

APPENDIX C

to

REPORT PLAN2017-039

FILE NO. D01-15-005

The Corporation of the City of Kawartha Lakes

By-Law 2017 -

A By-Law to Amend the City of Kawartha Lakes Official Plan respecting lands within the City of Kawartha Lakes

[File D01-15-005, Report PLAN2017-039 – Bobcaygeon Secondary Plan]

Recitals:

1. Sections 17, 21 and 22 of the *Planning Act, R.S.O. 1990, c. P.13*, authorize Council to consider the adoption of an amendment to an Official Plan.
2. Council has received the Community Secondary Plan for the Bobcaygeon settlement area.
3. A public meeting to solicit public input has been held.
4. Council deems it appropriate to adopt Official Plan Amendment Number 14.

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2017-***.

Section 1:00 Official Plan Amendment Details

- 1.01 **Property Affected:** The lands affected by this By-law are identified as the settlement area of Bobcaygeon.
- 1.02 **Amendment:** Amendment No. 014 to the City of Kawartha Lakes Official Plan attached hereto and forming a part of this By-law is hereby adopted.

Section 2:00 Effective Date

- 2.01 **Force and Effect:** This By-law shall come into force and take effect on the date it is finally passed, subject to the approval of the City of Kawartha Lakes in accordance with the provisions of Section 17 and 22 of the *Planning Act, R. S. O. 1990, c. P.13*.

By-law read a first, second and third time, and finally passed, this ____ day of ____, 2017.

Andy Letham, Mayor

Judy Currins, Clerk

Official Plan Amendment No. 014 – Bobcaygeon Secondary Plan



City Of Kawartha Lakes

Official Plan Amendment No. 014

Bobcaygeon Secondary Plan

November 18, 2015

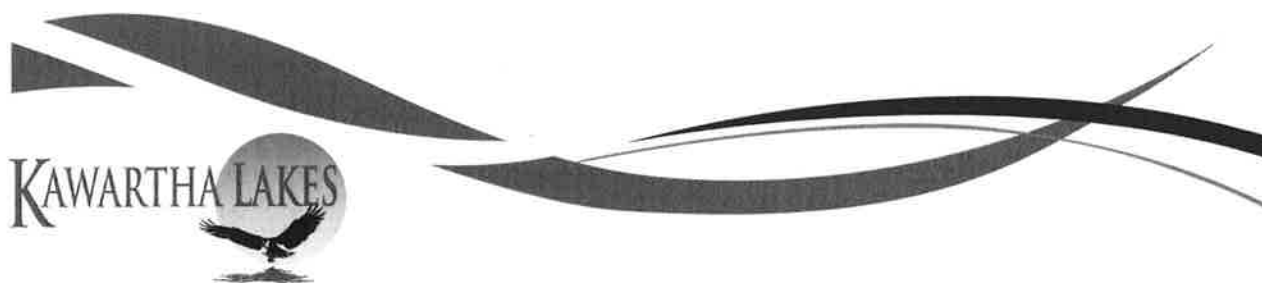


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Part 1 – Preamble

Part 1 – Preamble is not part of the Official Plan Amendment.

Purpose of the Amendment

1.1 Introduction

In 2011, the City of Kawartha Lakes initiated the Secondary Plans for five settlement areas: Bobcaygeon, Fenelon Falls, Lindsay, Omemee and Woodville. The Secondary Plans identify effective and efficient development patterns and opportunities, and take into account current municipal conditions, reflect Provincial land use planning policy as outlined in the 2014 Provincial Policy Statement (PPS), and co-ordinate with and implement the policies of the City of Kawartha Lakes Official Plan (OP).

1.2 Overall Purpose of the Amendment

The purpose of this amendment is:

1. to include new Secondary Plan policies for the community of Bobcaygeon in the City of Kawartha Lakes Official Plan. The Secondary Plan includes both maps and policies for growth management, intensification and housing, economic development, community facilities, parks and open spaces and trail systems, downtown development, sustainable development, urban design, natural heritage, cultural heritage, transportation and parking, servicing, and land use. The overall purpose of the Secondary Plan is to provide a long term vision that will provide guidance and direction in the management of land and the environment within the settlement area of Woodville; and,
2. to update and introduce new land use designations within the urban settlement area of Bobcaygeon.

In addition to this, the secondary plan has been prepared to meet a number of key Provincial and local policies, including the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the City of Kawartha Lakes' Official Plan.

Location

Bobcaygeon is located where CKL Road 8 and CKL Road 36 intersect, approximately 36 kilometres northeast of Lindsay. Its secondary plan boundary covers approximately 7 sq. km. Bobcaygeon is located between two of the largest lakes in the City of Kawartha Lakes: Pigeon Lake to the east and Sturgeon Lake to the west. Bobcaygeon River crosses the settlement area, connecting Sturgeon Lake and Pigeon Lake and

forming several islands that constitute the central part of the community. Bobcaygeon is home to Lock 32, which is the first lock on the Trent-Severn Waterway within the City's limits.

Basis of the Amendment

1.3 Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe

The 2014 Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. It sets the policy foundation for regulating the development and use of land in Ontario. All decisions affecting land use planning matters shall be consistent with the PPS. The principles established in the PPS have been used as a guide when creating the Secondary Plans for Kawartha Lakes' five settlement areas.

The Growth Plan for the Greater Golden Horseshoe (the Growth Plan) has been prepared under the Places to Grow Act, 2005. It is a framework for implementing the Government of Ontario's vision for building stronger, prosperous communities by better managing growth in the Greater Golden Horseshoe to 2031. The Growth Plan guides decisions on a wide range of issues – transportation, infrastructure planning, land-use planning, urban form, housing, natural heritage and resource protection.

The Growth Plan builds on other key government initiatives including the PPS. It does not replace municipal official plans, but works within the existing planning framework to provide growth management policy direction for the GGH.

The City of Kawartha Lakes is one of a number of municipalities located within the "outer ring" of the Growth Plan's area. The Growth Plan includes a growth concept and identifies Lindsay with a built boundary and designated Greenfield area. The Ministry of Public Infrastructure and Renewal also established a built boundary for settlement areas within the City of Kawartha Lakes. The urban settlement areas identified include Lindsay, Fenelon Falls, Bobcaygeon, and Omemee. Woodville was identified as an un-delineated built-up area. The Growth Plan's policies have guided the development of the secondary plan policies for the Kawartha Lakes' four settlement areas and one un-delineated built-up area.

1.4 City of Kawartha Lakes Official Plan

The approved City of Kawartha Lakes Official Plan includes land use policies for urban settlement areas. Bobcaygeon, Fenelon Falls, Lindsay, Omemee and Woodville are all designated as urban settlement areas. The OP outlines that until secondary plans are

adopted for these areas, policies included in the OP will apply in these areas. The OP policies are consistent with the provincial policies outlined in the section above.

The OP provides strategic directions, goals, objectives and policies for designated land use areas and establishes policies for physical infrastructure and human services. The Official Plan reflects the Community's Strategic Plan's vision for the City of Kawartha Lakes and recognizes that the City as a community of vibrant communities. The Official Plan's goals for the urban settlement designation is to manage growth through efficient land use and development that supports strong, liveable and healthy communities, protects the environment and public health and safety and facilitates economic growth.

The City of Kawartha Lakes Official Plan provides a policy framework and urban structure plan; however, area-specific guidance for growth, development, and conservation of resources remains key subject matter for the secondary plan. This amendment has been prepared in accordance with the policies of the Official Plan for the City of Kawartha Lakes.

1.5 Central Issues and Opportunities for Bobcaygeon

- Bobcaygeon is a small community located on the Trent-Severn Waterway and is seen as the "Hub of the Kawarthas".
- For Bobcaygeon, initial feedback suggested that its Secondary Plan should not overlook its quality main street, walkable scale, and sense of being a safe community.
- Growth is possible in Bobcaygeon as it has access to full municipal water and sewer services with capacity to accommodate additional population and employment.
- Managed growth will provide opportunities for Bobcaygeon to develop and intensify within its urban boundary.
- The population level in Bobcaygeon during the summer months is much higher than its permanent population given the large seasonal and tourist population. This increase in population can cause a strain in Bobcaygeon infrastructure, particularly on the transportation infrastructure (e.g. traffic congestion and lack of parking).
- The majority of the opportunities for growth in Greenfield areas consist of draft approved and proposed developments located around the perimeter of the urban area.
- The majority of the intensification opportunities are located north of downtown Bobcaygeon.

- Bobcaygeon has a large downtown for its population size, with many of the businesses catering to the tourist and seasonal resident market. The downtown has many buildings with cultural heritage value or interest representing Victorian era architecture.
- Bobcaygeon is home to Lock 32 on the Trent-Severn Waterway. The downtown, waterfront recreational, and lock areas are very active with tourists and boaters in the summer months.
- Much of the economic activity in the community is directly linked to tourism. The local economy is also based on retail, real estate and recreational activities.
- Waterfront land in Bobcaygeon is under high demand for permanent and seasonal residences and for tourist resorts and facilities.
- The Bobcaygeon River crosses the settlement area, connecting Sturgeon Lake and Pigeon Lake and forming several islands that constitute the central part of the community.
- The central section of the Bobcaygeon River area has been identified by the Ministry of Natural Resources and Forestry as a spawning area for walleye.
- Parks and open space are significantly tied to shoreline. Many of the waterfront trails and access in Bobcaygeon are in disrepair and in need of investment. Continuous waterfront trails and access need to be created and maintained for year round use.
- Bobcaygeon Beach Park, located west of the downtown is in need of improvement to its parking lots, boardwalks, supporting facilities and sand. Without this reinvestment, public access to the water is very limited to only a few dock locations.
- According to the Transportation Master Plan (February 2012), additional parking spaces will be required for Bobcaygeon either through in on- or off-street parking areas. In view of the limited curb space in the downtown area, it is anticipated that most of the future parking spaces will be provided by surface parking in off-street areas.

Part 2 – The Amendment

Part 2 – The Amendment constitutes Amendment No. 014 to the City of Kawartha Lakes Official Plan – 2012.

The City of Kawartha Lakes Official Plan is amended by adding the following text together with the following maps/schedules:

1. Schedule F-2 - Bobcaygeon Land Use
2. Schedule G-2 - Bobcaygeon Environmental Constraints
3. Schedule H-2 - Bobcaygeon Transportation

Section 31.3 Bobcaygeon Secondary Plan

31.3.1. Vision, Goals, And Strategic Directions

The Vision, Goals, and Strategic Directions of the Bobcaygeon Secondary Plan are as follows:

31.3.1.1. Vision

The Secondary Plan for Bobcaygeon is based upon, and future development should be guided by, the following vision developed based on the input from community consultation activities in Bobcaygeon:

“Over 20 years Bobcaygeon will continue to develop and grow as a healthy settlement area, maintain its unique identity and village feel, preserve its natural heritage, maintain small local independent businesses and will remain the ‘Hub of the Kawartha’s”.

31.3.1.2. Goals

The following goals were identified for Bobcaygeon:

- a) To outline a vision for Bobcaygeon’s long-range physical development that reflects the aspirations of the community and ensures the social, economic, and environmental well-being of Bobcaygeon;
- b) To provide strategies and specific implementing actions that will allow the vision to be accomplished;
- c) To provide a basis for City staff when reviewing specific development proposals and ensure that public projects are in harmony with this Plan’s policies;
- d) To provide guidance for the City, other public agencies, and property owners to coordinate and design projects that will enhance the character of the community;
- e) To provide land use designations for the Bobcaygeon settlement area; and,
- f) To engage the public on issues related to development in Bobcaygeon.

31.3.1.3. Strategic Directions

Strategic directions give specific purpose to the policies of this Plan. The following strategic directions were identified for Bobcaygeon:

- a) Improve the planning framework with stronger definitions to guide growth;
- b) Improve the land use planning framework and create a more defined Secondary Plan to guide the development of the community;
- c) Improve the water quality; and,
- d) Promote a healthy/active community.

31.3.2. General Policies

Growth in Bobcaygeon and this Secondary Plan is based on:

- a) a 2006 population of 3,313 persons and a forecasted 2031 population of 4,625;
- b) 1,325 residential dwelling units in 2006 and a forecasted 2,037 residential dwelling units in 2031; and,
- c) a greenfield mix of 85% low density and 15% medium density residential development.

31.3.2.1. Housing

31.3.2.1.1. The priority areas for intensification development in Bobcaygeon shall generally follow the recommendations of the City's Growth Management Strategy (May 2011) and are as follows:

- a) Infill sites and brownfield sites within the downtown area;
- b) Sites located along CKL Roads, major arterial, collectors, and within the built-up area; and,
- c) Sites where there is sufficient servicing capacity to accommodate the proposed development.

31.3.2.1.2. Intensification development shall be in accordance with section 18.4 of the Official Plan and section 2.2.3.7 of the Growth Plan.

31.2.2.1.3. The City will encourage intensification development along nodes and corridors and in areas that are or will be readily serviced by public service facilities and nearby amenities, and developed to support pedestrian activity.

31.3.2.1.4. The development of affordable housing will be in accordance with the relevant policies of Section 5 and 18 of the Official Plan.

31.3.2.1.5. Secondary suites will be permitted within single, semi-detached, and townhouse dwelling units where residential dwellings are permitted as a use, as appropriate.

31.3.2.2. Economic Development

31.3.2.2.1 The City will support the creation of a pro-active economic development strategy for Bobcaygeon and will work with stakeholders and local residents to define a community improvement area for Bobcaygeon's downtown and to develop a Downtown Community Improvement Plan in accordance with Section 9 of the Official Plan.

31.3.2.3. Parks and Open Spaces and Trail Systems

31.3.2.3.1. The City shall implement a program to improve the connectivity and access points of Bobcaygeon's waterfront parks and open space network and to enhance existing parks and open spaces. This strategy shall also include the provision of a pedestrian and cycling network, including adequate bicycle racks, with an emphasis on connecting the parks and open spaces by the waterfront to the downtown core.

31.3.2.3.2. The City shall develop and implement a strategy to improve and expand the trail network along the waterfront and to maintain it for a year round use. The trail shall be multi-use and improve access to the shoreline, parks and open spaces, and help to advance active transportation opportunities in the community. Strategic links along existing roads shall be established to provide connections to the shoreline and waterfront parks. Sidewalk improvements and cycling lanes shall be added to local streets where applicable and/or appropriate.

31.3.2.3.3. The City shall develop and implement a strategy to improve Bobcaygeon Beach Park, Riverview Park, Tommy Anderson Park, and Henderson Park. Improvements could include enhancements to the parking lots, boardwalks, public restrooms, additional supporting facilities, and improvements to the beach area. Public access to the water should also be maintained through the maintenance of existing docks and enhanced with the addition of more dock locations on the north shore of the lakes.

31.3.2.3.4. The City shall work with Parks Canada to implement improvements to the Trent-Severn Waterway amenities to serve visitors and residents. In Bobcaygeon, priority improvements include the provision of new docks with close proximity to the downtown, public washrooms and/or "comfort stations" and parking facilities.

31.3.2.4. Downtown - Central Business District

31.3.2.4.1. Bobcaygeon has a large historic downtown for its population size, with many of the businesses catering to the tourist and seasonal resident market. The central business district consists of two distinct areas: one located north of Big Bob

Channel and one located south of Big Bob Channel. The downtown and waterfront recreational areas are very active with tourists and boaters in the summer months.

31.3.2.4.2. New development and infill development in the downtown area should be designed to take into account the following policies and appropriate policies contained in Section 18 of the City of Kawartha Lakes Official Plan:

31.3.2.4.2.1. The downtown is where specialized commercial retail, office, and service uses are focused. As a mixed use area, it functions as the cultural, community and administrative centres of the settlement areas and the entire City of Kawartha Lakes. The city will support investments in the downtown so that it continues to be an attractive destination for residents and visitors, and function as vibrant, mixed-use neighbourhoods linked to the recreation opportunities in, and around, Bobcaygeon.

31.3.2.4.2.2. The City will encourage the improvement and revitalization of the downtown by:

- a) developing revitalization strategies and/or Community Improvement Plans for the downtown area with a funding strategy to finance capital programs.
- b) ensuring the improvement and revitalization of the downtown areas by allowing a wide range of commercial, institutional, residential, cultural, social, live/work, entertainment and recreational uses.

31.3.2.4.2.3. Development or redevelopment, including intensification in the downtown area shall preserve, complement and enhance the cultural heritage and/or architectural character of these areas.

31.3.2.4.2.4. The City shall promote and enhance the downtown for local commerce.

31.3.2.4.2.5. It is the policy of this plan to consider urban and community design as an integral component of new development and redevelopment in the settlement areas. The preparation of a set of Urban Design Guidelines for sub-areas within settlement areas to ensure that new development and redevelopment are attractive and consistent with the Policies of this Plan is encouraged.

31.3.2.4.2.6. It is the policy of this plan to ensure that the design of new development and redevelopment is visually compatible with the surrounding neighbourhood. Compatible housing forms and appropriate transitions shall be developed at the edge of existing residential communities, buildings of cultural

heritage value or interest, historic downtowns and abutting the environmental constraint areas.

31.3.2.4.2.7. It is the policy of this plan to ensure that new development and redevelopment considers the range of elements that contribute to an aesthetically pleasing and architecturally appropriate character in the settlement areas. Development proposals shall:

- a) Incorporate building design that harmonizes with existing development by drawing upon architectural cues such as exterior materials, window and door placement, signage, entranceway design, roof pitch, and exterior architectural trim work.
- b) Incorporate visual interest through varying building forms and styles along streets and within individual subdivisions.
- c) Design the street network on the basis of a modified grid pattern, wherever feasible, to provide for ease of movement within the community, encourage walkability, and reduce vehicle trips.
- d) Avoid the use of cul-de-sacs when designing new internal local road networks, except in instances where environmental features or previous development patterns prevent through-streets.
- e) Follow the principles of Crime Prevention Through Environmental Design (CPTED), including, but not limited to, site safety and security, natural surveillance, enhanced lighting, visibility from street, well-located and clearly marked building entries, accessibility for emergency services and limited pedestrian and vehicle interface.

31.3.2.4.2.8. New development and redevelopment shall preserve and enhance views to the waterfront areas and downtown by ensuring that sight lines are not interrupted. Both public and private development should enhance views by means of built form, landscape design, pedestrian amenity, and public access.

31.3.2.4.2.9. New development and redevelopment shall integrate natural and/or naturalized landscapes throughout the community as part of the open space system, when appropriate. The use of natural and/or naturalized landscapes for passive recreation and active transportation shall be encouraged.

31.3.2.4.2.10. The design of new development and pedestrian areas, the siting of buildings, and the landscaping should, whenever possible, have regard to proper wind orientation that reduces energy consumption and provides a comfortable level for pedestrians.

31.3.2.4.2.11. New development and redevelopment shall incorporate features such as trees and shelters that provide shade to protect people from sun exposure.

Gateways and Entries

31.3.2.4.2.12. Gateway and landmark features, streetscape improvements, landscaping and significant building forms shall be encouraged at the entranceways into the downtown, and should be allocated to major intersections where appropriate. Urban design treatments for gateway and landmark features should include:

- a) landscaping – using various plants, shrubs, and/or trees incorporated into boulevards and ground signage.
- b) consistent signage and way finding treatments – decorative signage and banner poles, use of bollards and unique lighting.
- c) identifiable paving pattern or symbol for middle of intersection – using designed concrete or unit paving.

31.3.2.4.2.13. Bridges should be enhanced to play a significant role in identifying the relationship with the downtown and natural heritage corridors. Enhancements can be achieved by:

- a) Improving pedestrian and cycling circulation to the bridges;
- b) Ensuring that more translucent materials are used for the bridge barriers;
- c) By creating architecturally significant bridge abutments; and,
- d) Incorporation of public art on or on approach to bridge structures.

31.3.2.4.2.14. Design of key gateways to the settlement areas shall recognize this function through landscaping and building architecture that emphasizes their corner condition and prominent views.

31.3.2.4.2.15. Community institutions and significant natural features should be utilized as landmarks. The street network and views should be developed to facilitate their evaluation as cultural, social and recreational focal areas.

31.3.2.4.2.16. Streetscape elements and features, including built features, signage, special paving, lighting and banners, are encouraged to extend beyond gateway and landmark locations to enhance their individual character.

31.3.2.4.2.17. The inclusion of public art in urban squares, parks and pedestrian spaces at gateways is encouraged as a method of reinforcing the focal nature of these spaces.

Built Form

31.3.2.4.2.18. Development outside of downtown shall be consistent with the Community Design policies of this plan and/or be subject to area-specific urban design guidelines.

31.3.2.4.2.19. New intensification buildings in the downtown should be designed to take into account:

- a) Traditional architectural style of the many of the downtown buildings;
- b) Use of traditional building materials and styles, including brick and tall windows;
- c) Close to zero setback (while providing variation along the street edge);
- d) Infill buildings stretching to the back of the lot where possible to maximize floor area;
- e) Design to shelter parking lots located in the rear;
- f) Entrances addressing the public sidewalk with entrances, glazing, major public areas of building and office components facing the public realm to reinforce the streetscape;
- g) Directing pedestrian connections from building main entrances to public sidewalks, transit areas and other amenities; and,
- h) Building heights sensitive to existing development.

31.3.2.4.2.20. The development of ground-related street retail within mixed use buildings shall be encouraged to promote active streetscapes. Where other uses (such as office or institutional) occur at grade within the downtown, their design should convey activity at the street level through glazed entrances and windows to public functions and private spaces, where appropriate.

31.3.2.4.2.21. Commercial, institutional and employment buildings located with prominent visibility from major arterial roads and main intersections should be designed to establish a distinct, attractive, prestigious image, characterized by good quality architectural design. The character, scale and appearance should complement the adjacent urban form.

31.3.2.4.2.22. Lighting of commercial, institutional and employment buildings located within the downtown shall be designed as an integral

component of the overall site design. It should provide safe illumination for pedestrians and motorists and be used strategically to provide a distinct site identity. Illumination of streetscapes adjacent to buildings, parking lots, building accents and signage should be designed together, to create focus and emphasis on site features. Lighting should be designed to reduce light pollution and reflect “dark sky” design principles.

31.3.2.4.2.23. The range of signage shall be coordinated, to create an attractive and uncluttered site image.

31.3.2.4.2.24. Outdoor storage of goods, if permitted, shall be located to the rear and sides of buildings and screened with walls or architectural screens that coordinate with building architecture. Such screening may be supplemented with landscaping.

31.3.2.4.2.25. Commercial, institutional and employment building design shall incorporate appropriate accessibility measures in accordance with the Accessibility for Ontarians with Disabilities Act, the City’s Accessibility Plans and Policies, and the Ontario Building Code.

Public Realm and Streetscape

31.3.2.4.2.26. Streetscapes shall be designed to promote safety and ease of use of multiple means of transportation, including vehicular, pedestrian, bicycle and transit, when available.

31.3.2.4.2.27. Streetscape design shall integrate and coordinate a variety of elements to create visually attractive public spaces and a sense of place. These include appropriate right-of-way width to accommodate landscaping, street trees, decorative paving, lighting, street furniture, signage, double-loaded streets and special corner treatments.

31.3.2.4.2.28. The City shall encourage the improvement of streetscapes within the downtown through the use of landscaping including trees, wide sidewalks, bicycle lanes, bicycle parking, special signage, lighting, seating, street furniture, public art, and special paving, and opportunities for seasonal displays and/or seating, which promote a positive sense of place and create a safe and attractive pedestrian environment.

31.3.2.4.2.29. Streetscapes at major intersections should be developed with special community features, tree planting and paving to identify these areas as focal locations.

31.3.2.4.2.30. Street tree planting shall be included in the design of all streetscapes to contribute to a high quality of landscaping and promote pedestrian comfort and shading opportunities. Tree planting should be continuous and the species, placement and frequency of street trees should be appropriate for the type of street.

31.3.2.4.2.31. Sidewalks shall be located to provide uninterrupted and safe pedestrian movement to commercial areas, transit stops and all community amenities, and shall have regard for the space between the building and the roadway in non-residential areas.

31.3.2.4.2.32. Design and selection of street lighting, signage and streetscape furniture should be coordinated and should support the character of the local community. Street lighting should follow the “dark sky” design principles, directing sufficient light downward and minimizing light pollution and glare.

31.3.2.4.2.33. Streetscape design shall incorporate appropriate accessibility measures in accordance with the Accessibility for Ontarians with Disabilities Act and the City’s Accessibility Plans and Policies.

31.3.2.4.2.34. The City will work with stakeholders and local residents to define a community improvement area for Bobcaygeon’s downtown and to develop a Downtown Community Improvement Plan in accordance with Section 9 of the Official Plan and to consolidate Bobcaygeon’s role as a tourism destination.

31.3.2.5. Urban Design

31.3.2.5.1. Development shall ensure that views of corridors, vistas and shoreline frontages, with public connections to the open space system, residents and visitor amenities and other public uses are maintained. Buildings located along the shorelines shall have entrances and windows facing the shoreline or facing streetscapes adjacent to open space along the shoreline.

31.3.2.5.2. The City will work on the enhancement of Bobcaygeon’s entrances in order for travelers to acknowledge their arrival, navigate, and provide sense of place. Five highway gateway opportunities are identified:

- a) Southern approach – CKL Road 36
- b) South western approach – CKL Road 24 Bridge
- c) Northern approach – CKL Road 49 and Main Street
- d) Eastern approach – CKL Road 36 and East Street North
- e) Western approach – CKL Road 8 and West Street

Three areas for directional signage to downtown core are identified:

- a) CKL Road 36 and King Street
- b) CKL Road 49 and Main Street
- c) CKL Road 8 and Duke Street

31.3.2.5.3. The City will work on the location of downtown gateways and entry demarcation on major intersections. Urban design treatments in accordance with Section 18.13.8 should be further enhanced with the use of a crest or other identifiable symbol which is strongly associated with Bobcaygeon's history.

31.3.2.5.4. The City will work on the improvements to the 3 bridges which cross the river channels and CKL Road 36. Their heights and presence over the channels offer a great vantage point and can also help to orient boaters to the downtown. As bridge improvements are planned, a special effort should be made to allow for a unique architectural design for the two northern Main Street spans between the swing bridge and market square. These could be elements along the abutments or an overarching trellis. These special features will help define the bridge as a special architectural element to Bobcaygeon. The small span bridge at Lock 32 is a functioning swing bridge and would only support abutment features as to not impede its function. Consistency between the three bridges would help to give the design strength.

31.3.2.5.5. The City will work with Parks Canada to develop a strategy to improve the buildings located north of Lock 32 on the Trent-Severn Waterway. Façade improvements can help define and identify the importance of the Waterway. New programming, such as a Trent-Severn Waterway museum, walking paths and interactive kiosks, can help to bring additional focus on the history of the Waterway.

31.3.2.5.6. The City will work on a strategy to improve the façade of important civic buildings, including the Bobcaygeon and Area Chamber of Commerce/Boyd Heritage Museum located on Canal Street East and the Bobcaygeon-Verulam Community Centre to strengthen their physical prominence in the community.

31.3.2.5.7. Streetscape improvements in Bobcaygeon have already been initiated along the main streets. The City will continue to work on streetscape improvements on neighbourhood streets, including along Bolton Street, Canal Street, Main Street and Joseph Street, which offer a downtown commercial oriented focus. Canal Street offers a great opportunity to expand the downtown commercial core. The single loaded road offers vistas into Big Bob Channel and Lock 32, which can be very advantageous for commercial viability. Improvements may include street tree planting, landscaping, improvements to sidewalks, on street parking, use of decorative paving, street furniture, street lighting and signage, as required.

31.3.2.5.8. The City will study the need for streetscape improvements to secondary downtown streets which function as expansion zones for downtown streetscape

treatment. The secondary streets network helps to define the future growth of the downtown and include:

- a) King Street East
- b) The junction at Market Square

31.3.2.6. Environment and Natural Heritage

31.3.2.6.1. Schedule “G-2” illustrates Environmental Constraint Areas and Environmentally Sensitive Features that influence the ultimate form and structure of the settlement area of Bobcaygeon. The lands identified on Schedule “G-2” display known physical hazards and/or Environmentally Sensitive Features. If development occurs without regard to these constraints, loss of life, property damage or degradation of the environment may occur. Delineation of these constraints has been derived, in a conceptual manner, from mapping provided by Kawartha Conservation. While these constraints must be given due consideration in the development and redevelopment of land within the areas identified on Schedule “G-2”, development proposals may be considered where appropriate studies have demonstrated that development or redevelopment could take place without negatively affecting the risk of loss of life, property damage or the degradation of the environment. The delineation of these constraints may be refined through the preparation of an Environmental Impact Study (EIS), as required by Sections 3.5.37 to 3.5.40 of this Plan, a flood plain analysis, or other appropriate study.

31.3.2.6.2. The City will protect, conserve, and promote Natural Heritage in accordance with the 2014 Provincial Policy Statement and Section 3.5 of the Official Plan. Approval from the Ministry of Natural Resources and Forestry will be required to modify evaluated wetland boundaries.

Environmental Constraint Areas

31.3.2.6.3. Schedule “G-2” conceptually delineates as Environmental Constraint Areas those lands that are susceptible to flooding or erosion, have steep slopes or soil instability, may contain Provincially Significant Wetlands or other natural heritage features are located within 120 m of a lake or river having fish habitat (identified as “EIS Study Area – 120m Buffer” in Schedule G-2), and/or contain Environmentally Sensitive Features. Development of the lands in accordance with the designation on Schedule “G-2” may be permitted provided that the development does not result in an increased risk of loss of life, property damage or the degradation of the environment. An EIS prepared in accordance with Sections 3.5.37 to 3.5.40 of this Plan shall be required for all development proposals on or abutting lands identified as Environmental Constraint Area.

31.3.2.6.4. Where Environmental Constraint Areas are identified through an EIS, flood plain analysis or other appropriate study on lands subject to site plan control, the site plan shall implement the findings of the study. The site plan shall correctly and precisely delineate those lands impacted by the constraints and identify how the proposed development and/or redevelopment will ensure no negative affect on the risk of loss of life and property damage or degradation of the environment.

31.3.2.6.5. The City will work with Kawartha Conservation in the delineation of areas susceptible to flooding and erosion. The City shall incorporate the results of any new flood plain mapping into the Secondary Plan, when available from Kawartha Conservation.

31.3.2.6.6. The City recognizes that portions of existing development may be located within a flooding hazard identified through Policy Area #1 and Policy Area #2 and that existing development may continue under this policy in accordance with Section 17.6 of this Plan. An existing building or structure located in a flooding hazard may be enlarged, expanded or altered subject to:

- a) the determination that there will not be an unacceptable off-site impact due to the displacement of the flood water;
- b) the enlargement to the building is appropriately flood proofed;
- c) new or existing hazards are not created or aggravated;
- d) the Conservation Authority has been satisfied;
- e) the development is not a threat to public health and safety or property;
- f) vehicles and people must have a way of safely entering and exiting the area during floods; and,
- g) satisfactory water supply and subsurface sewage disposal servicing.

The construction or rehabilitation of a boathouse may be permitted provided it is designed in accordance with the floodproofing requirements of Kawartha Conservation.

Environmentally Sensitive Features

31.3.2.6. 7. Schedule "G-2" delineates as Environmentally Sensitive Features those areas that are recognized by this Plan as comprising the Natural Heritage System (i.e., wetlands, fish habitat including significant spawning areas, and significant woodlands in

Bobcaygeon). The following policies shall apply to the developments on lands adjacent to Environmental Sensitive Features:

- a) In accordance with the provisions and policies of this Plan, development may be permitted on lands adjacent to Environmentally Sensitive Features to the extent that the type or magnitude of development is compatible with the environmental conditions or that suitable measures have been undertaken to mitigate any resulting negative impact. The uses permitted shall be in accordance with Schedule "F-2", the Land Use Plan. Development and site alteration is not permitted within a Provincially Significant Wetland.
- b) In considering the approval of a development application adjacent the area delineated as Environmentally Sensitive Features on Schedule "G-2" of this Plan, Council, in conjunction with Kawartha Conservation and Parks Canada (Trent-Severn Waterway), shall give consideration to the need for an analysis of the impact of development on the Environmentally Sensitive Area. An EIS in accordance with Sections 3.5.37 to 3.5.40 of this Plan shall be required for all development proposals on or abutting areas identified as Environmentally Sensitive Features.
- c) Lands adjacent to Environmentally Sensitive Features, identified in this Plan, shall be developed and managed in a manner to protect and complement the nature of the adjacent sensitive area. Regard shall be had for the location, extent and nature of the environmentally sensitive area, the scale of the proposed development, the potential impact on the Environmentally Sensitive Features and the proposed mitigating measures including the adequacy of spatial setbacks and buffers. Council shall consult with Kawartha Conservation and Parks Canada (Trent-Severn Waterway) in relation to the appropriateness of the proposed mitigating measures.
- d) Where, due to the environmentally sensitive nature of the area, an analysis of the impact of development is considered necessary, no change may be made to the natural environment until such time as the Developer undertakes an assessment of the area in accordance with the requirements of paragraph (b) hereof. Such a report shall be prepared to the satisfaction of Council, Kawartha Conservation, the Ministry of Natural Resources and Forestry and Parks Canada (Trent-Severn Waterway).
- e) Where an Environmental Assessment of a proposal is conducted in accordance with the provisions of The Environmental Assessment Act, that assessment shall be considered as having fulfilled the requirements of paragraph (b) of this Section.
- f) Where Federal Lands are involved and the Federal Environmental Assessment and Review Process is required, that assessment shall be considered as having fulfilled the requirements of paragraph (b) of this Section.

Protection of Shorelines

31.3.2.6.8. No structures, including boathouses, shall be permitted in shorelines if the structure impedes the natural flow of water along the shoreline or in the stream, if the structure is intended to be used as a dwelling, or if the structure or its construction harmfully alters fish habitat. This policy does not prohibit drainage works such as those permitted under the Drainage Act, those required for infrastructure or those structures required for the purposes of stewardship, conservation, restoration or remediation undertakings.

31.3.2.6.9. The alteration of shorelines for the purpose of establishing or altering drainage works such as those works under the Drainage Act, infrastructure or for stabilization, erosion control or protection purposes shall only be permitted if it is demonstrated that natural shoreline treatments (e.g. planting of natural vegetation, bioengineering) that maintain the natural contour of the shoreline will be used where practical, and a vegetative riparian area will be established to the extent feasible.

31.3.2.6.10. Where a proposal for development or site alteration is permitted within 30 metres of a shoreline, in accordance with Section 3.5.38 of the Official Plan, the proposal for development or site alteration shall comply with the following where applicable:

- a) maintain, and where possible, increase or improve fish habitat in the lake, stream or wetland, and any adjacent riparian areas;
- b) to the extent possible, enhance the ecological features and functions associated with the lake, stream or wetland;
- c) minimize erosion, sedimentation, and the introduction of excessive nutrients or other pollutants and utilize planning, design, and construction practices that maintain and improve water quality; and
- d) integrate landscaping and habitat restoration into the design of the proposal to enhance the ability of native plants and animals to use the area as both wildlife habitat and a movement corridor.

Trent-Severn Waterway

31.3.2.6.11. Along the Trent-Severn Waterway, any in-water and shoreline works, including but not limited to docks, boathouses, boat ramps, and shoreline alterations require an approved work permit from Parks Canada before any work can commence. Work must also adhere to Parks Canada's Policies for In-Water and Shoreline Works and Related Activities.

Waste Disposal Assessment Areas

31.3.2.6.12. The identification, management and clean-up of former waste and contaminated sites are important to achieve the Goals, Principles, and Objectives of this Plan. An EIS in accordance with Section 36.10 of this Plan shall be required for all

development proposals within the City of Kawartha Lakes abutting a Waste Disposal Assessment Area located within the abutting lands in the Municipality of Trent Lakes, County of Peterborough.

The City shall be satisfied that appropriate measures have been taken to:

- a) Ensure that the active and closed waste disposal facilities are carefully managed and rehabilitated;
- b) Ensure the uses adjacent to waste disposal areas do not jeopardize public health or the environment; and,
- c) Ensure the potentially contaminated sites are assessed and remediated as required, prior to any development or redevelopment.

31.3.2.6.13. Uses may be permitted in accordance with the land use designation on the abutting a Waste Disposal Assessment Area located within the abutting lands in the Municipality of Trent Lakes, County of Peterborough, upon the Municipality consulting with the Ministry of Environment and Climate Change and/or other appropriate jurisdiction, and subject to the following policies:

- a) Written approval has been received from the Ministry of Environment and Climate Change, and/or other appropriate jurisdiction, that the development complies with the provisions of the Environmental Protection Act;
- b) The studies required by the Ministry of Environment and Climate Change shall be carried out to the satisfaction of the City and shall demonstrate that development is compatible and can proceed without unmitigated negative impact;
- c) The City shall require the construction and phasing of all development to coincide with the control of any problems identified by the engineering studies;
- d) The studies of gas, leachate and hydrogeology, shall be carried out by a qualified engineer; and
- e) The City is satisfied with the required studies with respect to any matter regarding structural stability, safety and integrity of any and all structures.

31.3.2.6.14. Given the potential impacts in areas subject to the Waste Disposal Assessment Area policies, only land uses compatible with waste disposal sites and the associated engineered controls will be permitted.

31.3.2.6.15. Lands within the Waste Disposal Assessment Area shall be placed in a zoning category that does not permit habitable buildings or structures as an interim or permanent use. When such areas are deemed suitable for development, a rezoning to an appropriate category may be undertaken, subject to the applicable policies of Section 35.

31.3.2.6.16. A parking lot, paved or otherwise, may be constructed within a Waste Disposal Assessment Area to serve an adjacent recreation facility or to act as a trail head location for a trail system. For the purpose of this Section, a municipal parking lot is deemed not to be a structure.

31.3.2.6.17. Park amenities, but not buildings, may be constructed on a Waste Disposal Assessment Area after the City, in conjunction with the Ministry of Environment and Climate Change is satisfied that the soils do not pose a safety hazard to those using the park facilities.

31.3.2.7. Transportation

31.3.2.7.1. A safe, convenient, efficient and accessible transportation system shall be developed.

31.3.2.7.2. The City should explore a new or expanded coach, and/or shuttle services to serve the needs of community members and the travelling public.

31.3.2.7.3. A transportation system strategy will be developed, which will emphasize safety, convenience and efficiency and which will address the multiple forms of transportation found in Bobcaygeon including roads, waterways, trails, and pedestrian routes.

31.3.2.7.4. The City will work on the expansion of transportation opportunities for the population, particularly focusing on meeting the needs of the aging population. The strategy should also focus on improving and expanding on a cycling network and expanding its parking supply to meet projected demands.

31.3.2.7.5. The City will work on implementing a parking strategy which will provide additional parking spaces in the downtown area, as estimated by the City of Kawartha Lakes Transportation Master Plan (February 2012).

31.3.2.7.6. Schedule “H-2” identifies the existing road pattern and future arterial and collector road network for Bobcaygeon. The following road classification applies in Bobcaygeon:

- i. Local roads provide access to lots and serve low volumes of traffic and shall have a minimum right of way width of 20 metres.
- ii. Collector roads provide for medium volumes of traffic and shall have a minimum right of way width of 26 metres.
- iii. Arterial roads provide for medium to high volumes of traffic and shall have a minimum right-of-way width of 26 metres.

31.3.2.8. Infrastructure and Services

31.3.2.8.1. Infrastructure and services, such as sewers, water and storm water systems, shall be provided, maintained and upgraded as necessary to accommodate the needs of future development and redevelopment in Bobcaygeon. Before a subdivision, condominium, consent or rezoning is approved, it must be demonstrated that there is sufficient municipal servicing to serve the proposed use.

31.3.2.8.2. Development within the Bobcaygeon settlement area shall be on full municipal services in accordance to the policies of the City. In addition, the following Infrastructure and Phasing Policies apply:

31.3.2.8.3. Goal

- To plan for growth that takes into account the availability and location of existing and planned community infrastructure so that infrastructure can be provided efficiently and effectively.

31.3.2.8.4. Objectives

- a) Maintain and enhance the level of services consistent with the social integrity, economic costs, demand and growth projections while ensuring environmental integrity.
- b) Encourage intensification by locating urban development where servicing costs are minimized and use is maximized. Avoid premature service and utility extensions and locate development where municipal services exist or where they can be logically and economically extended.
- c) Ensure that new development is serviced by full municipal sewer, water and stormwater and transportation systems with costs for such serviced provided by the development.
- d) Provide and improve hard services such as sidewalks, curbs, gutters, roads, sewers, water mains and street lighting to applicable standards that are appropriate to the location.
- e) Use all reasonable and cost effective opportunities to encourage innovative and efficient use of services.
- f) Identify and give priority to servicing improvements and the reduction of deficiencies which, if improved, assist in stimulating economic development and create long-term employment opportunities.
- g) Protect and enhance existing communication and transmission corridors and networks, and encourage the development and maintenance of modern telecommunications infrastructure to serve businesses and residents.
- h) Encourage the efficient use of energy with respect to all modes of transportation.

- i) Link places of employment, education, cultural and community activities by safe and efficient pedestrian routes. Provide a pedestrian and cycling environment for all members of the community.
- j) Encourage the protection of abandoned rail corridors for public uses.
- k) Ensure that the City continues to play a role in the provision of special needs transportation.
- l) Ensure the provision, maintenance and expansion of adequate off street parking facilities in downtown areas, and promote effective utilization of existing resources and explore opportunities to provide staging and/or parking areas for links to alternative modes of transportation.
- m) Ensure that the network of roads serving the City is co-ordinated with adjacent municipalities.
- n) Ensure the continual maintenance, improvement and development of the system of municipal roads, including arterial, collector and local roads and aggregate haul routes, in a manner which minimizes the disruption to residential neighbourhoods and results in a derived benefit for all residents of Bobcaygeon and enhances the economic function of commercial and industrial areas.

31.3.2.8.5. Phasing

- 31.3.2.8.5.1. The phasing of development, in accordance with the policies of each specific designation, will be based on the progressive extension and economic utilization of utilities and services.
- 31.3.2.8.5.2. In full service areas, priority will be given to the development of those lands that are presently serviced by piped sewer and water systems or those areas that can most easily be serviced at minimal expense.
- 31.3.2.8.5.3. The City intends to ensure that new development proceeds in a logical, efficient manner and in keeping with market demand and the City's ability to provide adequate services. Accordingly, the following phasing policies will apply:
 - i. The timing of development will be based on the regulation of the geographic sequence and balance so that:
 - a. there is the logical extension of municipal services that avoids the leap-frogging of large undeveloped tracts of land;
 - b. a compact urban form and pattern of development is maintained;

- c. the provision of all municipal services proceeds in an economically viable manner;
 - d. there are adequate opportunities for both infilling and greenfield development but first priority is to be given to infilling.
 - ii. Lands identified within the Urban Settlement Boundary of a community are intended to serve the growth needs of the community to the year 2031 and will be allowed to develop on full municipal services subject to confirmation of the availability of municipal water and wastewater services and overall servicing capacity by a professional engineer as a condition of development approval to the satisfaction of the City.
 - iii. Undeveloped lands located within a community's Settlement Boundary but beyond the Urban Serviced Area will only be allowed to develop once municipal water, wastewater, stormwater and transportation systems have been upgraded and/or extended to adequately service those lands.
 - iv. To ensure that lands are not developed prematurely, lands proposed for development in policies ii and iii above, will be zoned with a Holding (H) provision when:
 - a. The subject lands do not have available allocations of municipal water and wastewater servicing and/or;
 - b. Where construction is not planned to commence within 3 years from the date of final development approval by the municipality.
 - v. The condition for release of the Holding (H) provision in policy iv above, is:
 - a. for lands within the Urban Servicing Boundary, the confirmation of servicing and capacity as described in Policy ii, above; or,
 - b. for lands located within the Settlement Boundary but beyond the Urban Serviced Area, the provision of adequate municipal water, wastewater, stormwater and transportation infrastructure in accordance with any respective master plans developed for the community to the satisfaction of the City as described in Policy iii, above.
- 31.3.2.8.5.4. To ensure that the lack of adequate servicing does not create a constraint to the timely development of the lands, the City will coordinate upgrades to the water, wastewater, stormwater and transportation infrastructure when the City deems it to be appropriate.

31.3.2.8.5.5. Existing properties within the Urban Settlement Boundary that do not have municipal water and wastewater services available to them may be allowed to continue to function on private water and/or wastewater services until such time as municipal water and wastewater services are made available. When municipal water and wastewater services are available, those properties will be required to connect to the municipal water and wastewater services and decommission any private servicing.

31.3.2.8.5.6. Throughout the City, there are numerous draft approved plans of subdivision. Many of the files on these plans are dormant with no apparent activity occurring for months and sometimes years. Accordingly:

- i. When conditions of draft plan approval are not fulfilled within the allotted time period for which draft subdivision approval has been granted, Council may not support the extension of draft approval and assign the servicing allocation to other developments or areas of the City or hold the capacity in reserve.
- ii. Prior to the lapsing of draft approval, the development proponent may request an extension of draft approval. Provided Council is satisfied with the merits of the request for an extension of draft approval, Council may choose to extend the draft approval period. No extension is permissible if draft approval lapses before the extension is given. Council may proceed with re-allocating the servicing capacity and revising the City's planning documents, as necessary.
- iii. In all future draft plans of subdivision approvals, a clause reflecting the above will be included.
- iv. To ensure that municipal servicing allocation is not tied up indefinitely and that lots are developed to meet the anticipated growth within the municipality, the City will review all draft approved plans and revise the conditions to reflect the current appropriate agency that must clear conditions of draft approval. For draft plans of subdivision to be serviced by municipal services, a condition will also be added that the draft approved plan will lapse within 3 years if final approval is not given.
- v. A provision will be included in the conditions of draft approval or the executed subdivision agreement to ensure that phases are developed in a reasonable time or the allocation of services will be withdrawn or reallocated to another development.

31.3.2.8.6. The infrastructure and services provided for new developments and redevelopments in Bobcaygeon shall be sized, located and designed to the City of

Kawartha Lakes engineering standards, guidelines and criteria to ensure that acceptable levels of service are maintained.

31.3.2.8.7. The planning and design of stormwater infrastructure, and the evaluation of development with respect to its management of stormwater, will be in accordance with the relevant policies of Section 3.3 of the Official Plan.

31.3.2.8.8. Although municipal servicing shall not be extended beyond the settlement area boundary, municipal water and sanitary sewer services will only be extended to service a dairy manufacturing facility located at 3332 CKL Road 36 provided that all the costs of the municipal servicing extended to these lands are borne by the owner or developer.

31.3.2.8. Culture and Cultural Heritage

31.3.2.8.1. The City shall protect, conserve, and promote culture and cultural heritage in accordance with the 2014 Provincial Policy Statement and Section 10 of the Official Plan.

31.3.2.9. Land Use Compatibility

31.3.2.9.1. The development of any industrial use shall be in accordance with Section 3.8 of the Official Plan.

31.3.2.9.2. All development will comply with the minimum distance separation formulae established by the Province in order to minimize odour conflicts between livestock facilities and development, as amended from time to time.

Land Use Policies

31.3.3.1. Residential

31.3.3.1.1. The predominant use of land in the Residential designation shall be a variety of dwelling types. Parkettes/tot lots may be permitted in accordance with Section 18.15 of this Plan. Senior citizens' homes, group homes or similar housing facilities shall be developed in accordance with the medium density policies under Section 31.3.3.1.3. of this Plan. Neighbourhood commercial uses may also be permitted, in accordance with policies 31.3.3.1.7 and 31.3.3.1.8 of this Plan. A home occupation may be permitted accessory to the principal residential use and occurring entirely within the dwelling unit. The location of the Residential designation is shown on Schedule "F-2".

31.3.3.1.2. The Residential designation contains two densities of residential development and policies for mixed density development. The appropriate density shall be based on the availability of services, compatibility with surrounding uses and locational factors, as set out below.

31.3.3.1.3. Low Density Residential Development

31.3.3.1.3.1. Low density residential uses shall include single detached dwellings, semi-detached dwellings, duplex dwellings and similar low-profile residential buildings not exceeding 2.5 storeys in height, and two (2) dwelling units per property. Neighbourhood commercial uses may also be permitted, in accordance with the policies of Section 31.3.3.1.7 of this Plan.

31.3.3.1.3.2. Low density residential areas shall be developed from a minimum density of 15 dwelling units per net hectare of land to a maximum density of 25 dwelling units per net hectare of land.

31.3.3.1.3.3. Low density residential uses will be encouraged to have front porches or covered entrances. Attached garages on housing units should be designed so that the resulting streetscape is predominated by the front yard landscaping, front doors, and front windows of the housing units instead of garages. Low Density Residential uses will be encouraged to have a variety of facades and use a variety of building materials.

31.3.3.1.4. Medium Density Residential Development

31.3.3.1.4.1. Medium density residential uses shall include triplex dwellings, fourplex dwellings, row or block townhouse dwellings, stacked townhouses, converted dwellings containing more than two dwelling units, and mid-rise apartment housing not exceeding four storeys in height. Except in apartment units, home-based businesses may be permitted accessory to the principal residential use and occurring entirely within of the dwelling unit. Neighbourhood commercial uses may also be permitted, in accordance with the policies of Section 31.3.3.1.7 of this Plan.

Medium density residential areas shall be developed from a minimum density of 25 units per net hectare to a maximum density of 60 dwelling units per net hectare.

31.3.3.1.4.2. Medium Density Residential uses will generally be located along, or close to, arterial or collector roads, where possible and appropriate.

31.3.3.1.4.3. Medium Density Residential will be encouraged to have front porches or covered entrances. Attached garages on housing units should be designed so that the resulting streetscape is predominated by the front yard landscaping, front doors, and front windows of the housing units instead of garages.

31.3.3.1.4.4. New medium density residential developments shall meet the following criteria:

- a) The density, height and character of the development is in keeping with adjacent uses;
- b) The height and massing of the buildings at the edge of the medium density residential development shall have regard to the height and massing of the buildings in any adjacent low density residential area;

- c) Medium density residential lots shall accommodate low-rise dwellings which do not cause significant issues with shadow casting and obstructions of views for adjacent lots;
- d) In developments incorporating walk-up apartments, block townhouse dwellings and similar medium-profile residential buildings, on-site recreational facilities or amenities such as playground equipment may be required to service the development;
- e) Buildings should incorporate landscaping in all yards which provide a buffer between the building and adjacent sensitive land uses;
- f) Parking areas should be located to minimize their negative visual impact on adjacent low density residential uses, such as in the side or rear yard, the interior of a site, and/or underground or structured parking. Where underground or structured (above grade) parking is provided, an amendment to this Plan is not required for increased density, provided that proposed built form is consistent with the design policies of this Plan. Parking for freehold townhouse development may be permitted in the front yard.
- g) The site shall be designed to provide for collection and storage of recyclable and waste containments on site.

31.3.3.1.5. Mixed Density Residential Development

31.3.3.1.5.1. Developments containing a mix of low density and medium density built forms are permitted, subject to the criteria in Section 31.3.3.1.4.

31.3.3.1.5.2. Because of the mix of dwelling types, a maximum density for mixed density residential developments cannot be established. When considering this form of development, the proponent and the City shall have regard to the density limits for the types of development proposed and shall consider the building and community design principles of this Plan.

31.3.3.1.6 Home Occupations

31.3.3.1.6.1. Home occupations may be permitted as long as it is accessory to the principal residential use and occurs entirely within the confines of the dwelling unit. A home occupation shall not change the appearance of the dwelling as a residence, must be compatible with the surrounding uses, and shall not create a parking problem.

31.3.3.1.7. Neighbourhood Commercial Uses

31.3.3.1.7.1. Small convenience retail facilities to serve the daily shopping needs of the residents of a neighbourhood, otherwise referred to as Neighbourhood Commercial Uses, shall be permitted within the Residential land use designation.

31.3.3.1.7.2. The following policies shall apply to Neighbourhood Commercial Uses:

- a) No more than one commercial structure or building shall be permitted on any site, and the gross floor area of the commercial use shall not exceed 300 square metres;
- b) Building height shall be limited to one storey unless residential apartments are located on the upper floor(s), in which case the maximum building height will be subject to the appropriate residential density provisions;
- c) Required loading spaces should be located at the rear of the structure;
- d) Landscaping, fencing, berming and other screening shall be provided adjacent to residential land uses;
- e) All required parking shall be provided on the site. Cash-in-lieu of required parking shall not be accepted by the City unless the neighbourhood commercial use is incorporated into a residential apartment building;
- f) Driveway access shall be approved by the City as necessary and appropriate; and,
- g) Standalone neighbourhood commercial sites shall be located at or in proximity to the intersection of arterial or collector roads and shall not be located mid-block within a residential area.

31.3.3.1.8. Live/Work Opportunities

31.3.3.1.8.1. Medium density residential units designed for live/work may be permitted subject to the provision of sufficient parking. Live/work development is encouraged to locate on collector and arterial roads and/or in an area planned for intensification.

31.3.3.2. Commercial

31.3.3.2.1. Commercial Structure

31.3.3.2.1.1. The Secondary Plan defines Commercial broadly and is intended to work with the Zoning By-law to control the specific type and built form of commercial development in the settlement areas. Four land use designations and associated policies generally apply to the commercial areas of Bobcaygeon. These commercial land use designations are as follows:

- a) Central Business District;
- b) Commercial;
- c) Highway Commercial; and,
- d) Tourism Commercial.

31.3.3.2.2. Central Business District

31.3.3.2.2.1. The Central Business District is Bobcaygeon's preeminent mixed use node and is intended to serve a variety of complementary functions. The Central Business District area should remain as compact as possible in order to serve the pedestrian most easily. New development should be planned as an extension of the existing downtown street-related business core or as an infilling process to the existing business area and should not be allowed to infiltrate into the adjoining residential areas.

31.3.3.2.2.2. The predominant use of land in the Central Business District land use designation shall be a full range of retail and commercial uses. In addition, residential uses are permitted on the upper storeys of a commercial building or in free standing residential buildings. The Central Business District is also the location for important institutional uses, niche shops and specialty retail uses, cultural and entertainment uses, professional services, businesses and offices, hospitality uses, transit and transportation uses, and parks and open spaces. Drive-through facilities and auto-related uses such as auto body shops, repair shops are not permitted within this designation. The limits of the Central Business District area are shown on Schedule "F-2".

31.3.3.2.2.3. Central Business District development should generally contain buildings which have a maximum height of 4 stories, except for buildings along the shoreline, which should have a maximum height of 2 storeys.

31.3.3.2.2.4. The preferred form of development within the Central Business District is for retail and office uses at grade with residential uses locating on upper floors of buildings and/or behind the front portion of buildings, where appropriate.

31.3.3.2.2.5. The following policies shall apply to the Central Business District designation:

- a) The traditional downtown area shall be revitalized and preserved to reinforce its character;
- b) Development shall be in accordance with policies in Sections 18.11 Downtown Development and 18.13 Urban and Public Realm Design;
- c) Any new transit facilities should be easily accessible to pedestrians;
- d) The surrounding areas should relate to and be efficiently connected with the Central Business Districts through the integration of bicycle and pedestrian trail systems;
- e) All utilities shall be provided underground, where feasible;

- f) Adequate off-street parking and loading spaces, or cash-in-lieu of parking as provided for in Section 18.16.9, shall be provided. Requirements may be satisfied through off-street communal parking, and municipally or privately owned parking areas located in the Central Business District. Parking should be located in the rear or centre of the urban blocks with little visibility to downtown streets. In the case where a parking lot does have street frontage, then a landscape set back should be used to help mitigate the transition between the lot and public realm. Limited on-street parking will be provided in appropriate areas; and,
- g) Any enlargement of an existing or establishment of a new retail use in excess of 3,000 square metres of gross leasable floor space shall require a site specific Zoning By-law Amendment. Prior to consideration of such Zoning By-law Amendment, a Retail Market Analysis Study, prepared in accordance with Section 18.7 of this Plan, shall be submitted and approved by the City. The implementing Zoning By-law to enlarge or establish such retail use, shall establish a specific zone and regulations that shall include, but not be limited to, size (maximum gross leasable floor space), location, performance standards and specific permitted uses.

31.3.3.2.2.6. A Community Improvement Plan shall be undertaken for Bobcaygeon's Central Business District (Downtown Area), in accordance with Section 9 of the Official Plan, with a view to enhancing and improving the District as a significant and unique mixed commercial, residential, cultural, social and entertainment area.

31.3.3.2.2.7. Development or redevelopment, including intensification in the designated Central Business District shall preserve, complement and enhance the cultural heritage and/or architectural character of these areas. Among the specific requirements are the following:

- a) the sensitive location, limited extent and effective buffering of parking facilities so as not to detract from historic streetscapes and adjacent buildings and uses;
- b) the consistency of setbacks and continuity of character, in order to maintain and restore pedestrian-oriented streetscapes and the encouragement of pedestrian activity by providing linkages between the downtowns and adjacent areas of residential or other development; and
- c) compliance with the heritage policies of Sections 10 and 18.14 of this Plan.

31.3.3.2.2.8. In the Central Business District, sidewalks should be wide enough to allow for pedestrian passage, retail displays, street furniture, and landscaping.

31.3.3.2.2.9. The City may utilize Tax Incentives to promote private sector improvements to existing buildings and revitalize existing Central Business District areas.

31.3.3.2.2.10. The City may establish Business Improvement Areas in the Central Business District to help promote and support local businesses in these areas.

31.3.3.2.2.11. The City shall encourage coordination, by local business persons or owners, of such items as signage, building facades, lighting, street furniture, landscaping and general maintenance.

31.3.3.2.2.12. No open storage shall be permitted within the Central Business District.

31.3.3.2.2.13 The City encourages the upgrading, rehabilitation and redevelopment of buildings and/or facades in the Central Business District as set out in the City's urban design, which may be in place.

31.3.3.2.2.14 Buildings and structures of cultural heritage value or interest shall be conserved and incorporated, where appropriate, into any development or redevelopment project. The preservation of areas of cultural heritage shall also be encouraged.

31.3.3.2.3. Commercial

31.3.3.2.3.1. Areas identified as Commercial on Schedule "F-2" represent service commercial and retail stores and existing shopping centres outside of the Downtown area. Development within those areas designated Commercial should not undermine the viability of the Central Business District, but rather reinforce and complement the primary economic function of the Central Business District as the focal point and principal centre of commerce. The predominant use of land permitted in the Commercial land use designation shall include retail establishments and commercial uses such as convenience retail, retail stores, food stores, personal and professional services, professional offices, service commercial, automobile service stations, vehicles sales and service, public garages, motels, hotels, restaurant, home furnishing establishment, garden centres, automated teller/banking machines, building supply centres, and other similar uses.

31.3.3.2.3.2. The following policies apply to lands designated Commercial:

- a) Commercial uses will be encouraged to consolidate in nodes and be developed in accordance with good urban design principles. This Plan encourages the consolidation of properties to facilitate larger scale development.
- b) Commercial areas shall be compatible with surrounding uses and shall be adequately buffered from adjacent residential and other sensitive land uses. Buffers shall include grassed areas and appropriate planting of trees and shrubs, and / or the provision of other suitable screening materials and decorative fencing;

- c) Building entrances and display windows should be oriented to street frontages, and a minimum of one major building entrance should front directly onto the main street frontage, when applicable.
- d) Driveway access shall be approved by the City in conjunction with the Province as considered to be necessary and appropriate;
- e) Adequate off-street parking, service areas and loading spaces shall be provided. Service areas and loading spaces shall be located according to Section 18.16.10 of this Plan;
- f) Buildings should be built to a minimum setback at intersections to help frame the streets;
- g) The building identity at corner locations will be reinforced by taller building elements such as towers, entrance structures or roof elements (i.e. skylights and dormers);
- h) Commercial garbage facilities shall be contained in a fully enclosed storage area contiguous with the building;
- i) Parking, loading areas and service should be designed as per policies 18.16.7, 18.16.9 and 18.16.10 of this Plan; and,
- j) Commercial uses shall only locate on CKL Roads, arterial or collector roads.

31.3.3.2.4. Highway Commercial

31.3.3.2.4.1. Areas identified as Highway Commercial in Schedule “F-2” represent existing and future service commercial areas and a limited range of retail stores outside of the Central Business District, but within the settlement area. The predominant use of land permitted in the Highway Commercial land use designation shall include commercial uses such as convenience-type retail, automobile service stations, vehicle sales and service, public garages, motels, hotels, eating establishments, establishments such as furniture, appliance, carpet, flooring, home electronics and/or garden centres, automated teller/banking machines, building supply centres, and other similar uses.

31.3.3.2.4.2. The following policies apply to lands designated Highway Commercial:

- a) Highway Commercial uses will be encouraged to consolidate in nodes and be developed in accordance with good urban design principles. It is the intent of this Plan to provide for the consolidation of Highway Commercial uses and to avoid the indiscriminate development and/or extension of such uses into adjacent non-commercial areas.

- b) Highway Commercial areas shall be compatible with surrounding uses and shall be adequately buffered from adjacent residential and other sensitive land uses. Buffers shall include grassed areas and appropriate planting of trees and shrubs, and / or the provision of other suitable screening materials;
- c) Building entrances and display windows should be oriented to street frontages, and a minimum of one major building entrance should front directly onto the main street frontage, when applicable.
- d) Driveway access shall be approved by the City as considered to be necessary and appropriate. Consolidated accesses between properties shall be required where necessary;
- e) Adequate off-street parking, service areas and loading spaces shall be provided. Service areas and loading spaces shall be located according to Section 18.16.10 of this Plan;
- f) Buildings should be built to a minimum setback at intersections to help frame the streets;
- g) The building identity at corner locations will be reinforced by taller building elements such as towers, entrance structures or roof elements (i.e. skylights and dormers);
- h) Commercial garbage receptacles shall be adequately screened or in an enclosed storage area contiguous with the building;
- i) Parking, loading areas and service areas should be designed as per policies 18.16.7, 18.16.9 and 18.16.10 of this Plan; and,
- j) Highway Commercial uses shall only locate on arterial or collector roads.

31.3.3.2.5. Tourism Commercial Designation

31.3.3.2.5.1. Areas identified as Tourism Commercial in Schedule “F-2” represent existing and future tourism commercial areas in the settlement area. The predominant use of land permitted in the Tourism Commercial land use designation shall include existing residential uses and commercial uses such as convenience-type retail, bed and breakfast establishments, motels, hotels, inns, spas, eating establishments, marinas, accessory residential uses, and other similar uses.

31.3.3.2.5.2. The following policies apply to lands designated Tourism Commercial:

- a) Tourism Commercial uses will be encouraged to cluster together and be developed in accordance with good urban design principles. It is the intent

of this Plan to avoid the indiscriminate development and/or extension of such uses into adjacent non-commercial areas.

- b) Tourism Commercial areas shall be compatible with surrounding uses and shall be adequately buffered from adjacent residential and other sensitive land uses. Buffers shall include grassed areas and appropriate planting of trees and shrubs, and / or the provision of other suitable screening materials;
- c) Building entrances and display windows should be oriented to street frontages, and a minimum of one major building entrance should front directly onto the street frontage, when applicable.
- d) Driveway access shall be approved by the City. Consolidated accesses between properties shall be required where necessary;
- e) Adequate off-street parking, service areas and loading spaces shall be provided. Service areas and loading spaces shall be located according to Section 18.16.10 of this Plan;
- f) Except for marina uses and ancillary docking facilities, development adjacent to a shoreline shall be setback from the shoreline to provide for shoreline protection and maintenance of a continuous natural shoreline;
- g) Commercial garbage receptacles shall be adequately screened or in an enclosed storage area contiguous with the building; and,
- h) Parking, loading areas and service areas should be designed as per policies 18.16.7, 18.16.9 and 18.16.10 of this Plan.

31.3.3.3. Employment

31.3.3.3.1. Within the Employment designation, the predominant use of land shall be a wide range of employment and office uses, including manufacturing and fabricating, assembling, processing, servicing and repairing, warehousing and storage, shipping and receiving, offices as an accessory or secondary use, commercial activities as an accessory use, accessory uses such as parking garages or a dwelling unit within a building having an employment use for a caretaker.

31.3.3.3.2 No outside storage of goods or materials shall be permitted in those Employment uses located adjacent to residential areas. For Employment uses located along arterial and collector roads, outside storage of goods or materials shall be limited to the interior side yard or rear of the building and screened from public view.

31.3.3.3.3. Employment uses shall locate adjacent to arterial, and collector roads.

31.3.3.3.4. Employment uses shall not be permitted to locate on local roads that necessitate the movement of trucks past residential lots. General Employment uses shall be encouraged to group together provided adequate buffering is established.

31.3.3.3.5. The following policies apply to lands designated Employment:

- a) Adequate landscaping and buffering shall be provided between the Employment designation and sensitive land uses, as established by the Ministry of Environment and Climate Change or other relevant agency.
- b) Service, loading and parking areas should be oriented to the interior side yard or rear of the building, away from public view.
- c) Adequate off-street parking, service areas and loading facilities are required and will be designed for maximum safety. Parking, loading areas and service should be designed as per policies 18.16.8, 18.16.10 and 18.16.12 of this Plan.
- d) For employment uses located on roads with sidewalks and/or cycling connections, pedestrian and cycling access should be accommodated in a manner that is distinguishable from the access provided to motorized vehicles, and is safe and convenient.
- e) Buffering is required between employment area uses and residential uses, including but not limited to, increased setbacks, a high degree of landscaping, screening, and fencing.
- f) Office uses should be oriented to the front of the building and incorporate substantial glazing.

31.3.3.3.6. Employment uses located along CKL Roads, arterial roads, and collector roads are expected to accommodate a wide range of light industrial type uses requiring high visibility. High quality design will be essential in these areas and some restrictions on uses will be applied to ensure attractive streetscapes.

31.3.3.3.7. The following policies shall also apply to the Employment uses located along arterial and collector roads or adjacent to residential areas (light industrial uses):

- a) High urban design, landscaping and building standards shall be required. Buildings shall be designed so that all elevations facing a street present an appropriate front elevation. Loading areas are not considered appropriate in any yard facing a street.
- b) Vehicular access to lots shall be approved by the City.
- c) The provision of appropriate and adequate landscaping and/or other forms of buffering shall be provided to:

- i. Enhance all parking lots, and outdoor loading, storage and service areas;
 - ii. Provide separation between the employment use and any adjacent use, where appropriate; and,
 - iii. Ensure that land uses situated adjacent to arterial roads shall be developed in such a manner to ensure protection and screening of outdoor storage areas from the road.
- d) Enhanced building visibility and quality, built form and massing should emphasize key elements including building entrances. Variations in articulation of the building envelope are encouraged.

31.3.3.3.8. New employment development will be required to demonstrate compliance with the Ministry of Environment's Land Use Compatibility (D6) Guidelines.

31.3.3.3.9. Employment uses shall:

- a) not include uses that may be obnoxious or noxious to the surrounding area; and,
- b) have all operations conducted entirely within an enclosed building.

31.3.3.3.10. The Comprehensive Zoning By-law shall establish development standards, permitted uses, and other measures required to support the Employment policies.

31.3.3.3.11. The conversion of lands within Employment designation to non-employment uses is subject to policy 18.10.13 of this Plan.

31.3.3.4. Institutions And Community Facilities

31.3.3.4.1. Institutions and Community Facilities uses are intended to serve the immediate neighbourhood or a collection of neighbourhoods, and provide social or cultural services such as education, health care, social housing, and religious worship for residents.

31.3.3.4.2. Within the Institutions and Community Facilities land use designation, the predominant use of land shall be for public and institutional uses that benefit the residents of Bobcaygeon and surrounding areas. These uses shall include institutional, government offices, places of worship, nursing homes and assisted living, daycare centres, social housing, medical clinics, recreational, cultural and educational facilities, cemeteries, fairs or exhibition grounds, other public uses or community facilities, and uses accessory thereto. Government buildings deemed to be redundant may continue to be used office purposes without an amendment to this Plan.

In addition to the uses permitted above, ancillary residential and commercial uses may be permitted in areas designated Institutions and Community Facilities without requiring an amendment to this Plan, provided that:

- a) The ancillary use is clearly incidental and secondary to, and complementary with the main use; and
- b) The development satisfies the appropriate policies relating to the use.

31.3.3.4.3. The following policies shall apply to the Institutions and Community Facilities designation:

- a) Adequate measures shall be taken to ensure that the permitted uses have no adverse effects on adjacent land uses. Adequate buffer planting shall be provided between any Institutions and Community Facilities use and any adjacent residential area where land use conflicts might be expected, and such buffer planting may include provisions for grass strips and appropriate planting of trees and shrubs, berms or fence screening.
- b) Institutions and Community Facilities shall be planned to reflect the level of service for which they are intended to provide.
- c) Institutions and Community Facilities shall be encouraged to have building massing, exterior building materials, and landscaping which will assist with integration with the neighbourhood. The City encourages specific design elements which highlight the civic nature of institutional uses.
- d) Institutions and Community Facilities are encouraged to develop on sites served by existing or planned transit routes.
- e) Adequate off-street parking areas shall be provided and access to parking areas shall be limited and designed to provide maximum safety for pedestrian and vehicular traffic. Parking areas shall be located to the side or rear of the building and screened from view.
- f) The design of new Institutions and Community Facilities shall be pedestrian friendly, barrier-free and accessible.
- g) The City will encourage Institution and Community Facilities to act as community hubs offering a variety of public services, where possible. The location of these facilities should be in areas serviced by existing infrastructure, and easily accessible by active transportation methods.

31.3.3.4.4. Elementary schools should be planned in coordination with growth of the community and located adjacent to public parks and open spaces, where possible. Generally, the school should be centrally located in regard to the area being served. The location should be selected and designed in consultation with the School Board to

minimize traffic conflicts with pedestrians. Sidewalks are considered to be an integral design aspect and will be required to link all school sites to adjacent neighbourhoods. Bicycle lanes and bicycle parking will be incorporated wherever feasible.

31.3.3.4.5. Where possible, places of worship should be located on arterial or collector roads within walking distance of transit stops. Places of worship should provide on-site parking located at the rear or side of the building and adequately and safely accommodate vehicular and pedestrian traffic entering on site.

31.3.3.4.6. Emergency service facilities, including fire, police and ambulance stations shall be located on CKL Roads, arterial roads, or collector roads. The siting of new facilities shall also consider the potential impacts on adjacent users.

31.3.3.5. Parks And Open Space

31.3.3.5.1. The Parks and Open Space designation includes lands used for active and passive leisure activities. In addition, open spaces are intended to contribute to the environment through the provision of green space and vegetation.

31.3.3.5.2. The predominant use of land shall be primarily for the preservation and conservation of land and/or environment, as well as for the provision of outdoor recreational and educational opportunities, and should be managed in such a fashion as to complement adjacent land uses and protect such uses from any physical hazards. Permitted uses include indoor and outdoor active and passive recreational uses including parks, trails, golf courses, arenas, curling rinks, sports fields and other similar uses as well as open space areas. Compatible uses, such as public and/or private utilities, environmental conservation, and community gardens may also be allowed.

31.3.3.5.3. The development of parks shall be subject to Sections 8 and 18.15 of the Official Plan, and 34.13 of this Plan. The following policies shall apply to the Parks and Open Space designation:

- a) Community gardens, parks, and recreation operations on lands designated Parks and Open Space should maintain the unique natural characteristics of such lands, where possible and appropriate.
- b) Lands designated Parks and Open Space shall not contribute to problems of erosion, flooding, pollution or the deterioration of the environment.
- c) Buildings and structures shall be permitted in parks provided that they are related and accessory to the main permitted use. Structures such as those required for flood consideration, municipal services and/or utilities shall be permitted in areas designated Parks and Open Space, provided engineering studies acceptable to the City and Conservation Authority indicate that any hazard, natural or

otherwise, can be overcome, or if the Conservation Authority determines that the isolated parcel of land is not hazardous. Where major physical alterations are necessary to overcome the hazards, an amendment to this Plan will be required. Where detailed investigation shows that an area is non-hazardous, and provided that the Conservation Authority confirms this in writing, then an alternative use consistent with the surrounding uses may be considered through a Zoning By-law Amendment.

- d) Where Parks and Open Space lands are under private ownership, it shall not be construed that these lands shall be free and open to the general public, nor that they shall be acquired by the City or any other public agency.

31.3.3.5.4. The City will conduct programs to improve park facilities and provide public parks to meet the needs of the community, as well as augmenting the present park deficiencies. Park needs shall be considered in conjunction with future recommendations and/or improvements to the Trent-Severn Waterway and the lands adjacent to it.

New Park

31.3.3.5.5. The general location of a new park in Bobcaygeon is denoted with the symbol "NP" on Schedule F-2. A park may be situated anywhere within the extent of the underlying land use designation denoted with the symbol "NP," and the City will determine the type of park and its final location prior to draft plan approval.

31.3.3.6. Environmental Protection

31.3.3.6.1. Permitted uses within this designation should maintain the unique natural characteristics of such lands and should not contribute to problems of erosion, flooding, pollution or the deterioration of the environment, and will be guided by the policies of Section 31.3.2.6.3 to 31.3.2.6.6 of this Plan. The following uses may be permitted within the Environmental Protection designation:

- a) Agricultural, excluding buildings or structures;
- b) Buildings or structures for erosion or flood control;
- c) Conservation, excluding buildings or structures;
- d) Forestry, excluding buildings or structures;
- e) Nursery and market gardening, excluding buildings or structures;
- f) Recreation or park purposes, excluding buildings or structures; and,
- g) Wildlife management areas, excluding buildings or structures.

31.3.3.6.2. The creation of lots within the Environmental Protection designation will not be permitted for the purpose of development.

31.3.3.6.3. If a lot is to be created that is partially designated as Environmental Protection, sufficient lot area based on the abutting land use designation outside of the Environmental Protection designation must be maintained for the proposed use.

31.3.3.6.4. In some instances, the boundary of the Environmental Protection designation may be found not to reflect the true limit of the land subject to flooding or containing a natural hazard. To determine this, an evaluation shall be undertaken by the landowner to demonstrate that the land is not subject to flooding or other physical hazard. The evaluation shall be reviewed and approved by the City and Kawartha Conservation. The City will consult with Kawartha Conservation or other expertise in the review of the evaluation. If it is found through the evaluation that the boundary is in error and the land is not subject to flooding or other physical hazard, then an alternate use permitted in the abutting land use designation may be considered and the land appropriately zoned. This provision applies where the designation boundary is found to be in error and the proposed use is minor and it is determined by the City that an amendment to the Plan is not required.

31.3.3.6.5. Where detailed flood plain or wetland mapping exists or becomes available, the boundaries of the Environmental Protection designation may be interpreted as corresponding to the limits of the flood plain or wetland.

31.3.3.6.6. Where regulations are in effect, no placing or removal of fill of any kind, whether originating on the site or elsewhere shall be permitted within this designation unless such is approved by the City, Kawartha Conservation or Ministry of Natural Resources and Forestry.

31.3.3.6.7. Where land within this designation is under private ownership, it shall not be construed that this land shall be free and open to the public, nor that it shall be acquired by the City or any other public agency.

31.3.3.6.8. Lands designated Environmental Protection shall generally not be accepted as parkland as part of a plan of subdivision. If the City, does accept Environmental Protection lands as part or all of the parkland dedication in a subdivision, the lands shall be conveyed in a physical condition satisfactory to the municipality. When an open watercourse is part of an area to be dedicated, sufficient land adjacent to the watercourse should be provided for maintenance and operations.

31.3.3.6.9. An existing non-conforming building or structure located in a flood plain may be enlarged, expanded or altered subject to:

- a) the determination that there will not be an unacceptable off-site impact due to the displacement of the flood water,
- b) the enlargement to the building is appropriately flood proofed;
- c) New or existing hazards are not created or aggravated;
- d) Kawartha Conservation has been satisfied;
- e) The development is not a threat to public health and safety or property;
- f) Vehicles and people must have a way of safely entering and exiting the area during floods; and
- g) Satisfactory water supply and subsurface sewage disposal servicing.

31.3.3.6.10. In determining the extent of flooding, the landowner may be required to have a qualified professional determine the flood level and appropriate flood-proofing measures that would be required. The City will consult with Kawartha Conservation, before allowing the expansion or enlargement.

31.3.3.7. Future Development Area

31.3.3.7.1. Lands shown as Future Development Area on Schedule "F-2" are intended for future development purposes beyond the planning horizon of this Plan. They will be given first consideration for redesignation to a variety of urban land uses to be developed on full municipal services if warranted through a comprehensive review of the Official Plan and Master Plans in accordance with Section 2.2.8 of the Growth Plan. Until such time, the lands shall continue to be subject to the policies contained in Section 16 of the Official Plan and subject to the following list of permitted uses:

- a) Limited, low density single detached dwellings on existing lots
- b) active and passive recreation uses and facilities
- c) agricultural uses without buildings
- d) farm markets
- e) public and private infrastructure
- f) public parks
- g) utilities
- h) nurseries
- i) greenhouses
- j) forestry management

31.3.3.8. Aggregate

31.3.3.8.1. Lands shown as Aggregate on Schedule "F-2" represent an existing licensed Class B aggregate operation. Development in these lands shall be guided by the relevant policies in Section 23.3 of this Plan.

Maps/Schedules

Schedule F-2 - Bobcaygeon Land Use



2015.12.01
Bobcaygeon Land Use

Schedule G-2 - Bobcaygeon Environmental Constraints

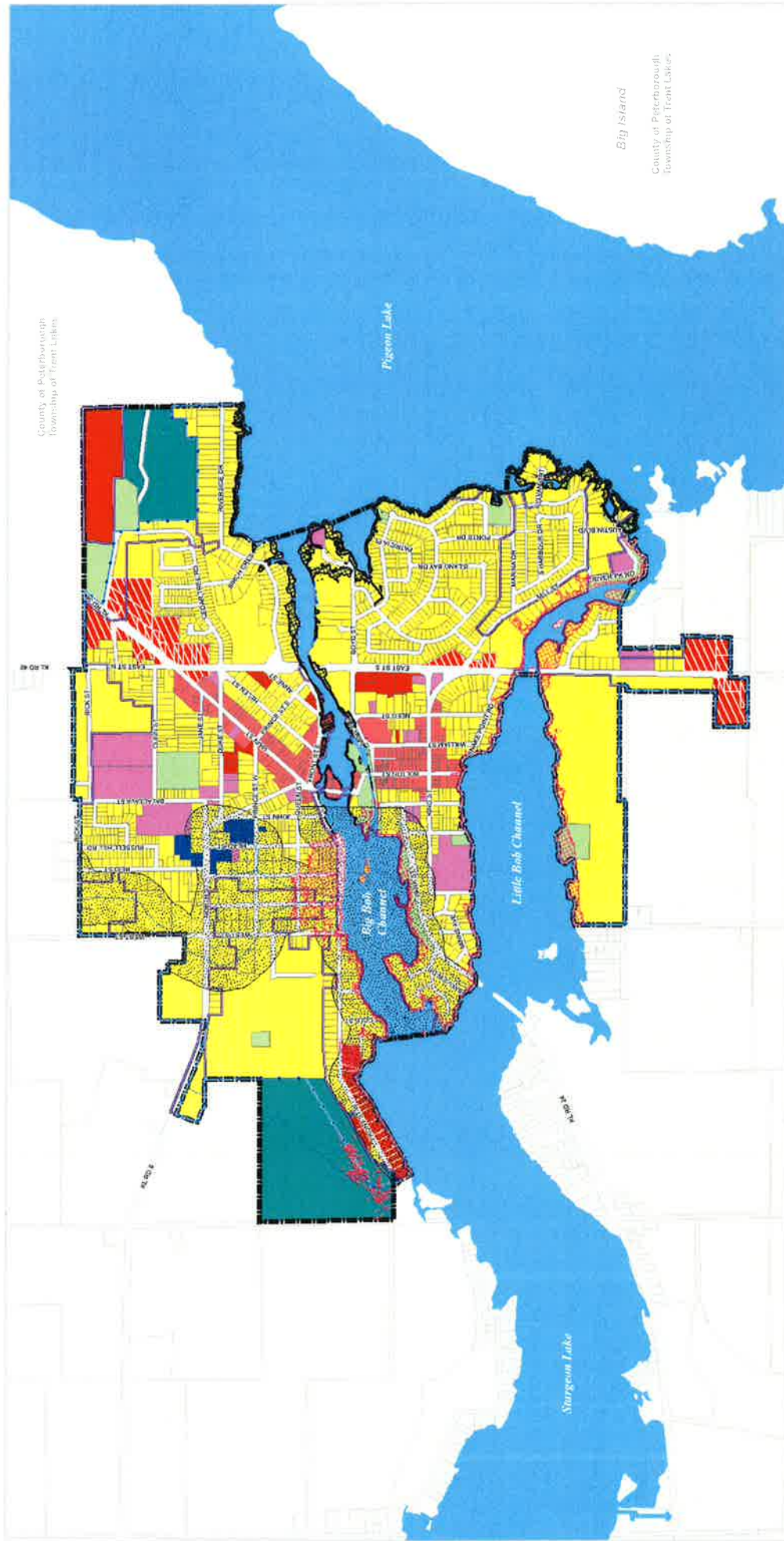


2015.07.02
Bobcaygeon Environn

Schedule H-2 - Bobcaygeon Transportation



2015.07.02
Bobcaygeon Transpoi



KAWARTHA LAKES SECONDARY PLANS PROJECT BOBCAYGEON SETTLEMENT AREA

LAND USE

SCHEDULE F-2



	Bobcaygeon Settlement Area		Residential		Central Business District		Aggregate		Watercourse
	Bobcaygeon Servicing Boundary		Commercial		Parks and Open Space		Future Development Area		
	GMS Built Boundary		Highway Commercial		Institutions and Community Facilities		Environmental Protection		
			Tourism Commercial		Employment		Waterbody		

MAP DRAWING INFORMATION
DATA PROVIDED BY OLC, MNR
MAP CREATED BY PFM
MAP EDITED BY CS, CKL
MAP PRODUCTION AND LAYOUT BY PFM



REVISION NO. 11 - SHW (Highway Commercial)
PROJECT 11-2008
STATUS DRAFT
DATE 04/05/13
PRINT DATE 04/20/15

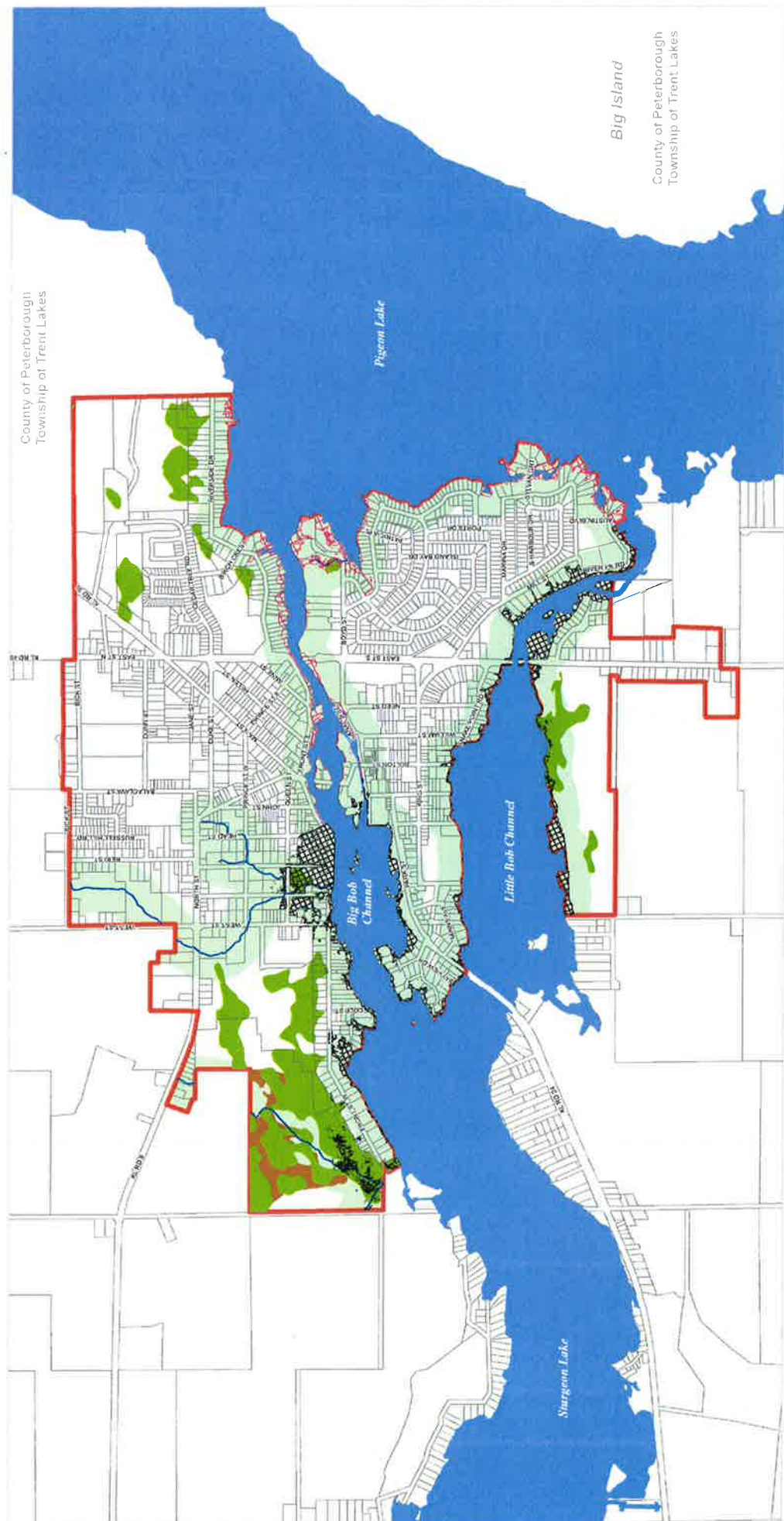
County of Peterborough
Township of Trent Lakes

Big Island
County of Peterborough
Township of Trent Lakes

Pigeon Lake

Little Fish Channel

Sturgeon Lake



County of Peterborough
Township of Trent Lakes

Big Island
County of Peterborough
Township of Trent Lakes

KAWARTHA LAKES
SECONDARY PLANS PROJECT
BOBCAYGEON SETTLEMENT AREA
ENVIRONMENTAL CONSTRAINTS
SCHEDULE G-2



- Environmentally Sensitive Features**
- Unassessed Wetlands (UWR)
 - Significant Wetlands (CKL Official Plan)
- Environmental Constraint Areas**
- Sturgeon Lake Floodplain Hazard (SRCA)
 - Pigeon Lake Floodplain Hazard (KRCA)
 - ESL Floodplain Hazard Area - 120m Buffer (SRCA)

- Bobcaygeon Settlement Area
- Waterbody
- Watersheds

MAP DRAWING INFORMATION
DATA PROVIDED BY OIL MNR
MAP CREATED BY PPA
MAP EDITED BY CS CKL
MAP PROJECTION: NAD 83 UTM Zone 18N



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1:25000 Scale - 400m x 400m
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REVISION NO. 11
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