

URBAN COMMUNITIES SECONDARY PLAN



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COUNTY OF HASTINGS
PLANNING & DEVELOPMENT DEPARTMENT

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PART B – URBAN COMMUNITIES SECONDARY PLAN

1.0 SECTION I – INTRODUCTION

Six (6) communities are designated Urban within the County of Hastings Official Plan that are serviced by municipal water and sewer. The six communities are the focus of growth, community services and economic activity for the County.

Part B - Urban Communities Secondary Plan of the County of Hastings Official Plan provides direction for land use and development in each of the following designated Urban Communities:

- Bancroft (Town of Bancroft);
- Town of Deseronto;
- Madoc (former Madoc Village);
- Marmora (former Marmora Village);
- Stirling (former Stirling Village); and
- Tweed (former Tweed Village).

Each Urban Community includes a central core, residential and mixed land use areas, community facilities (schools, churches, public buildings, recreational facilities), open space and parkland, as well as environmental features including streams, rivers and lakes, wetlands and hazard lands (areas susceptible to erosion, flood plains and dynamic beaches).

1.1 PURPOSE OF THE URBAN COMMUNITIES SECONDARY PLAN

- 1.1.1** The purpose of the Urban Communities Secondary Plan (UCSP) is to provide a detailed land use framework for the six municipally serviced Urban Communities within the County of Hastings. The policies of **Part B – UCSP** forms part of the Official Plan and will guide development and redevelopment within the six Urban Communities until 2038, and may be subject to amendments and review during this time frame.
- 1.1.2** The UCSP provides specific schedules and policies for land use, infrastructure, transportation and the environment beyond the general framework provided by **Part A** of this Plan. In addition, the UCSP provides ‘Special Policies’ which guide the use of land within specific areas in the six Urban Communities.
- 1.1.3** Urban Land Use Designations and Urban Infrastructure Schedules for each Urban Community attached to and forming part of this Plan, are as follows:

Schedule #	DESCRIPTION
UCSP-A	Urban Land Use Designations UCSP-A.1 Bancroft UCSP-A.2 Deseronto UCSP-A.3 Madoc UCSP-A.4 Marmora UCSP-A.5 Stirling UCSP-A.6 Tweed
UCSP-B	Urban Infrastructure UCSP-B.1 Bancroft UCSP-B.2 Deseronto UCSP-B.3 Madoc UCSP-B.4 Marmora UCSP-B.5 Stirling UCSP-B.6 Tweed

1.2 BASIS

1.2.1 The UCSP is based on a Demographics and Vacant Land Analysis of both the North Hastings Market Area and the South Hastings Market Area, and is consistent with the policies of the *Provincial Policy Statement, 2014*. The Demographics and Vacant Land Analysis provides a detailed understanding of changes in the population which can be anticipated for each of the Urban Communities to the year 2038 and the availability of suitable land to accommodate this change.

1.3 VISION

1.3.1 The Vision for the future of the six designated Urban Communities, within the 20 year time frame of this Plan, is to support and maintain balanced stable communities in which the diverse needs of all stakeholders are met. Downtown areas in each Urban Community will continue to provide an economic, social and cultural focus for each community through the provision of local services and amenities. Residential neighbourhoods will be encouraged to offer a wide range of housing choices, including affordable and accessible housing, housing suitable to meet the needs of children and youth, and housing to provide opportunities for the communities' population to age in place. New development and redevelopment should be well-designed, accessible, age-friendly, sustainable and reflect the needs of future generations while respecting the natural environment.

1.4 GOALS

1.4.1 The following Goals of the UCSP are intended to guide and direct the use of land and development in the six Urban Communities:

a) The predominantly low density residential neighbourhoods that characterize each of the six urban communities will be maintained and complemented by development contemplated in Section 1.4.1 b);

- b) Intensification and infilling, including the development of higher density residential units will be encouraged where adequate servicing capacity is available and it can be made compatible with neighbouring land uses; and
- c) Existing and future employment lands will be identified and protected.

1.4.2 Overall, the Goal of the Urban Communities Secondary Plan is to facilitate the development of healthy, sustainable and economically vibrant Urban Communities. Other relevant planning principles and goals are enunciated in **Part A** of this Plan.

1.5 OBJECTIVES

The Objectives of the UCSP are to provide a procedural and policy framework for addressing planning issues specifically affecting the six municipally-serviced Urban Communities within the County of Hastings. These Objectives are supportive of and in keeping with the objectives of Part A of this Plan, and are targeted towards the main aspects of land use policy, including housing, employment lands, *industrial lands*, *commercial lands*, infrastructure and public service facilities, natural areas, parks and open spaces, cultural heritage, transportation, and accessibility.

1.5.1 Housing

- 1.5.1.1 Provide a variety of suitable housing choices for the entire community that are accessible for all people and are age-friendly in keeping with **Part A – Section 2.8** of this Plan;
- 1.5.1.2 Provide opportunities for aging in place wherever possible, such that older community members can continue to live in close proximity to family, friends, stores, services and existing support networks;
- 1.5.1.3 Provide for affordable housing options within each Urban Community;
- 1.5.1.4 Respect the fabric and function of established residential neighbourhoods;
- 1.5.1.5 Provide for infilling and intensification with appropriate housing densities while ensuring its compatibility with existing development;
- 1.5.1.6 Encourage compact, mixed-use development that incorporates compatible employment uses that allow residents the opportunity to live and work in close proximity; and
- 1.5.1.7 Reduce conflicts between adjacent land uses by requiring the introduction of effective screening and buffering, as well as separation between high impact uses such as industrial facilities and sensitive land uses such as dwellings and nursing homes.

1.5.2 Infrastructure and Public Service Facilities

- 1.5.2.1 Provide for coordinated, efficient, sustainable, and cost-effective infrastructure and public service facilities in keeping with **Part A – Section 3.0** of this Plan;

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- 1.5.2.2 Optimize the use of existing infrastructure and public service facilities wherever feasible, before consideration is given to extending and developing new infrastructure and public service facilities;
- 1.5.2.3 Ensure that municipal infrastructure, such as water/wastewater, stormwater management facilities and public/private utilities are provided to adequately service the residents, businesses and institutions within the Urban Community;
- 1.5.2.4 Ensure that sufficient infrastructure and public facilities, particularly those that protect public health and safety, are planned and developed over time, and wherever possible with financial investment from the development community, to meet projected needs over the long term;
- 1.5.2.5 Strategically locate services to support the effective and efficient delivery of emergency management services;
- 1.5.2.6 Co-locate where feasible, public service facilities to promote cost effectiveness and facilitate service integration; and
- 1.5.2.7 Ensure that all public service facilities are designed to be accessible, age-friendly, and sensitive to the needs of all community members.

1.5.3 Natural Areas, Parks and Public Spaces

- 1.5.3.1 Provide for coordinated, efficient, sustainable, and cost-effective passive and active recreational planning in keeping with **Part A – Sections 3.9, 4.0 and 5.8** of this Plan;
- 1.5.3.2 Retain existing open space areas and natural areas, and protect viewscales and vistas to protect, enhance and celebrate significant natural features within each community;
- 1.5.3.3 Provide for a full range of publicly-accessible built and natural settings for recreation, including community centres, parklands, open space areas, trails and, where practical, water-based resources;
- 1.5.3.4 Provide public access to shorelines where possible;
- 1.5.3.5 Provide for natural linkages between natural areas to enable plant and animal migration, ensuring species diversity;
- 1.5.3.6 Capitalize on existing infrastructure and/or develop trails between and within Urban Communities to facilitate walking, cycling, and other active transportation activities, thereby promoting healthy, active lifestyles within the community; and
- 1.5.3.7 Provide Civic squares, public assembly facilities and public art in key locations for community events and activities such as public festivals and farmers’ markets.

1.5.4 Employment and Economic Development

- 1.5.4.1 Maintain and where possible, enhance the vitality and commercial viability of the Downtown/Main Streets of Urban Communities, as well as along portions of major roads and at intersections in keeping with **Part A – Sections 2.7 and 5.0** of this Plan;

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- 1.5.4.2 Encourage commercial and industrial uses employment uses to locate in designated urban employment areas and designated Commercial-Industrial areas, utilizing municipal servicing, and minimizing conflicts with existing development, in particular residential neighbourhoods;
- 1.5.4.3 Support the cleanup, reuse and/or re-development of brownfield sites while safeguarding public health and safety;
- 1.5.4.4 Provide opportunities for sustainable tourism development;
- 1.5.4.5 Provide opportunities for increased energy generation, supply and conservation, including alternative energy systems and renewable energy systems; and
- 1.5.4.6 Encourage creative industries and home businesses that are compatible with existing neighbourhoods.

1.5.5 Cultural Heritage

- 1.5.5.1 Conserve built heritage features, including buildings and areas of historical and architectural significance in keeping with **Part A – Section 5.3** of this Plan;
- 1.5.5.2 Enhance the identity of each urban community with the addition of design features that accentuate streetscapes and gateways;
- 1.5.5.3 Identify and preserve heritage streetscapes and neighbourhoods to protect culturally significant resources and to encourage heritage tourism opportunities; and
- 1.5.5.4 Recognize and protect cultural landscapes and vistas.

1.5.6 Transportation and Parking

- 1.5.6.1 Manage a multimodal transportation system that ensures safe and convenient mobility of people, while improving access to a range of institutional, recreational, employment, industrial, commercial and residential areas;
- 1.5.6.2 Enhance integration of the transportation system with adjacent systems in other jurisdictions;
- 1.5.6.3 Encourage a compact urban form that supports an efficient, cost-effective, reliable multi-modal transportation system;
- 1.5.6.4 Encourage an active transportation system that is safe, efficient, convenient, and equitable, based on enhanced infrastructure and programs to reduce automobile dependency in keeping with **Part A – Section 3.6.5** of this Plan;
- 1.5.6.5 Plan public streets that enhance walkability by considering the safety of pedestrian movements;
- 1.5.6.6 Develop well-designed and purposeful infrastructure to enhance cycling safety by providing designated on-road bike lanes, off-road trails and bike parking facilities; and

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1.5.6.7 Provide and maintain adequate parking facilities and loading areas to efficiently and safely service all uses of land.

1.5.7 Sustainable, Energy Efficient Development

1.5.7.1 Support energy efficiency by promoting compact mixed-use development within a structure of nodes and corridors;

1.5.7.2 Reduce carbon footprints by reducing vehicle idling and encouraging carpooling, thereby reducing vehicle exhaust emissions, and improving air quality;

1.5.7.3 Encourage the design and orientation of development which maximizes the use of alternative or renewable energy, such as solar, geothermal and wind energy;

1.5.7.4 Promote opportunities for the establishment of alternative, renewable energy generation facilities that will accommodate current and projected systems in accordance with the requirements of the Green Energy Act, 2008;

1.5.7.5 Develop and implement climate change strategies appropriate for the respective communities, including opportunities for reducing carbon footprints, effectively managing natural hazards, supporting biodiversity and resilient ecosystems in keeping with **Part A – Section 7.10** of this Plan; and

1.5.7.6 Encourage the development of Community Energy Plans.

1.5.8 Accessibility

1.5.8.1 Enhance the opportunities for people of all ages and abilities to live independently and actively participate in the community in keeping with **Part A – Section 3.9.5** of this Plan;

1.5.8.2 Continue to identify, remove and prevent barriers to aging people and people with disabilities;

1.5.8.3 Ensure that all new development meets or exceeds current accessibility standards through such means as the site plan control approval process;

1.5.8.4 Require appropriately designed and designated accessible parking spaces and passenger loading zones to be located near building entrances;

1.5.8.5 Ensure a standard of accessibility is met in accordance with the *Accessibility for Ontarians with Disabilities Act, 2005, as amended*; and

1.5.8.6 Encourage public transportation that supports persons having physical mobility limitations.

2.0 SECTION II – URBAN LAND USE DESIGNATIONS

2.1 GENERAL POLICIES

- 2.1.1** The land use designations established in the UCSP provide policy direction for future land use and development in Hastings County’s six Urban Communities. The designations were developed to reflect the existing fabric and character of land use within each of the six communities. They are intended to provide guidance and to direct development while allowing flexibility in the manner in which each community continues to develop.
- 2.1.2** The policies include provisions intended to encourage the development of healthy communities, to provide for aging in place and to allow for improved accessibility and affordable housing opportunities. Mixed use developments and innovative approaches to economic development are encouraged.
- 2.1.3** All land use designations shall permit community gardens, edible landscaping and roof top gardens as accessory uses for community facilities such as places of worship, schools, health, cultural, and recreational facilities in keeping with **Part A – Section 3.9** of this Plan
- 2.1.4** All land use designations, save and except the Urban Environmental Protection designation, shall enable retailers of healthy foods such as supermarkets, small and mid-sized grocery stores, produce vendors, and farmers’ markets to be located within convenient walking and/or cycling proximity from residences, workplaces, commercial and industrial areas, educational institutions, places of worship, and places of recreation.
- 2.1.5** Other key factors which have been taken into account are the protection of the natural environment within each of the Urban Communities and the identification of natural hazards including flooding, erosion, wave uprush and unstable soils and slopes. The UCSP provides member municipalities with policies that direct new development away from natural hazard areas and ensure measures are in place to protect residences, businesses and public facilities. Natural hazards policy is particularly important given the increasing intensity and frequency of storms occurring due to climate change.
- 2.1.6** The Secondary Plan is divided into the following eight (8) distinct urban land use designations:
- Urban Residential
 - Urban Main Street Core/Downtown Community
 - Urban Employment Lands
 - Urban Commercial-Industrial
 - Urban Community Facility
 - Urban Environmental Protection
 - Urban Open Space
 - Future Development
- 2.1.7** Development of lands within each of the Urban Communities shall conform to the respective land use designations and policies, including any special policy areas included therein. However, conditions may change and uses of land not currently contemplated may be

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proposed. In such cases, County Council may consider an amendment to Part B - UCSP in accordance with the policies of **Part A - Section 7.12** of this Plan.

2.1.8 In addition to all applicable requirements, all proposed development located adjacent to and in the vicinity of a provincial highway within the Ministry of Transportation's permit control area under the Public Transportation and Highway Improvement Act (PTHIA) will also be subject to Ministry of Transportation's approval. Early consultation with Ministry of Transportation's is encouraged to ensure the integration of municipal planning initiatives with provincial transportation planning. Any new areas in the municipality identified for future development that are located adjacent to or in the vicinity of a provincial highway or intersection within Ministry of Transportation's permit control area will be subject to Ministry of Transportation's policies, standards and requirements. Direct access to Provincial Highways will be discouraged and often prohibited.

2.2 URBAN RESIDENTIAL DESIGNATION

2.2.1 Rationale/Strategy for Development

Areas designated Urban Residential include established residential enclaves of both low and medium densities as well as possible future residential areas located within the perimeters of the respective Urban Community. Low density residential development refers to areas of primarily single detached, semi-detached and duplex dwellings while medium density areas are those where multi-unit dwellings such as triplexes, fourplexes, townhouses, low-rise apartments and medium-rise apartments predominate.

The purpose of the Urban Residential designation is to recognize and protect the character of the existing residential neighbourhoods and to identify areas for future residential use. An emphasis of the UCSP is to provide a mix of housing types to meet all residential needs that are compatible with adjacent uses and utilizes appropriate cost effective servicing.

Other uses considered necessary to serve residential areas may be permitted, including open space and community facilities such as parks and playgrounds, places of worship, and neighbourhood commercial uses. Non-residential uses are encouraged to locate in local service nodes, such as major road intersections and grouped in such a manner as to minimize the impact on neighbouring residential uses.

The housing policies set out in **Part A - Section 2.8** of this Plan apply within each of the Urban Communities.

2.2.2 Permitted Uses

2.2.2.1 Permitted uses within the Urban Residential designation shall include:

- a) Single detached dwellings, semi-detached or duplex dwellings, multi-unit dwellings including triplexes, fourplexes, townhouses, low-rise and medium-rise apartments;
- b) Compatible and small-scale convenience commercial uses of a local nature oriented to the provision of goods and services to the immediate surrounding neighbourhood;

- c) Community and institutional uses, public or private parks including community gardens, and active transportation linkages providing connections within and between residential neighbourhoods and other land uses such as the Urban Main Street Core/Downtown Community;
- d) Secondary units, garden suites and group homes in accordance with **Part A - Sections 7.3.6 and 7.3.7** of this Plan; and
- e) Home businesses and bed and breakfast establishments in accordance with **Part A - Section 7.3.8** of this Plan.

2.2.3 General Policies

The following policies apply to lands designated as Urban Residential:

- 2.2.3.1 New development is encouraged in the form of residential intensification and redevelopment, including infilling of existing serviced vacant or underutilized residential lots and the development of second units, prior to the development of greenfield areas;
- 2.2.3.2 Urban residential uses will be serviced by a municipally assumed and maintained year round road network constructed to municipal standards and generally located on local or collector roads only. Notwithstanding, in the case of condominium development, the condominium units/lots may be accessed via a private road owned and maintained by the condominium corporation, provided that the new private condominium road directly connects to a public road and where the subject land has legal frontage on the same public road. The design and construction of a private condominium road shall be to a standard acceptable to the member municipality, and the maintenance and ownership of such roads shall be governed and administered in accordance with the Condominium Act, 1998 as amended;
- 2.2.3.3 New development and redevelopment will preserve and enhance the existing stock of housing by providing an appropriate range and mix of residential uses, including second units, affordable housing and housing for older adults;
- 2.2.3.4 Streetscapes should support and encourage pedestrian traffic as well as other non-motorized active modes of transportation (e.g. bicycle); and
- 2.2.3.5 New development and redevelopment plans that include provisions for natural linkages between residential areas, community facilities and open spaces and the main street/downtown core are encouraged.

2.2.4 Pattern of Development

- 2.2.4.1 The majority of new development will be undertaken by registered plan of subdivision and/or plan of condominium, whereby residential uses are compactly designed and planned for;
- 2.2.4.2 The minimum density target for development within the Urban Communities is estimated to be 10 residential units per gross hectare, with an average of 24 persons per gross hectare;
- 2.2.4.3 Development initiatives should reflect a mix of low (single detached, semi-detached and converted dwellings), medium and high density (tri-plexes, townhouses, low-rise and medium-rise apartments) housing opportunities;
- 2.2.4.4 Residential development or re-development in established residential areas of heritage value is encouraged to employ designs which maintain and reinforce the character of the area. This

includes having regard for the existing scale and pattern of development and the existing streetscape qualities so as not to adversely impact upon heritage resources. Infilling and intensification is strongly encouraged, provided that the new development does not adversely impact the character of the neighbourhood or cultural heritage landscape. Infilling by consent may be undertaken in accordance with **Part A - Section 6.3.1** of this Plan.

- 2.2.4.5 Residential re-development of existing greyfields and brownfields is encouraged, provided that individual sites have been deemed safe for residential uses by the appropriate authorities. Residential conversions of existing non-residential buildings are also permitted in accordance with **Part B - Section 1.4.1** of this Plan;
- 2.2.4.6 Single detached, semi-detached, duplex dwellings and multi-unit dwellings will be encouraged to locate in combination with compatible land uses that may include local commercial, institutional, cultural, recreational, public and urban open spaces;
- 2.2.4.5 Higher density residential development is encouraged to locate in areas in close proximity to the Urban Main Street Core/Downtown Community area;
- 2.2.4.6 Residential development through infilling between existing residential lots may be permitted provided that the lots meet the requirements of the applicable comprehensive zoning by-law and adequate municipal services are available;
- 2.2.4.7 Generally, multi-unit dwellings should have access to arterial or collector roads or be located in close proximity thereto. A member municipality, when reviewing development applications, will ensure that proposed multi-unit dwellings will not create traffic hazards and that impacts on low-density residential areas will be minimal;
- 2.2.4.8 Urban residential development shall be undertaken on municipal sanitary sewer and water systems only, unless currently approved and/or zoned for private or partial services.
- 2.2.4.9 Notwithstanding **Part B - Section 2.2.4.8**, the extension of partial services may be permitted in limited areas in keeping with **Part B - Section 3.2.2** of this Plan;
- 2.2.4.10 Areas serviced by partial services shall be identified in a separate zone in the implementing zoning by-law;
- 2.2.4.11 Where new multi-unit residential uses are proposed in areas adjacent to existing low density residential uses, measures to ensure compatibility between the areas will be required and may include grass strips, vegetative screening and transitional design features; and
- 2.2.4.12 A range of affordable housing units should be located on lands in the Urban Residential designation, in accordance with **Part A - Section 2.8.3** of this Plan.

2.2.5 Zoning

Urban Residential lands shall be zoned in separate categories which reflect the nature of the use of the land, such as low density residential, medium density residential, local commercial or community facility in the member municipalities' implementing zoning by-laws.

2.2.6 Special Development Policy - Riverview Estates Subdivision, Town of Bancroft

Part of Lot 1, Concession A in the Town of Bancroft (R.C.P. 2196, Lot 57 and part of Lot 56) on the west side of Mill Street South, as shown on **Schedule UCSP - A.1**, shall be developed by registered plan of subdivision or plan of condominium for medium density residential uses.

As a condition of draft plan approval, an agreement shall be entered into with the Council of the Town of Bancroft for development to proceed in phases in accordance with municipal servicing capacity.

2.2.7 Special Development Policy - Riverside Pines Development (Rivers Edge Golf Course), Town of Bancroft

2.2.7.1 The Riverside Pines Development area applies to Parts of Lots 1 and 2, Concessions 15 and 16, Parts of Lots 70, 71 and 72, Concession W.H.R and part of the road allowance between Concessions 15 and 16 and Concession W.H.R., between the Hastings Heritage Trail and the York River, in the Town of Bancroft, as shown on **Schedule UCSP – A.1**.

The permitted uses shall be a hotel/resort, golf course and residential development together with accessory uses such as a pool, cross-country skiing/hiking/trails and similar recreational uses.

- a) Within the Riverside Pines Development area no development shall take place until an agreement has been entered into between the landowner and the local municipal Council addressing access, sewer and water services, drainage and site planning.
- b) Water and sewer services shall be provided by extension of municipal piped water subject to available capacity and municipal piped sewers subject to capacity; alternatively a privately built communal system may be used, provided arrangements are made through an agreement for the Town of Bancroft to assume ownership of any privately built communal sewage system or a combination of public and private servicing may be considered, subject to the approval of a servicing design and justification report.
- c) Easements shall be provided for in the agreement between the landowner and the member municipality where access to private lands is necessary.
- d) Prior to development, an assessment of cultural heritage resources, satisfactory to the Ministry of Citizenship, Culture and Recreation shall be completed. As conditions of draft plan approval or site plan approval may be required to protect cultural heritage resources, any draft plan of subdivision shall be circulated to the Ministry of Citizenship, Culture and Recreation.
- e) The subject lands shall be rezoned to appropriate land use categories. If necessary, a Holding (“H”) provision may be applied until the development agreement is completed. All lands within at least 30 metres of the High Water Mark shall be zoned the Hazard (H) Zone.

2.2.8 Special Development Policy - Block H, R.P. 218 in the Municipality of Centre Hastings (former Village of Madoc)

In Part of Lot 1, Concession 7 in the Municipality of Centre Hastings (former Village of Madoc) at the southeast corner of St. Lawrence Street East and Concession Road, development shall not proceed until fencing satisfactory to the local municipal Council and Sacred Heart Church is installed along their common boundaries with the subject lands.

2.3 URBAN MAIN STREET CORE/DOWNTOWN COMMUNITY DESIGNATION

2.3.1 Rationale/Strategy for Development

- 2.3.1.1 The Urban Main Street Core/Downtown Community designation is intended to protect and enhance the existing mixed uses of the “Downtown” areas. These lands are the focal point of commercial uses for residents and visitors, and reflect the character and sense of place for each Urban Community. In addition, these areas also contain residential and mixed use enclaves.
- 2.3.1.2 While the major focus of the Main Street Core/Downtown Community is employment and economic activity within their respective market areas, these lands also provide opportunities for human interaction and the cultivation of community spirit. Amenities including pedestrian-safe sidewalks and informal gathering areas (i.e. benches and squares) act as anchors, promoting a level of activity and vitality which will benefit the full range of mixed, higher intensity retail, office, residential, institutional and employment uses.
- 2.3.1.3 The Main Street Core/Downtown Community designation will support a lively and vibrant environment which will attract new businesses and users and enhance the existing community.
- 2.3.1.4 Redevelopment within the Main Street Core areas will support and enhance the built form and function of traditional main street heritage areas including streetscapes, where a wide range of goods and services are conveniently available.

2.3.2 Permitted Uses

Uses permitted within the Main Street Core/Downtown Community designation are those which are normally associated with the downtown or central business district areas of the Urban Communities, providing the sale of goods and services to meet the needs of the local community as well as the surrounding market area and residential uses. The intention of these policies is to permit and promote a variety of commercial and residential uses. Specifically, the following uses shall be permitted:

- a) Commercial uses, including retail commercial uses, personal service shops, business and professional offices, home occupations, funeral homes, places of entertainment, taverns, eating establishments, tourist homes, medical clinics and other health services providers.
- b) Institutional uses such as schools, places of worship, meeting halls, recreational uses, government offices and community facilities, parks and open space.
- c) A wide range of residential uses and types, including single detached dwellings, semi-detached or duplex dwellings, multi-unit dwellings including triplexes, four-plexes, townhouses, low-rise and medium-rise apartments.
- d) Residential uses located in the upper storeys and/or rear of the ground storey of commercial buildings/establishments.
- e) Adult entertainment uses shall not be a permitted use.

2.3.3 General Policies

The following policies apply to lands designated as Main Street Core/Downtown Community:

- 2.3.3.1 Member municipalities will encourage commercial uses which generate employment and a mix of uses which contribute to and generate vitality and activity in the Core areas;
- 2.3.3.2 New residential development within the Main Street Core/Downtown Community shall be directed toward the infilling of existing vacant lots on secondary streets adjacent to the Core and/or the second storey of commercial buildings;
- 2.3.3.3 Conversion of existing or potential ground floor commercial space along the main streets of the communities to residential uses is generally discouraged;
- 2.3.3.4 Built heritage shall be identified, protected and where possible enhanced;
- 2.3.3.5 New development shall be complimentary to and respectful of existing buildings and features;
- 2.3.3.6 Streetscapes should support and encourage pedestrian traffic as well as other non-vehicular modes of transportation;
- 2.3.3.7 Member municipalities are encouraged to provide consistent streetscape treatment (landscape materials such as trees, shrubs and ground covers, street and pedestrian lights, flags and banners, information kiosks, newspaper boxes, waste receptacles and benches) is provided within the Main Street Core/Downtown Community designation to enhance the visual cohesiveness of the corridor and maintain a distinct 'sense of place';
- 2.3.3.8 Smaller community facilities such as medical clinics, shelters, or youth centres are encouraged to locate within the Main Street Core/Downtown Community areas either as infilling within, or adjacent to, the existing core; and
- 2.3.3.9 "Opioid Dependence (ODT) Treatment Dispensaries" (methadone clinics) are permitted within the Main Street Core/Downtown Community designation, by virtue of their commercial nature and should be defined within local implementing zoning by-laws. Member municipalities may also consider an amendment to their Site Plan Control By-law, introducing provisions with respect to appropriate site design requirements, including requirements for waiting areas.

2.3.4 Zoning

Main Street Core/Downtown Community uses shall be zoned as various commercial, residential, and community facility zones to reflect the existing and planned future uses in the member municipalities' implementing zoning by-laws.

2.3.5 Special Development Policy - Town of Deseronto Waterfront Development

- 2.3.5.1 A planning study completed in 1987, and supplemented by a 2005 study, identified a number of concerns, as well as opportunities, within the area of Deseronto adjacent to the shoreline bounded by Main Street to the north, Boundary Road to the east, the Bay of Quinte to the south and West Street. This area currently contains a mixture of vacant industrial lands, vacant lots, parklands, marine-related and core area commercial, hazard lands and single-unit residences.

For example, vacant lands and buildings could be redeveloped and rehabilitated for different uses and a number of incompatible land uses could be addressed, in accordance with the Community Improvement Policy, to enhance the appearance and usage of the waterfront area for both residents and tourists. To this end, the following Waterfront Development policies apply to the area identified on **Land Use Schedule UCSP - A.2** as **Special Development Policy - Section 2.3.5**:

a) Waterfront Development Area

The predominant use of land in the waterfront development area shall be water-related commercial, residential and industrial uses.

b) Permitted Uses

The permitted uses are those directly relating to waterfront activity or compatible with such waterfront location and may include retail commercial establishments, personal service shops, business and professional offices, eating establishments, public and institutional uses, hotels, recreational uses, workshops, marinas and medium and high density residential uses.

c) Services

New waterfront development uses shall be permitted only on lots with municipal services.

d) Emissions

- i. Approval of the Ministry of the Environment shall be required for any emissions of contaminants into the air, water or land.
- ii. Uses adjacent to waterfront development uses shall be adequately protected from the emission of smoke, noise, vibration or odour originating from the waterfront development use.

e) Parking and Loading Facilities

Adequate off-street parking and loading facilities shall be provided for all permitted uses.

f) Buffer Planting or Screening

Adequate buffer planting and screening shall be provided between commercial, industrial, institutional and higher density residential uses and lower density residential uses in the waterfront development area. Such buffer shall include grass trips, berms, screening and/or appropriate planting of trees and shrubs.

g) Open Storage

The open storage of goods or materials shall generally be discouraged.

h) Location

Waterfront development uses are those having frontage on the Bay of Quinte or being in proximity to the Bay and which are either in or in close proximity to the existing central business area in order to serve the pedestrian more effectively.

i) Appearance

In order that the waterfront development area may attract investment and serve to initiate positive redevelopment along the central waterfront area, a high quality of development and an attractive appearance should be encouraged within the area.

j) Waterfront Access

Waterfront access shall be provided on lands immediately adjacent to the shoreline. This access shall provide for continuous pedestrian movement generally parallel to the water's edge, allowing for access to and from adjacent waterfront property or public access points. The minimum width of such access shall be 6 metres. It is preferable that such access be located at the water's edge; however, in any event, visual contact with the waterfront from the public access shall not be unduly restricted.

k) Floodproofing for Residential Reconstruction Development

In Part of Lot 20, Block A and Part of Lot 57, Block B on R.P. 162 in the Town of Deseronto, residential development (limited to the reconstruction of existing structures) shall be permitted provided a by-law to require floodproofing construction measures is in force and a stormwater management plan addressing the requirements of the Bay of Quinte Remedial Action Plan has been completed to the satisfaction of the municipality in consultation with the Conservation Authority.

l) Zoning

Waterfront development uses shall be identified in separate classifications in the implementing zoning by-law.

2.3.6 Special Development Policy - Deseronto Marina Waterfront Development

2.3.6.1 The "Deseronto Marina Waterfront Development Feasibility Study" (June 2012) examined the feasibility of developing a new marina on the municipally-owned site of the former marina and industrial property. The study also examined the area surrounding the municipal property and possible waterfront area improvements. A preferred concept plan was selected and is described in the Study.

2.3.6.2 The re-development of the waterfront will take place over many years. It is anticipated that the construction and use of the marina in Deseronto will act as a catalyst for the surrounding redevelopment. New proposals for development/redevelopment of lands should be reviewed in the context of the Deseronto Marina Waterfront Feasibility Study and associated "Land Use Concept Plan". A priority supported by this Plan is to retain public access to the waterfront.

2.3.6.3 Design standards and zoning criteria for the Deseronto Waterfront Area should be established to implement the policies of **Part B - Section 2.3.5** of this Plan.

2.4 URBAN EMPLOYMENT LANDS DESIGNATION

2.4.1 Rationale /Strategy for Development

The Urban Employment Lands designation recognizes existing commercial, industrial and institutional uses within each of the Urban Communities. The designation also recognizes larger “greenfield” parcels located at the periphery of the Urban Community boundaries, where municipally assumed and maintained roads and services are available. Urban Employment Lands provide areas of employment for local residents as well as residents of the surrounding rural area, and opportunities for a diversified, sustainable economic base.

2.4.2 Permitted Uses - Industrial

2.4.2.1 Industrial uses permitted within the Urban Employment Lands designation are those where the predominant use of land, buildings and/or structures is for the purpose of manufacturing, assembling, fabricating, processing, repairing, warehousing and wholesaling, research establishments and those other establishments characterized by outdoor storage areas or heavy vehicle traffic generation or similar uses which may be incompatible with residential uses.

2.4.2.2 Permitted uses in industrial areas specifically include public and private utilities and related facilities, storage yards, contractors' yards, transportation terminals, and research and communication facilities.

2.4.2.3 Automotive machine shops, body shops, collision repair shops and towing compounds are also permitted.

2.4.3 Permitted Uses - Commercial

2.4.3.1 Commercial uses within the Urban Employment Lands designation take advantage of high visibility and require convenient access from a major road. Commercial uses permitted include those which service the industrial area, and include such uses as business offices and retail commercial outlets for the purposes of the sale of goods or materials produced on the premises.

2.4.3.2 Land-extensive commercial establishments, such as big box or large format retail uses are generally discouraged. However, they may be permitted where a municipality has passed a resolution permitting such uses and has defined the use and identified the zone(s) in which the use is permitted in their implementing zoning by-law.

2.4.3.3 Small scale local commercial uses may be permitted, provided they are accessory to a permitted principal use.

2.4.4 Permitted Uses - Institutional

2.4.4.1 Institutional uses permitted within Urban Employment Areas are those uses associated with major employment opportunities such as colleges and universities, school board offices, government and public service offices, and hospitals and chronic care facilities.

2.4.5 Urban Employment Lands - Designation Removal

For the purposes of redesignating employment lands to another use, a comprehensive review, in accordance with **Part A – Section 2.7.2** of this Plan, means an official plan review or an official plan amendment that is initiated by Hastings County. The comprehensive review shall demonstrate that the land is not required for employment purposes over the long term and that there is a need for the proposed conversion within the planning horizon.

2.4.6 Employment Densities

2.4.6.1 The availability of serviced Urban Employment lands within each Urban Community is intended to attract new commercial, industrial and institutional uses to these communities and to strengthen those which are already located there. Urban Communities will benefit from increased employment opportunities, both in absolute numbers and in the types of positions available. The intent of this Plan is to reach the employment densities shown in Table 1 below, for lands designated Urban Employment:

Table 1 – Recommended Employment Densities per Gross Hectare

Community	Jobs per Gross Hectare		
	Industrial	Commercial	Institutional
Bancroft	15	38	30
Deseronto	15	38	30
Madoc	15	38	30
Marmora	7	10	10
Stirling	15	38	30
Tweed	15	38	30

2.4.6.2 Development within the Urban Employment Lands designation shall occur primarily through Registered Plans of Subdivision. Development on individual lots of record may be permitted on the basis of infilling, intensification, or redevelopment, or where it is determined by the member municipality that the requirement for development by plan of subdivision is inappropriate or unnecessary.

2.4.6.3 New development within the Urban Employment Lands designation shall be located on a municipally assumed and maintained year round road that has direct access to an arterial or collector road.

2.4.6.4 No industrial development within the Urban Employment Lands designation shall be permitted which creates an adverse impact on adjacent land uses as a result of the emission of contaminants into or onto the air, water or land. Adjacent uses shall be adequately protected from emissions in accordance with and subject to the regulations and guidelines of the Ministry of the Environment and Climate Change.

2.4.6.5 Commercial uses within this designation should be directed to sites which are accessible from a major roadway at the gateways (i.e. areas of high traffic, arterial roads and on the edge of the existing Urban Community).

2.4.6.6 New development within the Urban Employment Lands designation shall be undertaken on municipal sanitary sewer and water systems only, unless currently approved and/or zoned for private or partial services.

2.4.6.7 Notwithstanding Section 2.4.5.5, the extension of partial services may be permitted in limited areas in keeping with the servicing hierarchy of **Part B - Section 3.2.2** of this Plan;

2.4.7 Studies Required

2.4.7.1 When considering development or redevelopment of lands within the Urban Employment Lands designation, the member municipality may request that the owner or applicant demonstrate to their satisfaction that the use is appropriate for the subject lands, through the completion of any or all of the following studies and any other studies deemed necessary as per **Part A - Section 7.8** of this Plan:

a) Archaeological Assessment

An archaeological assessment is required when the land is known to have an archaeological site on it, or has the potential to have archaeological resources. Archaeological assessments must be carried out by consultant archaeologists, in accordance with the policies of the Ministry of Tourism, Culture and Sport.

b) Environmental Impact Statement

A report(s) prepared by a professional biologist or other qualified professional showing the anticipated impact of the proposed operation on natural heritage features areas and linkages, including Species at Risk.

c) Functional Servicing Plan

A report(s) prepared by a professional engineer or other qualified professional to address the availability of servicing (water and sewer), potential impacts on on-site and off-site surface drainage, and stormwater management.

d) Geotechnical Investigation

A report(s) prepared by a professional engineer or other qualified professional to address the suitability of soils and bedrock for the proposed development, and where required identify water table elevations.

e) Traffic Impact Assessment

A study to assess the traffic implications of the proposed development upon adjacent roads and walkways and identify and recommend measures required to resolve any potential vehicular or pedestrian traffic issues in keeping with **Part A - Section 7.8.3** of this Plan.

f) Noise Impact Assessment

An assessment of the noise implications of a proposed development upon sensitive land uses, in accordance with Ministry of Environment and Climate Change Guidelines.

2.4.8 Design Considerations

2.4.8.1 New commercial, industrial and institutional establishments shall incorporate appropriate design, location and performance measures such as:

- a) Provision for adequate on-site/off-street parking and loading facilities. Access points to parking and loading areas will be limited in number and designed to minimize danger to vehicular and pedestrian traffic.
- b) Adequate buffering will be provided between employment lands and adjacent land uses, including grass strips, screening, the planting of trees and shrubs and a berm or fence.
- c) Where a proposed employment land use is to locate at a major intersection or other significant visual impact area, special setbacks and enhanced landscaping requirements may be required.

2.4.9 Zoning

Areas of existing Urban Employment shall be placed in separate industrial, commercial, or institutional zone classifications in the member municipalities' implementing zoning by-laws. Vacant lands identified by this UCSP as having the potential for development as employment lands shall remain within a Future Development Zone or similar zone category until such time as the individual site has been demonstrated to be suitable for the proposed use.

2.4.10 Special Development Policy - Highways 62 & 7 Commercial Area (Block H, R.P. 218 in the Municipality of Centre Hastings (former Village of Madoc) and Bonjour Boulevard - Township of Madoc)

a) Background

The Municipality of Centre Hastings and the Township of Madoc have worked together to develop a strategy which provides for development of employment lands at the intersection of Highway 62 and Highway 7. This is a key intersection because Highway 7 serves as the main east-west transportation route between Peterborough and Lindsay to the west and Ottawa to the east. Similarly, Highway 62 is the main north-south route in the County, tying the North Hastings Market Area to the South Hastings Market Area. This location is a significant factor in the potential for development of the lands as an Urban Employment Lands node, primarily associated with highway commercial uses. The lands are located within the Township of Madoc, but benefit from municipal infrastructure provided by the Municipality of Centre Hastings, which provides municipal water and waste water services to these lands.

b) Permitted Uses

- i. Employment uses permitted within the Special Employment Lands - Highway 62 & 7 include light industrial, commercial and institutional uses which benefit from high visibility and require safe and adequate access to/from a major road.
- ii. In addition, highway commercial uses which primarily service the travelling public and large scale commercial uses which service a wide market area and require larger blocks of land for the construction of buildings are permitted. Such commercial areas shall be located so as to provide sufficient business opportunity without undermining the primary function and viability of the Main Street Core/Downtown Community within the Madoc Urban Community.
- iii. No industrial development within the Special Employment Lands - Highway 62 & 7 designation shall be permitted which creates an adverse impact on adjacent land uses as the result of the emission of contaminants into or onto the air, water or land.
- iv. Adjacent uses shall be adequately protected from emissions in accordance with and subject to the regulations of the Ministry of the Environment and Climate Change. Outdoor storage shall not be permitted.

c) General Policies

Within the Special Employment Lands - Highway 62 & 7, new employment lands uses shall, through design and layout, maximize frontage onto arterial roads and the exposure afforded by such a location. The developments shall have high regard for and follow proper design, location and performance standards, as follows:

- i. Ingress and egress from properties shall be developed in accordance with the requirements of the Ministry of Transportation, as per the requirements of the Public Transportation and Highways Improvement Act R.S.O. 1990, or other applicable roads authority. Wherever possible, access shall be provided by internal service roads;
- ii. Adequate off-street parking and loading facilities shall be provided. Parking and loading areas shall be designed to minimize danger to vehicular and pedestrian traffic;
- iii. The Municipality of Centre Hastings, confirms water and sanitary sewer servicing residual capacity available to accommodate the development;
- iv. Buffering shall be provided between commercial uses and adjacent land uses. Buffers may include grass strips, screening, the planting of trees and shrubs and a berm or opaque fence;
- v. All new development shall be subject to site plan control; and

- vi. A stormwater management plan submitted to the municipality, deemed acceptable to both the municipality and the Quinte Conservation Authority shall be prepared.

d) Lot Creation

- i. In addition to the general Land Division policies of the County of Hasting Official Plan, creation of new lots within the Special Employment Lands - Highway 62 & 7 will only be permitted in accordance with the following criteria:
 - i) Minimum lot size of 0.6 hectares (1 acre);
 - ii) Lot size and frontage appropriate for the proposed commercial use;
 - iii) There is an appropriate means available for stormwater management;
 - iv) Confirmed water and sanitary sewer servicing capacity and the approval of the Municipality of Centre Hastings; and
 - v) Approval shall be obtained from the appropriate authorities for vehicular access, including the Ministry of Transportation within Ministry of Transportation's permit control areas.

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2.5 URBAN COMMERCIAL-INDUSTRIAL DESIGNATION

2.5.1 Rationale /Strategy for Development

The Urban Commercial-Industrial designation recognizes existing commercial (including highway and general commercial uses), industrial and institutional uses within each of the Urban Communities. The designation also recognizes larger "greenfield" parcels located at the periphery of the Urban Community boundaries, where municipally assumed and maintained roads and services are available. The Urban Commercial-Industrial designation provides for a broad range of highway commercial, general commercial, industrial and institutional uses in order to provide flexibility for development in each Urban Community.

2.5.2 Permitted Uses – Commercial

2.5.2.1 In addition to the uses permitted in the Urban Employment Lands designation, commercial establishments offering goods and services which serve the whole of the municipality's market area or existing commercial establishments are also permitted.

2.5.2.2 Land-extensive commercial establishments, such as big box or large format retail uses, building supply outlets, motor vehicle dealerships and service shops, and supermarkets, oriented to high vehicular traffic movements are permitted to locate in the Urban Employment Lands designation, provided that these businesses do not undermine the primary function and viability of the Main Street Core/Downtown Community designation.

2.5.3 Development Standards

2.5.3.1 Development within the Urban Commercial-Industrial designation shall occur in accordance with Part B - Section 2.4.6 with the necessary modifications, save and except Part B - Section 2.4.6.1.

2.5.4 Studies Required

2.5.4.1 When considering development or redevelopment of lands within the Urban Commercial-Industrial designation, the provisions of Part B - Section 2.4.7 shall apply with the necessary modifications.

2.5.5 Design Considerations

2.5.5.1 New commercial, industrial and institutional establishments within the Urban Commercial-Industrial designation shall be in accordance with Part B - Section 2.4.8 with the necessary modifications.

2.5.6 Zoning

2.5.6.1 Areas of existing development shall be placed in separate industrial, commercial, or institutional zone classifications in the member municipalities' implementing zoning by-laws. Vacant lands designated Urban Commercial-Industrial shall remain within a Future Development Zone or similar zone category until such time as the individual site has been demonstrated to be suitable for the proposed use.; and

2.6 URBAN COMMUNITY FACILITY DESIGNATION

2.6.1 Rationale /Strategy for Development

The Urban Community Facility designation applies primarily to those lands which are utilized for hospitals, chronic care facilities, fire halls, police stations, municipal yards, assembly halls and clubs and recreational facilities. New community facilities are encouraged to locate within Urban Communities and where possible, adjacent to or in close proximity to other community facilities. An official plan amendment to redesignate lands to the Urban Community Facility designation is not required if the proposed use is a permitted use within its current land use designation.

2.6.2 Permitted Uses

Permitted uses within the Urban Community Facility designation include public, separate and private schools, places of worship, federal, provincial and municipal government facilities and uses, community centres, arenas, libraries, public or private clubs or association halls, cemeteries, facilities for older adults such as long-term care homes, hospitals, public parks and similar community-oriented uses.

2.6.3 General Policies

2.6.3.1 Public service facilities should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.

2.6.3.2 Adequate on-site, off-street parking and loading spaces shall be provided for community facility uses and shall be encouraged to locate in side or rear yards wherever possible;

- 2.6.3.3 The provision of a lot(s) for a community facility to accommodate present and future needs should be addressed by the relevant public authority or Board and the member municipal Council when reviewing draft plans of subdivision;
- 2.6.3.4 Sufficient land area and space should be made available to meet the demand for institutional uses such as day care facilities, elementary and secondary schools and churches through sensitive integration of such uses in residential and appropriate employment areas;
- 2.6.3.5 Accessibility and connectivity of public facilities will be facilitated through linkages to walkways, bike paths and trails and will be subject to Site Plan Control; and
- 2.6.3.6 Buffering shall be provided between Urban Community Facility uses and adjacent land uses and roadways. Such buffers may include grass strips, screening, the planting of trees and shrubs or a berm or fence.
- 2.6.3.7 The conversion of an existing Urban Community Facility use to another appropriate, compatible use of land may be permitted without an official plan amendment provided the other policies and requirements of this Plan are met.

2.6.4 Zoning

Urban Community Facility uses shall be zoned in a separate category in the member municipalities' implementing zoning by-laws.

2.7 URBAN ENVIRONMENTAL PROTECTION DESIGNATION

2.7.1 Rationale/Strategy for Development

- 2.7.1.1 The Urban Environmental Protection designation comprises lands that play an important role in the preservation of the County's natural heritage systems. Lands designated as Urban Environmental Protection on the **Land Use Schedules UCSP - A.1 through UCSP - A.6** to this Plan are environmentally sensitive and include lands subject to natural hazards, natural heritage features and areas including Provincially Significant Wetlands 'PS-W', and areas of groundwater or surface water discharge and recharge.
- 2.7.1.2 Lands designated as Urban Environmental Protection are primarily intended for preservation and conservation, and should be managed in such a fashion as to protect these features and areas for future generations and from incompatible land uses. The detailed policies of **Part A - Section 4.5** (the Environmental Protection Designation) are applicable to lands designated Urban Environmental Protection and to applications to change the zoning of lands designated Urban Environmental Protection on Land Use **Schedules UCSP - A.1 through UCSP - A.6** of this Plan.
- 2.7.1.3 Not all lands having environmentally sensitive features are designated Urban Environmental Protection on **Land Use Schedules UCSP - A.1 through UCSP - A.6**, due to the limited size and/or sensitivity of the feature, or a lack of information available at the time the mapping was compiled.

During the review of site specific development proposals, additional lands with sensitive features may be identified. Depending on their significance, it may be necessary to recognise these sensitive lands through appropriate zoning and regulations in the member municipalities' implementing zoning bylaws, and in keeping with the intent and policies of this designation.

2.7.2 Special Development Policy - Deseronto Wave Uprush Special Development Area (Hazardous Lands along the Lake Ontario Shoreline – Deseronto)

2.6.2.1 The Deseronto Wave Uprush Special Development Area has been applied to hazardous lands adjacent to the shoreline of Lake Ontario within the Deseronto Urban Community. The lands extend from the shoreline to the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard. Development along the Lake Ontario shoreline within Deseronto shall generally be directed to areas outside of these hazardous lands.

a) Flooding Hazard

Flood susceptible lands include but are not limited to those lands with geodetic elevations below the regulatory flood elevation. For the Lake Ontario shorelands, the regulatory flood elevation includes the static 100-year flood elevation plus an allowance for wind set-up, wave uprush and other water related hazards.

Development may be permitted within the wind setup and wave uprush areas provided the new development is appropriately floodproofed to the satisfaction of the Quinte Conservation Authority.

b) Erosion Hazards

The erosion hazard limit is determined using considerations that include the 100 year erosion rate (based on the average annual rate of recession), an allowance for slope stability and an erosion access allowance.

c) Uses Prohibited

Development shall not be permitted to locate in hazardous lands and hazardous sites where the use is:

- i. An institutional use associated with hospitals, nursing homes, pre-school, school nurseries, day care and schools, where there is a threat to the safe evacuation during an emergency as a result of flooding, failure of floodproofing measures or protection works, or erosion;
- ii. An essential emergency service such as that provided by fire, police and ambulance stations and electrical substations, which would be impaired during an emergency as a result of flooding, the failure of floodproofing measures and/or protection works, and/or erosion; and
- iii. Uses associated with the disposal, manufacture, treatment or storage of hazardous substances.

d) Permitted Uses

- i. Land uses such as agriculture (no livestock), nursery and market gardening and forestry may be permitted within areas of natural hazard adjacent to a shoreline, river or stream system.
- ii. Buildings and structures which by their nature must locate within the floodway, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows are also permitted.
- iii. Buildings and structures other than those required for conservation purposes are prohibited in a floodway regardless of whether the area of inundation contains high points of land not subject to flooding. Open space recreational uses may be permitted where they are compatible with adjacent land uses.
- iv. Development is only permitted in those portions of erosion hazard lands where the effects and risk to public safety are minor, so as to be managed or mitigated in accordance with provincial standards, as determined by the demonstration and achievement of all of the following:
 - i) Development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;
 - ii) Vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;
 - iii) New hazards are not created and existing hazards are not aggravated; and
 - iv) No adverse environmental impacts will result.

2.7.3 Special Development Policy - York River Floodplain Two-Zone Floodplain - Bancroft

2.7.3.1 The policy of this Plan and the Provincial Policy Statement (2014) is to regulate development in hazardous areas. These are those areas which have inherent environmental hazards such as flood susceptibility, erosion susceptibility, unstable soils or other physical conditions which, if developed, pose a risk of loss of life, property damage and social disruption. These areas are therefore generally undesirable for urban development.

Flood-prone lands are a specific category of hazard and are delineated on **Schedule UCSP - A.1** as the “floodway” and “flood fringe” of the York River.

a) York River Floodway

- i. The uses permitted within the floodway are limited to activities or facilities for such land uses as conservation, nurseries, wildlife areas, public or private parks and outdoor recreation facilities excluding buildings and structures;
- ii. Fill, major alteration of existing contours and new construction are prohibited except where required to accommodate the activities of a public utility or authority

subject to the approval of the municipal Council pursuant to the Flood Damage Reduction Program and the Ministry of Natural Resources and Forestry;

- iii. Within the floodway, the renovation of existing development and the restoration of any building damaged or destroyed by fire or an act of nature may be permitted subject to the approval of local Council in conformity with the Flood Damage Reduction Program and may require the implementation of satisfactory flood damage reduction measures;
- iv. Where the renovation or restoration of existing structures is to be undertaken, the flood damage reduction measures include:
 - i) Structural design to withstand hydrostatic forces and preferably no basements;
 - ii) Building materials not subject to deterioration, if flooded;
 - iii) Sanitary sewers should be tight against inflow and the capacity of any sewage pumping station should be adequate to prevent sanitary sewers from surcharging and causing basement flooding;
 - iv) No building opening to habitable portions of residential buildings shall be below Regulatory Flood Level;
- v. In connection with the renovation or restoration of existing structures, where site conditions do not permit a building elevation above the regulatory Flood Level, special measures may be permitted for non-residential buildings. Such measures include:
 - i) Doors and windows designed to withstand hydrostatic forces,
 - ii) All mechanical, electrical and heating equipment located above the Regulatory Flood level,
 - iii) Access and parking areas shall be floodproofed to a minimum of 0.3 metres below the Regulatory Flood level,
 - iv) All building contents should be capable of being floodproofed or moved above the Regulatory Flood level.

b) York River Flood Fringe

The flood fringe area identifies lands where development may take place provided the following requirements are satisfied:

- i. Approval of the Municipal Council in conformity with the Flood Damage Reduction Program is obtained prior to development in consultation with the Ministry of Natural Resources and Forestry; and

- ii. The development incorporates flood damage reduction measures, such as:
 - i) structural design to withstand hydrostatic forces and preferably no basements;
 - ii) building materials not subject to deterioration;
 - iii) sanitary sewers should be tight against inflow and capacity of any sewage pumping station should be adequate to prevent sanitary sewers from surcharging and causing basement flooding;
 - iv) no building opening to residential buildings shall be below the Regulatory Flood Level subject to consideration of National Housing Authority floodproofing criteria where appropriate; and
 - v) where the renovation or restoration of existing structures is to be undertaken where site conditions do not permit a minimum opening elevation above the Regulatory Flood Level, special measures may be permitted for Non-residential buildings. Such measures may include:
 - doors and windows designed to withstand hydrostatic forces;
 - all mechanical, electrical and heating equipment located above the Regulatory Level;
 - all building contents should be capable of being floodproofed or moved above the Regulatory Level;
 - no building opening shall be more than 1.0 metre below the Regulatory Level; and
 - access and parking areas shall be floodproofed to a minimum of 0.3 metres below the Regulatory Flood Level.

c) Implementation

The policies for the floodway and flood fringe areas shall be implemented as follows:

- i. By provisions in the municipal zoning by-law, lands within the floodway shall be included in the Hazard Zone, and for lands within the flood fringe, the use of an “f” appended to the basic zone category (e.g. “R1(f)”) to denote lands which may be developed in conformity with the requirements of the applicable zone once provision has been made for the incorporation of appropriate flood damage reduction measures;
- ii. Where required, by site plan control and subdivision agreements pursuant to Sections 41 and 51(b) of the Planning Act. The municipality may require that the subdivision or site plan control agreement, or such other agreement as may be entered into pursuant to the provisions of Section 51 of the Planning Act, as

amended, contain provisions for construction in accordance with flood proof development standards and a clause warning prospective purchasers that the lands in question are located within an area which is susceptible to flooding. Such warning may take the form of a notice given with all offers of purchase and sale or whatever other appropriate means available as may be determined by the municipality;

- iii. By acquisition of land by the Town of Bancroft, the Ministry of Natural Resources and Forestry and/or by other public or private groups or agencies; and
- iv. By placing “hazardous” lands in a separate classification in the implementing zoning by-law.

d) Other Matters to be Considered

- i. In reviewing flood protection measures, the Council of the Town of Bancroft shall have regard for the nature and characteristics of development on adjacent lands with specific regard for existing doorway and floor elevations and the elevation of abutting streets and or sidewalks and the desirability of maintaining a uniform appearance in building elevations.
- ii. Accessory buildings, structures and uses which are normally considered incidental and subordinate to a principal permitted use, exclusive of buildings intended for human habitation, may be exempted from certain flood proofing measures subject to the approval of the municipality.

2.7.4 Special Development Policy - Part Lot 73, Concession W.H.R., Town of Bancroft

2.7.4.1 In Part of Lot 73, Concession W.H.R in the Town of Bancroft, on the west side of North Hastings Road, no change in land use or any extension of the existing building shall be permitted except through an amendment to this policy. Development is permitted only above the 327.05 metre (1,073 foot) datum G.S.C.

2.7.5 Special Development Policy - Rawdon Creek Floodplain Special Policy Area – Stirling

2.7.5.1 Basis

Lands in the vicinity of Rawdon Creek within the former Village of Stirling were originally designated as being susceptible to flooding and, hence, development control, on the basis of the Regional (Timmins 1961) storm criteria. Although for the most part, the use of the Timmins storm floodline presented no problems, it did serve to severely limit development in the downtown area. Therefore, the Secondary Plan for the Stirling Urban Centre made provision for the use of the less onerous 1 in 100 year floodline in selected parts of the village (i.e. the downtown) when it became available.

The 1 in 100 year mapping was completed in August, 1985 by the Lower Trent Region Conservation Authority (LRTCA) and the Secondary Plan was modified to allow the 1 in 100 year data to be used as the standard for development control in the area bounded by Front Street and Mill Street in the south, Victoria Street in the north, North Street in the west and Edward Street in the east, as follows:

- a) lands above the 1 in 100 year floodline may be developed without the need for the use of flood proofing measures;
- b) Development of those lands to the north of Rawdon Creek which are situated below the defined 1 in 100 year floodline shall be permitted where such development is floodproofed to 0.3 metres above the defined 1 in 100 year floodline;
- c) Development of those lands to the south of Rawdon Creek situated below the 1 in 100 year floodline shall be permitted provided such development is floodproofed and providing the design of such development will not affect the anticipated flow of water across the lands in the event of a major storm event. This more restrictive floodproofing requirement was considered appropriate for this area in that the lands will provide the drainage course for waters overspilling the Rawdon Creek during a storm event that exceeds the 1 in 100 year event; and
- d) The accompanying map serves to ensure that the general public is aware that even though development is to be permitted within the “special policy area”, the lands are still at risk from flooding in the event of the occurrence of a “Timmins Storm” event.

2.7.5.2 Details

Engineered floodline mapping based on “Timmins” and “1 in 100 year” storm criteria has been prepared by the Lower Trent Region Conservation Authority (LTRCA) for Rawdon Creek within the (former) Village of Stirling. It is the intent of this Plan that the floodline mapping based upon the “Timmins” storm criteria generally be utilized as the basis for the preparation of the implementing zoning by-law. However, recognizing the importance of the urban area’s central business district (CBD) to the economic well-being of the community, this Plan further intends that the CBD be established as a “Special Policy Area” in which the floodproofing level based upon a minimum of the 1 in 100 year storm event shall provide the basis for the application of zoning.

The accompanying map (see figure 1) in conjunction with the engineered floodline mapping prepared by the LTRCA shall be used in the preparation of the implementing zoning by-law that will implement the policies of this section. As more detailed floodline mapping becomes available, member municipal Council shall amend the zoning by-law accordingly, as development proposals are made.

a) Special Policy Area

The provincial government has established policies for the management of floodplain lands in Ontario. The objectives of the provincial policies are to prevent the loss of life, to minimize property damage and social disruption and to encourage a co-ordinated approach to the use of land and the management of water.

The government’s policy is that the regulatory flood for designation of floodplains in Ontario be defined as the Regional Flood or the 1 in 100 Year Flood, whichever is greater. As a rule, within the floodway of the floodplain, no new development is to be permitted.

Conservation Authorities in Ontario and the Ministry of Natural Resources and Forestry, in cooperation with the affected municipality, have the option of the selective application of the “Two Zone” concept of a Floodway—Flood Fringe delineation of the floodplain.

In such cases, the floodway may be based on the 1 in 100 Year Flood for those areas where the Two Zone concept is adopted to control land use. New development in the Flood Fringe is to be protected to the level of the Regulatory Flood by suitable flood damage reduction measures.

However, it is also the government’s policy that where a strict application of the regulatory flood or a Two Zone concept is not feasible and adequate justification to depart from the stated objectives is rationalized, a concept of a “Special Policy Area” status may be recognized and flood controlled development may be permitted subject to the approval of the local Conservation Authority, the Ministry of Natural Resources and Forestry and the Minister of Municipal Affairs. Such approval is confirmed as a matter of policy in the local Official Plan in effect after full public involvement.

Given the above, because the Regulatory Floodline is extensive and encompasses substantial portions of the urban area’s Central Business District (CBD) and because floodproofing to the Regulatory Floodline would not be feasible due to its aesthetics and the elevation that is required, the Two Zone concept was not considered practical for application in the commercial core. Consequently, in accordance with Provincial guidelines and on the basis of the recommendations set out in the 1985 report addressing the Rawdon Creek floodplain, prepared by Kilborn Limited for the Lower Trent region Conservation Authority, the area in the Central Business District of the urban area of the Municipality of Stirling-Rawdon bounded approximately by Front and Mill Streets in the south, Victoria Street in the north, North Street to the west and Edward Street in the east has been identified on the accompanying map as a “Special Policy Area” for the watershed of Rawdon Creek.

Within the “Special Policy Area” it is intended that development be permitted in accordance with the land uses identified on Figure ‘1’ that are located within the boundary of the Special Policy Area. To ensure clarity, this Plan intends that development be permitted on lands floodproofed to a minimum of the 1 in 100 Year Floodline and that development below the defined 1 in 100 Year Floodline only be undertaken in accordance with the “Environmental Protection” policies of this Plan.

Notwithstanding, development will be permitted within the defined Special Policy Area. However, individuals intending to erect new buildings or renovate existing buildings should be aware that flooding to the “Timmins Storm” flood level is a real possibility and that the remedial works that have been undertaken along the Rawdon Creek shoreline and the floodproofing works contemplated by Sections d) (i), (ii) and (iii) as follow will not prevent properties within the Special Policy Area from flooding in the event of the occurrence of a “Timmins Storm” event.

- b) The boundaries of the flood fringe area north of Rawdon Creek are based on the engineered “1 in 100 year” floodline prepared by the Lower Trent Region Conservation Authority (LTRCA) and the boundaries of the flood fringe area south of Rawdon Creek are based on the engineered “Regional Storm” floodline prepared by the LTRCA. The

lands included within these areas have been identified as having potential for development providing certain remedial measures are taken to protect buildings and structures from flooding and to ensure minimal problems in the event of a major storm event.

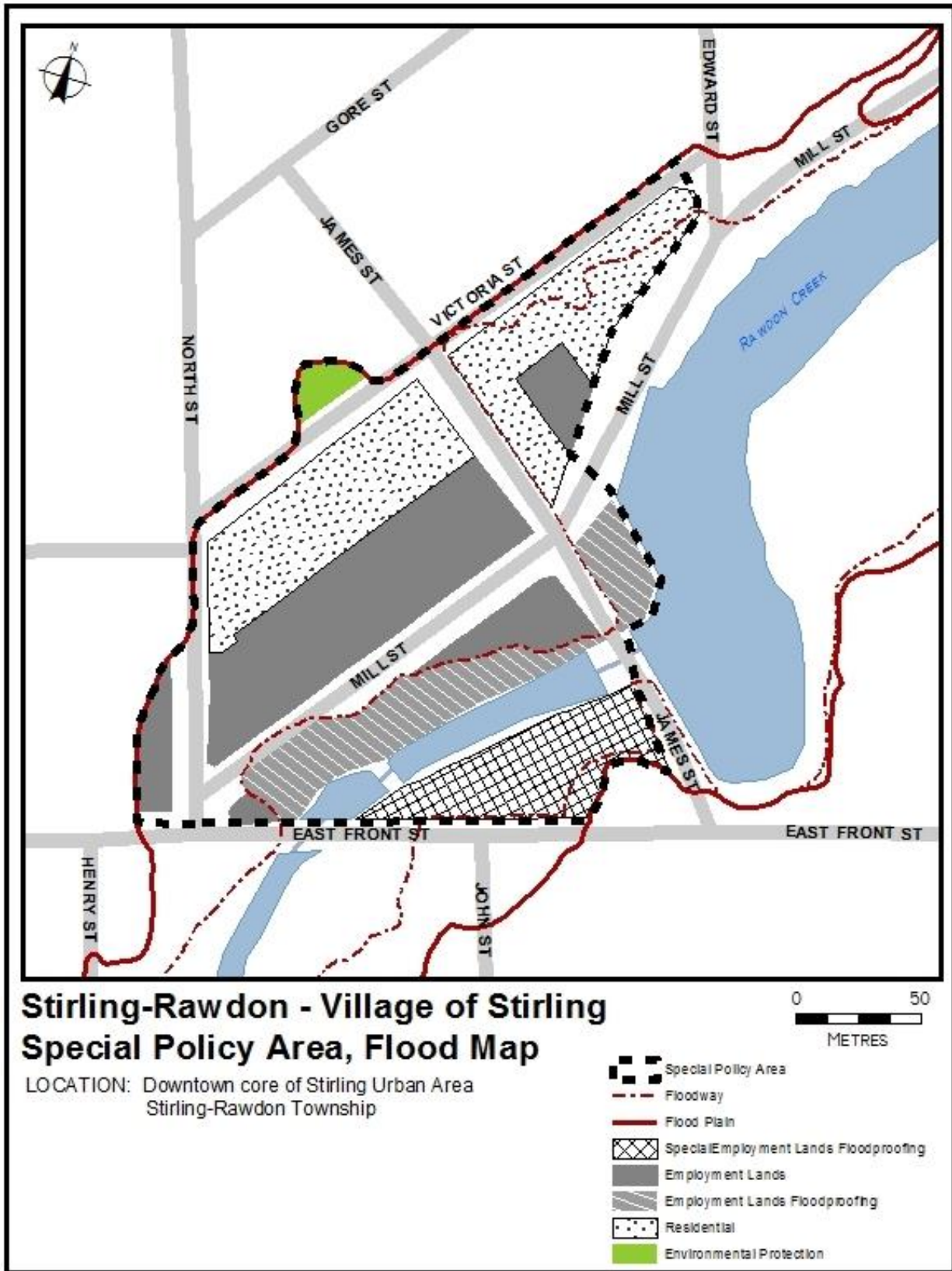
- c) Existing buildings, structures and uses located in areas of the flood fringe north of Rawdon Creek shall be recognized as legally conforming uses in the implementing zoning by-law. The enlargement or expansion of existing buildings, structures or uses in this area shall conform to the applicable floodproofing measures, as follow:
- d) The following policies shall apply to development within the flood fringe areas both north and south of Rawdon Creek:
 - i. The development or redevelopment of lands within the flood fringe shall only be permitted if all buildings or structures are floodproofed. For the purposes of this Plan, “floodproofed” shall mean measures that are taken to ensure that a building or structure is safe from flooding which more specifically means that openings of any kind such as windows, doors, vents, in and out coming services and utility installations shall be located a minimum of 0.3 metres above the engineered 1 in 100 year floodline of Rawdon Creek as delineated on the floodline mapping forming part of the “Flood Damage Reduction Study for Rawdon Creek” prepared by Kilborn Limited, for the Lower Trent Region Conservation Authority, in August 1985. Prior to the establishment of development, a Site Plan and/or Profile Plan acceptable to the municipality, shall be submitted by the developer/applicant indicating:
 - the location and use of all existing and proposed structures;
 - the finished building grades, the elevation of building openings and areas to be filled;
 - the existing and final contours at 0.5 metre intervals;
 - the erosion and siltation control procedures; and
 - the location of the flood elevations.

In addition, the municipality may request technical advice and/or information on flood prone lands from the Lower Trent Region Conservation Authority.

- ii. In addition to the requirements of (i) above, development or redevelopment on lands in the flood fringe south of Rawdon Creek shall only be permitted when Council, in consultation with the Lower Trent Region Conservation Authority, is satisfied that the nature of the proposed works will not affect the anticipated flow of water across the lands in the event of a major storm event.
- iii. The development or redevelopment of lands located in the flood fringe to the north of Rawdon Creek shall only be permitted if all buildings or structures are floodproofed to the regulatory flood level where practical/feasible but in no situation shall floodproofing be less than the 100 year.

- iv. Lands situated within the “Rawdon Creek Special Policy Area” shall be zoned in the implementing zoning by-law in separate categories which may be the same or similar to the land uses delineated on Figure 1.
- v. Pursuant to Section 35 of the *Planning Act*, the implementing zoning for lands within the flood fringe area may provide for the use of holding (h) zones which will denote that lands so zoned may be developed in conformity with the requirements of the applicable zone once the provisions of the “h” symbol have been satisfied. The “h” symbol provisions may be satisfied after consultation with the Lower Trent Region Conservation Authority and once provision has been made for the appropriate design of the proposed works and/or the undertaking of appropriate floodproofing measures.

FIGURE 1



2.7.6 Special Development Policy - Deer Creek Revised Flood Elevations – former Village of Madoc

2.6.6.1 The flood plain as shown on Part B – Schedule UCSP A.3 – Madoc associated with Deer Creek is a result of the study completed by Garatech Ltd. in 1988, “Water Management Study – Deer Creek”. The recommended capital works of the report to alleviate flooding (Seymour Street bridge replacement, channelization’s, dyking measures, etc.) have been largely completed by The Municipality of Centre Hastings, resulting in the predicted lower-level flood elevations for the 1 in 100 flood event. The resulting delineation of the floodplain is shown on Part B – Schedule UCSP A.3 – Madoc (Centre Hastings) Urban Community Land Use. The revised floodplain, as delineated, has been incorporated into the Comprehensive Zoning By-law 2002-10. A one-zone approach is implemented, as recommended by the Garatech 1988 study. Zone provisions should permit existing land uses and require any permitted improvements to existing buildings in the flood plain to be subject to flood proofing standards.

2.8 URBAN OPEN SPACE DESIGNATION

2.8.1 Rationale/Strategy for Development

Urban open spaces provide a range of tangible benefits such as mitigating air and water pollution, providing opportunities for recreation, fostering cohesive neighbourhoods and provide opportunities for active transportation. County Council and the member municipalities recognize that investing in open space is a key component to building healthy sustainable neighbourhoods and communities. As such, existing urban open spaces shall be protected and where possible improved and restored and the development of future open space areas promoted.

2.8.2 Permitted Uses

Permitted uses within the Urban Open Space designation are limited to conservation and recreational uses, including public and private parks, recreational trails and other similar open space activities. Golf courses may be permitted in accordance with **Part A - Section 5.8.2** of this Plan. Accessory uses, including commercial establishments to serve the needs of the users of the open space and a residence for the watchperson or caretaker, may be permitted.

2.8.3 General Policies

2.8.3.1 Open Space Corridors & Parkland

Municipalities are encouraged to coordinate the planning and development of open space corridors within the Urban Communities. Linkages between urban and rural public open spaces, parks and corridors/linkages are also encouraged, such as the Hastings Heritage Trail. Wherever possible, the County and municipal Councils will identify the natural attributes and character of river valleys by acquiring and enhancing these lands as part of a linear open space corridor linking various components of the community. Open space linkages between the Main Street Downtown Core and open space areas in surrounding neighbourhoods are also encouraged. The acquisition of these lands is encouraged as part of the dedication of land for park purposes in accordance with **Part A - Section 7.6** of this Plan.

2.8.3.2 Golf Courses and Other Land Extensive Recreational Uses

Existing golf courses are permitted within Urban Communities, subject to the policies of **Part A – Section 5.8.2** of this Plan. New golf course developments and other land extensive recreational uses are encouraged to locate in rural areas, beyond the Urban Community Settlement boundary in keeping with the policies of **Part A - Section 5.8.2** of this Plan.

2.8.4 **Zoning**

Urban Open Space uses shall be zoned in a separate category in the member municipalities' implementing zoning by-laws.

2.9 **URBAN EXTRACTIVE DESIGNATION**

2.9.1 **Rationale/Strategy for Development**

Lands within the Urban Extractive designation represent lands which are licensed under the Aggregate Resources Act (ARA). The intent of the Urban Extractive designation is to protect these lands from incompatible uses.

2.9.2 **General Policy**

The Urban Extraction designations shown on Schedules UCSP A.1-A.6 are approximate. For exact boundaries, refer to their respective aggregate licences. Development on lands in or adjacent to the Urban Extractive designation shall proceed only in accordance with **Part A-Section 4.6** of this plan.

2.9.3 **Zoning**

Urban Extractive uses shall be zoned in a separate category in member municipalities' implementing zoning by-laws.

2.10 **URBAN FUTURE DEVELOPMENT LANDS DESIGNATION**

2.10.1 **Rationale/Strategy for Development**

Lands within the Urban Future Development Lands designation represent large greenfield parcels close to the outer boundary of the Urban Communities (i.e. lands beyond the developed core and where municipal servicing is not yet available). These lands are in reserve until such time as municipal servicing is available and other infill development opportunities have been exhausted. Furthermore, development beyond minor extensions and rounding out of serviced areas will require an amendment to this Plan pursuant to **Part A –Section 7.12** of this plan. The amendment should demonstrate the need for the proposed development and the consideration of municipal financial implications. The amendment should also provide for future road connections and servicing corridors with other future development lands.

2.10.2 **Permitted Uses**

Uses permitted within the Urban Future Development Lands designation are those uses existing on the date of passage of this Plan.

2.10.3 Zoning

Urban Future Development Land uses shall be zoned in a separate category in member municipalities' implementing zoning by-laws.

3.0 SECTION III – INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES

3.1 GOALS AND OBJECTIVES

- 3.1.1** The intent of the UCSP is to plan for growth in each of the six municipally serviced Urban Communities in the County of Hastings, based on projected rates of growth and availability of suitable development lands. The availability of municipal infrastructure and other public service facilities to service the needs of current and future residents of these communities is a key determinant in the success of member municipalities' to accommodate this growth.
- 3.1.2** It will be important for each member municipality to optimize the use of its existing infrastructure and public service facilities wherever feasible, before consideration is given to extending and developing new infrastructure and public service facilities.
- 3.1.3** Future expansions to existing infrastructure and public service facilities should reflect the phases of growth which are the basis for the UCSP, so that these facilities and services are available to meet the projected needs of each Urban Community over time.
- 3.1.4** Member municipalities should ensure that sufficient infrastructure is planned and developed over time, and wherever possible with financial investment from the development community, to meet projected needs over the long term and ensure financial viability. Prior to expansion, member municipalities should have consideration for the life cycle costs of the new infrastructure as well as existing infrastructure, which may be demonstrated through asset management planning. Where feasible, public service facilities should be co-located to promote cost effectiveness and facilitate service integration.
- 3.1.5** Emergency management services will be provided strategically to provide effective and efficient service.
- 3.1.6** Finally, it will be important for member municipalities to plan for public service facilities which are accessible, to ensure that facility designs and service delivery models are sensitive to the needs of all community members.

3.2 MUNICIPAL SEWAGE AND WATER SERVICES

3.2.1 General Policies

- 3.2.1.1** Providing and maintaining capacities within the municipal water and sanitary sewer treatment plants/ systems are essential for accommodating future growth and development within each of the Urban Communities. Wise management of the allocation of remaining capacities is also essential.
- 3.2.1.2** New development and redevelopment shall proceed only if a member municipal Council is satisfied that there is sufficient reserve water and sewage plant capacity for it.

- 3.2.1.3 Limitations in the capacity of service systems shall be recognized, where applicable, as effectively constraining the timing of new development, redevelopment, conversion or intensification of land uses.
- 3.2.1.4 Developers should be financially responsible for installing or improving services to support a development or redevelopment project, including related off-site works. Where existing or future development may benefit from servicing works undertaken by the developer, costs may be shared with the member municipality or associated benefiting developers.
- 3.2.1.5 All forms of municipal infrastructure shall be maintained to current standards by the member municipalities in which they exist. Member municipalities should plan for the long term upgrading and expansion of its water and sewage treatment plants to ensure adequate capacity for new development and redevelopment in the Urban Communities. Member municipalities shall update their Asset Management Plans to reflect improved or expanded public services, in accordance with Provincial requirements.
- 3.2.1.6 Maintenance programs will be implemented by member municipalities to ensure that the distribution and collection systems are operating efficiently with sufficient pressure and are not subject to undue infiltration and/or leakage. Upgrading of the systems shall be co-ordinated with other public works wherever possible. Any expansion of the distribution systems into a new pressure zone shall be supported by a detailed study and carefully reviewed before being put in place. The developer may be required to carry out the study or share in its cost. Any new reservoirs or water towers shall be strategically located and designed to be safe and aesthetically pleasing.
- 3.2.1.7 Member municipal Councils shall co-operate with the appropriate authorities, where applicable, to provide high quality, potable water free from harmful bacteria and viruses to all properties within the Urban Communities in an efficient and cost-effective manner.
- 3.2.1.8 Efforts will be made to optimize the use of existing infrastructure with cost-effective methods of infilling, intensification, redevelopment and mixed land use. Priority will be given to the development of lands designated Urban Residential, Urban Main Street Core/Downtown Community and Urban Employment Lands currently located on or adjacent to municipal water and sewage systems and roads. The extension of these services may proceed for development where sufficient reserve capacities within the respective municipal water and sewage treatment plants and systems are available.
- 3.2.1.9 **Servicing Schedules UCSP-B.1 to UCSP-B.6** identify the location of the existing water and sewage treatment facilities and mains in each of the Urban Communities.

3.2.2 Servicing Hierarchy

- 3.2.2.1 The servicing hierarchy for the Urban Communities, in order of priority, shall be as follows:
- a) Full Municipal Services

Municipal sewage services and municipal water services are the preferred form of servicing for urban communities. Intensification and redevelopment within Urban

communities on existing municipal sewage services and municipal water services should be promoted, wherever feasible.

b) Private Communal Services

Private communal services are discouraged, however, member municipalities may consider development serviced by private communal sewage services and private communal water services where municipal sewage services and municipal water services are not provided and where the applicant has demonstrated that municipal services are not feasible or available, in accordance with **Part A - Section 3.3** of this Plan. A communal system is a sewage disposal system serving more than five (5) residential units. Where site conditions are suitable, communal services are the preferred means of servicing large-scale developments in areas where full services are not available over the long term.

Municipal Responsibility Agreements (MRA) shall be required for private communal services in accordance with:

- i. The position of the Ministry of the Environment and Climate Change is that proper operation and maintenance are the key factors in ensuring the long-term viability of communal services. For this reason a municipality, as a publicly accountable body, with permanency of place, is the appropriate authority to be responsible for ensuring the proper management of communal services. The Ministry is particularly interested in ensuring the responsible management of communal services for residential development where residences may be permanent homes or primary residences.
- ii. Where municipal ownership of communal services cannot be achieved, the Ministry of the Environment and Climate Change requires that the County of Hastings request a Responsibility Agreement between the developer and the municipality. Such agreements are to include provisions for municipal assumption of the communal services in the event of default and the provision of up-front secured funds.

c) Partial Services

Partial services shall only be permitted in the following circumstances:

- i. Where necessary to address failed individual on-site sewage services and individual on-site water services in existing development; and
- ii. To allow for infilling and rounding out of existing development on partial services provided that:
 - The development is within the applicable reserve sewage system capacity or reserve water system capacity; and
 - Site conditions are suitable for the long-term provision of such services with no negative impact.

All partially serviced sites shall be connected to full municipal services if and when they become available at the owner/proponents cost.

d) Private Services

Development on an existing lot of record and/or limited development by consent with individual on-site systems may be permitted where the extension and/or connection to municipal services and the use of communal systems are not feasible, as noted in **Part A - Section 3.4** of this Plan and site conditions are suitable for the long-term provision of such services with no negative impact.

3.2.3 Phasing of Development

Development within each of the Urban Communities may occur according to the phasing of development displayed in the **Servicing Schedules UCSP-B.1 to UCSP-B.6**. Phasing is intended to ensure orderly development and avoid premature municipal obligations associated with the assumption of expanded infrastructure. Generally, the following three phases of development are outlined in **Servicing Schedules UCSP-B.1 to UCSP-B.6** as a guideline to Councils of each member municipalities:

3.2.3.1 Phase I – Full Municipal Serviced Lands

Phase I Lands are located within the built-up boundaries of the Urban Communities and have the benefit of full municipal services. Infilling of existing vacant land or the intensification of underutilized parcels within Phase I will be the primary focus for immediate development and shall be given priority by member municipalities when allocating service capacity.

3.2.3.2 Phase II – Vacant Lands Adjacent to Municipal Services

Lands located within Phase II are vacant or underutilized parcels of lands located within the Community that have no municipal services or partial services only but are abutting lands that are connected to, or are located in close proximity to municipal services. Development on these lands may occur in accordance with the policies of this Plan.

3.2.3.3 Phase III – Vacant Lands Requiring Extension of Municipal Services

- a) Phase III lands are lands considered for Future Development and do not have municipal servicing and would require extensive upgrades or extensions, possibly require additional capacity for water and sewage treatment facilities, require extensions through difficult terrain (i.e. traversing steep slopes or bedrock), are landlocked parcels, or have other significant constraints.
- b) Development of Phase III/Future Development designated lands should only occur once a majority of the lands classified as Phase I and II have been exhausted through infilling, redevelopment and intensification by way of an amendment to this Plan in keeping with **Part B – Section 2.9** of this Plan.

3.3 MUNICIPAL SERVICE AVAILABILITY FOR EACH URBAN COMMUNITY

The following sections detail the nature and status of each of the municipal services provided in the respective communities as of the year 2012. All information was compiled for the County of Hastings by The Greer Galloway Group Inc., and provided to the County in a report entitled "*Hastings County Official Plan Update Municipal Servicing Information*", February 2013. This report is included as an appendix to the *Growth Accommodation Study Report*, December 2014.

3.3.1 Bancroft – Schedule UCSP – B.1

3.3.1.1 Sewage

The Bancroft Wastewater Treatment Plant is located on the east side of the York River in the vicinity of Anderson Lane, with plant outflow directed to the York River. The plant was upgraded in 2011 and has a rated capacity of 1632 m³/day. The Towns septage system has a rated capacity of 20 m³/day

The presence of bedrock at or near the surface, combined with steep slopes, presents challenges for sewer main installation in some locations, such as the top of Cleak Avenue at John Street and Newkirk Boulevard between Hastings Street South and Johnston Crescent.

3.3.1.2 Water

Clark Lake, located north-east of the Bancroft Urban Community supplies the community with water. Water is carried by gravity-fed pipe located in the vicinity of Snow Road to the Water Treatment Plant. The water system has a rated capacity of 3380 m³/day.

3.3.1.3 Areas of Partial Servicing

Many areas within Bancroft have access to the municipal water supply only. The sewage collection system does not extend beyond the Tim Hortons location on Hastings Street North, opposite the Eagle's Nest. Sewer servicing extends north west along Chemaushgon Road to serve the first five lots along Forest Hill Road, where the sewer terminates. Sewer services are not available to properties on Mill Street from the Monck Street/Bridge Street East bridge for approximately 250 metres. Sewer service south of this point crosses the York River in the vicinity of Gaebel Road. The water system extends to Fairway Boulevard and Hillview Drive, but does not supply the development along Golfview Drive/Walker Road/Maxwell Settlement Road in the north-east area of the Community.

Water supply extends northwest along Chemaushgon Road to service the residential properties on Van Luven Lane, Waterhouse Crescent and Airview Drive. Water service also extends north to Nicklaus Drive, in the vicinity of the Rivers Edge Golf course. The water supply also extends south along Mill Street/Highway 62 to the urban boundary, but does not extend to Gaebel Road.

3.3.1.4 Un-serviced areas

Servicing has not yet been extended south of the arena/water tower and south of Williams Drive. There are large tracts of un-serviced lands within the Bancroft Urban Community. Many

of these are unlikely to be serviced for many years, largely due to topographic and steep slope constraints, and are identified as Phase III developments lands for this reason.

3.3.2 Deseronto – Schedule UCSP – B.2

The Town Deseronto provides sewer and water services to the majority of residents within the boundaries of the Deseronto Urban Community. The Deseronto water and sewage facilities also service a portion of the Tyendinaga Mohawk Territory (Mohawks of the Bay of Quinte (MBQ)), through a service agreement.

3.3.2.1 Sewage

The Deseronto Waste Water Treatment Plant has a rated capacity of 1600 m³/day, of which 240 m³/day is allocated to the Mohawks of the Bay of Quinte. The plant was previously functioning at or near its rated capacity and peaks flows exceed this capacity. Inflow and infiltration were problematic. As a result there was very little uncommitted reserve capacity at this time. An expansion/upgrade of the plant has now been completed and approved alleviating the above concerns.

3.3.2.2 Water

The Deseronto Water Plant has a permitted maximum flow of 2946 m³/day, although this rate is not consistently achievable. The actual plant capacity is slightly below 2000 m³/day. Water is drawn from Lake Ontario's Bay of Quinte through an intake pipe. Treated water is held in an elevated water storage standpipe. Numerous upgrades are required to this system to service future growth, but funding is problematic.

3.3.2.3 Areas of Partial Servicing

Partial servicing (water only) is provided to: the west end of Dundas Street; Park Street, west of Mechanic Street; lands south of Water Street within the Deseronto Waterfront Development Area; and Dundas Street, east of First Street.

3.3.2.4 Un-serviced Lands

Those lands west of Brant Street and north of Dundas Street are un-serviced, as are the majority of the lands south and west of 85 Main Street and the sports fields on Park Street.

3.3.3 Madoc – Schedule UCSP – B.3

3.3.3.1 Sewage

The sewage treatment system for the former village of Madoc is comprised of a two-cell stabilization pond. The facility is located at the south end of the Urban Community, west of Highway 62, west of Shoreline Lane and south of the Old Marmora Road. The rated capacity is 1,008 m³/day. Recent upgrades to the distribution system have addressed many of the inflow and infiltration issues previously affecting the system's capacity.

3.3.3.2 Water

The Madoc water system is supplied by two wells with a treated capacity of 2,286 m³/day. The wells are located in the vicinity of Whytock Avenue, north of St. Lawrence Street West, and Rollins Street, north of Seymour Street West, as shown on Schedule **UCSP – B.3**. Reserve capacity for the water system in the Urban Community of Madoc will allow for an additional 1,261 residential units.

3.3.3.3 Areas of Partial Servicing

No areas within the Madoc (Centre Hastings) Urban Community have partial services.

3.3.3.4 Un-serviced Areas

No servicing is available to properties at the far eastern end of St. Lawrence Street East or to the north of Gladstone Street, east of Russell Street. Similarly, no municipal servicing is available to properties fronting onto Hill Avenue and on Charles Street east of Maud Street and Sarah Street. Un-serviced areas are identified as Phase II and Phase III areas on **Schedule UCSP - B.3**.

3.3.4 **Marmora – Schedule UCSP – B.4**

3.3.4.1 Sewage

The Marmora Wastewater Treatment Plant has an average daily capacity of 1,389 m³/ day, as a result of a major upgrade in 2008. No further major capital upgrades are planned at this time. Rehabilitation work to the distribution system is ongoing, with substantial work undertaken in 2013.

3.3.4.2 Water

Upgrades to the Marmora Water Treatment Plant were completed in 2006. The maximum flow rating for the plant is 2000 m³/day. The water is drawn from the Crowe River, to the north of the Urban Community boundary. The elevated storage reservoir was relocated in 2010. Municipal water supplies both sides of the Crowe River within the Marmora Urban Community. No further capital upgrades are anticipated at this time.

3.3.4.3 Areas of Partial Servicing

Sewer servicing is not provided on the west side of the Crowe River, and the potential presence of karst bedrock at or near the surface makes future municipal sewer installation in this area problematic.

3.3.4.4 Un-serviced Areas

No municipal servicing is available to properties fronting onto Highway 7, west of the Crowe River. There are several un-serviced lots within the boundaries of the Urban Community, including lands identified for Phase III development, at the south end of Bursthall Street, and the southern edge of the Urban Community (also identified as Phase II lands).

3.3.5 Stirling – Schedule UCSP – B.5

3.3.5.1 Sewage

The existing sewage treatment facilities for Stirling consist of two facultative lagoons, located between Henry Street and Rawdon Creek, near the southern edge of the village. Sewage from four (4) pumping stations is directed to the lagoons, by means of the George Street Pumping Station. Upgrades have been made to the facility and have been approved by the Ministry of the Environment and Climate Change.

3.3.5.2 Water

The Stirling Urban Community is supplied with municipal water, with the most recent upgrades occurring in 2004. Four municipal wells (as shown in Schedule **UCSP – B.5**) provide flow to the system. The system has a rated capacity of 2,592 m³/day. No further upgrades are anticipated at this time.

3.3.5.3 Areas of Partial Servicing

Partial servicing (water only) is available to several small neighbourhoods within the Urban Community, including portions of the following: West Street; Edward Street, north of Baker; North Street extension to new municipal office; and Station Street.

3.3.5.4 Un-serviced Areas

Un-serviced lands within Stirling include: the west end of Weaver Street and Woods Drive, west of Gordon Avenue; lands south of Woods Drive, along Frankford Road; Emma Drive, south to Rawdon Creek; Johns Street South River; lands between John Street and Rodgers (development proposal approved); and lands north of Tower Road (identified as Phase III development lands). Lands north of the former rail line, which are identified as Phase II and Phase III development lands are also un-serviced at this time, as are those lands south of the creek and east of Belleville Road at the east end of Tuftsville Road.

3.3.6 Tweed - Schedule UCSP – B.6

3.3.6.1 Sewage

Based on information provided by the municipality in the spring of 2013, sewage treatment for Tweed is provided by a two-cell waste stabilization pond, located in the vicinity of Lakeview Road and Lajoie Road. The lagoons were constructed in 1976 and have a total surface area of 12 hectares. Raw sewage is pumped from the urban community to the waste stabilization pond from the River Street pumping station. Continuous phosphorus removal is accomplished by continuous alum dosing facilities installed in 1993.

The current rated capacity of the lagoons is 1,210 m³ per day. The lagoons receive monthly sewage flows substantially higher than its current rated capacity, with the exception of the summer months. Inflow and infiltration remain a concern. As a result, reserve capacity of the wastewater treatment facility is very limited.

In an August 2005 report to the municipality by Municipal engineering consultant the Greer Galloway Group Inc., it was reported that “subsequent expansions to the sewer system have resulted in the sewer servicing of over 95% of the built up area in the Urban Community of Tweed.”

3.3.6.2 Water

Municipal water is also available to the majority of the built up areas within the Urban Community of Tweed. The rated capacity of the water system is 1,623 m³/day. The system is supplied by two wells located on the west side of the Urban Community in the vicinity of Hungerford Road at College Street and on River Street West, immediately adjacent to the boundary of the Urban Community. A total of 676 service connections are reported. The water storage standpipe has a capacity of 1,370 m³. Both water and sewer systems cross the Moira River.

3.3.6.3 Areas of Partial Servicing

Municipal sewers extend approximately 100 metres past Jane Street on Victoria Street South (terminating at 227 Victoria Street South), and water service terminates approximately 130 metres beyond this point (terminating at 275 Victoria Street South). In six (6) locations water services are extended out from the main water main to service properties. Water servicing is not provided to isolated properties adjacent to the TransCanada Trail, south of River Street West and along Lakeview Lane.

3.3.6.4 Un-serviced areas

Within Tweed there are several large areas which are not currently serviced municipally. These areas are identified on **Schedule UCSP B.6** as Phase II and Phase II lands. No servicing is available to existing lots of record located west of Pringle Street and Isaac Street in the vicinity of Fire Hall. This area is low-lying and poorly drained.

3.4 **SOURCE PROTECTION PLANNING**

3.4.1 **General Policies**

Three of the six Urban Communities (Tweed, Madoc, and Stirling) rely on municipal wells for drinking water, while the remaining three (Deseronto, Marmora and Bancroft) rely on surface water intake from nearby water bodies. Source Water Protection Plans have been developed by the Quinte Region Source Protection Committee and the Trent Conservation Coalition Source Protection Committee for all six communities, save and except for the Town of Bancroft, and have been approved by the Ministry of the Environment and Climate Change. Amendments to the Hastings County Official Plan, including Part B – UCSP, may be needed to ensure consistency with the Ministry approved Source Water Protection Plans.

The County of Hastings and member municipalities will protect the quantity and quality of all municipal drinking water supplies and designated municipal wellhead protection and intake protection zones. Further, the sensitive surface and ground water features and associated hydrologic functions located within a municipal wellhead protection area or intake protection zones will be protected. New land uses which would pose a threat to drinking

water supplies are not permitted to be established within the source water protection areas/zones. Mitigation measures and/or alternative development approaches may be required in order to protect, improve or restore municipal wellhead and intake protection areas/zones and associated hydrologic functions.

Development and site alteration within municipal wellhead protection areas, intake protection zone/areas, and issues contributing areas identified on Schedules **UCSP-B.1** through **UCSP-B.6** of this Plan will be in accordance with **Part A – Sections 4.1 and 4.2** of this Plan.

3.4.2 Source Protection Areas

Municipal wellhead and surface water intake locations and associated wellhead protection areas (WHPA), intake protection zones (IPZ) and issues contributing areas (ICA), are mapped on **Schedules UCSP-B.1** through to and including **UCSP – B.6**.

The following is a brief description of the municipal wellheads and surface water intakes for the respective Urban Communities:

3.4.2.1 Bancroft – Schedule UCSP-B.1

The urban population of Bancroft relies on surface water intake from Clark Lake, located east of the Urban Community. The source water protection area lies outside of the boundaries of the Urban Community, as identified in **Servicing Schedule UCSP - B.1**. Bancroft's Comprehensive Zoning By-law shall identify lands within 200 metres of the municipal water supply intake in Clark Lake and within 120 metres of Clark Lake in an appropriate Source Water Protection (SWP) Zone(s) that will protect the municipal water intake and prohibit and regulate future land uses within its vicinity in keeping with Parts A and B of this Plan.

3.4.2.2 Deseronto – Schedule UCSP-B.2

The Urban Community of Deseronto relies on surface water intake from the Bay of Quinte. The corresponding Intake Protection Zones are identified in **Servicing Schedule UCSP-B.2**.

The Intake Protection Zone 1 (IPZ-1), representing the area closest to the intake point, extends inland to approximately Main Street, Mill Street and Water Street. This area is most vulnerable to potential contamination.

The Intake Protection Zone 2 (IPZ-2), representing a 2 hour time of travel, encompasses nearly the entirety of the Urban Community. The exceptions are parcels lying east of 4th Street and south of Dundas Street/Old Highway 2, which are not within the IPZ-2.

3.4.2.3 Madoc – Schedule UCSP-B.3

The Madoc Urban Community is serviced by two municipal wells, located on Rollins Street, north of Seymour Street West, and on Whytock Avenue, north of St. Lawrence Street West.

The associated Wellhead Protection Areas (WHPA A, B, C, D & E and Issues Contributing Area (ICA)) are identified in **Servicing Schedule UCSP-B.3**. The protected area encompasses most

of the central and western portions of the Urban Community. It generally extends north of Seymour Street West, east of Burnside Street and west of Baldwin Street and Davidson Street.

3.4.2.4 Marmora – Schedule UCSP-B.4

The Marmora Urban Community relies on surface water intake from the Crowe River. The Intake Protection Zones 1 and 2 lie upstream from the intake point adjacent to Mill Road. The protected area also extends inland on the eastern shore to approximately McGill Street/Thomas Street. The protected areas are identified in **Servicing Schedule UCSP-B.4**.

3.4.2.5 Stirling – Schedule UCSP-B.5

The Stirling Urban Community receives its drinking water from two municipal wells, located in close proximity west of Holly Drive. The associated Wellhead Protection Areas (WHPA A, B, C, D & E and Issues Contributing Area (ICA)) extend in a north-westerly and south-easterly direction from the municipal wells. The current delineation of the protected areas occupies the central portion of the Urban Community, as identified in **Servicing Schedule UCSP-B.5**.

The Stirling wells are under the influence of surface water as they are relatively shallow in depth and located in sandy soil near Rawdon Creek. Monitoring for presence of E-coli bacteria is required for both the raw and treated water, and documentation of any related actions taken, if found, should be forwarded to the Trent Conservation Coalition Source Protection Committee.

3.4.2.6 Tweed– Schedule UCSP-B.6

The Tweed Urban Community relies on two municipal wells for drinking water. The wells are located on Hungerford Road, near College Street, and on Crookston Road, west of College Street.

The Wellhead Protection Areas (WHPA-A, B, C and D) occupy much of the western portion of the Urban Community. The protected area extends east to approximately Victoria Street North and McCammon Avenue. The current delineation is shown on **Servicing Schedule UCSP-B.6**.

3.5 TRANSPORTATION NETWORK

3.5.1 Applicable goals, objectives and policies pertaining to the Transportation Network are found within **Part A - Sections 3.1 and 3.6** of this plan.

3.5.2 Within Urban Communities, roads and lanes will:

3.5.2.1 Accommodate vehicles, pedestrians, bicycles and other forms of active transportation;

3.5.2.2 Provide opportunities for vistas and view corridors;

3.5.2.3 Be subject to streetscape improvements, including the establishment of gateway features to be located at key entrance points in each Urban Community to serve as landmarks highlighting the arrival into each community, as described in **Part B - Section 4.5.1.2**; and

3.5.2.4 Support a grid pattern that establishes a highly interconnected and permeable network.

- 3.5.3** Long-range transportation planning should ensure that community-wide access for all modes of transportation is considered with specific attention to active transportation and public transit.
- 3.5.4** A network of continuous active transportation and transit infrastructure should be developed that is safe, accessible, and connected to the road system and links with the various uses and destinations in the community in such a way to offer multimodal access to jobs, housing, schools, cultural and recreation opportunities, healthy food outlets, and goods and services.
- 3.5.5** A Transportation Master Plan should be developed for a community-wide integrated set of networks and routes that elevate the needs of pedestrians, cyclists and public transit users to a state of balance with automobile use. This plan shall consider the establishment of a network of uninterrupted pedestrian sidewalks/pathways, safe cycling routes, and transit infrastructures through retrofitting, infill, and new development to ensure that citizens without access to vehicles have seamless access throughout the community.
- 3.5.6** Long-range transportation planning should include the identification of community-wide safe routes to schools, workplaces, public facilities and services, retail outlets including downtown areas, healthy food outlets, places of worship, cultural and community spaces, and places of recreation.
- 3.5.7** Within the Ministry of Transportation's permit control areas, **Part B - Section 2.1.8** of this Plan shall apply.

3.6 BANCROFT COMMUNITY AIRPORT

- 3.6.1** The Bancroft Community Airport (BCA) is a privately owned and operated airport located on the outskirts of the Bancroft Urban Community, as indicated in **Schedule UCSP - B.1**. The airport represents an important transportation link within the North Hastings Market Area. The County recognizes the positive economic impact of the airport, as well as the airport's overall contribution to improving the quality of life in the region. In order to protect and promote the development of the Airport, the municipality and the County will:
- a) Protect all aviation rights-of-way and corridors and restrict building heights surrounding the airport in order to facilitate current and future use;
 - b) Encourage high standards in airport infrastructure;
 - c) Make efforts to support the marketing and growth of the Airport; and
 - d) Promote the development of employment lands adjacent to or near the Airport, subject to servicing availability.
- 3.6.2** Planning for land uses in the vicinity of the Bancroft Community Airport (BCA) shall be undertaken so that the long-term operation and economic role of the airport is protected. New development occurring at the BCA airport shall be appropriately designed, buffered and/or separated to prevent adverse effects from odour, noise and other contaminants. New development should not preclude the future expansion of the airport, if required.

The BCA shall be protected from incompatible land uses and development by:

- a) Prohibiting new residential development and other sensitive land uses in areas near the airport the Noise Exposure Forecast (NEF)/Noise Exposure Projection (NEP) is above 30, as set out on maps (as revised from time to time) that have been reviewed by Transport Canada;
- b) Considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport; and
- c) Discouraging land uses which may cause a potential aviation safety hazard.

4.0 SECTION IV – DEVELOPMENT POLICIES

The following policies shall guide member municipality land use decisions for all lands designated as Urban and subject to the policies of **Part B – UCSP**.

4.1 PARKING FACILITIES

Adequate parking in the County’s urban growth centres is an important aspect of maintaining the viability of these communities. Efficient parking facilities and spaces are essential for serving employment lands, specifically in the Main Street Core/Downtown Community areas, and also for attracting tourists by vehicle. At the same time, there are inherent limitations on parking availability in downtown areas due to historical land use patterns. In order to construct and maintain efficient parking facilities, the member municipalities will:

- a) Discourage on-street parking, wherever possible, on major/arterial roads so as not to disrupt traffic flow;
- b) Encourage off-street parking and loading spaces in or immediately adjacent to employment and Main Street Core/Downtown Community areas;
- c) Require parking facilities in residential areas to provide adequate buffers and/or screening;
- d) Consider acquiring lands within the Urban Communities for off-street parking;
- e) Where possible, protect the character of the streetscape by directing off-street parking to the rear of buildings away from the street, particularly within the Main Street Core/Downtown area;
- f) Ensure that the design of parking lots support safe and orderly vehicle movements in keeping with appropriate parking and accessibility standards; and
- g) Consider cash-in-lieu of parking by-laws to aid in acquiring lands for off-street parking and maintaining existing off-street parking.

4.2 LOADING SPACES

Member municipalities will provide requirements for loading spaces for the accommodation of trucks and other delivery vehicles within the Zoning By-laws. Regulations which support the development of an adequate supply of loading spaces within the Main Street Core/Downtown will minimize congestion in this area. Further, member municipalities will develop zoning regulations requiring that adequate loading spaces are provided in areas of new development and/or re-development within the Urban Community, including:

- a) Restrict loading spaces to on-site locations, where possible.
- b) Loading spaces should not be provided on major/arterial roads where a truck would disrupt traffic flow;
- c) Prohibiting the use of front yards for loading;
- d) Encouraging off-street loading spaces in or immediately adjacent to employment and Main Street Core/Downtown Community areas;

- e) Establishing the required number of loading spaces based on the size of development; and
- f) Providing relief from loading space requirements where appropriate due to the small size or limited nature of the use.

4.3 STORMWATER MANAGEMENT PLANS AND FACILITIES

Prior to approving any type of development in the Urban Communities, the member municipal council, in consultation with the applicable Conservation Authority, shall be satisfied that adequate storm drainage leading to a suitable outlet is provided. Larger forms of development requiring site plan approval and/or plans of subdivision/plans of condominium must minimize any increases in runoff, and identify the impact on local and area-wide drainage patterns. Methods of managing surface runoff must be developed in consultation with the member municipality and/or County peer review agent and implemented as a condition of development approval. Member municipalities are encouraged to prepare stormwater master plans for their entire Urban Community.

Focus should be placed on centralizing and minimizing the number of stormwater management facilities in order to reduce maintenance costs. Procedures for stormwater management plan approval are subject to the policies of this Plan, including but not limited to **Part A - Section 4.2.2** of this Plan.

4.4 SIDEWALKS AND TRAILS

- 4.4.1 Sidewalks and trails are important not only for recreation, but also as links for alternative and active modes of transportation.

Member municipalities will maintain sidewalks in the six Urban Communities. Municipalities are encouraged to identify areas where sidewalks and street-lighting will be provided. Sidewalks and lighting will be constructed as a condition of approval for development applications or payment-in-lieu of sidewalk/street lighting construction may be required.

- 4.4.2 Trail networks promote active living and environmentally friendly methods of travel, and also provide citizens and visitors the opportunity to explore the County's many parks and open spaces. When planning or maintaining trails, the County and/or the member municipality will:
- a) Work closely with local groups to plan, develop and maintain new trails and trail corridors;
 - b) Plan and design trail networks that connect major urban parks, community facilities, recreation areas and natural areas, including rivers and lakes;
 - c) Encourage the conversion of abandoned railroad rights-of-way to trails and open space; and
 - d) Encourage the inclusion of linkages and trails when considering development and redevelopment of private lands; and
 - e) Encourage the development of Sidewalk Plans.

4.5 URBAN DESIGN STANDARDS

4.5.1 General Provisions

The County of Hastings and its member municipalities recognizes the relationship between urban design and quality of life. The Urban Communities Secondary Plan intends to achieve healthy and sustainable “complete communities” characterized by diversity in use and population, a pedestrian scale, and high quality urban design. Complete communities offer places to live, work, learn, and play at all stages of life.

A member municipality may establish design guidelines or development standards in keeping with **Part B - Section 4.5.1** of this Plan or otherwise advance its interest in achieving key elements of urban design, including:

- a) Compact urban form in the interest of the efficient use of land and resources;
- b) Conservation of the natural environment and built heritage resources;
- c) Consistent, aesthetically and architecturally pleasing built form;
- d) Encouraging a “sense of place” through built form, cultural planning, and by promoting features that help define character, such as cultural heritage resources;
- e) Safety, accessibility and comfort in the pedestrian environment;
- f) Linkages for pedestrians and cyclists through integrated pedestrian sidewalks, walkways, trails, and cycling paths;
- g) Supportive infrastructure for active transportation such as enhanced street crossings, pedestrian rest areas, and bicycle racks;
- h) Community gardens as a means for active recreation, access to locally grown produce, and to foster community spirit; and
- i) Clearly defined the public realm that is comprised of public roads, lands, open spaces/parks, civic squares, natural heritage features and their associated buffers, and the public activity areas of public lands and buildings.

4.5.1.1 Views to natural heritage features, including woodlots, cultural heritage landscapes, water bodies, parks and open spaces will be preserved and enhanced wherever possible.

4.5.1.2 Each Urban Community shall encourage the establishment of Community Gateways that mark the entrance/exit to the community on arterial roads. Gateways may include signage, gardens, or other landscaping features which reflect its cultural heritage and help delineate the boundary of a community to vehicular and pedestrian traffic.

4.5.1.3 To enhance the relationship between buildings and adjacent roads and open spaces, the following will apply:

- a) Buildings will be generally aligned parallel to the public road while allowing for aesthetic variation;
- b) Buildings will be located in proximity to the property line adjoining the public road;

- c) Siting and massing of buildings will provide consistency and continuity along the public roads;
- d) Where road and sidewalk construction/reconstruction is done, design standards should be created so that projects develop aesthetic, cultural, and safety features to support accessible pedestrian and cycling friendly environments for people of all ages and abilities, in keeping with **Part A – Section 3.9.5** of this Plan;
- e) Buildings located adjacent to, or at the edge of parks and open spaces will provide opportunities to overlook the open space; and
- f) Buildings of significant public use or architectural merit may be sited to specifically differ from the surrounding urban fabric in order to emphasize their importance as landmarks.

4.5.1.4 The size and configuration of new development blocks will:

- a) Generally be defined by a grid system of public roads and lanes;
- b) Be appropriate for its intended use;
- c) Facilitate and promote pedestrian movement and alternative forms of transportation; and
- d) Provide a pattern and sizing of lots to achieve cost effective and efficient development.

4.5.1.5 New development on vacant or underutilized lots, or by infill, will comply with the following:

- a) The siting and massing of new buildings will provide appropriate related amenity areas and be compatible with adjacent and neighbouring properties;
- b) Primary building entrances shall be clearly visible and located on a public road or onto public open spaces. Access from sidewalks and public open space areas to the primary building entrances shall be convenient and direct, with minimum changes in grade. Where required, building entrances shall meet Provincial and municipal accessibility standards; and
- c) In the Main Street Core/Downtown Community areas, the provision of on-street parking or parking areas occupying significant portions of the at-grade frontage on public roads will be discouraged. Where possible, parking shall be located in the rear yard and/or in the exterior side yard.

4.5.1.6 To ensure public safety, the design and siting of new buildings shall provide:

- a) Opportunities for natural surveillance by residents and ease of physical access to adjacent roads, parks and open spaces;
- b) Appropriate lighting, visibility and opportunities for casual surveillance shall be provided for walkways, parking lots and outdoor amenity areas;
- c) To enable ease of access for pedestrians; public-oriented spaces and activity areas, including building entrances, terraces and porches, will be oriented towards public roads; and

- d) The pedestrian environment will be characterized by a consistent level of landscape design, incorporating such elements as appropriate paving, planting, fencing, lighting and signage.

4.5.1.7 Public infrastructure including streets, curbs, sidewalks and street lighting is encouraged to meet the Ontario Provincial Standards for urban areas.

4.6 CULTURAL HERITAGE PLANNING & ARCHAEOLOGICAL RESOURCES

Built heritage resources, cultural heritage landscapes and archaeological resources are important features within our communities. It is important to identify heritage conservation issues at the beginning of the planning process. Further, respect for the significance of the resource must be taken into consideration at every step in the planning and decision-making process.

The intent and policies of the UCSP are consistent with those of the *Planning Act*, *Provincial Policy Statement 2014*, the *Ontario Heritage Act* and **Part A - Section 5.3** of this Plan with respect to cultural heritage and archaeological resources within Urban Communities, including:

- a) The UCSP encourages the identification, conservation, protection, restoration, maintenance and enhancement of significant cultural heritage resources and archaeological resources; and
- b) Pursuant to the *Ontario Heritage Act*, member municipalities are encouraged to appropriately designate properties to be of historic or architectural value or interest; define areas to be examined for designation as heritage conservation districts; designate areas as heritage conservation districts; and where feasible, provide incentives to land developers in accordance with the *Planning Act*, in exchange for the preservation of cultural heritage resources.

4.7 CONTAMINATED SITES AND BROWNFIELDS

4.7.1 Municipalities have an interest in protecting public health and safety while rendering decisions on land use planning matters. County Council and member municipalities will require that the appropriate level of information regarding contamination and the suitability of sites is made available.

4.7.2 When a planning proposal considers the reuse or redevelopment of a property where historical land use activity may have caused contamination of soils, building and/or the groundwater, the member municipal Council and the County shall require the completion of a Phase 1 and if required a Phase 2 Environmental Site Assessment (ESA) to determine the suitability of the property for the intended use pursuant to **Part A - Section 7.8.4** of this Plan.

4.7.3 The municipality may use any one or a combination of the following approaches to ensure that no development occurs prior to the filing of a Record of Site Condition:

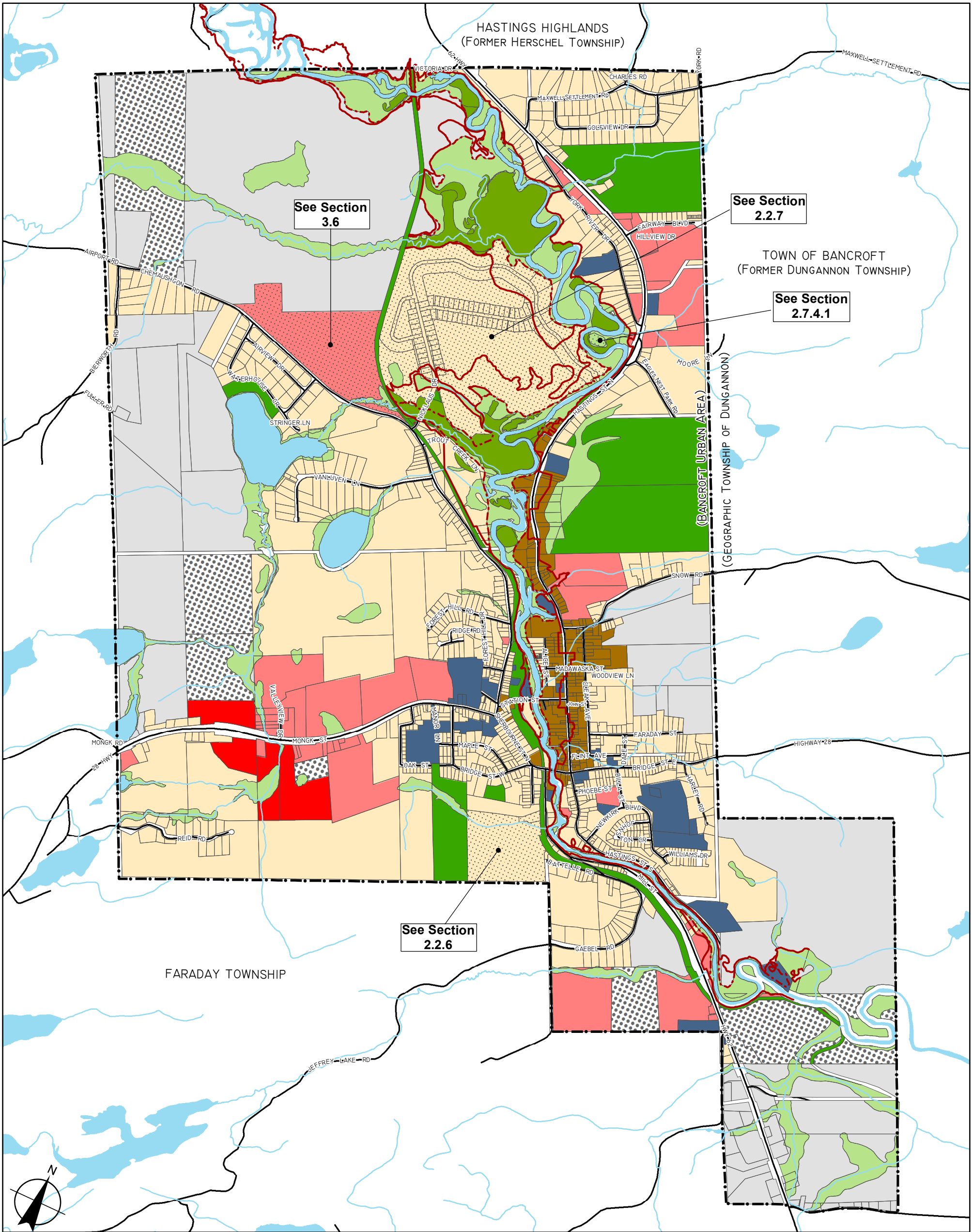
- a) The use of a Holding (-h) Provision;
- b) Site Plan and/or Subdivision Agreements; and

- c) Filing a Record of Site Condition cannot be required as a Condition of Consent approval except where a Phase 1 and/or Phase 2 ESA has determined that the site does not require 'clean up' or remediation.

4.7.4 Existing and former waste sites have been identified on **Servicing Schedule UCSP-B**. Where a site is identified, development shall only proceed in accordance with the policies of **Part A - Section 3.5** of this plan.

4.8 COMMUNITY IMPROVEMENT AREAS AND PLANS

The County of Hastings recognizes that the six (6) Urban Communities are ageing and that a need exists to provide for the upgrading and improvement of the physical infrastructure, buildings, recreational facilities and the arrangement of the existing land uses. The goals, objectives and policies of **Part A - Sections 2.1 and 2.6** of this Plan shall apply to the establishment and implementation of a community improvement area and/or plan for the six (6) Urban Communities.



COUNTY OF HASTINGS PART B - SCHEDULE UCSP A.1
 BANCROFT URBAN COMMUNITY - LAND USE

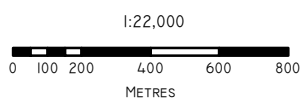
LAND USE DESIGNATION

- URBAN RESIDENTIAL
- URBAN COMMERCIAL-INDUSTRIAL
- URBAN COMMUNITY FACILITY
- URBAN EMPLOYMENT LAND
- URBAN MAIN STREET CORE/DOWNTOWN

- URBAN OPEN SPACE
- URBAN ENVIRONMENTAL PROTECTION
- URBAN ENVIRONMENTAL PROTECTION PSW
- URBAN FUTURE DEVELOPMENT
- URBAN EXTRACTIVE
- SITE SPECIFIC POLICY AREA

LEGEND

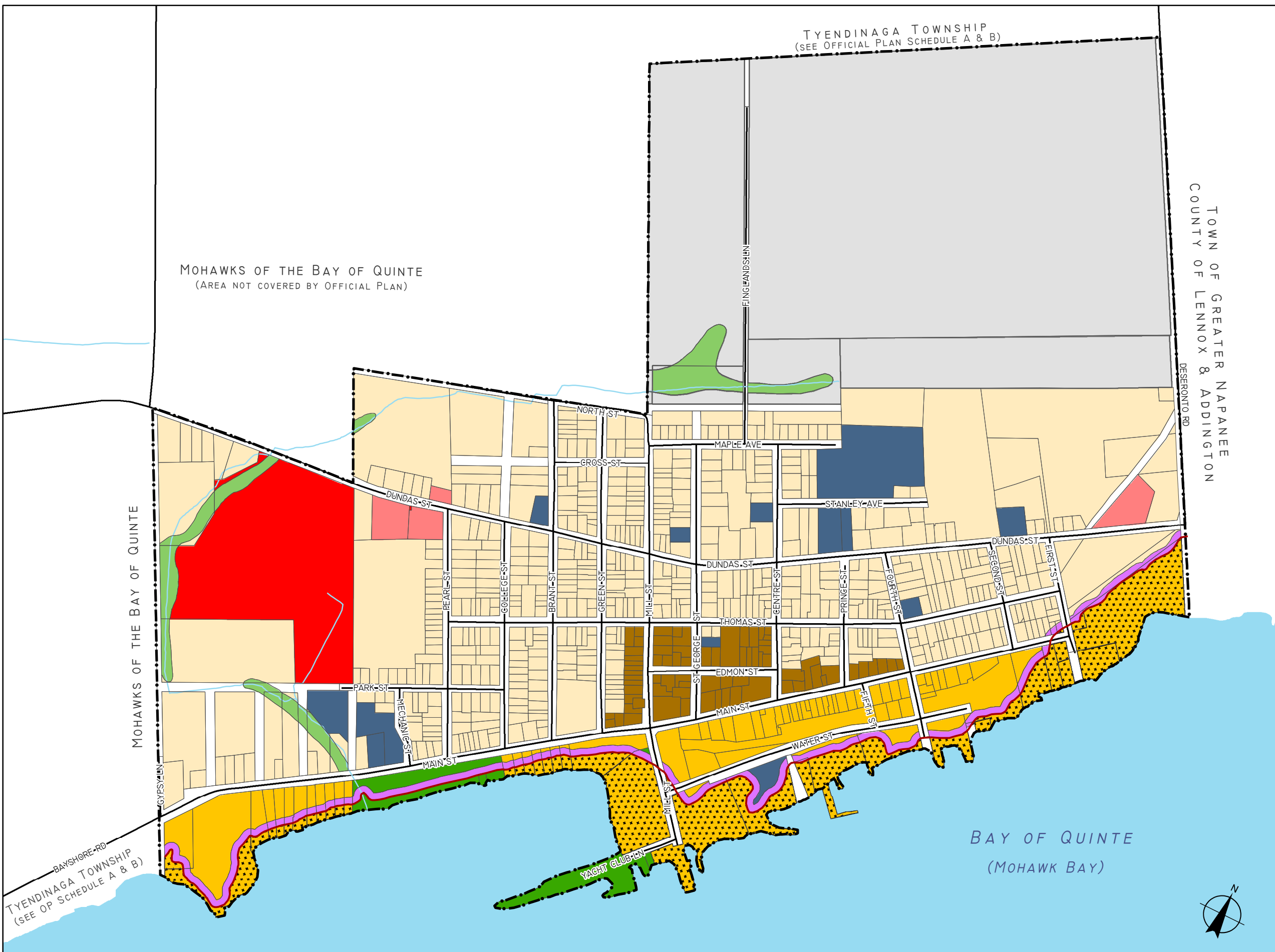
- FLOOD PLAIN
- FLOODWAY
- WATERCOURSE
- ROAD
- WATERBODY
- URBAN BOUNDARY



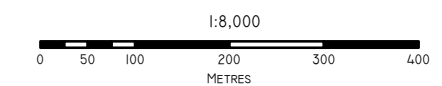
JUNE 22, 2018

AMENDMENT	DATE

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- LAND USE DESIGNATIONS**
- URBAN RESIDENTIAL
 - URBAN COMMERCIAL-INDUSTRIAL
 - URBAN COMMUNITY FACILITY
 - URBAN EMPLOYMENT LAND
 - URBAN MAIN STREET CORE/DOWNTOWN
 - URBAN OPEN SPACE
 - URBAN ENVIRONMENTAL PROTECTION
 - URBAN FUTURE DEVELOPMENT
 - DESERONTO WAVE UPRUSH AREA
 - WATERFRONT DEVELOPMENT AREA (SEE SECTION 2.3.5)
 - WAVE UPRUSH SPECIAL DEVELOPMENT AREA (SEE SECTION 2.6.2)
- LEGEND**
- FLOOD PLAIN
 - WATERCOURSE
 - ROAD
 - WATERBODY
 - URBAN BOUNDARY



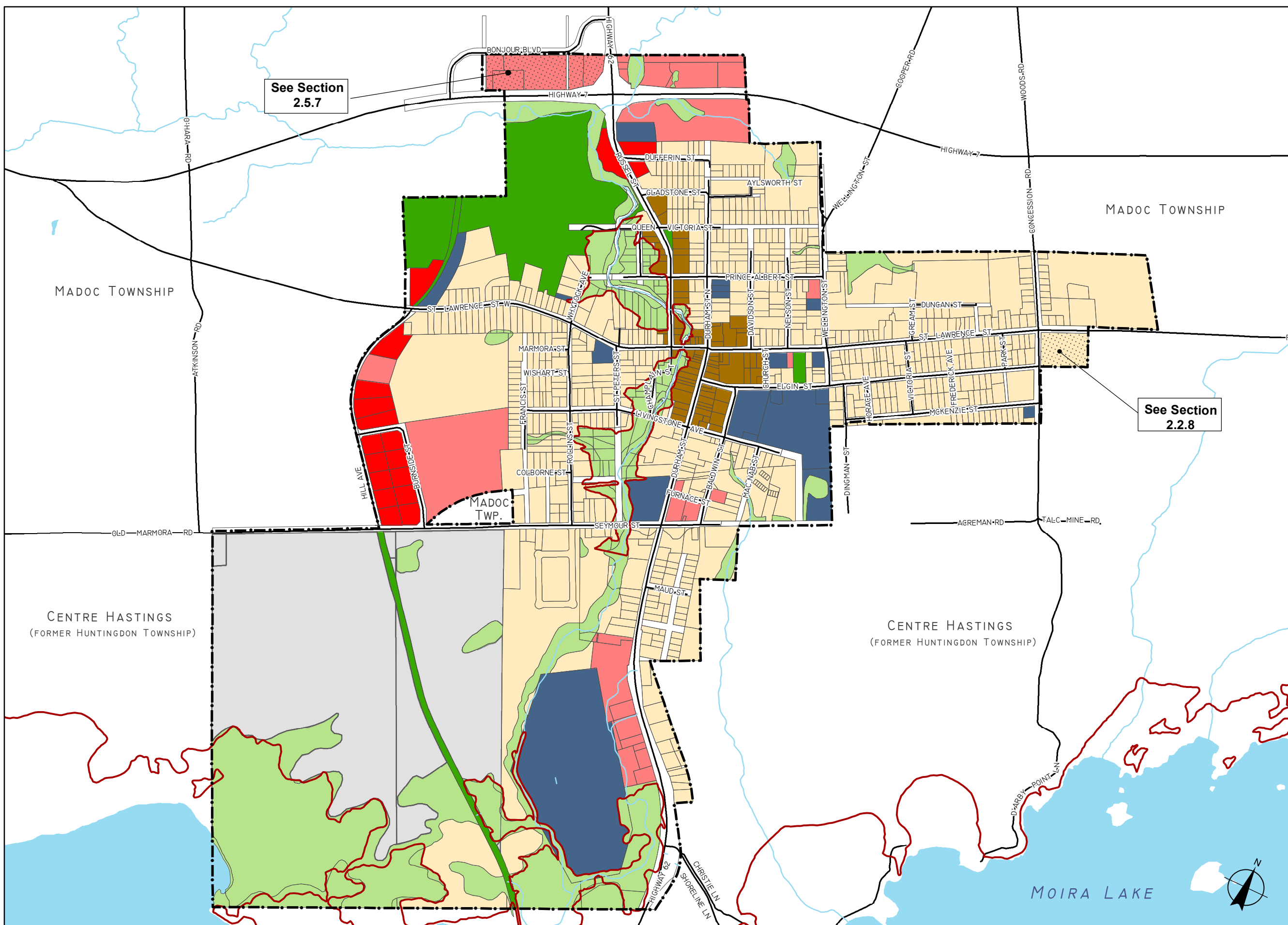
JUNE 22, 2018

AMENDMENT	DATE

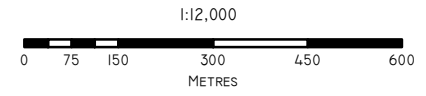


PART B - SCHEDULE UCSP A.2
DESERONTO URBAN COMMUNITY LAND USE

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- LAND USE DESIGNATIONS**
- URBAN RESIDENTIAL
 - URBAN COMMERCIAL-INDUSTRIAL
 - URBAN COMMUNITY FACILITY
 - URBAN EMPLOYMENT LAND
 - URBAN MAIN STREET CORE/DOWNTOWN
 - URBAN OPEN SPACE
 - URBAN ENVIRONMENTAL PROTECTION
 - URBAN FUTURE DEVELOPMENT
 - SITE SPECIFIC POLICY AREA
- LEGEND**
- FLOOD PLAIN
 - WATERCOURSE
 - WATERBODY
 - ROAD
 - URBAN BOUNDARY



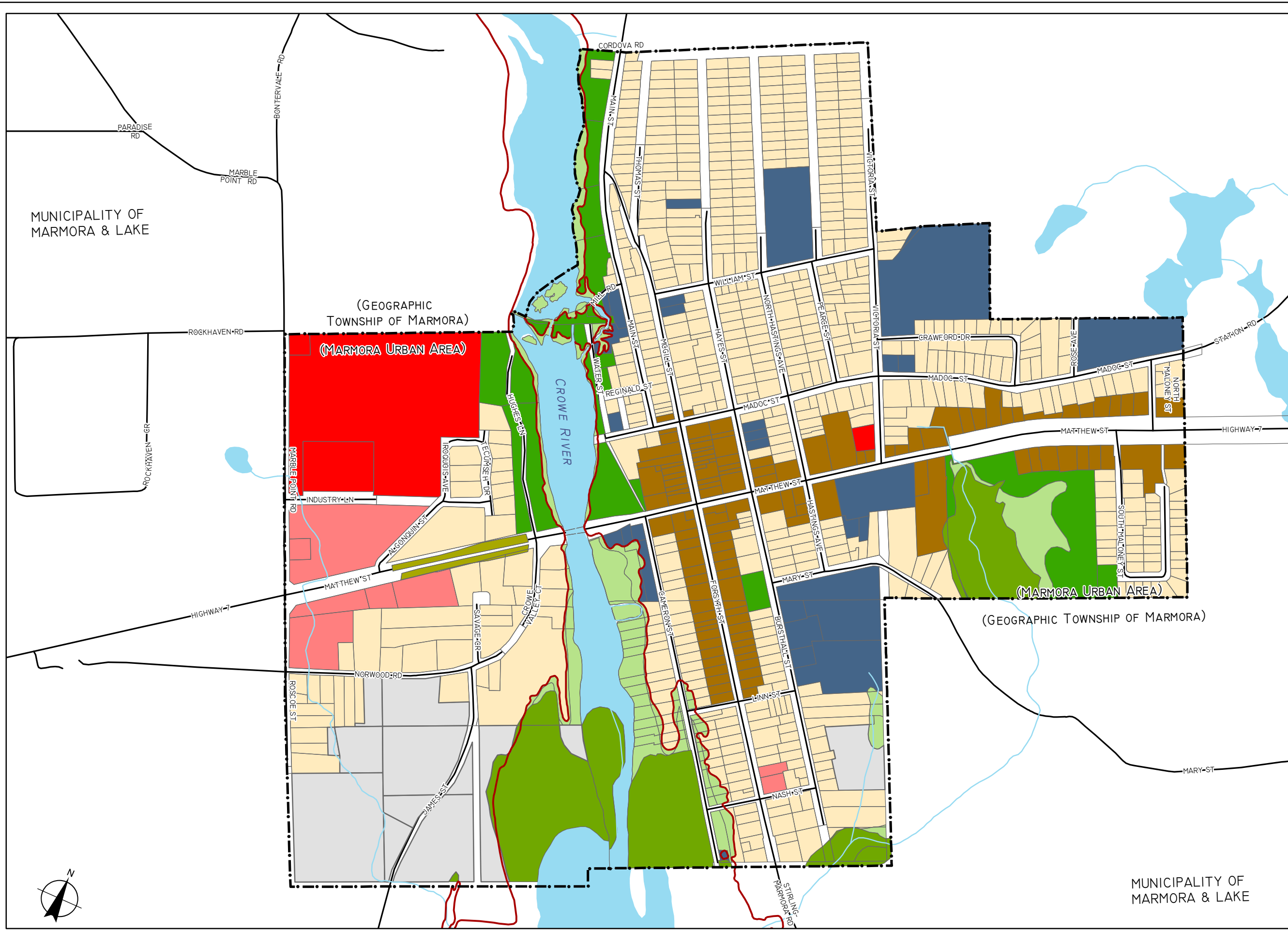
JUNE 22, 2018

AMENDMENT	DATE

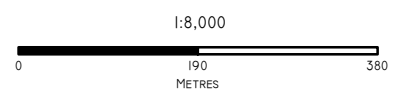


PART B - SCHEDULE UCSP A.3
MADOC (CENTRE HASTINGS AND MADOC TOWNSHIP) URBAN COMMUNITY LAND USE

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- LAND USE DESIGNATIONS**
- URBAN RESIDENTIAL
 - URBAN COMMERCIAL-INDUSTRIAL
 - URBAN COMMUNITY FACILITY
 - URBAN EMPLOYMENT LAND
 - URBAN MAIN STREET CORE/DOWNTOWN
 - URBAN OPEN SPACE
 - URBAN ENVIRONMENTAL PROTECTION
 - URBAN ENVIRONMENTAL PROTECTION-A (ANSI)
 - URBAN ENVIRONMENTAL PROTECTION-P (PSW)
 - URBAN FUTURE DEVELOPMENT
- LEGEND**
- URBAN BOUNDARY
 - FLOOD PLAIN
 - WATERCOURSE
 - WATERBODY
 - ROAD



JUNE 22, 2018

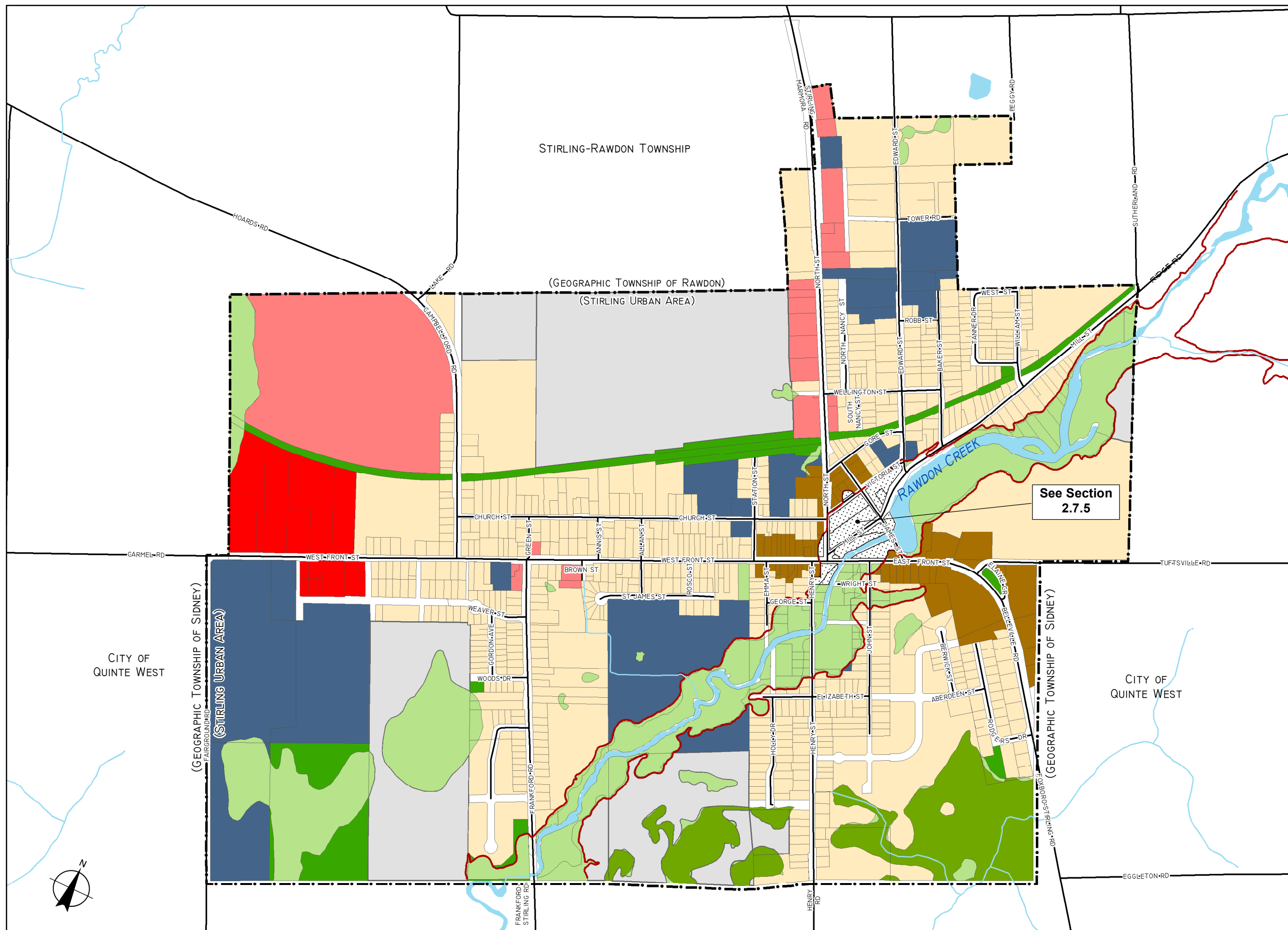
AMENDMENT	DATE



PART B - SCHEDULE UCSP A.4
MARMORA URBAN COMMUNITY LAND USE

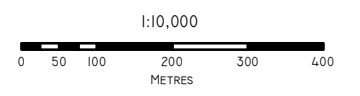
MUNICIPALITY OF
MARMORA & LAKE

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- LAND USE DESIGNATIONS**
- URBAN RESIDENTIAL
 - URBAN COMMERCIAL-INDUSTRIAL
 - URBAN COMMUNITY FACILITY
 - URBAN EMPLOYMENT LAND
 - URBAN MAIN STREET CORE/DOWNTOWN
 - URBAN OPEN SPACE
 - URBAN ENVIRONMENTAL PROTECTION
 - URBAN ENVIRONMENTAL PROTECTION-P (PSW)
 - URBAN FUTURE DEVELOPMENT
 - SITE SPECIFIC POLICY AREA
- LEGEND**
- URBAN BOUNDARY
 - WATERCOURSE
 - FLOOD PLAIN
 - ROAD
 - WATERBODY

See Section 2.7.5



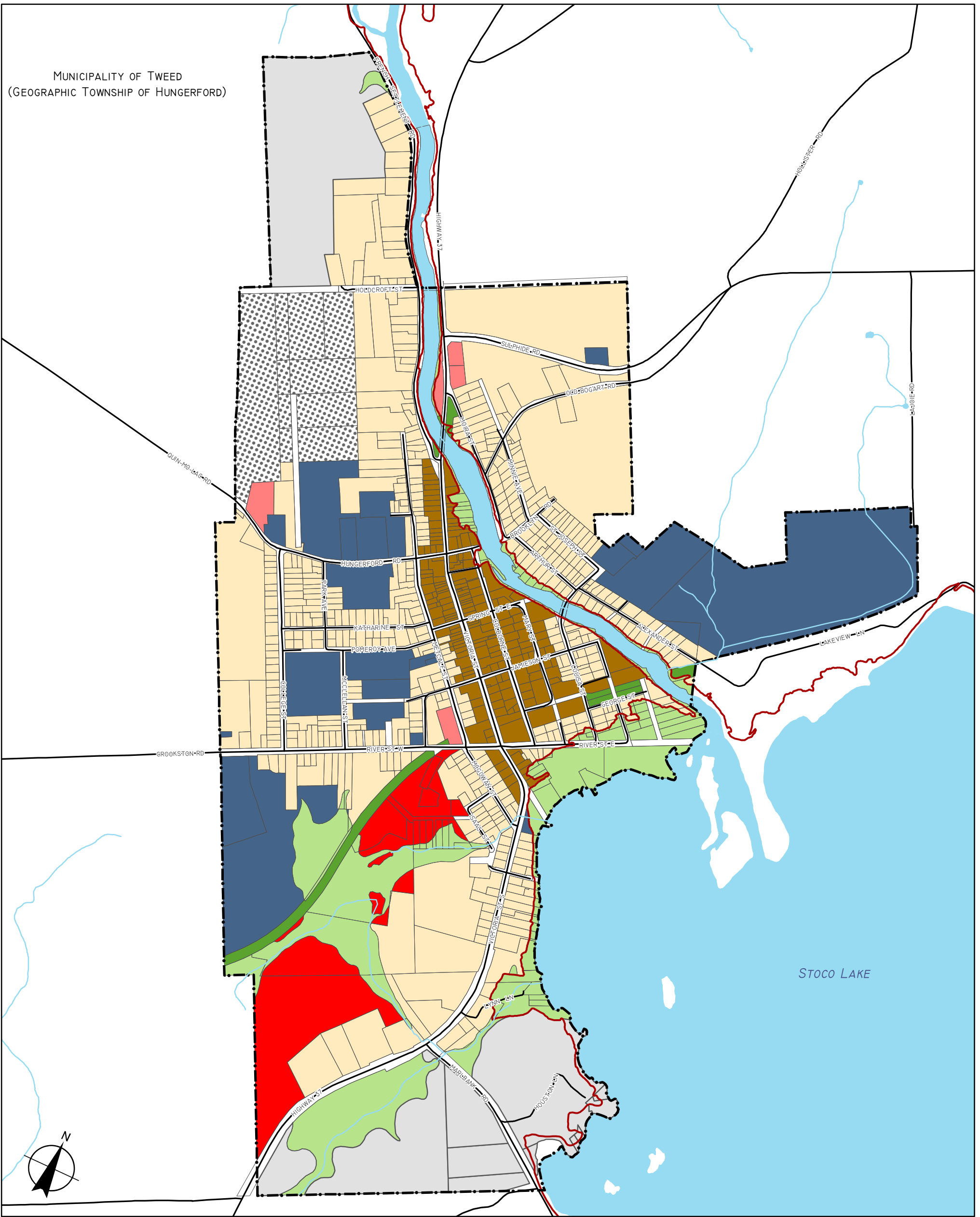
JUNE 22, 2018

AMENDMENT	DATE

PART B - SCHEDULE UCSP A.5
STIRLING URBAN COMMUNITY LAND USE

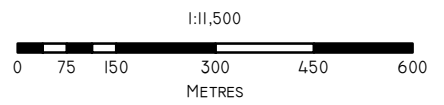
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MUNICIPALITY OF TWEED
(GEOGRAPHIC TOWNSHIP OF HUNGERFORD)



PART B - SCHEDULE UCSP A.6

TWEED URBAN COMMUNITY - LAND USE



LAND USE DESIGNATION

- URBAN RESIDENTIAL
- URBAN COMMERCIAL-INDUSTRIAL
- URBAN EXTRACTIVE
- URBAN COMMUNITY FACILITY
- URBAN EMPLOYMENT LAND
- URBAN MAIN STREET CORE/DOWNTOWN
- URBAN OPEN SPACE
- URBAN ENVIRONMENTAL PROTECTION
- URBAN FUTURE DEVELOPMENT

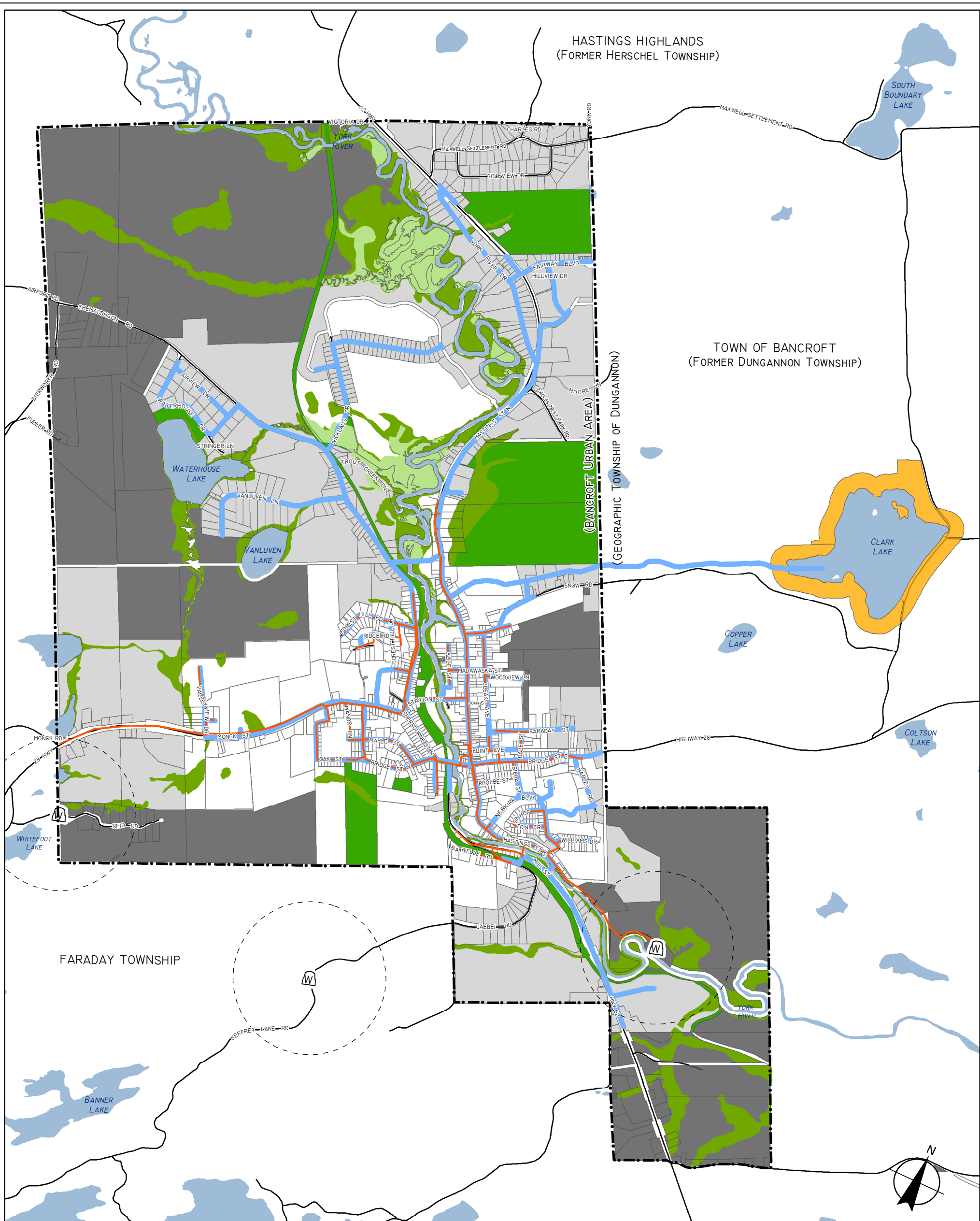
LEGEND

- WATERCOURSE
- FLOOD PLAIN
- ROAD
- WATERBODY
- URBAN BOUNDARY

JUNE 22, 2018

AMENDMENT	DATE

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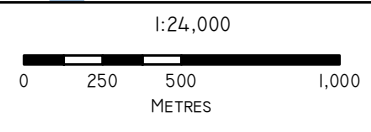


HASTINGS HIGHLANDS
(FORMER HERSCHEL TOWNSHIP)

TOWN OF BANCROFT
(FORMER DUNGANNON TOWNSHIP)

FARADAY TOWNSHIP

PART B - SCHEDULE UCSP B.1
BANCROFT URBAN COMMUNITY - SERVICING

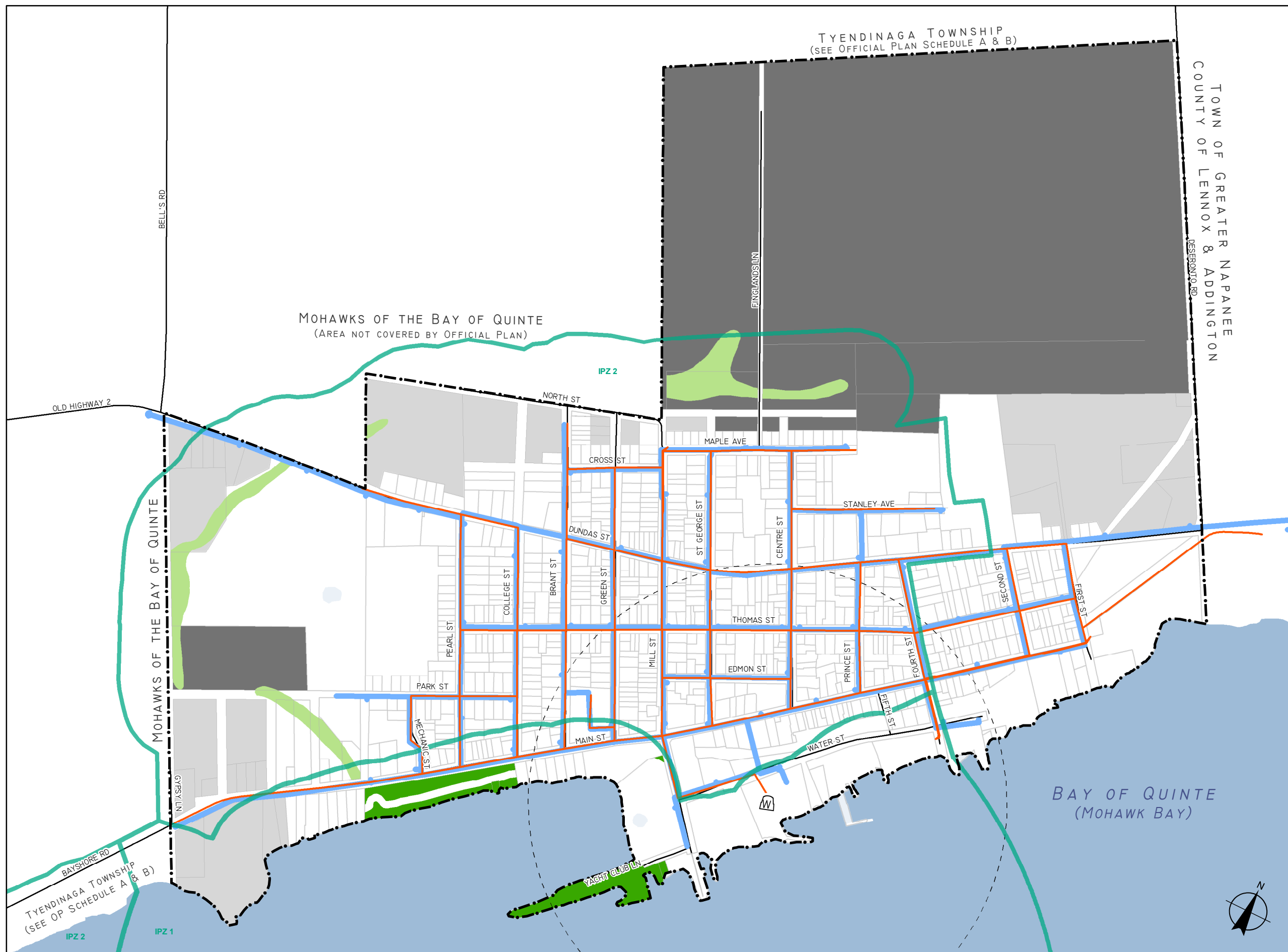


- WASTE MANAGEMENT (EXISTING OR FORMER)
- WASTE MANAGEMENT - 500M SETBACK
- SEWER MAIN
- WATER MAIN
- URBAN BOUNDARY
- OPEN SPACE
- URBAN ENVIRONMENTAL PROTECTION (PSW)
- URBAN ENVIRONMENTAL PROTECTION
- SOURCE WATER PROTECTION AREA (SECTION 3.4.2.1)
- PHASE I LANDS
- PHASE II LANDS
- PHASE III LANDS
- WATERBODY
- ROAD

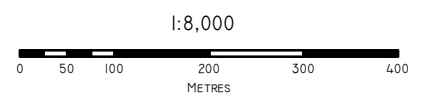
JUNE 22, 2018

AMENDMENT	DATE

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- LEGEND**
- WASTE MANAGEMENT (FORMER OR EXISTING)
 - WASTE MANAGEMENT SITE 500M SETBACK
 - SEWER MAIN
 - WATER MAIN
 - URBAN BOUNDARY
 - URBAN OPEN SPACE
 - URBAN ENVIRONMENTAL PROTECTION
 - PHASE I LANDS
 - PHASE II LANDS
 - PHASE III LANDS
 - INTAKE PROTECTION ZONE (SECTION 3.4.2.2)
 - WATERBODY
 - ROAD



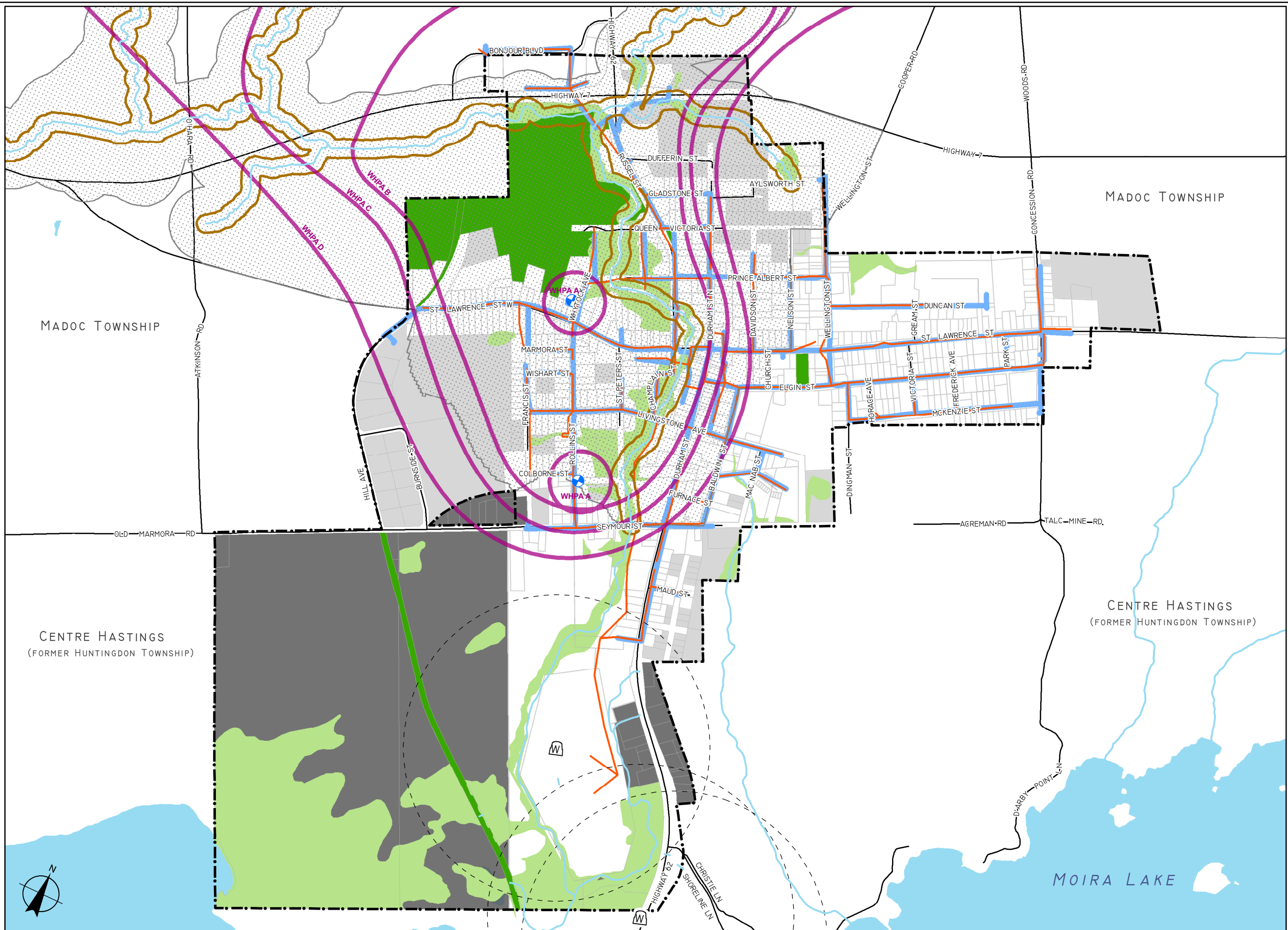
JUNE 22, 2018

AMENDMENT	DATE

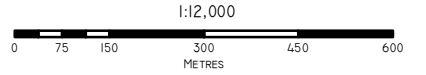


COUNTY OF HASTINGS PART B - SCHEDULE UCSP B.2
DESERONTO URBAN COMMUNITY - SERVICING

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- LEGEND**
- WASTE MANAGEMENT (EXISTING OR FORMER)
 - WASTE MANAGEMENT 500M SETBACK
 - MUNICIPAL WELL
 - WATERCOURSE
 - SEWER MAIN
 - WATER MAIN
 - URBAN BOUNDARY
 - URBAN OPEN SPACE
 - URBAN ENVIRONMENTAL PROTECTION
 - PHASE I LANDS
 - PHASE II LANDS
 - PHASE III LANDS
 - WELLHEAD PROTECTION AREA (SECTION 3.4.2.3)
 - ISSUES CONTRIBUTING AREA
 - WELLHEAD PROTECTION AREA - E
 - WATERBODY
 - ROAD



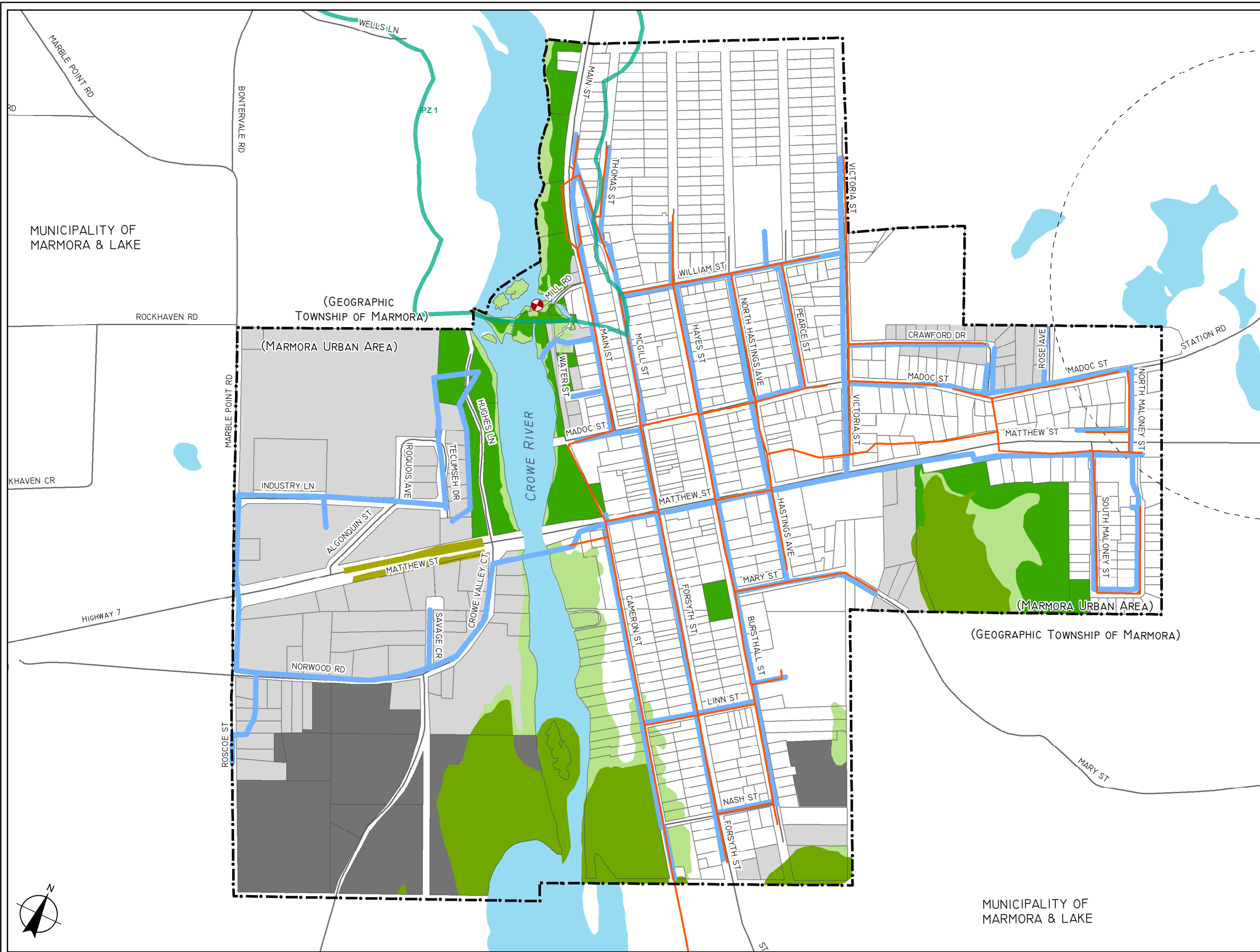
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AMENDMENT	DATE

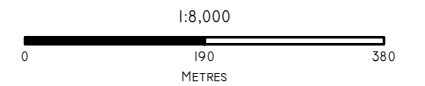


PART B - SCHEDULE UCSP B.3
MADOC (CENTRE HASTINGS AND MADOC TOWNSHIP) URBAN COMMUNITY - SERVICING

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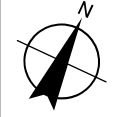


- LEGEND**
- WASTE MANAGEMENT (EXISTING OR FORMER)
 - WASTE MANAGEMENT 500M SETBACK
 - SURFACE WATER INTAKE
 - SEWER MAIN
 - WATER MAIN
 - URBAN BOUNDARY
 - URBAN OPEN SPACE
 - URBAN ENVIRONMENTAL PROTECTION
 - URBAN ENVIRONMENTAL PROTECTION-A (ANSI)
 - URBAN ENVIRONMENTAL PROTECTION-P (PSW)
 - PHASE I LANDS
 - PHASE II LANDS
 - PHASE III LANDS
 - INTAKE PROTECTION ZONE (SECTION 3.4.2.4)
 - WATERBODY
 - ROAD



JUNE 22, 2018

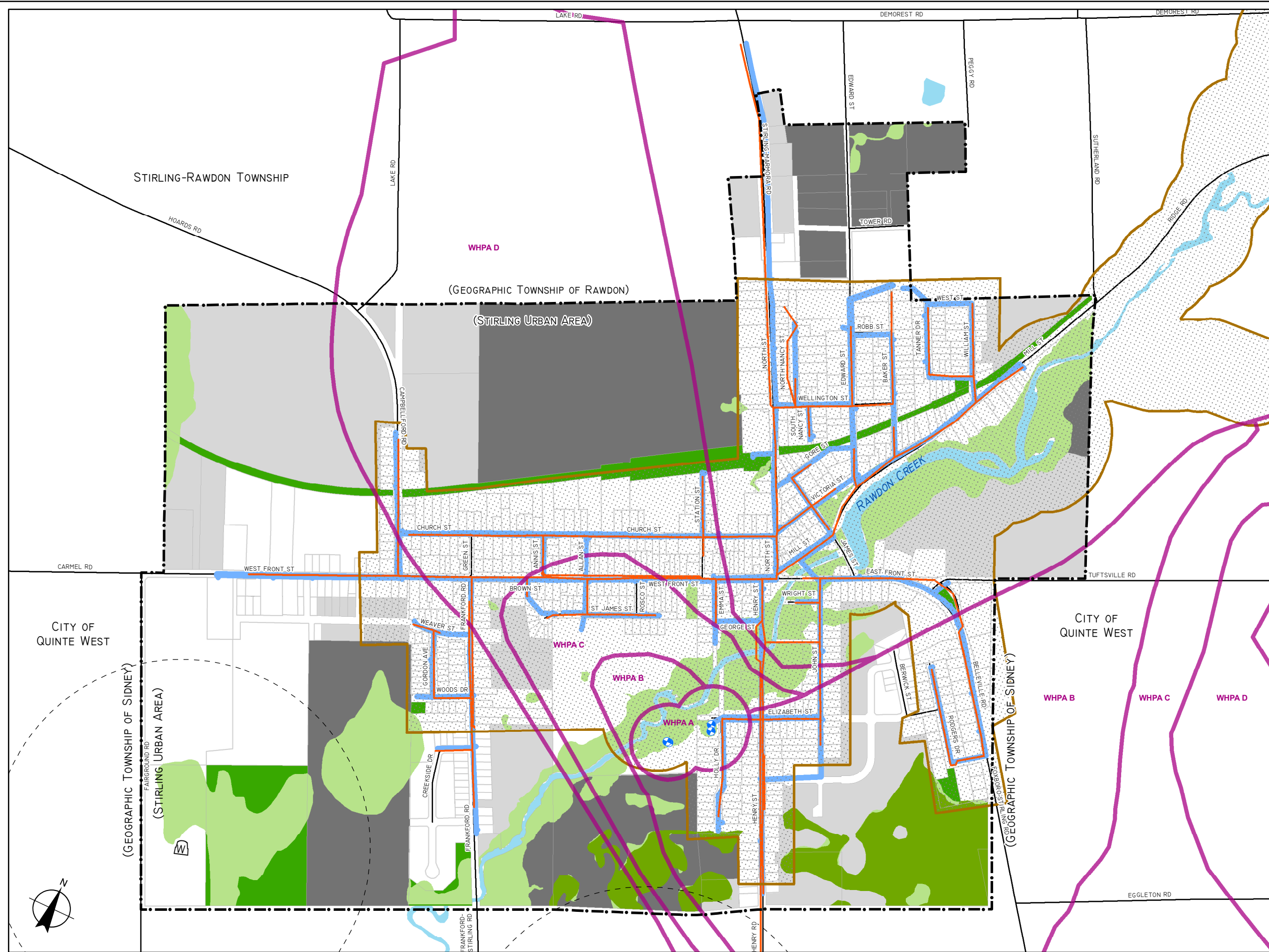
AMENDMENT	DATE



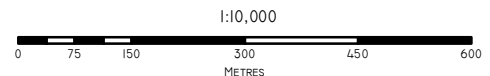
PART B - SCHEDULE UCSP B.4
MARMORA URBAN COMMUNITY - SERVICING

MUNICIPALITY OF
MARMORA & LAKE

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- LEGEND**
- MUNICIPAL WELL
 - WASTE MANAGEMENT (EXISTING OR FORMER)
 - URBAN BOUNDARY
 - WASTE MANAGEMENT 500M SETBACK
 - SEWER MAIN
 - WATER MAIN
 - WELLHEAD PROTECTION AREA (SECTION 3.4.2.5)
 - ISSUES CONTRIBUTING AREA
 - WELLHEAD PROTECTION AREA - E
 - URBAN OPEN SPACE
 - URBAN ENVIRONMENTAL PROTECTION
 - URBAN ENVIRONMENTAL PROTECTION-P (PSW)
 - PHASE I LANDS
 - PHASE II LANDS
 - PHASE III LANDS
 - ROAD
 - WATERBODY

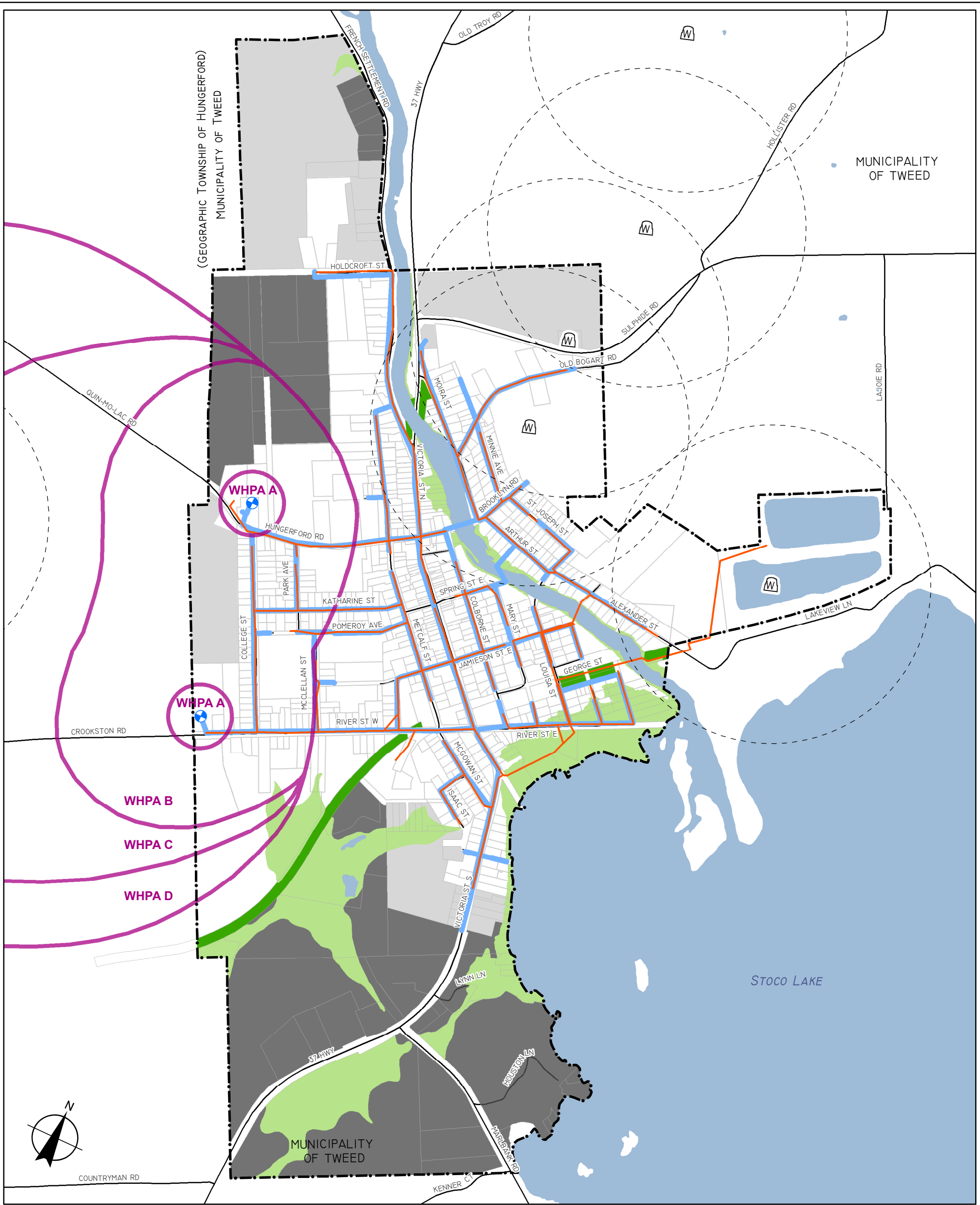


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AMENDMENT	DATE

PART B - SCHEDULE UCSP B.5
STIRLING URBAN COMMUNITY - SERVICING

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PART B - SCHEDULE UCSP B.6

TWEED URBAN COMMUNITY - SERVICING

1:11,500



LEGEND

- MUNICIPAL WELL
- URBAN BOUNDARY
- WASTE MANAGEMENT (EXISTING OR FORMER)
- WASTE MANAGEMENT SITE 500M SETBACK
- SEWER MAIN
- WATER MAIN
- WELLHEAD PROTECTION AREA (SECTION 3.4.2.6)
- URBAN OPEN SPACE
- URBAN ENVIRONMENTAL PROTECTION
- PHASE I LANDS
- PHASE II LANDS
- PHASE III LANDS
- ROAD
- WATERBODY

JUNE 22, 2018

AMENDMENT	DATE

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