THE CORPORATION OF THE CITY OF KAWARTHA LAKES

BY-LAW 2015-240

A BY-LAW TO AMEND THE CITY OF KAWARTHA LAKES OFFICIAL PLAN RESPECTING LANDS WITHIN THE CITY OF KAWARTHA LAKES


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 an updated Community Secondary Plan for the Omemee settlement area.
3. A public meeting to solicit public input has been held.
4. Council deems it appropriate to adopt the Official Plan Amendment.

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2015-240.

Article 1:00 Official Plan Amendment Details

1.01 Property Affected: The lands affected by this By-law are identified as the settlement area of Omemee.

1.02 Amendment: Amendment No. 017 to the City of Kawartha Lakes Official Plan attached hereto and forming a part of this By-law is hereby adopted.

Article 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 by the City of Kawartha Lakes in accordance with the provisions of Sections 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 8th day of December, 2015.

Andy Letham, Mayor

Judy Cunningham, Clerk

Official Plan Amendment No. 017 – Omemee Secondary Plan – Staff Version
CITY OF KAWARTHA LAKES
OFFICIAL PLAN AMENDMENT NO. 017

OMEMEE SECONDARY PLAN

November 24, 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 Omemee 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 Omemee.

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

Omemee is located on Highway 7 between Lindsay and the City of Peterborough. The Pigeon River traverses the settlement area from south to north. Its secondary plan boundary covers approximately 2.6 sq. km.
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 undelineated 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 undelineated 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 Omemee**

- Omemee is a small residential village located along Highway 7. Initial feedback suggested that its Secondary Plan should not overlook its servicing challenges, need to create more mixed use, need to create a heritage designation that focuses on creating an identity for Omemee, and need to create more active transportation opportunities.

- Omemee has servicing challenges which mean that substantial new growth will be difficult to be accommodated unless water and wastewater servicing is addressed.

- Greenfield areas in Omemee have more capacity than the projected demand for residential units. Most growth areas are located north of King Street with two additional Greenfield areas being located in the southern area. There are no available areas with potential for intensification or redevelopment in Omemee.

- The main land use in Omemee is residential with a main street (King Street) that runs in an east-west direction. The main concentration of commercial and community uses are located on or adjacent to the main street.

- Omemee's main tourist attraction is Youngtown Rock 'n' Roll Museum, in honour of musician Neil Young.

- The main natural feature in Omemee is the Pigeon River which traverses the settlement area from south to north. There is a Provincially Significant Wetland located to the south of the urban area, extending into the urban boundary.

- There is a spawning area along the Pigeon River shoreline, also extending into the urban area.

- Omemee has cultural heritage assets, including the Coronation Hall and Emily Cemetery Chapel.

- Public open space in this community is located primarily along the Pigeon River and holds tremendous opportunities for both visitors and residents. The public beach and park, located south of the downtown, are in need of improvements, including renewal of beaches and new docks and facilities for users.
• The Kawartha Trans Canada Trail passes through Omemee. Connections to the open spaces and to the trail could also be improved, particularly from downtown.
PART 2 - THE AMENDMENT

Amendment No. 017 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-4 - Omemee Land Use
2. Schedule G-4 - Omemee Environmental Constraints
3. Schedule H-4 - Omemee Transportation

SECTION 31.5 OMEMEE SECONDARY PLAN

31.5.1. VISION, GOALS, AND STRATEGIC DIRECTIONS

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

31.5.1.1. Vision

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

"Over 20 years Omemee will grow as a self-sustaining community with a small town feel, enhance its own identity and character, and provide employment, recreational, and residential areas for all ages and seasons."

31.5.1.2. Goals

- To outline a vision for Omemee’s long-range physical development that reflects the aspirations of the community while managing the effects of such development on the social, economic, and environmental well-being of Omemee;
- To provide strategies and specific implementing actions that will allow the vision to be accomplished;
- 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;
- 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;
- To provide land use designations for the Omemee settlement area.
31.5.1.3. Strategic Directions
Strategic directions give specific purpose to the policies of the plan. The following strategic directions were identified for Omemee:

- Increase pride in the community;
- Expand infrastructure to create growth;
- Encourage recreational activities;
- Create new jobs;
- Provide opportunities to live and work in the same community; and,
- Provide accessible housing.

31.5.2. GENERAL POLICIES

31.5.2.1. Housing

Growth in Omemee and this Secondary is based on:

a) 2006 population of 1,323 persons and a forecasted 2031 population of 2,143;
b) 529 residential dwelling units in 2006 and a forecasted 944 residential dwelling units in 2031; and,
c) a greenfield mix of 85% low density and 15% medium density residential development.

31.5.2.1.1 Omemee currently has a constraint on development because there is an insufficient quantity of municipal water servicing. Until the constraint on municipal water servicing is resolved, the following provisions shall apply:

a) the City may allow the use of private communal water services for new development with six or more residential dwellings or lots, subject to the policies of this Plan;
b) infilling and minor rounding out of existing development may be permitted with individual on-site water services, provided that site conditions are suitable for the long-term provision of such services with no negative impacts;
c) any new development will require the preparation of a hydrogeological study in accordance with Section 3.3.4 of this Plan;
d) final approval of any draft plans of subdivision or draft plans of condominium with six or more residential dwellings shall only be granted when Section 31.5.2.1.1(a) is satisfied; and,
e) the holding provision within the zoning by-law on lots that have servicing constraints shall not be removed until Sections 31.5.2.1.1(a), (b), and/or (c) are satisfied.

31.5.2.1.2. Intensification in Omemee shall generally follow the recommendations of the City's Growth Management Strategy (May 2011) and will take the form of infilling of
existing developments along King Street on the area designated as Central Business District. There are no additional available areas with potential for intensification or redevelopment in Omemee. Intensification development shall be in accordance with Section 18.4 of the Official Plan and section 2.2.3.7 of the Growth Plan.

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

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

31.5.2.2. Economic Development

31.5.2.2.1. The City will support the creation of an economic development strategy for Omemee to attract the location of new businesses and the growth of current businesses.

31.5.2.2.2. The City will work with stakeholders and local residents to define a community improvement area for Omemee's mainstreet area and to develop a Mainstreet Community Improvement Plan in accordance with Section 9 of this Plan.

31.5.2.3. Parks and Open Spaces and Trail Systems

31.5.2.3.1. The City shall implement a strategy to enhance the parks and open space network in Omemee with an emphasis on improving the open space adjacent to the Pigeon River and improvements to the public beach located south of the downtown. Improvements may include new washroom facilities, renewal of the beach and new docks.

31.5.2.3.2. The City will develop and implement a strategy to improve and expand the trail network in Omemee and to maintain it for a year round use. The strategy should also include the improvement of pedestrian connections from the downtown to the beach area and the Trans Canada Trail.

31.5.2.3.3. The City will develop a strategy to build a strong pedestrian and cycling trail network and enhance the pedestrian and cycling network in and around the mainstreet area, as this area is highly used by both residents and visitors.

31.5.2.3.4. The City will develop a strategy to improve the Omemee Boat Launch, located north of the King Street Bridge. Improvements may include new docks and washroom facilities.
31.5.2.4. Downtown/Mainstreet Development

31.5.2.4.1 The mainstreet area presently exists along King Street West, which concentrates most of the commercial and community uses in Omemee. New mainstreet development or redevelopment should be designed to take into account the policies in Section 18.11 and 18.13.

31.5.2.5. Urban Design

31.5.2.5.1 Waterfront development shall take advantage of views and frontage along the Pigeon River, with public connections to the open space system, residents and visitors amenities and other public uses. Buildings located along the river shall have entrances and windows facing the shoreline or facing streetscapes adjacent to open space along the shoreline.

31.5.2.5.2 The City will work on the enhancement of Omemee’s entries in order for travelers to acknowledge their arrival, navigate, and provide sense of place. The following priorities are identified:

1. Eastern approach – King Street East and Pigeon River Bridge (highly visual and tied to bridge improvements);
2. Western approach – King Street West and Deane Street (modest signage);
3. Main intersection – King Street and Sturgeon Road North (highly visual and tied to Coronation Hall; intersection improvements and public art);
4. Trans Canada Trail Entry – Sturgeon Road North (modest signage into the downtown);
5. Trans Canada Trail Entry – Colborne Road North (modest signage into the downtown and boating area).

Urban design treatments in accordance with section 18.13.8 should be further enhanced with the use of an identifiable symbol which is strongly associated with Omemee’s history as well as public art and architectural pieces.

31.5.2.5.3 The City will work with the Ministry of Transportation, as required, on streetscape improvements along King Street. The streetscape improvements should include:

- Repaved sidewalks using unit pavers;
- New crosswalks using unit pavers or coloured concrete;
- Revised lighting standards;
- Sustained street trees;
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- Periodic on street parking;
- New streets signage;
- Strengthened street wall (through the use of infill buildings).

31.5.2.6. Environment and Natural Heritage

31.5.2.6.1. Schedule "G-4" illustrates Environmental Constraint Areas that influence the ultimate form and structure of the settlement area of Omemee. The lands identified on Schedule "G-4" display known physical hazards, Environmentally Sensitive Features, and/or constraints. 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 and the Ministry of Natural Resources and Forestry. While these constraints must be given due consideration in the development and redevelopment of land within the areas identified on Schedule "G-4", 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 and Environmental Sensitive Features 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, flood plain analysis, or other appropriate study. Approval from the Ministry of Natural Resources and Forestry will be required to modify evaluated wetland boundaries.

Environmental Constraint Areas

31.5.2.6.2. Schedule "G-4" 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, and/or are located within 120 m of a lake or river having fish habitat (identified as "EIS Study Area - 120m Buffer" in Schedule G-4). 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.

31.5.2.6.3. 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, and no degradation of the environment.

31.5.2.6.4. 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.

31.5.2.6.5. The City recognizes that portions of existing development may be located within a flooding hazard identified through Policy Area #1 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.

31.5.2.6.6. 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.

Environmentally Sensitive Features

31.5.2.6.7. Schedule “G-4” delineates as Environmentally Sensitive Features those areas that are recognized by this Plan as comprising the Natural Heritage System (i.e., wetlands, fish habitat, and significant woodlands). A Provincial Fish Sanctuary extends from the dam to the CNR Bridge. This sanctuary is intended to provide for a protected and high quality spawning habitat and is considered to be an Environmentally Sensitive Feature. The following policies shall apply to developments on lands adjacent to Environmentally 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-4”. Development and site alteration is not permitted within a Provincially Significant Wetland.
b) In considering the approval of a development application or an application for an amendment to this Plan and/or the implementing zoning By-law adjacent the area delineated as an Environmentally Sensitive Feature on Schedule “G-4” of this Plan, Council, in conjunction with Kawartha Conservation, 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 Environmentally Sensitive Features and the proposed mitigating measures including the adequacy of spatial setbacks and buffers. Council shall consult with Kawartha Conservation in relation to the appropriateness of the proposed mitigating measures.

d) Where an EIS is required to assess the impact of development on environmental features, no site alteration or development is permitted to commence until such time as the proponent has prepared such a report to the satisfaction of Council and Kawartha Conservation.

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

31.5.2.6.8. 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.

31.5.2.6.9. 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.

31.5.2.6.10. 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:

- maintain, and where possible, increase or improve fish habitat in the lake, stream or wetland, and any adjacent riparian areas;
- to the extent possible, enhance the ecological features and functions associated with the lake, stream or wetland;
- 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
- 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.

**Waste Disposal Assessment Areas**

31.5.2.6.11. 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 on or abutting areas identified as Waste Disposal Assessment Area.

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.

31.5.2.6.12. In areas identified as a Waste Disposal Assessment Area as shown on Schedule "F-1", uses may be permitted in accordance with the land use designation, 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.

31.5.2.6.13. 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.

31.5.2.6.14. 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.

31.5.2.6.15. 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.

31.5.2.6.16. 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.

31.5.2.7. Transportation

31.5.2.7.1. 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 the existing trails and cycling network, expanding its parking supply to meet projected demands and creating a compact urban form.
31.3.2.7.2. Schedule "H-4" identifies the existing road pattern and future arterial and collector road network for Omemee. The following road classification applies in Omemee:

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.

31.5.2.8. Infrastructure and Services

31.5.2.8.1. The City will study the provision of full municipal water and wastewater systems, as necessary, to accommodate the needs of future development and redevelopment in Omemee.

31.5.2.8.2. In addition to the policies in Section 28 – Infrastructure and Service Policies, development within the Omemee settlement area shall be on full municipal services in accordance with the policies of the City, except where allowed by Section 31.5.2.1.1.

31.5.2.8.3. The infrastructure and services provided for new developments and redevelopments in Omemee 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.

31.5.2.8.4. 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.

31.5.2.9. Culture and Cultural Heritage

31.5.2.9.1. 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.

31.5.2.10. Land Use Compatibility

31.5.2.10.1. The development of any industrial use shall be in accordance with Section 3.8 of the Official Plan.
31.5.2.10.2. 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.
31.5.3. LAND USE POLICIES

31.5.3.1. RESIDENTIAL

31.5.3.1.1. The predominant use of land in the Residential designation shall be a variety of dwelling types. The location of the Residential designation is shown on Schedule "F-4".

In addition to these uses, the following uses shall be permitted:

a) Parks in accordance with Section 18.15 of this Plan;

b) Neighbourhood commercial, in accordance with policies 31.6.3.1.4 of this Plan; and,

c) A home occupation accessory to the residential use located within the dwelling unit.

Within the Residential designation there shall be two densities of residential development. In addition to the two densities, mixed density development may also occur. The appropriate density shall be based on the availability of services, compatibility with surrounding uses and locational factors, as set out below.

31.5.3.1.2. Low Density Residential Development

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.

The density for low density residential development shall range between a minimum density of 15 dwelling units per net hectare of land (unless a hydrogeological study has determined that a lower density is necessary for the sustainability of the aquifer) to a maximum density of 25 dwelling units per net hectare of land.

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

31.5.3.1.3. Medium Density Residential Development

Medium density is permitted in the form of triplex dwellings, fourplex dwellings, row or block townhouse dwellings, stacked townhouse, converted dwellings containing more than two dwelling units, and mid-rise apartments. Except in apartment units, home-based businesses may be permitted as long as it is accessory to the principal
residential use and occurs entirely within the confines of the dwelling unit. Neighbourhood commercial uses may also be permitted, in accordance with the policies of Section 31.5.3.1.7 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.

Medium Density Residential will be encouraged to have front porches or covered entrances. Attached garages on housing units should be recessed in the building facade so that the resulting streetscape is predominated by the front yard landscaping, doors, and windows rather than garages.

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 casting of shadows and obstructions of views for adjacent lots;

d) The development shall be encouraged to have direct access to an arterial or collector road, where possible and appropriate;

e) 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;

f) Except for a triplex dwelling, fourplex dwelling or other similar small scale developments, a report on the adequacy of the road network to accommodate the expected traffic flows, and the adequacy of water and sewer services shall be prepared by the applicant and approved by the City Engineer, as required in this clause;

g) Buildings should incorporate landscaping in all yards which provide a buffer between the building and adjacent sensitive land uses.

h) Parking areas should be located in the side or rear yard, the interior of a site to minimize their negative visual impact on adjacent low density residential uses.

Parking for freehold townhouse development may be permitted in the front yard.

i) The site shall be designed to provide for collection and storage of recyclable and wastes on site.
31.5.3.1.4. Neighbourhood Commercial Uses

31.5.3.1.4.1. Neighbourhood Commercial uses are small convenience retail facilities that serve the daily shopping needs of the residents of a neighbourhood. These facilities shall be permitted within the Residential land use designation.

31.5.3.1.4.2. 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 in consultation with the Ministry of Transportation as necessary and appropriate; and,

g) Neighbourhood commercial uses shall be located in proximity to the intersection of arterial or collector roads and shall not be located mid-block within a residential area.

31.5.3.1.5. LiveWork Opportunities

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

31.5.3.2. COMMERCIAL

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. Two land use designations and associated policies generally apply to the commercial areas of Omemee. These commercial land use designations are Central Business District and Highway Commercial.
31.5.3.2.1. Central Business District

31.5.3.2.1.1 The Central Business District is Omemee's primary 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.

31.5.3.2.1.2. The predominant use of land in the Central Business District land use designation shall be a full range of retail and commercial uses and other 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 institutional uses, niche shops and specialty retail uses, cultural and entertainment uses, personal and professional services, businesses and offices, hospitality uses, transit and transportation uses, and parks and open spaces. Individual properties and buildings may contain more than one of the above-noted uses. Drive-through facilities, auto related uses such as auto body shops, repair shops are not permitted. The limits of the Central Business District area are shown on Schedule "F-4".

31.5.3.2.1.3. Central Business District development should generally contain buildings with a maximum height of 3 stories.

31.5.3.2.1.4. 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.

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

a) Traditional downtown and mainstreet areas shall be revitalized and preserved to reinforce the character of the mainstreet;
b) Development shall be in accordance with policies in Sections 18.11 Downtown/Mainstreet Development and 18.13 Urban and Public Realm Design;
c) The surrounding areas should relate to and be efficiently connected with the Central Business Districts through the integration of bicycle and pedestrian trail systems;
d) All utilities shall be provided underground, where feasible; and,
e) 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. The City encourages underground parking for mid and high rise developments within 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.

31.5.3.2.1.6. 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 a 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), performance standards and specific permitted uses.

31.5.3.2.1.7. A Community Improvement Plan shall be undertaken for Omemee’s Central Business District, in accordance with Section 9 of this Plan, with a view to enhancing and improving the District as a significant and unique mixed commercial, residential, cultural, social and entertainment area.

31.5.3.2.1.8. Development or redevelopment, including intensification in 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:

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

31.5.3.2.1.9. In Central Business District areas sidewalks should be wide enough to allow for pedestrian passage, retail displays, street furniture, landscaping, patios and outdoor dining.

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

31.5.3.2.1.11. The City may establish Business Improvement Areas in the Central Business District areas to help promote and support local businesses in these areas.
31.5.3.2.1.12. The City shall encourage coordination, by local business persons or owners, of such things as signs, building facades, lighting, street furniture, landscaping and general maintenance.

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

31.5.3.2.1.14. 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 guidelines, manuals or plans which may be in place from, time-to-time.

31.5.3.2.1.15. 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 value or interest shall also be encouraged.

31.5.3.2.2. Highway Commercial

31.5.3.2.2.1. Areas identified as Commercial in Schedule “F-4” represent existing and future service commercial areas and a limited range of retail stores outside of the Downtown area, 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, service commercial, automobile service stations, vehicles 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.

31.5.3.2.2.2. 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 in conjunction with the Ministry of Transportation 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) Commercial uses shall only locate on arterial or collector roads.

31.5.3.2.2.3. New and expanding Highway Commercial uses are subject to:

a) The submission of a planning rationale and market study as outlined in Appendix "A" of the Official Plan to demonstrate that the proposed commercial floor space is warranted; and,
b) The submission of a Traffic Impact Assessment as outlined in Appendix "B" of the Official Plan to identify traffic generated by the development, methods of mitigating the traffic, and any improvements to the required road network to accommodate the development.

31.5.3.3. EMPLOYMENT

31.5.3.3.1. When a new employment development is proposed in Omemee, it shall be designated Employment and be developed in accordance with Section 31.5.3.3 of this Plan. 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, and accessory uses such as parking garages or a residence for a caretaker.

No outside storage of goods or materials shall be permitted in those Employment uses located adjacent to residential areas. For Employment uses located along Provincial highways, 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.

31.5.3.3.2. Employment uses shall locate along Provincial highways, arterial and collector roads. 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.

31.5.3.3. 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 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 separated from the access provided to motorized vehicles, and be 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.

31.5.3.3.4. Employment uses located along Provincial highways, arterial and collector roads should contain high quality design will be essential in these areas to ensure attractive streetscapes.

31.5.3.3.5. The following policies shall also apply to the Employment uses located along Provincial highways, arterial and collector roads or adjacent to residential areas (Prestige Employment uses):

a) High urban design, landscaping and building standards shall be required. These standards shall be secured through the site plan approval process. 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. The location of loading areas shall be controlled in the Comprehensive Zoning By-law.

b) Vehicular access to lots abutting Provincial highways shall generally be from an internal local, collector or arterial road network where possible. Access to Provincial highways and former County roads shall be subject to the approval of the appropriate authority.

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 provincial highways shall be
developed in such a manner to ensure protection and screening of outdoor
storage areas from the highway.

31.5.3.6. Employment uses shall:
   a) not include uses that may be obnoxious or noxious to the surrounding area;
   and,
   b) have all operations, except loading and permitted outdoor storage,
      conducted entirely within an enclosed building.

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

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

31.5.3.4. INSTITUTIONS and COMMUNITY FACILITIES

31.5.3.4.1. 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.

31.5.3.4.2. 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 Omemee 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.

31.5.3.4.3. 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 help it integrate 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.

31.5.3.4.4. 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 will be required to link all school sites to adjacent neighbourhoods. Bicycle lanes and bicycle parking will be incorporated wherever feasible.

31.5.3.4.5. 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. Proposals for developing new places of worship may require the applicant to submit a traffic impact study, lighting study, parking study and other studies deemed appropriate by the City.

31.5.3.4.6. Emergency service facilities, including fire, police and ambulance stations are permitted in all land use designations. Where appropriate, such facilities shall be located on an arterial or collector roads. The siting of new facilities shall also consider the potential impacts on adjacent users.
31.5.3.5. PARKS and OPEN SPACES

31.5.3.5.1. The Parks and Open Spaces 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.

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.

31.5.3.5.2. The development of parks shall be subject to Sections 8, 18.15 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 Kawartha Region Conservation Authority indicate that any hazard, natural or otherwise, can be overcome, or if the Kawartha Region 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 Kawartha Region 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.

31.5.3.5.3. The City will carry out programs to improve park facilities and provide public parks to meet the needs of the community, as well as augmenting the present park deficiencies.
31.5.3.5.4. The City will work on improving the open space adjacent to the shoreline. The City will implement a program to improve the facilities in the Omemee Beach Park, located south of the downtown area, including the enhancement to its parking lots, boardwalks, supporting facilities and sand.

31.5.3.5.5. The City will work on the creation of continuous waterfront multi-use trail system and improve access to the shoreline, parks and open spaces and to help advance active transportation opportunities in the community. The trails should be maintained for year round use. Strategic links along existing roads shall be established to provide connections to the shoreline and the Kawartha Trans Canada Trail.

New Park

31.5.3.5.6. The general location of a new park in Omemee is denoted with the symbol "NP" on Schedule F-4. 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.

31.5.3.6. ENVIRONMENTAL PROTECTION

31.5.3.6.1. 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 31.5.2.6.2 to 31.5.2.6.6 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.

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

31.5.3.6.3. 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.
31.5.3.6.4. 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.

31.5.3.6.4. 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.

31.5.3.6.5. 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.

31.5.3.6.6. 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.

31.5.3.6.7. 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.

31.5.3.6.8. 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.

31.5.3.6.9. 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.
Maps/Schedules

Schedule F-4 - Omemee Land Use

2015.11.18
Omemee Land Use - f

Schedule G-4 - Omemee Environmental Constraints

2015.11.16
Omemee Env Constr

Schedule H-4 - Omemee Transportation

2015.11.13
Omemee Trans.pdf
KAWARTHA LAKES
SECONDARY PLANS PROJECT
OMEMEE SETTLEMENT AREA

ENVIRONMENTAL CONSTRAINTS
SCHEDULE G-4

Environmentally Sensitive Features
- Unevaluated Wetlands (MNRF)
- Significant Woodlands (CKL, Official Plan)

Environmental Constraint Areas
- Mill Pond Floodplain Area
- Provincially Significant Wetlands (MNRF)
- EIS Study Area - 120 m Buffer (KC)

Map Elements:
- Orcaec Settlement Area
- Municipal Landfill - (Closed)
- Waterbody
- Watercourses

Map Legend:
- Data Provided by CKL, MNR
- Map Created by Dillon
- Map Projection: NAD 1983 UTM Zone 17N
- Map Scale: 1:25,000
- Map Status: Draft
- Date Created: 03/25/13
- Date Revised: 11/15/15

Map Credits:
- Dillon Consulting
- KAWARTHA LAKES