveyance of land for park or other public recreational purposes, as a condition of development, as follows:

- i. For industrial and commercial development, require a maximum of 2 percent of the land proposed for development or redevelopment to be conveyed to the City for public parkland purposes;
 - ii. For development related to all other land uses, require 5 percent of all the land proposed for development or redevelopment; and,
 - iii. For residential development, the City may require parkland dedication at a rate of up to 5 percent of all the land proposed for development or redevelopment. The City may, subject to the preparation of a Parks Plan, charge an alternative rate for parkland up to 1 hectare per 300 dwelling units, or, where cash-in-lieu is accepted, it shall be calculated at a rate of 1 hectare per 500 dwelling units; and,
 - iv. For mixed-use development, the parkland calculations, in accordance with this Section of this Plan, shall be pro-rated to take into account the proportions of residential and non-residential lands within all the lands proposed for development.
- b) The City may accept cash-in-lieu of all or part of the required parkland dedication in accordance with the provisions of the Planning Act. The amount paid shall be equal to the value of the land to be conveyed and shall be determined in accordance with the provisions of the Planning Act. However, the conveyance of land for park purposes is the City's preferred option.
 - c) Where the Planning Act authority is used to require the dedication of land, that land will be intended for park or trail purposes, and be free from any encumbrances such as steep slopes, natural heritage features, cultural heritage features and municipal infrastructure, and shall be fully accessible to the public.
 - d) The City's Parkland Dedication By-law may include, but shall not be limited to, provisions for:
 - i. Reductions or exemptions from parkland dedication requirements for the purposes of achieving intensification, economic development and/or other objectives of this Plan;
 - ii. The identification of uses, or categories of uses that may be eligible for a waiver, or reductions to parkland dedication requirements; and/or,
 - iii. The identification of lands acceptable/not acceptable for parkland dedication.

8.10 Public Consultation

8.10.1 Notification

- a) The City recognizes that public consultation is a key component of many planning processes. The policies of this Plan seek to support opportunities for public participation, while balancing the need to process development applications within the timelines prescribed by the Planning Act.

- b) The Planning Act contains provisions regarding public meetings, notification requirements, and processing timelines for the consideration of development applications. The City will follow the public notification procedures and regulations on planning matters in accordance with the provisions of the Planning Act, and in some instances, the City may exceed these requirements as deemed appropriate and as outlined in this Section.
- c) The City of Sarnia will use the provisions for public meetings and notifications outlined in this Section, to allow for enhanced consultation during the early review process and not rely solely on the notice of public meeting as outlined in the Planning Act. This will foster communication and education of issues to people and groups early in the decision-making process.
- d) The City shall use a variety of communication methods to seek input on planning matters or to provide information to the general public. Depending on the issues, and in accordance with the Planning Act, the City shall choose the most appropriate method of communication, which may include any, or all of the following:
 - i. Direct mail-outs, including post and/or e-mail;
 - ii. Surveys, electronic or mail-out;
 - iii. Informal neighbourhood meeting;
 - iv. Statutory Public meetings;
 - v. Public Information Centres and Workshops; and/or,
 - vi. The City's website.
- e) In addition to the methods identified in this Section, the City will use the following mechanisms to promote public participation in the planning process by:
 - i. Requiring the proponent to post one or more signs, clearly visible to the general public, on properties undergoing a planning approval process; and,
 - ii. Any other means deemed appropriate by the City.

8.10.2 Public Meetings

- a) Two (2) public meetings may be held to inform and obtain the views of the public with respect to an Amendment to the Official Plan, Zoning By-law or other development application. The first meeting shall be known as the "Neighbourhood Meeting" and the second meeting shall be known as the "Statutory Public Meeting".
- b) The City may waive the requirement for a Neighbourhood Meeting in consultation with Council, where the holding of such meeting would serve no useful purpose. Alternatively, the City may request that the applicant carry out the initial Neighbourhood Meeting, with or without the involvement of City staff or Council.

- c) The purpose of the Neighbourhood Meeting is to present the planning application and to obtain preliminary comments from those who may be affected by the application. Applicants and/or their agents are encouraged to attend. The Neighbourhood Meeting shall be open to the public and any person who attends the meeting shall be afforded an opportunity to make representations regarding the application.
- d) Where a Statutory Public Meeting is required for a planning application, the City shall follow the notification requirements pursuant to the Planning Act.
- e) A Statutory Public Meeting under the Planning Act shall not be required for minor administrative or technical Amendments to this Plan.

8.11 Development Applications

8.11.1 Pre-Consultation Meeting

- a) Formal pre-consultation with the City shall be required prior to the submission of any development application required under the Planning Act. The purpose of the pre-consultation meeting shall be to review a draft development proposal for the lands affected by the proposed application(s), and identify the need for, and the scope of, other information and materials considered necessary by the City and other affected agencies to allow for a comprehensive assessment of the development application(s).
- b) The City shall determine the information and materials necessary for submission with the application based on the nature of the proposal, and in accordance with the list of Studies identified in this Plan.
- c) The City may waive the requirement for formal pre-consultation, where the City has identified that due to the nature of the proposal, the need for and scope of required information and materials can be determined without formal pre-consultation.
- d) Development applications submitted to the City prior to the formal pre-consultation meeting shall be considered incomplete and returned to the applicant.

8.11.2 Complete Application Requirements

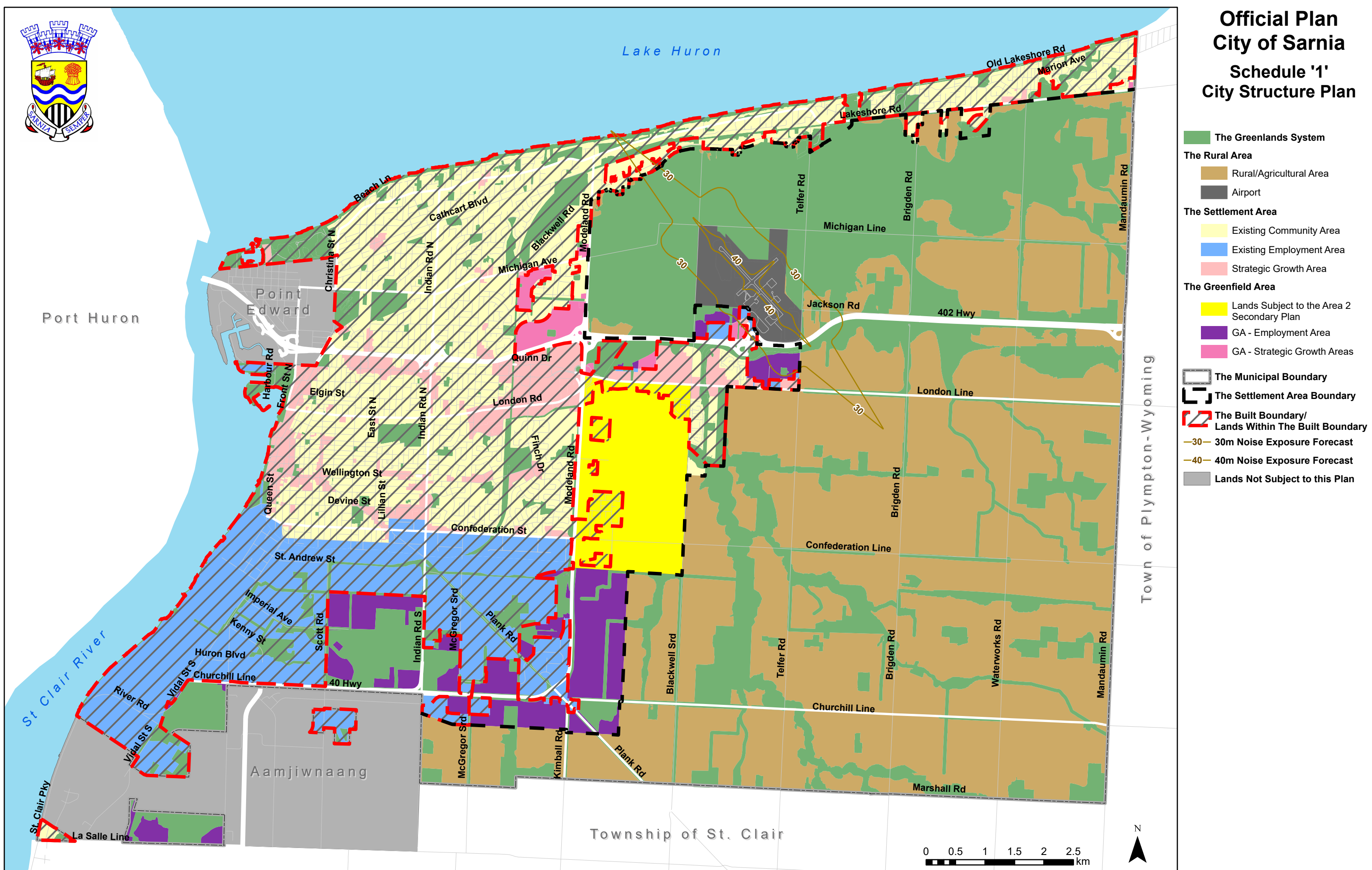
- a) Any or all of the information outlined in this Section may be requested from applicants to ensure that all relevant and required information pertaining to a development application is available at the time of submission, to enable Council and its delegated authorities make informed decisions within the time periods prescribed by the Planning Act.
- b) Any information provided in support of an application for development submitted under the Planning Act is considered public, and is available for public review, however, certain sensitive information such as the location of Species at Risk, or the location of archaeological sites, shall be redacted from reports prior to public posting

- c) For planning applications to be deemed complete, the following mandatory items shall be submitted to the City, and shall be carried out to the satisfaction of the City.
 - i. Application form;
 - ii. Covering letter; and,
 - iv. Required plans, drawings, studies and fees.
- d) All Information, studies and materials prepared in accordance with the policies of this Plan shall be subject to the following requirements to be deemed complete:
 - i. All information, studies and materials shall be prepared by an appropriately designated and qualified professional, in accordance with applicable legislation and/or to the satisfaction of the City, retained by and at the expense of the applicant;
 - ii. The City may request or conduct a peer review of any information, studies and materials submitted where the City lacks the appropriate expertise to review such information, studies and materials. Such peer review shall be completed by an appropriate agency or professional consultant retained by the City, at the applicant's expense;
 - iii. Incomplete applications submitted to the City will not be accepted and shall be returned to the applicant;
 - iv. The City may deem an application to be incomplete and refuse all information, studies and materials, submitted as part of a complete application(s) if it considers the quality of the submission unsatisfactory;
 - v. The applicant may be required to submit any other supporting information, studies and materials identified by the City during the formal pre-consultation process for the application to be deemed complete; and,
 - vi. Where a peer review is required of one or more of the studies listed in this Section, the application will not be deemed complete and the time period to process the application shall not commence until the peer review study has been submitted to the City, the City has been fully reimbursed by the applicant for the cost of the peer review and the City is fully satisfied with the extent and quality of the work submitted by the applicant, including any requirements for additional or supplementary work identified through the peer review process.
- e) The City may require any/all of the studies specifically identified in the policies of the Plan and/or included in the following list:
 - i. Agricultural Impact Assessment;
 - ii. Archaeological Resource Assessment;
 - iii. Block Plan;
 - iv. Coastal Engineering Report;

- v. Conceptual Development Plan/Site Plan;
 - vi. Cultural Heritage Impact Assessment;
 - vii. Environmental Impact Study;
 - viii. Erosion and Sediment Control Plan;
 - ix. Floodplain Assessment;
 - x. Functional Servicing Report;
 - xi. Geotechnical Study;
 - xii. Minimum Distance Separation Report;
 - xiii. Noise/Vibration/Sound/Dust Impact Study and Mitigation Strategy;
 - xiv. Phase 1 + 2 Environmental Site Assessment/Record of Site Condition;
 - xv. Planning Rationale Report;
 - xvi. Retail Market Demand and Impact Study;
 - xvii. Secondary Plan;
 - xviii. Site Rehabilitation Plan
 - xix. Soil and Hydrogeological Study/Groundwater Impact Assessment;
 - xx. Storm Water Management Report;
 - xxi. Sun/Shadow/Wind Study;
 - xxii. Transportation Impact Study;
 - xxiii. Tree Preservation Plan;
 - xxiv. Urban Design Brief;
 - xxv. Water Balance Analysis;
 - xxvi. Wetland Evaluation.
- f) The City may establish Terms of Reference for any or all of the listed studies. It may refine and/or scope those studies in consideration of the scale, location and/or complexity of the proposed development.



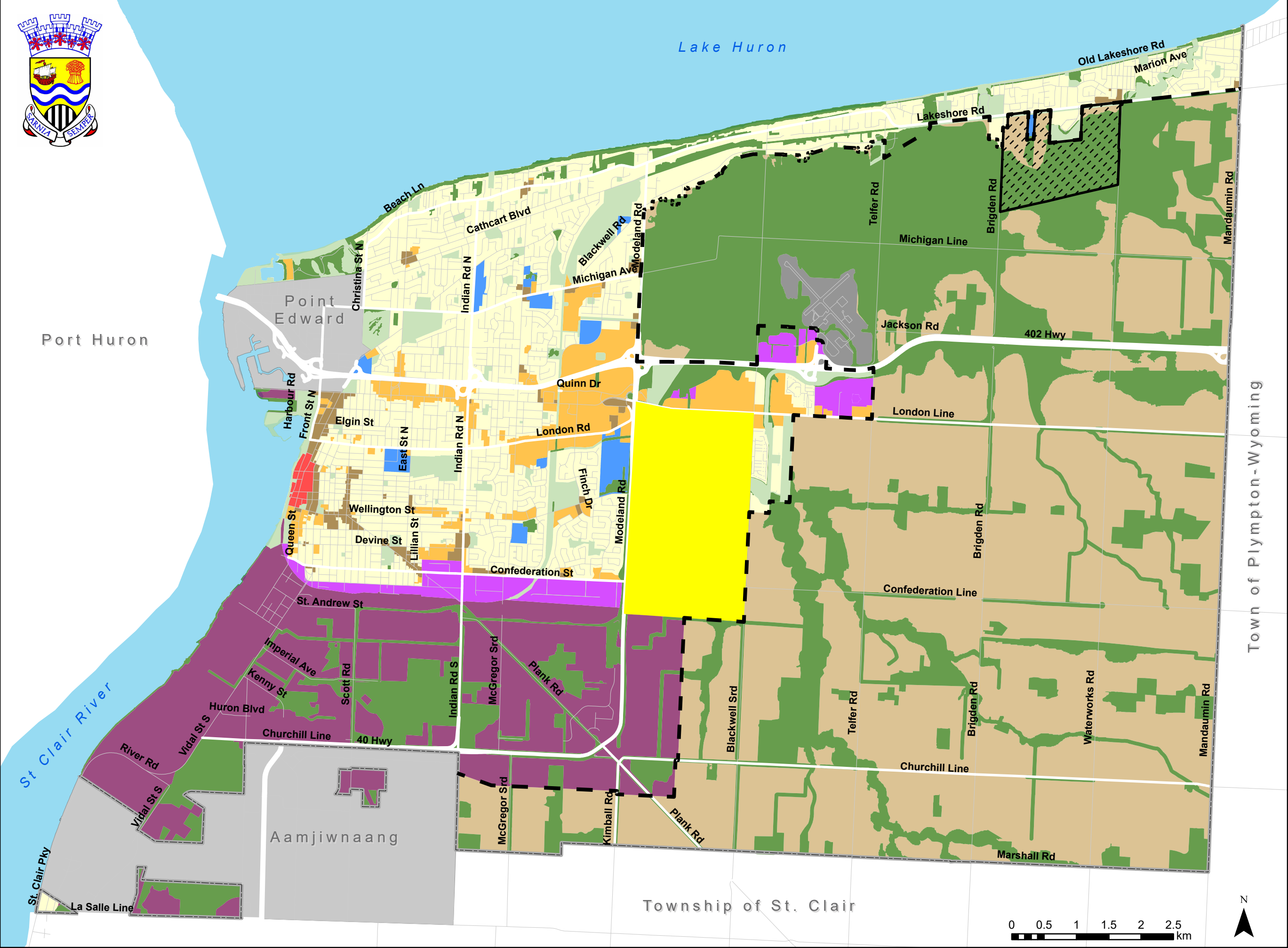
**Official Plan
City of Sarnia
Schedule '1'
City Structure Plan**





Official Plan City of Sarnia

Schedule '2' Land Use Plan

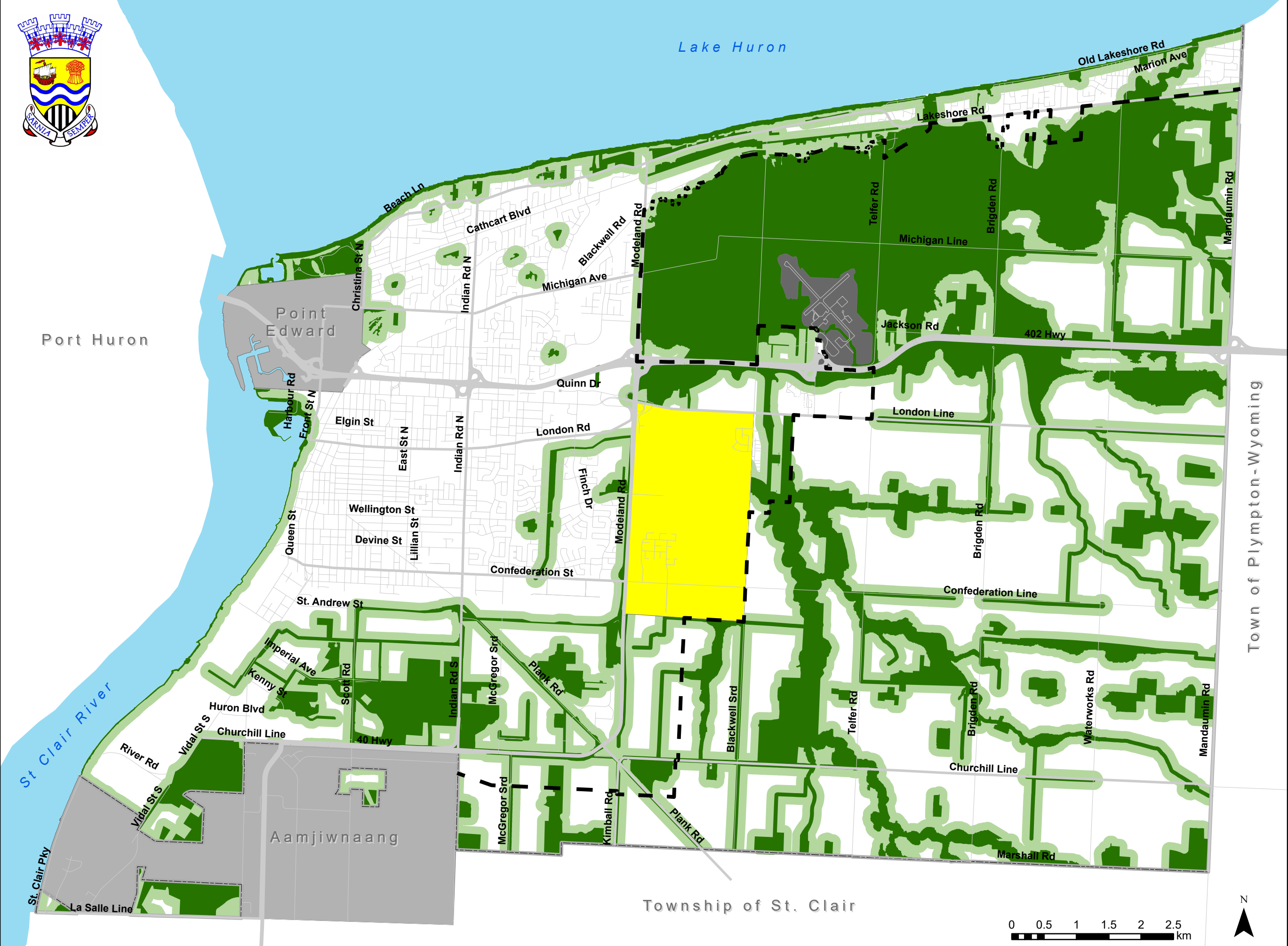


- Community Areas**
- Existing Neighbourhood
 - Lands Subject to the Area 2 Secondary Plan
 - Lands Subject to the Future Urban Community Overlay
 - Major Institution
 - Parks and Open Space
- Strategic Growth Areas**
- Downtown Core
 - Mixed-Use Corridor I
 - Mixed-Use Corridor II
- Employment Areas**
- Prestige Employment
 - General Employment
- Rural/Agricultural Areas**
- Agricultural
 - Airport
- Natural Heritage System**
- Environmental Protection
- Other Features**
- The Municipal Boundary
 - The Settlement Area Boundary
 - Lands Not Subject to this Plan







Official Plan
City of Sarnia
Schedule '3'
Natural Heritage System

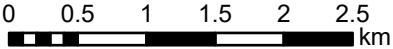
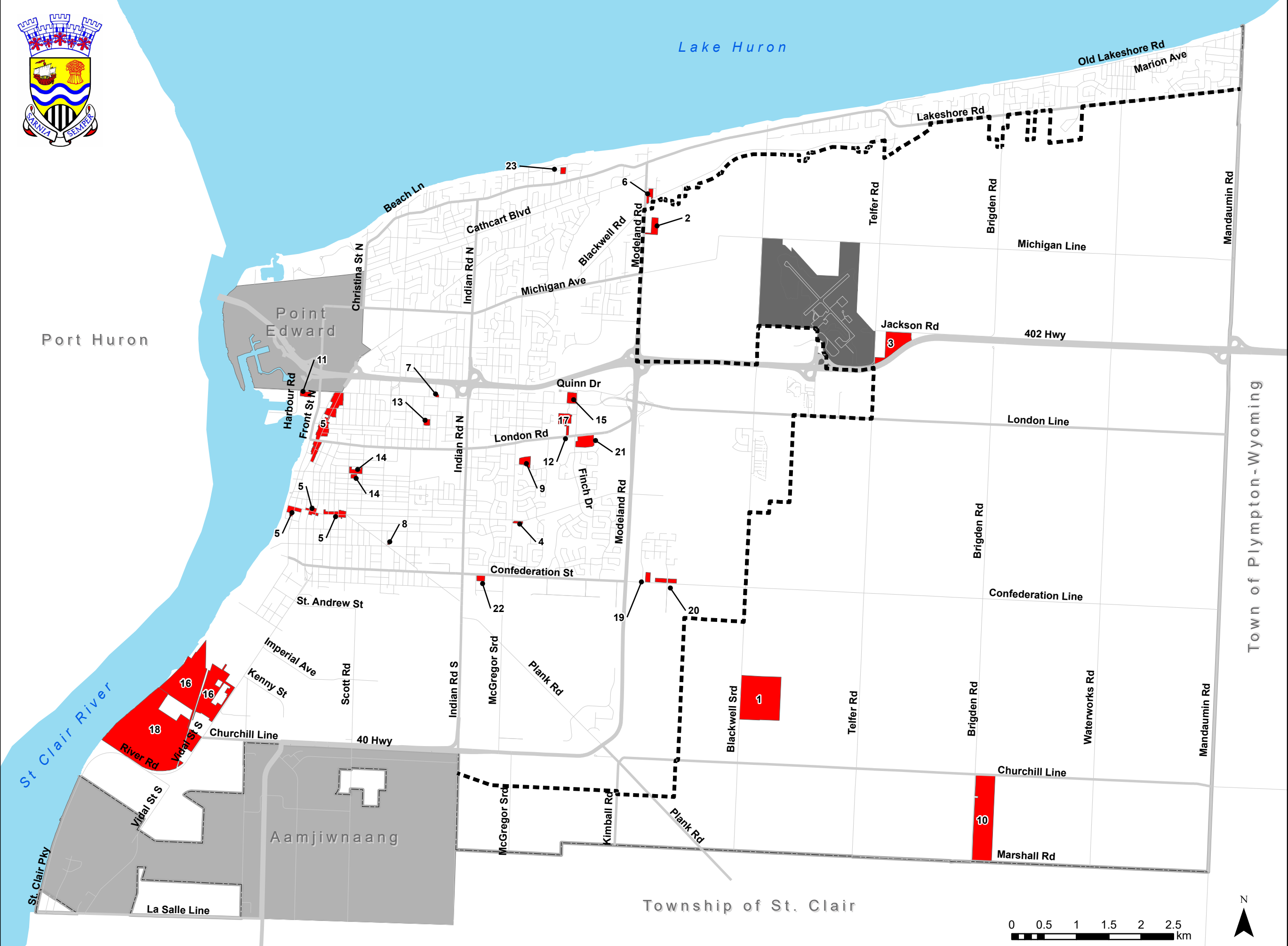
- Environmental Protection
- Natural Heritage Overlay
- Lands Subject to the Area 2 Secondary Plan
- Lands Not Subject to this Plan
- The Municipal Boundary
- The Settlement Area Boundary

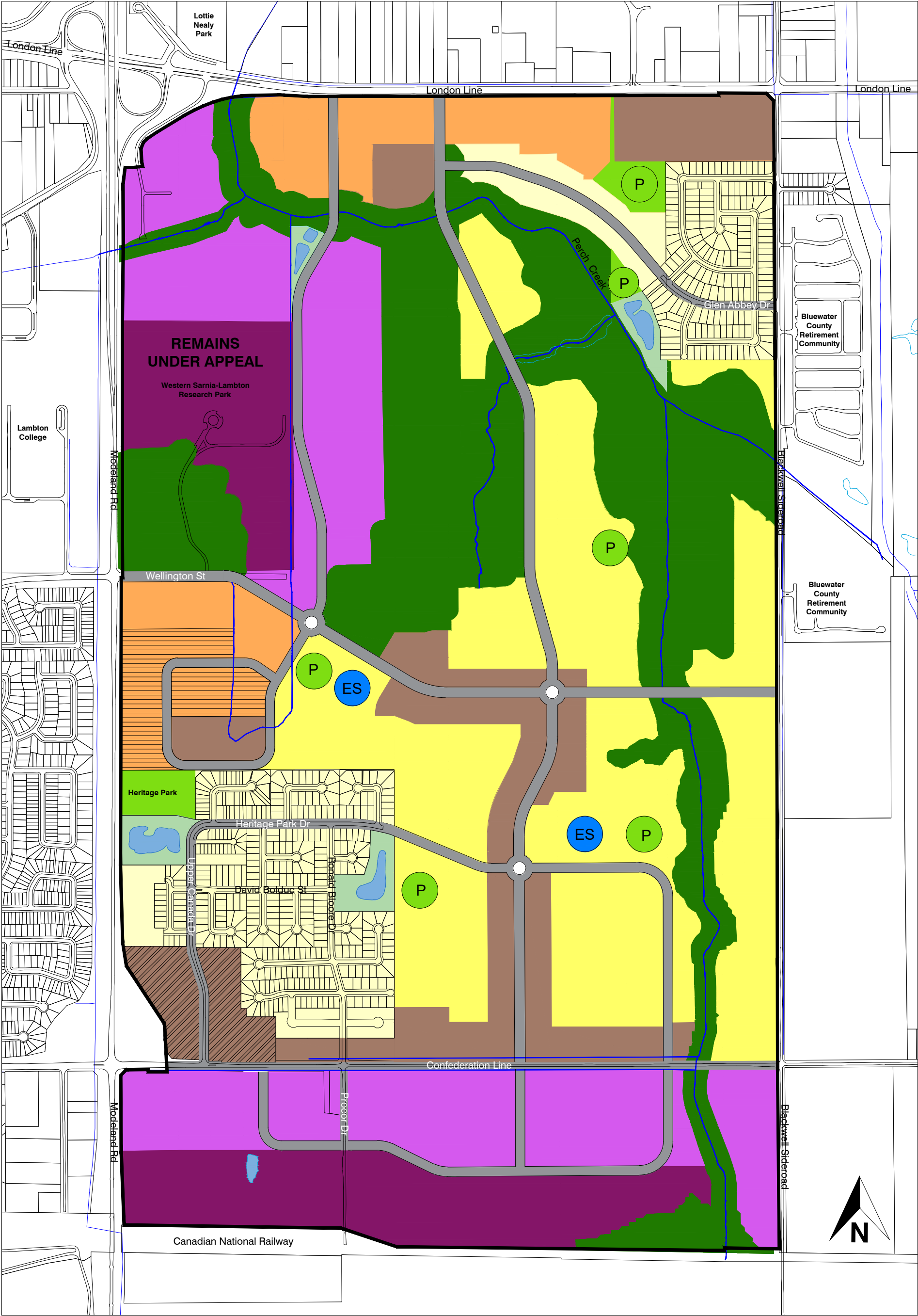




Official Plan
City of Sarnia
Schedule '4'
Area and Site
Specific Policy
Areas

-  Site Specific Exceptions
-  Lands Not Subject to this Plan
-  The Municipal Boundary
-  The Settlement Area Boundary



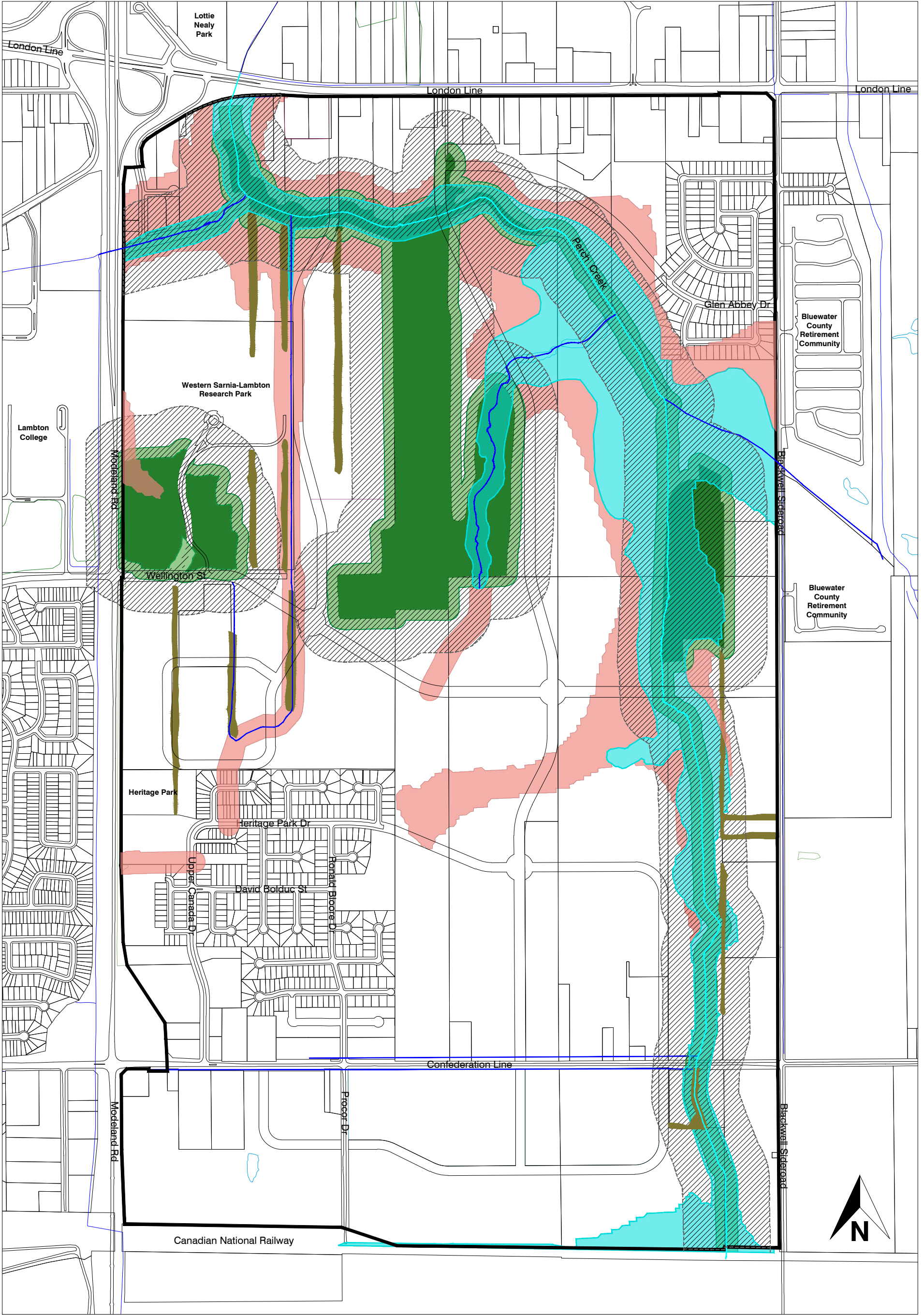


Legend

- New Neighbourhood
- Existing Neighbourhood
- Mixed Use Corridor I
- Mixed Use Corridor I Special Policy Area 1
- Mixed Use Corridor II
- Mixed Use Corridor II Special Policy Area
- Prestige Employment
- General Employment
- Elementary School Symbol
- New Parks Symbol
- Parks and Open Space
- Environmental Protection
- Existing Stormwater Management Facilities
- Watercourses
- Roads
- Secondary Plan Boundary

SCHEDULE 5A - Land Use

The Planning Partnership
 Dougan & Associates
 LEA Consulting Ltd
 urbanMetrics

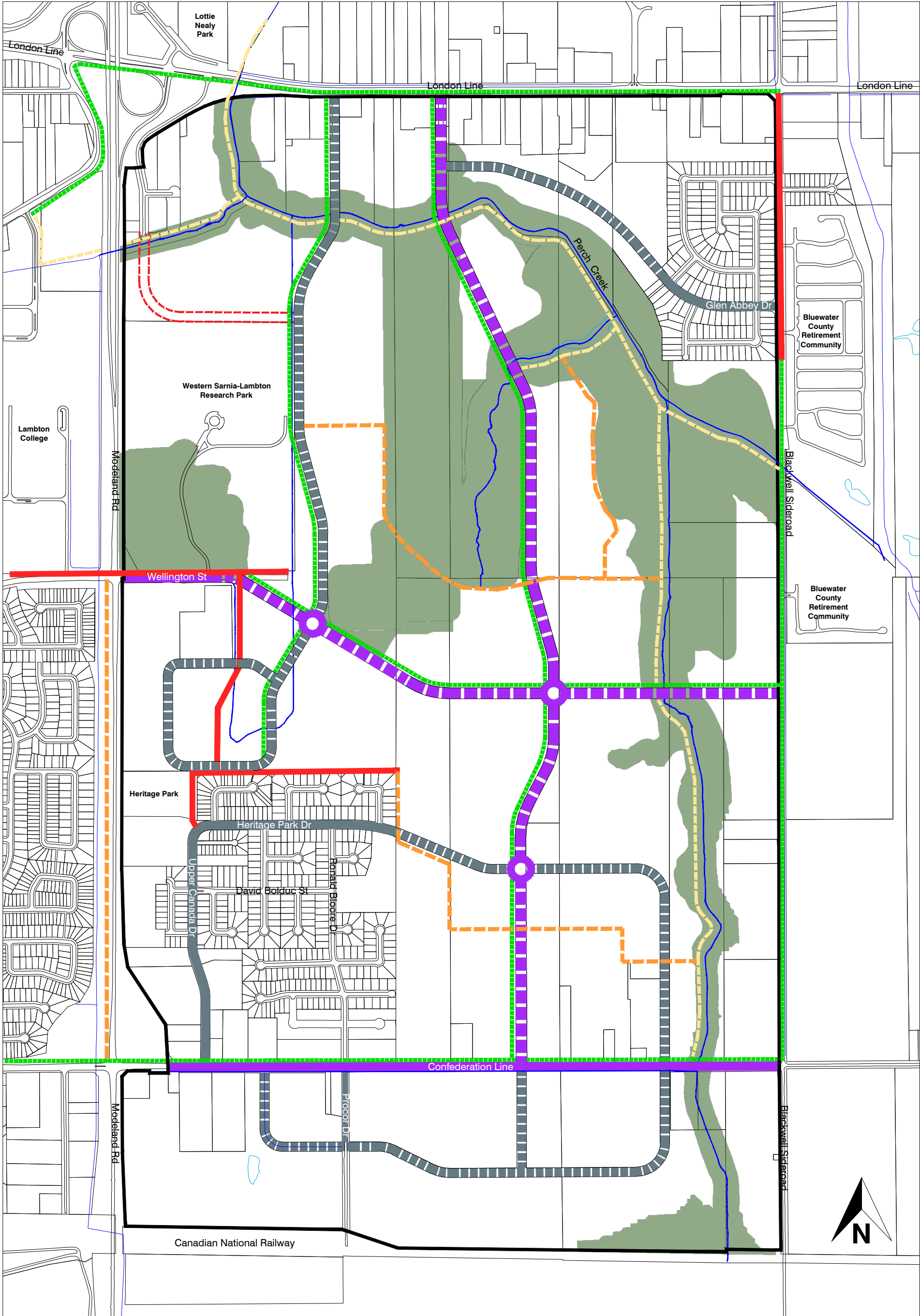


SCHEDULE 5B - Natural Heritage System

Legend
Environmental Protection

- Significant Woodlands
- Floodplain/Natural Hazard
- Perch Creek
- 30 metre Buffer

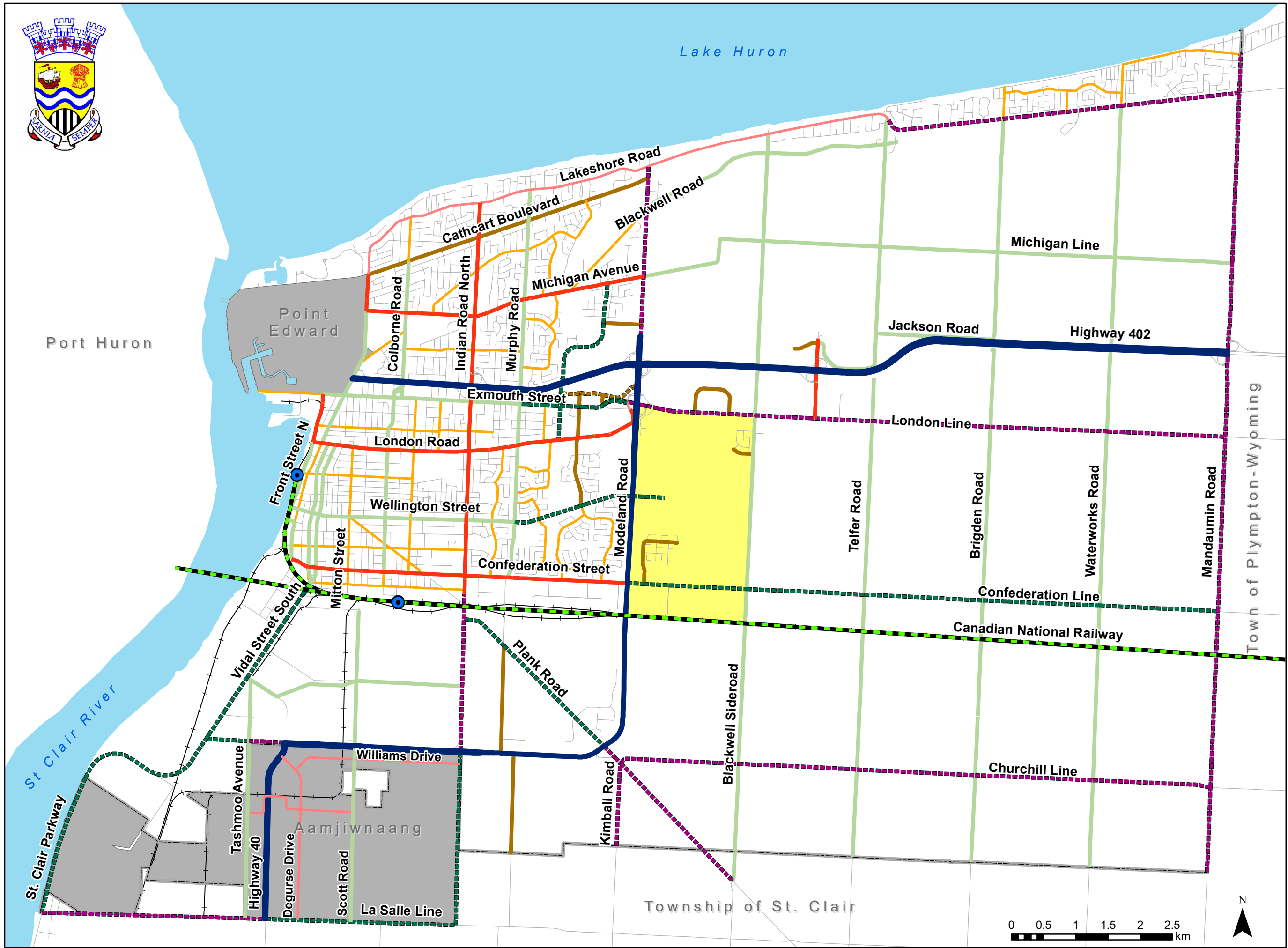
- Areas Affected by SCRC Regulations
- Adjacent Lands Overlay
- Hedgerow
- Watercourses
- Secondary Plan Boundary





Official Plan City of Sarnia

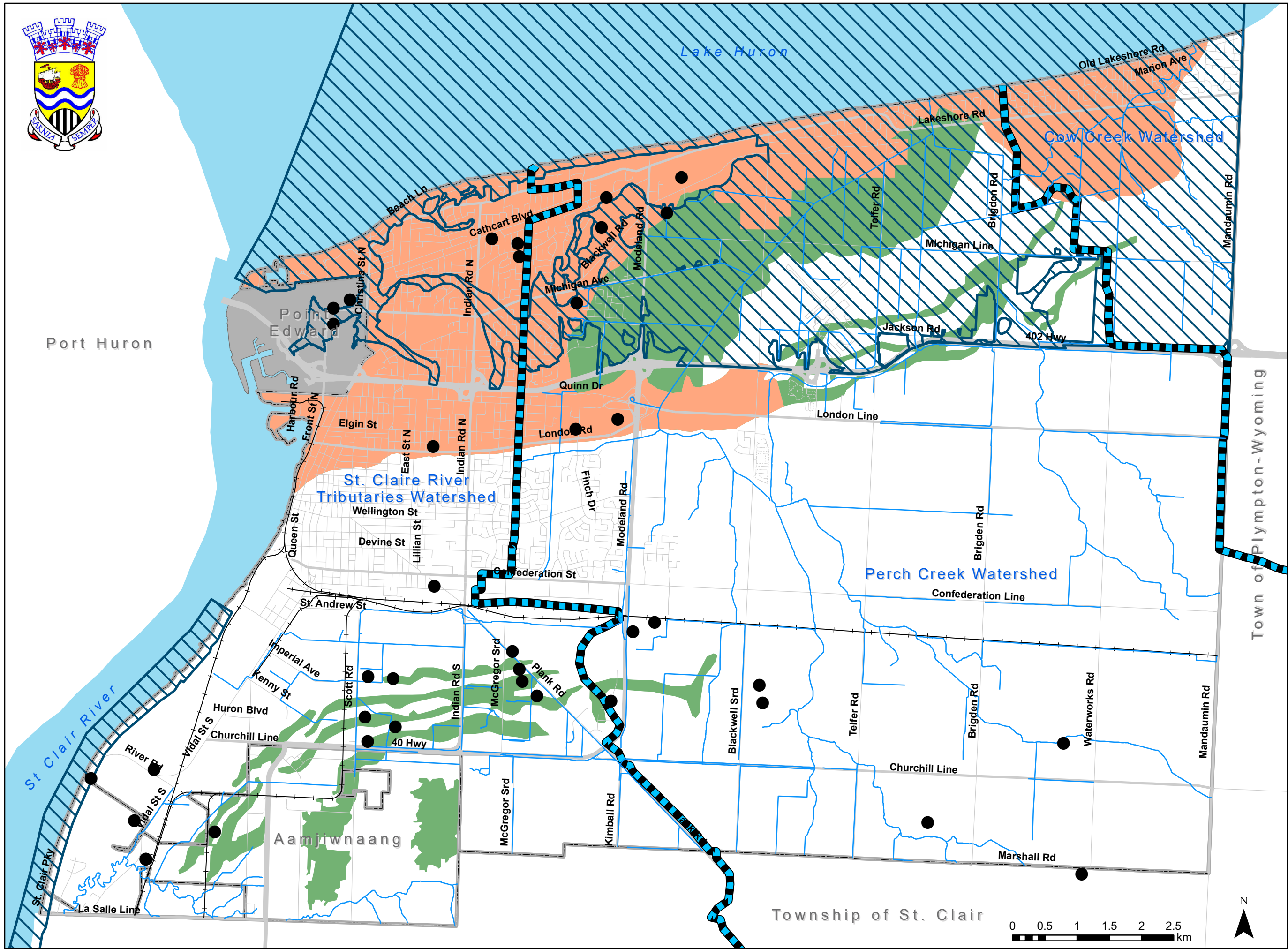
Schedule '6' Roads Plan



- Major Roads**
- Provincial Highways
- Arterial and County Road Widths**
- 20m
 - 26.2m
 - 30.5m
- Arterial City Road Widths**
- 26.2m
 - 30.5m
- Collector Road Widths**
- 20m
 - 26.2m
 - 30.5m
- Other Transportation**
- Local Road
 - Railroad
 - Inter-City Passenger Rail
 - Passenger Rail Station
 - Lands Subject to the Area 2 Secondary Plan
 - Lands Not Subject to this Plan
 - The Municipal Boundary

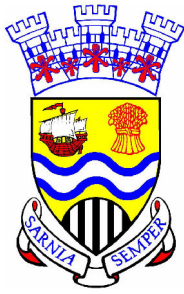


Official Plan City of Sarnia Appendix I Map 1 Water Resources

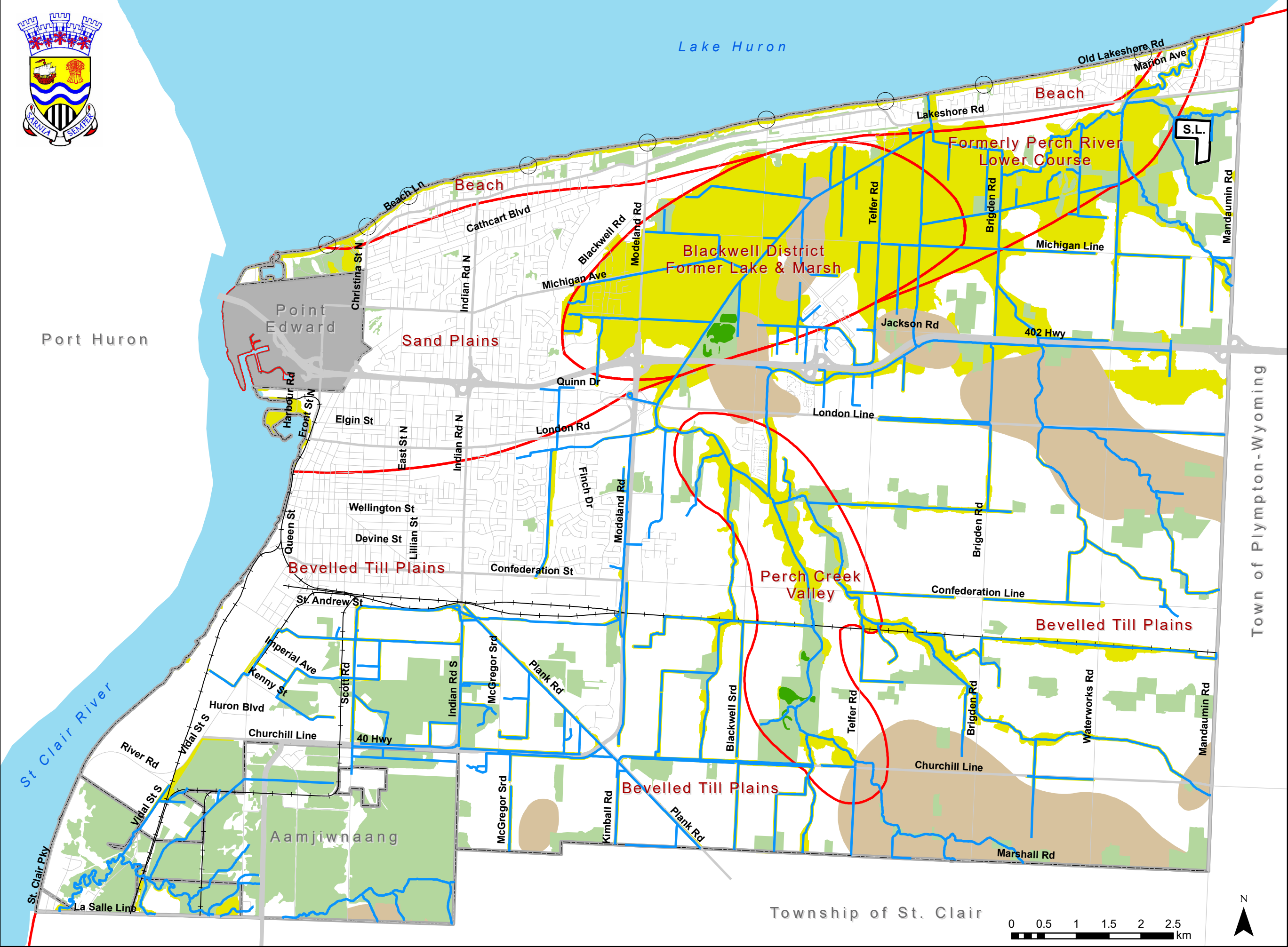


- Subwatershed Boundary
- Surface Water
- Intake Protection Zones
- Highly Vulnerable Aquifer/
Significant Groundwater
Recharge Area
- Significant Groundwater
Recharge Area
- Former Waste Disposal Sites
(Anderson Dataset:
Lambton GWS 2004)
- Railroad
- Municipal Boundary





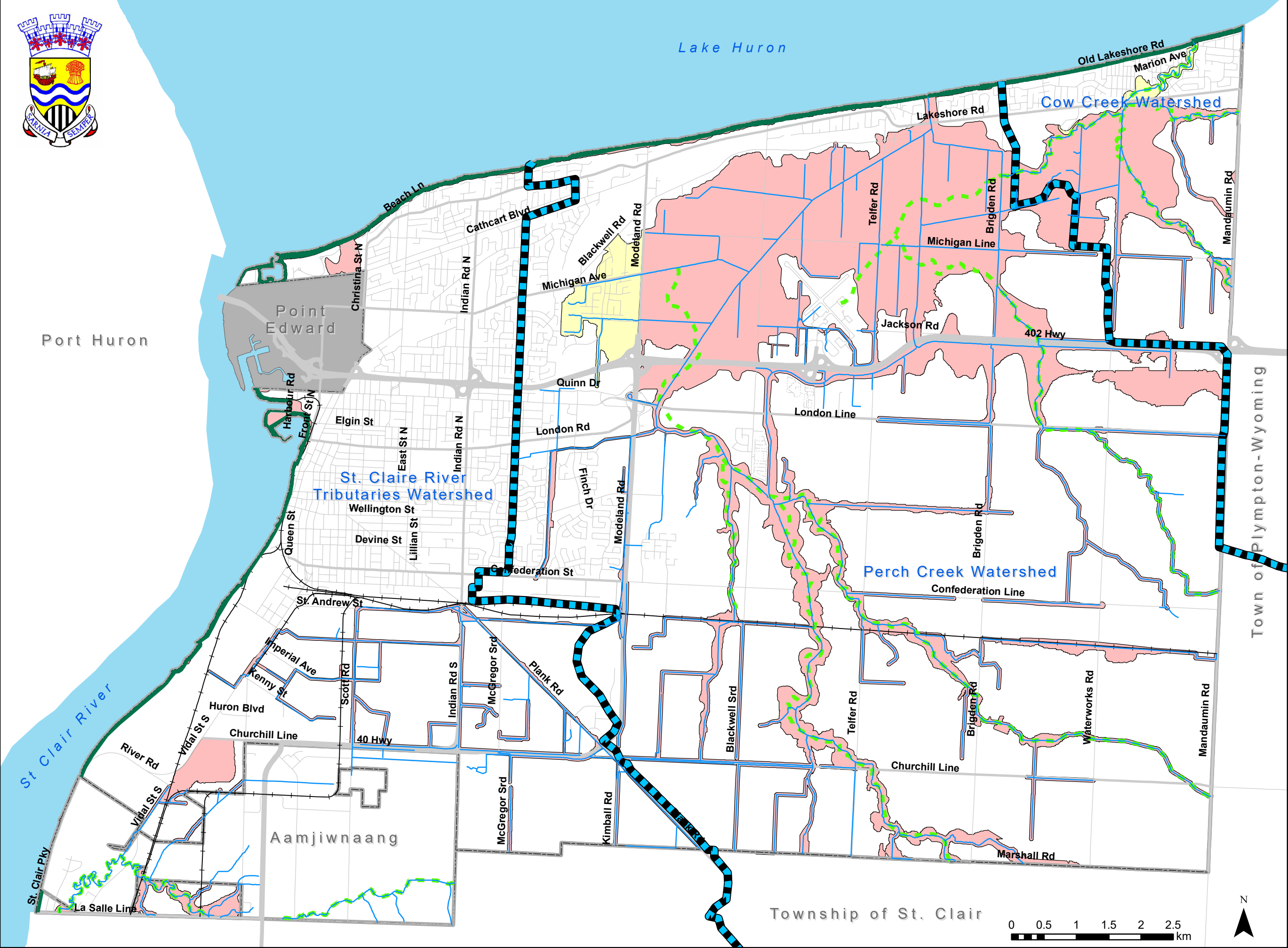
Official Plan
City of Sarnia
Appendix I
Map 2
Natural Heritage
Features



- Physiographic Features
- Surface Water Features
- Natural Heritage Features 'Type A'
- Natural Heritage Features 'Type B'
- Natural Hazards
- Public Beach Area
- Petroleum Pools
- S.L. Sewage_Lagoon
- Railroad
- Municipal Boundary



**Official Plan
City of Sarnia
Appendix I
Map 3
Natural Hazards**



- Great Lakes System**
- Shoreline Management Area
- Rivers and Stream Floodplains**
- One Zone Policy Area
 - Two Zone Policy Area
 - Subwatershed Boundary
 - Watercourses
 - Historic Watercourses
 - Railroad
 - Municipal Boundary