

SCHOMBERG COMMUNITY PLAN
TOWNSHIP OF KING

OFFICE CONSOLIDATION
(as of November 1, 1998)

**As approved by the Ministry of Municipal Affairs on December 24, 1996
and the Region of York on July 2, 1998**

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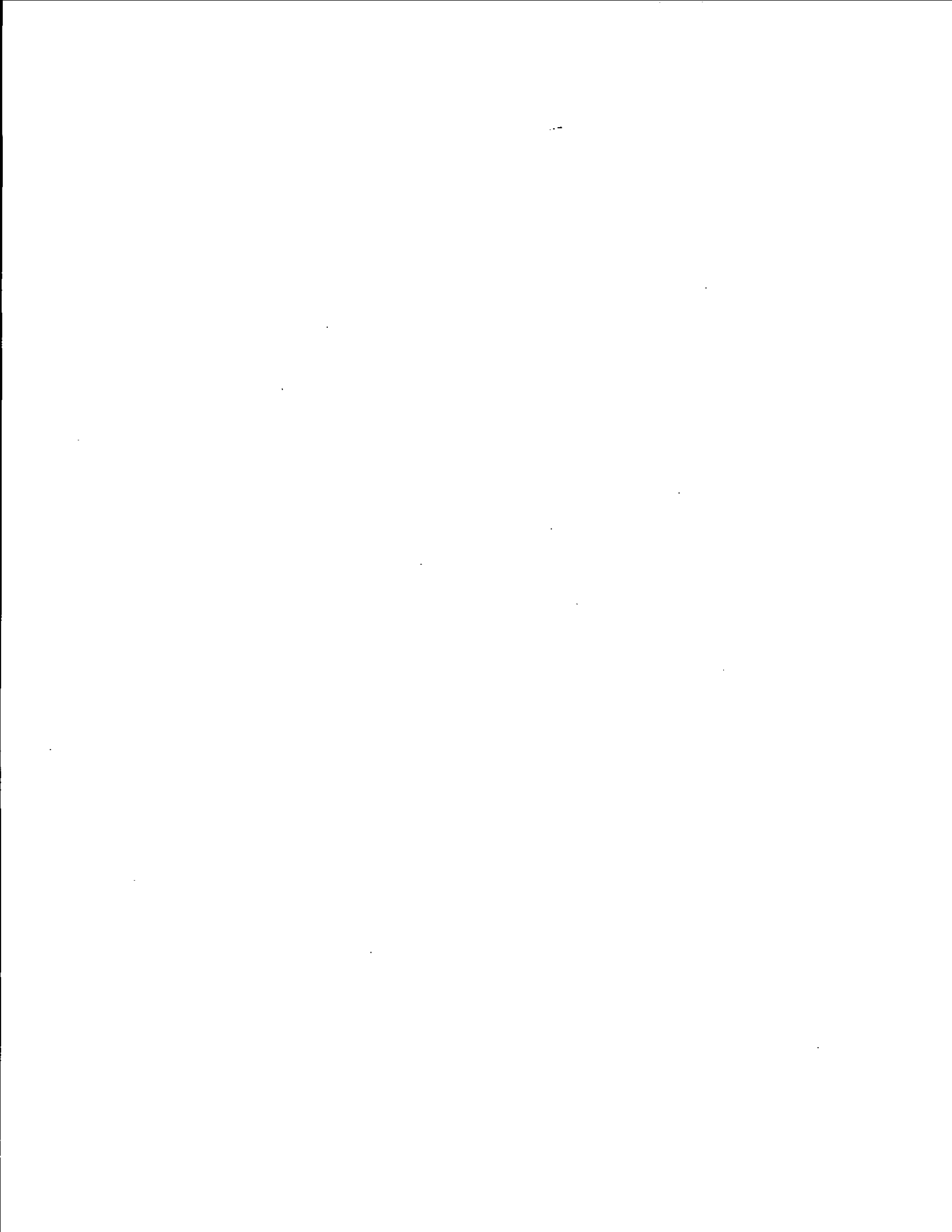
EXPLANATORY NOTE

This version of the Schomberg Community Plan is an office consolidation of the modifications and deferrals made by the Minister of Municipal Affairs as part of the Minister's approval of the Plan on December 24th, 1996 and the subsequent Region of York's approval (pursuant to section 4 of the Planning Act Delegation Order) of Deferral No.1 (Special Policy Area policies and Schedule "B") on July 2nd, 1998. The consolidation has been prepared to assist the reader interpret the changes to the Plan. For detailed information about the modifications and deferrals, please refer to the Minister's and Region's approval pages.

The maps contained in this version of the Plan reflect the modifications and approvals of the maps in the Minister's and Region's approval.



PART ONE
INTRODUCTION



1.1 The Planning Area

The Township of King is located to the north of Metropolitan Toronto within the Regional Municipality of York. The southerly boundary of the Township is approximately 15 kilometres north of the Metro area boundary and 30 kilometres to the north of the central core of the City of Toronto. The westerly limit of the Township forms the boundary with the Town of Caledon in the Regional Municipality of Peel. King Township is bounded to the north by the Townships of Tecumseth and West Gwillimbury, to the east by the Town of East Gwillimbury, the Town of Newmarket, the Town of Aurora and the Town of Richmond Hill, and, to the south by the City of Vaughan.

The Township of King is predominantly a rural community. Agriculture and related farming activities represent a significant element of the socioeconomic fabric of the area. Historically, urban development has focussed upon three communities, namely King City, Nobleton and Schomberg. Development in the urban communities is supplemented by hamlets such as Ansnorveldt, Kettleby, Laskay, Lloydtown, Pottageville, and Snowball which function primarily as residential communities. In addition, there are several estate residential areas throughout the Township which are frequently located in the rural areas and are most noteworthy for their high end, exclusive housing.

The Township of King is bisected by Provincial Highway No. 400 which runs in a north-south direction from the Macdonald-Cartier Freeway (Highway No. 401) to Barrie and other areas to the west of Lake Simcoe. Provincial Highway No. 27 follows a north-south alignment through the more westerly part of the Township and provides for direct access between Schomberg and Nobleton. Provincial Highway No. 9 traverses the northerly limit of the Township and provides for direct access to the Newmarket urban core. Other major north-south, east-west roads serving the Township are under the jurisdiction of the Regional Municipality of York and serve to complement both the local and provincial road network.

Schomberg is a rural service centre located in the north-westerly quadrant of the Township of King, approximately 42 kilometres north of the Metropolitan Toronto area. The community is bounded by Highway No. 9 to the north which, as previously noted, provides direct access to Highway No. 400 and the Newmarket area. Highway No. 27, which extends north from the Queen Elizabeth Way to Barrie, traverses the easterly portion of the study area. Both Highways have had a significant influence upon the pattern of land use and development within Schomberg.

Development within the community is largely serviced by municipal water supply and sanitary sewage systems. The industrial area, located to the east of Highway No. 27 and south of Highway No. 9, is serviced by the municipal water supply system and private effluent treatment facilities. It is intended that the municipal sewage collection and treatment system be extended to service the industrial area. Limited potential exists to accommodate further development on full urban services however, due to restrictions in terms of the sewage treatment capacity.

1.2 Role And Responsibility Of Council

The Township of King is covered by an Official Plan approved by the Minister of Municipal Affairs on November 23, 1970. The Official Plan designates land within various land use classifications which include Open Space, Estate Residential, Hamlet, Urban Centre, Major Institutional, Commercial, Industrial, Gravel Pit and Rural. When adopted by Council in August of 1970, the Official Plan was intended to serve as an Interim Policy document. The Plan contemplated limited development only in the communities of King City, Nobleton and Schomberg and the six hamlets in the absence of full municipal services.

The Official Plan for the Township of King designates the built-up area of Schomberg and, to a limited extent, adjacent lands as Urban Centre. Lands are also designated as Open Space, Commercial and Industrial. As is apparent from the manner in which the lands have been designated, and the associated policy statements, there is a need for the Council of the Corporation of the Township of King to adopt a more detailed Community Plan to provide for the future orderly growth and development of the community in keeping with generally accepted planning principles.

The Council of the Township of King is responsible for the preparation of a Plan suitable for adoption as the Schomberg Community Plan in accordance with the provisions of Sections 17 and 21 of The Planning Act, R.S.O., 1990, c.P.13. Council is also responsible for forwarding the Community Plan to the Minister of Municipal Affairs for approval.

To this end, the Council of the Corporation of the Township of King undertook the preparation of a background planning study for the Schomberg area whereunder such matters as the future development and growth of the community and the principles of urban design to be employed were addressed. This study, completed in May of 1990, forms the basis of the Community Plan for Schomberg.

In accordance with the policies and provisions of the Township of King Official Plan, the Schomberg Community Plan is to be incorporated as part of the Official Plan by way of amendment. It is further intended that the Community Plan for Schomberg shall be subject to continuing review by Council and that, whenever it is found necessary due to changing physical, technical or socioeconomic factors, this Plan shall be amended to keep abreast of such changing trends and needs. In this regard it is noted that, in accordance with the provisions of Section 26(1) of The Planning Act, R.S.O., 1990, c.P.13, Council shall hold at least one special public meeting every five years for the purposes of determining the need for a review of the Plan or specific sections thereof.

1.3 Purpose Of The Plan

The purpose of this Community Plan is to provide an overall framework for the future orderly development and growth of Schomberg in accordance with sound and reasonable land use planning policies and urban design criteria and principles. The policies should be responsive to the needs of area residents and businesses having regard for the current socioeconomic characteristics of the area. Accordingly, the Schomberg Community Plan should serve to maintain and strengthen the existing community structure through appropriate and contemporary planning policies and design guidelines.

This Community Plan is intended to guide development within Schomberg during the planning period to the year 2011. In establishing a framework for future land use planning decisions, the Plan serves to reduce uncertainty for both the public and private sectors as arises in the speculation of future land use development alternatives. To this end, the land use planning principles and policies enunciated in this Community Plan provide for a reasonable degree of compatibility between dissimilar land use activities which establish different priorities for the use of lands in close proximity to one another. The effect of such policies is to minimize potential land use conflicts and to allow for reinforcement of the existing community structure.

The Schomberg Community Plan is not intended as an instrument by which policies and principles are implemented, nor is it intended to control or regulate the future development and use of lands. Rather, it is the intention of this Plan to set forth the necessary planning policies and principles to guide both public and private interests in such a manner as to ensure a reasonable and desirable pattern for future land use and development, that is a planning framework resulting in a derived benefit for all residents and businesses within the community and the Township of King as a whole.

1.4 Basis Of The Plan

In 1981 the Township of King undertook the preparation of a Community Plan for the Schomberg Lloydtown area. The draft document was brought before Council in January of 1982 as Amendment No. 19 to the Township of King Official Plan. The Schomberg Community Plan was not formally adopted by Council. This Plan, although not formally adopted in accordance with the provisions of the Planning Act, has been used by Council and Municipal Staff, in accordance with Council's resolution of January 25, 1982, as an interim policy document to assist in the review and consideration of development and/or redevelopment proposals within Schomberg since that time.

As indicated in Section 1.2 of the final draft of the Schomberg Community Plan, dated January 1982, the Official Plan for the Township of King addresses the development of the entire Township and provides basic land use principles to be followed in the development of the area as a whole. More specifically, Section 1.2 of the Community Plan states that the Official Plan for the Township of King "does not, however, provide sufficient detail for implementation at a secondary planning level in the urban areas of the Township. Therefore, the Community Plan, has been prepared as an amendment to provide specific policies for the control of future development in the Schomberg-Lloydtown area."

Council recognizes that many of the factors which influenced the planning decision making process during the preparation of the original Community Plan in 1981-82 are no longer relevant in defining land use policies today. Of particular significance was the introduction of Ontario's new Planning Act in 1983 and the construction of the sewage treatment facilities in 1989 and improvements to the water supply and distribution system.

In January of 1989, Council decided to proceed with the preparation of a new Community Plan for Schomberg which is responsive to the needs of both the public and private sectors today. To this end a comprehensive background planning study, which does not form part of this Plan, was undertaken by the Municipality during 1989. In accordance with the statutory provisions of The Planning Act, the background study addressed various physical, social and economic conditions affecting the development and use of lands throughout Schomberg. Regard was also had for various other reports and studies previously undertaken by the Township which have influenced the planning and development of this community.

The following is a summary of the major findings and conclusions drawn from the background planning studies.

- the study area is situated to the north of the Oak Ridges Moraine and the lands affected by the Expression Of Provincial Interest, dated June 1991, and is within an area of prime agricultural lands, that is soils identified within Classes 1 and 3 under the Canada Land Inventory for Agricultural Capability;
- environmental constraints to development exist in two forms, namely lands which are flood susceptible and lands which are adjacent areas which are environmentally sensitive;
- the streams which traverse the area originate to the south and west of Schomberg and flow in a north-easterly direction towards the Holland Marsh and Lake Simcoe;
- under Regional Storm conditions, portions of the main central area of the community could be flooded to depths of 1.5 to 3.6 metres;

1.4 Basis Of The Plan (cont'd)

- in view of the Municipality's long term commitment and the need to provide for the maintenance and reinforcement of the community structure, consideration should be given to the designation of the older, established areas of the community within the flood plain as a Special Policy Area;
- the Schomberg River supports a warm water fishery resource which requires the implementation of building setbacks and effective storm water management practices to ensure the integrity of the natural resource;
- the pattern of land use and development throughout the study area is reasonably well defined, the community of Schomberg being separate and distinct from Lloydtown;
- the land use and settlement pattern in Schomberg is relatively compact with an established residential community peripheral to the main central area;
- industrial/commercial development is limited, there being limited potential for conflicts with the areas of residential development;
- Lloydtown is a relatively small rural settlement area which should be maintained as a separate and distinct community from Schomberg;
- the low lying area between the tributary streams of the Schomberg River, south-west of Main Street, should be retained as an open space-recreational area, as it may provide a potential opportunity for the construction of flood control works which would reduce the risk of flooding to downstream properties in the main central area of the community and provide a degree of flexibility in terms of the redevelopment and growth of the community;
- the potential for land use conflicts within the urban community is limited and thus the pressure for urban renewal and redevelopment of non-compatible forms of land use is restricted to select areas within the older, established areas of the community;
- there is evidence of economic decline and land use conflicts within the main central area of the community;
- there exists a need to promote a compact economic core area where a full range of goods and services is provided in keeping with the needs of the community and in a manner which is representative of innovative urban design concepts;
- future development proposals of a commercial nature adjacent the limits of Highway No. 27 should not undermine the main central area of the community but rather reinforce the concept of a well defined core area;
- commercial uses seeking locations adjacent Highway No. 27 should generally be in association with planned unit developments which reduce the need for private ingress and egress points to and from the Highway;

1.4 Basis Of The Plan (cont'd)

- the industrial area to the east of Highway No. 27 is the most significant concentration of industrial development in the Township at the present time and there exists an opportunity to provide for the continued growth and development of industry in this area of the community with minimal potential for land use conflicts;
- Highways No. 9 and No. 27 have had a significant impact upon the land use and development pattern and represent a logical boundary for urban residential development to the north and east of Schomberg;
- within the foreseeable future, land use planning decisions should be effective to preserve and maintain the primary function of Lloydtown as a residential area, in keeping with the existing community structure and as a community distinct and separate from Schomberg;
- development adjacent Church Street should not be permitted to infill between Lloydtown and Schomberg as this will result in pressure for the extension of services and will not promote a compact urban settlement pattern;
- improvements are required to the water supply and distribution system which include enhanced storage capacity and the retrofitting of distribution mains;
- with improvements, the water supply and distribution system will be capable of supporting a population equivalent of approximately 4000 persons;
- Schomberg is serviced by a municipal sewage collection and treatment system with a design population equivalent of 1500 persons, consequently there is modest capacity to accommodate development within the community;
- development in Lloydtown is serviced by private water supply and private sewage treatment systems;
- limited development may be sustained in Lloydtown on the basis of relatively large lots with private services;
- there is a need for the development of an overall storm water drainage management plan with specific regard for storm water quality and the implementation of flood reduction measures in the main central area of the community.
- there is a need to improve and/or expand the network of sidewalks serving the communities of Schomberg and Lloydtown in order to provide for enhanced pedestrian movements;
- the population of the study area is approximately 1320 persons of which it is estimated that 945 persons reside within the fully serviced urban area of Schomberg;
- the rate of population growth for the Schomberg urban area during the past decade has exceeded the norm for the Township of King as a whole with the Schomberg-Lloydtown study area contributing significantly to the overall population growth since 1981;

1.4 Basis Of The Plan (cont'd)

- the population of the study area is expected to increase to 2000 to 2100 persons as of the year 2001, the urban residential component being in the order of 1600 persons;
- there is an identifiable need for an additional 175 to 200 housing units during the next decade with the study area;
- approximately 20 hectares will be required to accommodate low density housing and an additional 4 hectares for medium density housing forms;
- increased pressure will be placed upon the Municipality during the next decade to provide greater variation in housing form and to provide recreational opportunities serving the needs of older persons;
- there are two elementary school sites within Schomberg, however there are no secondary schools within Schomberg;
- there is a deficiency in terms of public parkland area relative to the population of the study area which is offset to a large extent by private open space areas available to the public and held in association with community and institutional uses;
- fire protection is provided by a volunteer fire department with facilities to effectively fight fires in buildings not greater than three storeys in height;
- community, business and personal services, trade, manufacturing and construction accounted for 86 per cent of the employment opportunities for the resident employed labour force within the study area;
- the resident employed labour force continues to demonstrate increased reliance upon the major urban areas of York Region and Metro Toronto, the significance of which is expected to increase during the next 5 to 10 years;
- the land use policies and designations contained in the Schomberg Community Plan should not only be responsive to the needs of local government but should also provide a reasonable degree of flexibility to allow the continued growth of local business and commerce;
- from an economic perspective the primary objective of the Municipality should be to provide for a compact urban settlement area which promotes an efficient community structure and minimizes the potential for land use conflicts;
- one of the principal objectives of the Schomberg Community Plan should be to foster the redevelopment of the main central area and to promote a degree of economic stability;
- redevelopment and renewal of the main central area of the community should be accommodated in conjunction with a high quality urban design and should recognize the role of the area as a rural service centre;

1.4 Basis Of The Plan (cont'd)

- the formation of a 'Business Improvement Association' in Schomberg may assist in surmounting the potential problems of declining viability, increased competition and physical deterioration;
- a secondary node of commercial uses has developed adjacent the westerly limits of Highway No. 27, south of Highway No. 9, the effect of which has been, in part, to undermine the viability of the main central area;
- infilling and modest expansion of commercial uses adjacent the westerly limits of Highway No. 27 is considered to be of merit provided that measures are employed to promote a high degree of interaction with the Main Central Area of Schomberg;
- in developing land use policies for the Highway No. 27 commercial corridor, it will be necessary to promote the concept of a well defined commercial component wherein uses which due to their specialized needs in terms of traffic, or, which are not well suited to the main central area are accommodated;
- the Highway No. 27 industrial area is not only significant in terms of Schomberg but also represents the principal focus of industrial development within the Township of King;
- the primary goal for the Highway No. 27 industrial area should be to not only maintain and reinforce the industrial base but also to protect the area from adoption by dissimilar land uses which limit the flexibility and expansion of industrial initiatives;
- it is the intent of the Township of King to promote the development of industries with relatively high performance standards adjacent the Highway No. 9 and Highway No. 27 corridors;
- the predominant form of housing within the study area is the owner occupied, single family residence, 32 per cent of the housing stock within the study area was constructed prior to 1946 with 48 per cent of the housing stock constructed since 1971;
- the demand for housing units within the community exceeds the anticipated rate of population growth, a factor which is, in part, considered to be a function of new household formation and the continuing decline in the average number of persons per household;
- the majority of the housing stock is in good structural condition with a limited component in need of minor repairs;
- there exists an opportunity for redevelopment of older residential properties and underutilised lands adjacent Church Street for alternative housing forms such as low rise apartments and townhomes;
- the pressure for development of the Schomberg area is reflected by current applications before Council which, if approved, would provide for the development of 60 townhomes, a 32 unit senior's housing complex, 373 single-family dwellings and 56 industrial lots of varied size for a range of uses;

1.4 Basis Of The Plan (cont'd)

- declining public sector revenues and increasing demands for services are requiring all levels of government to plan for maximum efficiency in the use of existing public services and facilities;
- community improvement policies and programs are consequently becoming a basic element in the financial and land use planning process at the municipal level, particularly during periods of poor performance by Ontario's economy;
- the overall criteria for the designation of a community improvement area should be a demonstrated potential for meaningful improvements, redevelopment, renovation and revitalization which will result in the maintenance and reinforcement of the community structure;
- based on the identifiable deficiencies and conflicts within the existing community structure, those lands south of Highway No. 9, east of Highway No. 27 within the Schomberg urban area are recommended for designation as a Community Improvement Area;
- the Schomberg Community Plan should serve to reduce the degree of uncertainty associated with future development applications and to identify those alternatives which promote the maintenance and reinforcement of the community; and
- the primary objective of the Schomberg Community Plan should be to provide for a compact urban settlement area which employs a desirable civic design and a reasonable degree of flexibility for the various forms of land use anticipated.

1.5 Amendment to the Township of King Official Plan**1.5.1 Overview**

As is apparent from the foregoing sections of this report, there is now a need to provide detailed planning policies to ensure the future orderly growth and development of Schomberg and to avoid the uncertainty that arises as a result of speculation by both the public and private sectors. Council has therefore pursued the development of a new Community Plan for Schomberg which establishes policies and designations to govern the future development of the area in keeping with the level of municipal services available and contemporary and generally accepted land use planning principles. It is therefore proposed that Schedule "A" to the approved Official Plan for the Township of King be amended insofar as is necessary to delete all designations applicable to the Schomberg area, and, to clearly identify thereon the boundary of the lands affected by the Schomberg Community Plan.

1.5.2 Details of the Amendment

1.5.2.1 THAT Schedule "A", the Land Use Plan, forming part of the approved Official Plan for the Township of King is hereby amended by deleting the "Urban Centres", "Open Spaces", "Commercial", "Industrial", and such other land use designations as generally apply to the Schomberg Area and by delineating the boundaries of the lands affected by the Schomberg Community Plan in accordance with the Land Use Plan for the Township of King, attached hereto as Schedule "A1" and by this reference forming part of this Amendment to the Township of King Official Plan .

1.5.2.2 THAT those lands previously designated in a conceptual manner as part of the Schomberg Urban Centre on the Land Use Plan forming part of the approved Official Plan for the Township of King, and, which are now beyond the boundaries of the lands affected by the Schomberg Community Plan, are hereby redesignated "Rural" in accordance with the Land Use Plan for the Township of King, attached hereto as Schedule "A1" and by this reference forming part of this Amendment, and the policies of the Township of King Official Plan, as amended, shall hereinafter apply.

1.5.2.3 THAT the policies and designations contained in the Schomberg Community Plan shall hereinafter apply to the future development and use of lands within the area affected by the Schomberg Community Plan as delineated on Schedule "A1", the Land Use Plan forming part of the Official Plan for the Township of King, attached hereto and by this reference forming part of this Amendment.

1.5.3 Implementation and Interpretation**1.5.3.1 Implementation**

This Amendment to the Official Plan of the Township of King shall be implemented in accordance with the provisions of the Schomberg Community Plan, the Implementation Policies of the approved Official Plan for the Township of King and the provisions of the Planning Act, R.S.O., 1990, c. P.13., as amended.

1.5.3.2 Interpretation

The provisions of the Schomberg Community Plan and the approved Official Plan for the Township of King shall apply with respect to the Interpretation of this Amendment.

PART TWO
GOALS AND OBJECTIVES



2.1 Introduction

- The Goals and Objectives enunciated in this Community Plan are intended to represent a future desired state which will serve to outline the intent of this Plan for Schomberg.
- Normally, it is accepted that Goals and Objectives, by their inherent nature, represent expressions of general intent and, although usually expressed in a positive sense, are not intended to be interpreted or misconstrued as direct statements of planning policy. It is not proposed that the stated Goals and Objectives of this Plan be applied directly to either any development or redevelopment proposal or, for that matter, to any specific situation. Rather, they are to be regarded as the basis for the formulation of subsequent policy statements contained in this Plan. Furthermore, the Goals and Objectives set forth herein are not intended to be read individually but rather in a collective sense.
- Complete attainment of all of the stated Goals and Objectives may not be achievable at any given point in time. In this regard it should further be recognized that failure to meet or comply with a stated goal or objective should not necessarily be construed as failure to comply with the provisions of this Plan. It should also be understood that all Goals and Objectives may not be mutually exclusive and that in directing efforts to achieve one goal, the result may be to minimize the opportunity to be realized under another Goal.
- A goal reflects an ultimate desire state which is representative of the long range purpose of the Plan. An objective is a short range measure directed toward attainment of the goal. It is usually considered to be realistic, concrete and action oriented. The achievement of an objective should move the goal closer to reality.
- On the basis of the planning issues and concerns identified through the background planning studies, various goals and objectives have been formulated. For the purposes of this Plan, the Goals and Objectives have been categorized as follows, namely, Environmental, Economic and Financial, Transportation, Housing and Social Needs, Community and Recreational Facilities, Municipal Services and Utilities, and, Community Improvement and Urban Design.

2.2 Environmental**2.2.1 Goal**

To provide for the enhancement and preservation of the environment by establishing policies and guidelines which serve to minimize the pollution of air, water and land. All other goals should attempt to satisfy the environmental goal.

2.2.2 Objectives

- a. To protect lands demonstrating inherent environmental characteristics, such as flood susceptibility, or other similar physical conditions or limitations which, under certain conditions could endanger human life and property.
- b. To endeavour to retain in a natural state all environmentally and ecologically sensitive areas which contribute to the maintenance of natural processes and to the quality of urban living.
- c. To incorporate environmentally significant and sensitive areas into the public open space system of the community and to provide for naturalized corridors and habitat linkages as an integral component of the urban landscape wherever feasible and practical.
- d. To undertake programs, in conjunction with the various agencies of the Federal and Provincial Governments, which serve to correct existing sources of pollution and provide for the rehabilitation of affected areas where feasible opportunities exist. It shall further be the objective of this Plan to prevent pollution of the environment through the application of acceptable standards and regulations.
- e. To formulate planning policies which will encourage appropriate forms of land use in those areas which are not environmentally sensitive and where the impact of development will not lead to the deterioration of the natural environment.
- f. To ensure that sufficient land is preserved for recreational-open space purposes adjacent the Schomberg River and its tributary streams so as to provide for the maximization of the socioeconomic benefits to be derived from the natural recreational resource base and its associated amenities.
- g. To manage future growth and development to ensure that it occurs in an orderly manner which promotes the efficient use of lands, minimizes the potential for land use conflicts, and, provides for the maintenance and enhancement of the natural environmental processes and functions.
- h. To encourage the protection and rehabilitation of the aquatic and terrestrial ecosystems by establishing policies and guidelines which serve to sustain the recognized social, cultural and economic benefits for all people.

2.3 Economic and Financial

2.3.1 Goal

To provide for the continued economic development of Schomberg in a manner which is consistent with the fiscal resources of the Municipality.

2.3.2 Objectives

- a. To provide for expansion and diversification of the Community's economic base in order to achieve a well balanced mix of employment opportunities.
- b. To encourage the development of a range of employment opportunities in keeping with the skills of the local labour force.
- c. To promote a cohesive land use framework by the phasing of new development contiguous to and as a natural extension of the urban area, thereby ensuring the efficient use of the existing municipal infrastructure.
- d. To encourage the orderly development of commercial and industrial activities by the provision of suitably located areas for the various economic activities and industrial functions.
- e. To promote and strengthen Schomberg's Main Central Area as the focal point of activity and commerce and to ensure that other nodes of commercial activity reinforce and complement the role of the main central area.
- f. To encourage increased commercial and industrial assessment in order to assist in offsetting the costs associated with residential development.
- g. To control the rate of growth such that municipal costs are maintained within acceptable limits.
- h. To concentrate and to define the physical limits of the main central area in order to promote life and activity within the historical core area of the community and thereby reduce pressure for the adoption of adjacent residential properties and promote an improved community structure.
- i. To encourage new opportunities for specialty retail facilities and themes so as to improve the economic viability of the main central area as a destination centre.

2.4 Transportation

2.4.1 Goal

To provide for the continued development of an efficient transportation system which provides for the safe movement of people and goods consistent with the economic function of the area and the needs of the residents of the Community and adjacent areas.

2.4.2 Objectives

- a. To promote the development of arterial, collector and local roads in a manner which minimizes the disruption to residential neighbourhoods and which reinforces the economic function of commercial and industrial areas.
- b. To develop an appropriate transportation plan which serves to mitigate the inherent conflicts between local and through traffic, on-street parking and pedestrian circulation.
- c. To ensure the provision and maintenance of adequate off-street parking facilities.
- d. To ensure that the network of roads serving Schomberg is co-ordinated with roads under the jurisdiction of the Province, the Region of York and, where necessary, adjacent Municipalities to provide for the safe and efficient movement of both local and through traffic.
- e. To ensure the continual maintenance and improvement of the system of municipal roads in a manner which results in a derived benefit for all residents of Schomberg, consistent with the goals and objectives of this Plan.
- f. To promote the development of a well defined corridor of district commercial activities and uses adjacent Highway No. 27, to the south of Highway No. 9, consistent with accepted urban design practices and which promotes safe vehicular access with minimal disruption to through traffic.
- g. To promote the development of convenient and accessible on-street and off-street parking facilities within the main central area of the community in a manner which reinforces the economic function of the area, promotes improved pedestrian access and a high quality streetscape design, inclusive of landscaped amenities and open space elements.

2.5 Housing and Social Needs**2.5.1 Goal**

To create an environment which promotes the well being of the residents of Schomberg, and, which offers a range of opportunities in terms of the work place, housing, recreational and cultural pursuits to accommodate a variety of needs and lifestyles.

2.5.2 Objectives

- a. To encourage the provision of an adequate supply of housing accommodation, by type and tenure, in relation to the needs and demands of both present and future inhabitants of Schomberg and in a form which generates a choice of lifestyles.
- b. To ensure that housing is provided in a manner that fully implements the intent of the Land Use Planning for Housing Policy Statement, including providing the opportunity for a minimum of 25% of all new housing in the Community to be affordable housing in accordance with identified need.
- c. To assist in the provision of special housing needs as may be identified from time to time.
- d. To provide for the rehabilitation and renewal of the existing housing stock in a manner which reinforces and maintains the community structure.
- e. To promote the maintenance and reinforcement of the existing community structure consistent with historic trends and with the ability of Schomberg to sustain further growth so as to minimize disruption to the Community and its residents.
- f. To preserve sites of historical or archaeological significance and buildings of architectural and/or historical value which enhance the cultural heritage and landscape of the Community.
- g. To encourage the involvement of both the private and public sector in the production of housing for households with special needs, including affordable housing, in order to assist in meeting the housing needs of the Township.
- h. To improve the balance between employment and housing opportunities and related community and recreational facilities.
- i. To provide for the utilization of Federal and/or Provincial Programs for the provision of assisted housing for families, seniors and special needs groups to assist in meeting municipal housing needs, as identified by the Township from time to time, and to renovate existing public and institutional buildings to provide for barrier free access.
- j. To provide an opportunity for infill, intensification and redevelopment which offers a wide variety of dwelling types in terms of density, size and tenure, in a manner which is physically integrated with existing residential areas.

2.6. Community and Recreational Facilities

2.6.1 Goal

To ensure the health, welfare, education and safety of the residents of Schomberg through the provision of an adequate level of institutional, community and recreational facilities, and, protection services.

2.6.2 Objectives

- a. To co-operate with other concerned agencies and levels of government in the provision of an adequate level of educational, recreational, protection, health and welfare facilities and services in response to the needs of the Municipality.
- b. To ensure future access to open space, recreational and parkland areas and, wherever possible, design such facilities in a manner which complements facilities provided by other agencies.
- c. To establish an open space system with a diversity of recreational experiences for individuals and groups of all ages and lifestyles and to increase the awareness of, accessibility to and utilization of existing open space areas.
- d. To improve both the physical and visual access to the Schomberg River and enhance the opportunities for appropriate recreational activities in association therewith.
- e. To improve the amenities of older residential neighbourhoods by providing an appropriate level of recreational and community facilities in-keeping with the needs of area residents.
- f. To promote the role of the open space system as a cohesive element within the community which integrates the various elements both the natural and man-made environment, in a manner which provides for well defined areas of public access linking residential areas with the main central area and other focal points of community and recreational activity throughout Schomberg.
- g. To identify and encourage the creation of a public square on Main Street for special events and activities as part of the redevelopment, renewal and intensification of the main central area.
- h. To promote the use of environmentally sensitive areas and associated open space elements for passive recreation and educational purposes.

2.7 Municipal Services and Utilities

2.7.1 Goal

To ensure the provision of an adequate level of such municipal services as water supply, sewage treatment, storm sewers, and utilities in accordance with the needs of Schomberg as identified under the Community Plan.

2.7.2 Objectives

- a. To provide adequate water supply and sanitary sewage facilities to service those areas of existing development.
- b. To continue the current program of replacement and upgrading of municipal services and utilities.
- c. To discourage development that would result in the premature extension of municipal services and utilities.
- d. To ensure the progressive extension of municipal services and facilities in a manner which ensures the effective utilization of the existing municipal infrastructure and minimize the long term financial impact upon area residents and the Township of King as a whole.
- e. To provide for the continued development and expansion of public utilities and related services consistent with the needs of area residents and in a manner which ensures a reasonable degree of compatibility between the utility and adjacent land uses.

2.8 Community Improvements and Urban Design

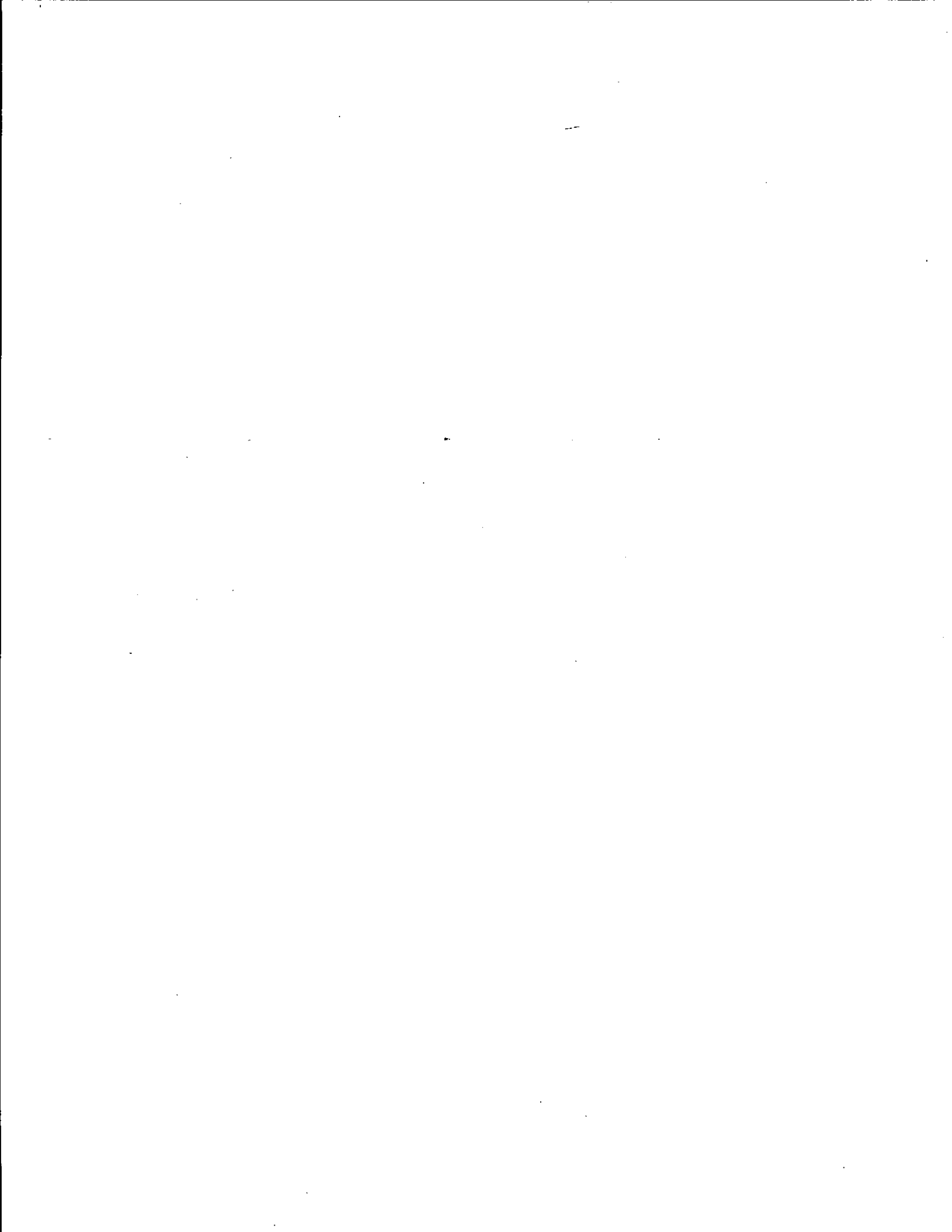
2.8.1 Goal

To encourage those Community Improvements which encompass both public and private sector opportunities for the maintenance, improvement, rehabilitation redevelopment and economic revitalization of the community structure and thereby accommodate identifiable social and economic priorities.

2.8.2 Objectives

- a. To undertake public investment in the improvement of community services which promote the development and maintenance of an attractive atmosphere for private sector investment.
- b. To identify those deficiencies in the public infrastructure which represent realistic and attainable opportunities for community improvement, which assist in stimulating economic development and which also create long term employment opportunities in conjunction with a stronger municipal assessment base.
- c. To implement community improvements in a planned, co-ordinated manner which responds to local problems, priorities and financial resources and thereby optimize the results associated with municipal capital expenditures.
- d. To improve and maintain the quality of the physical environment of the Community by reducing land use conflicts, improving the level of municipal services available, and, by the adoption of planning policies which serve to stabilize the use of lands.
- e. To enhance viable commercial and industrial areas throughout Schomberg in accordance with the goals and objectives of this Plan and thereby maintain and reinforce the economic base of the Community as a whole.
- f. To encourage the maintenance of the existing housing stock in a safe and attractive form in accordance with the provisions of the Municipality's Property Standards By-law and thereby promote the strengthening and reinforcement of the existing community structure.
- g. To maximize the benefits to be derived by the use of funding from senior levels of government.
- h. To provide for the phasing of community improvements in a manner which ensures a logical sequence of events without unnecessary hardship for residents and businesses within the Community.
- i. To adopt design guidelines which ensure that new development or the redevelopment of existing structures in the main central area is co-ordinated so as to provide an attractive streetscape design and the maintenance of a strong sense of place and identity within the community as a whole.
- j. To reinforce and promote the upgrade of public buildings along Main Street as an integral component of the life and ambience of the community's core.

**PART THREE
LAND USE POLICIES**



3.1 Introduction

The intent of this Plan is to provide for the future orderly development and growth of Schomberg in keeping with the established character of the community. To this end, policies have been established concerning the physical, social and economic development of the community as a whole. The Plan further serves to define a land use framework which will guide development or redevelopment in such a manner that adjacent land uses are reasonably complementary, and, that those activities or uses which are not compatible or which demonstrate conflicting land use requirements are separated. The policies contained in this Section of the Plan must be read in conjunction with Schedule "A", the Land Use and Transportation Plan, and, as may be applicable, Schedule "B", the Special Policy Area, Schedule "C", Environmentally Sensitive Areas, Schedule "D", the Community Improvement Area, and, Schedule "E", the Core Area Concept.

The pattern of land use on Schedule "A", the Land Use and Transportation Plan, has been delineated with the intent of providing for the future orderly development of the community having regard for the present pattern of land use and various physical and socioeconomic factors which are considered to influence the growth of Schomberg. Lands shall be developed in accordance with the generalized land use pattern delineated on Schedule "A" and the policies contained in the text of this Plan. General policies which are supplementary to the land use policies set forth in this Section of the Plan should also be referred to.

3.2 Environmental Constraints Areas

3.2.1 General Principles

The Environmental Constraint Area designation includes those lands having inherent environmental hazards such as flood or erosion susceptibility, poor drainage, instability or any other similar physical characteristics or limitations which, if developed upon, could result in the deterioration or degradation of the environment and consequently cause property damage or loss of life.

The boundaries of the Environmental Constraint Areas adjacent the Schomberg River have been delineated, whenever possible, utilizing the engineered flood line mapping prepared by the Lake Simcoe Region Conservation Authority. The basis for the delineation of the engineered boundaries of the flood susceptible area is a Regional Storm. In the case of those lands identified as Environmental Constraint Areas where engineered flood line mapping is not available, the boundaries have been determined using readily available information inclusive of aerial photographs, topographic and soils maps. At such time as more detailed mapping becomes available for such areas, it is intended that this Plan shall be amended to implement the detailed floodline mapping.

Where lands are designated as an Environmental Constraint Area such lands are intended primarily for preservation and conservation of the natural land and/or environment. With more than sufficient land available within Schomberg to support the anticipated population growth well beyond the planning period, there is limited, if any, justification to continue to develop or encroach upon lands with inherent physical hazards, particularly in those areas peripheral to the community.

Council shall, wherever possible, endeavour to retain those lands designated as Environmental Constraint Areas in a natural state, and, to link and integrate environmentally sensitive areas by means of natural vegetative corridors which provide for the migration of plants and animals as well as the exchange of genetic material across the landscape. The use of such lands shall not only respect the physical constraints and limitations in order to protect life and property but also minimize the alteration of the environment and provide for the maintenance of the ecosystem and hydraulic capacity of the water courses and their related flood plain.

3.2.2 Permitted Uses

The predominant use of land within areas so designated shall be that of conservation and preservation of the natural environment, inclusive of outdoor recreation facilities. Public or private parks or other similar forms of land use which generally provide for the maintenance of the natural environment shall be permitted.

Uses and activities which could be adversely affected by or which could increase the inherent physical hazards associated with an Environmental Constraint Area shall generally be prohibited.

3.2 Environmental Constraint Areas**3.2.3 Policies**

- a. The erection of buildings and structures or the placing or removal of fill of any kind, whether originating on the site or elsewhere, shall be prohibited within an Environmental Constraint Area, except where buildings or structures are intended for flood or erosion control, bank stabilization or essential utilities, provided further that such works are in accordance with regulations and the approval of the Lake Simcoe Region Conservation Authority and/or the Ministry of Natural Resources. Where no Conservation Authority regulations exist, the Municipality may seek the technical assistance of the Conservation Authority or respective Provincial agency when assessing applications for development of such areas.
- b. The boundaries of the Environmental Constraint Areas are delineated in a conceptual manner on Schedule "A". The extent and exact location of the boundaries of the Environmental Constraint Areas shall be delineated in the implementing zoning by-law in accordance with detailed floodline mapping in consultation with the Lake Simcoe Region Conservation Authority and the Ministry of Natural Resources. In the absence of such detailed mapping, Council will seek the technical assistance of the Conservation Authority and/or the Ministry of Natural Resources and shall use the boundaries of the Environmental Constraint Areas delineated on Schedule "A", as a general guideline in the preparation of the zoning by-law and in the assessment of development proposals.

Minor alterations to the boundaries of the Environmental Constraint Areas resulting from more detailed mapping, which are implemented in the zoning by-law, will not require an amendment to this Plan provided the general intent of the Plan is maintained.
- c. Whenever any flood control or other similar works are undertaken which result in significant changes to the boundaries of an Environmental Constraint Area designation, such changes shall be incorporated on Schedule "A" by amendment to this Plan.
- d. It shall be the policy of this Plan to impose building setbacks from the Environmental Constraint Areas in the implementing zoning by-law in relation to the extent and severity of the existing or potential hazard.
- e. Environmental Constraint Areas shall be retained, wherever possible, for the preservation and conservation of the natural landscape and environment. Such areas shall be managed in such a manner as to complement adjacent land uses and to protect such uses from any physical hazards and their potential effects.
- f. Where recreation or conservation projects are designed for public or private use, adequate automobile parking areas shall be established, and, access points to such parking areas shall be designed in such a manner so as to minimize the danger to both pedestrian and vehicular traffic.
- g. Where any land designated as an Environmental Constraint Area is held under private ownership, this Plan shall not be construed as implying that such areas are free and open to the general public nor that the lands will be purchased by the Municipality or other public agency.

3.2 Environmental Constraint Areas**3.2.3 Policies (cont'd)**

- h. It shall be the policy of this Plan that in considering an application for the redesignation of lands designated as an Environmental Constraint Area for other purposes, Council, in conjunction with the Lake Simcoe Region Conservation Authority and the Ministry of Natural Resources, shall have due regard for the following matters:
- i. the existing environmental and/or physical hazards;
 - ii. the potential impacts of these hazards;
 - iii. the potential impact of any proposed development on the Environmental Constraint Area: and
 - iv. the proposed methods by which these impacts may be mitigated in a manner consistent with accepted engineering techniques and resource management practices.

There is no public obligation, however, either to redesignate or to purchase any land if there is an existing or potential hazard that would be difficult or costly to overcome.

- i. Where new development is proposed on a site, part of which has physical or environmental hazards, then such Environmental Constraint Areas shall not necessarily be acceptable as part of the five per cent dedication for park purposes under The Planning Act.

All lands dedicated to the Township of King shall be conveyed in a physical condition satisfactory to the Municipality. Where the land dedication involves lands adjacent a watercourse, adequate space shall be provided to ensure access for maintenance operations.

- j. Council shall strive to establish natural corridors to support the linkage and interrelationship of Environmentally Sensitive Areas found throughout the community.
- k. It shall be the policy of this Plan that Environmental Constraint Areas shall be zoned in a separate classification in the implementing zoning by-law.

3.3 Special Policy Area

3.3.1 General Principles

The Schomberg River and its tributary streams, which originate to the south and south-west of the lands affected by the Schomberg Community Plan, flow in a northerly direction through the historic core of Schomberg. Under Regional Storm conditions, that is a storm equivalent to Hurricane Hazel centred over the watershed, a significant portion of the lands and buildings in the vicinity of Main Street would be subject to extensive flooding. The general principles established under the Provincial Policy Statement on Flood Plain Planning state that new development and/or redevelopment within flood susceptible areas shall be prohibited due to the inherent dangers such as loss of life and property damage.

Strict application of the Provincial Policy Statement on Flood Plain Planning would thus effectively prohibit the development or redevelopment of lands within the historic core of the community. Such a policy approach does not recognize the existing pattern of development nor the socio-economic significance of the main central area of Schomberg and, therefore effectively undermines the structural integrity of the community as a whole.

The Council of the Township of King has pursued the designation of the lands adjacent Main Street, south of Western Avenue, as a Special Policy Area in accordance with the Provincial Policy Statement on Flood Plain Planning. The implementation of a Special Policy Area will, in concert with the other planning principles established under this Plan, assist in promoting the function of the core area as the focal point of socio-economic activity within the community. Such a policy approach thereby recognizes the long term commitment of the Township of King to the continued growth and development of Schomberg as a viable urban centre.

Based upon the Flood Plain Mapping Study for the Schomberg Area, as completed by the Lake Simcoe Region Conservation Authority in March of 1993, it was determined that consideration could be given to providing for limited development and/or redevelopment of lands below the Regulatory Floodline, that is the limit of flooding associated with a storm equivalent to Hurricane Hazel centred over the watershed. Given the substantial level of development and capital investment, both public and private, and, the need to provide for the on-going renewal of the main central area of Schomberg as part of a sound land use planning framework, the Township of King, the Lake Simcoe Region Conservation Authority, and the Ministry of Natural Resources have agreed to provide for a higher degree of risk within the core area than that which would normally be acceptable under the Provincial Policy by designating the historic core within a Special Policy Area. The exact boundaries and extent of the lands affected by the Special Policy Area designation are delineated on Schedule "B" and are generally described as including the properties east and west of Main Street, north of Church Street and to the south of Western Avenue.

3.3.2 Permitted Uses

The uses permitted within the Special Policy Area shall be those uses permitted within the respective land use designation on Schedule "A"; the Land Use and Transportation Plan, and shall include the erection of new structures and the renovation, replacement or redevelopment of existing structures in accordance with the relevant flood proofing measures and policies specified hereunder.

3.3 Special Policy Area**3.3.2 Permitted Uses (cont'd)**

Notwithstanding the foregoing, no new development shall be permitted to locate within the Special Policy Area where:

- i. the use involves the sale and/or storage of chemical or hazardous or toxic substances which, under flood conditions or failure of flood proofing measures, would pose an unacceptable risk to public safety in the event of discharge from the normal containment device or facility;
- ii. the use is associated with institutional services, such as hospitals, nursing homes, children's daycare centre, and schools which, under flood conditions or failure of flood proofing measures, a significant threat to the safety of the inhabitants would exist if involved in an emergency evacuation; or,
- iii. the use is associated with the provision of fire and police protection, ambulance or other emergency services, electrical substations or other similar utilities which would be impaired during an emergency as a result of flooding or the failure of flood proofing measures.

3.3.3 Policies

- a. The placing or removal of fill of any kind, whether originating on the site or elsewhere, construction in the floodplain, or the alteration of any watercourse shall not be permitted within a Special Policy Area without the approval of the Lake Simcoe Region Conservation Authority in consultation with the Township of King pursuant to the provisions of Section 28 of the Conservation Authorities Act.

The alteration of any watercourse will require the approval of the Ministry of Natural Resources pursuant to the provisions of the Lakes and Rivers Improvement Act, R.S.O., 1980.

- b. Prior to the issuance of a building permit, the Township of King shall consult with the Lake Simcoe Region Conservation Authority regarding the administration of the Authority's Fill, Construction and Alteration To Waterways Regulations made under the Conservation Authorities Act, R.S.O., 1990, c.27, and, to assess any proposed or necessary flood damage reduction measures which may include such matters as:
 - i. the design of the structure to withstand hydrostatic forces;
 - ii. the strength of structural materials and components to ensure that the materials used will not be subject to deterioration from flooding;
 - iii. the elevation of living space and exterior building openings relative to the Regulatory Flood as defined in Section 3.3.3.c of this Plan;
 - iv. the location and elevation of electrical and heating equipment relative to the Regulatory Flood as defined in Section 3.3.3.c of this Plan;

3.3 Special Policy Area**3.3.3 Policies (cont'd)**

- v. the location, elevation and design of municipal services and public utilities;
 - vi. the design of the structure to ensure that the interior ground floor level elevation is as close as possible or above the Regulatory Flood level as defined in Section 3.3.3.c of this Plan; and,
 - vii. such other traditional damage reduction measures as may be warranted in the context of the location and nature of the proposed building or structure.
- c. All new buildings and structures, additions to existing buildings or structures, or, the renovation and/or reconstruction of any existing structure shall, wherever practical, be protected from flooding to the level of the Regulatory Flood. However, if it is demonstrated that the specified level of protection is not attainable, then a lesser level of protection will be determined by the Lake Simcoe Region Conservation Authority in consultation with the Township of King.

In establishing the level of protection, the Lake Simcoe Region Conservation Authority and the Council of the Township of King shall have regard for the nature and characteristics of development on adjacent lands with specific regard for existing openings and floor elevations, and, the elevation of abutting streets and/or sidewalks and the desirability of maintaining a uniform appearance in building elevations.

Notwithstanding any other provision of this Plan to the contrary, the minimum level of flood protection for those lands designated within the Special Policy Area shall not be less than one metre above the 1:100 year flood elevation. For the purposes of this Plan, the 1:100 year flood elevation is defined as the level of flooding associated with a flood event which has a return period of 100 years on average or which has a one per cent chance of occurring or being exceeded in any given year.

- d. 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 Lake Simcoe Region Conservation Authority in consultation with the Township of King.
- e. Notwithstanding the provisions of subsections a., b., c., or d. hereof to the contrary, no new buildings or structures inclusive of additions to existing structures, shall be permitted within a Special Policy Area designation where, after consulting with the Lake Simcoe Region Conservation Authority, Council determines that such structures would be subjected to flows which, due to their velocity and/or depth, would result in an unacceptable high risk to human like or major structural damage as a result of a flood less than or equal to the Regulatory Flood.
- f. Council shall undertake, with the Ministry of Transport, to investigate the feasibility of improved drainage works in the vicinity of Highway No. 9 which would reduce the potential impact of flooding in the Main Central Area and adjacent lands.

3.3 Special Policy Area**3.3.3 Policies (cont'd)**

- g. Notwithstanding any other provision of this Plan to the contrary, no building permit shall be issued by the Township of King for any building or structure located within the Special Policy Area until such time as the Township of King has been advised, in writing, by the Lake Simcoe Region Conservation Authority of the approval of the application as required under the Fill, Construction and Alteration To Waterways Regulations made under the Conservation Authorities Act, R.S.O., 1990, c.27.
- h. In accordance with the provisions of Section 8.8 of this Plan, Council may, following consultation with the Lake Simcoe Region Conservation Authority, require that the proponent enter into a Site Plan Agreement with the Township of King in accordance with Section 41 of the Planning Act R.S.O., 1990, Chapter P. 13, as amended. Where Council considers it necessary to require a site plan agreement, the agreement shall contain a provision which requires that notice, in a form satisfactory to the Township and the Conservation Authority, be given to prospective tenants and/or owners that the lands are located within an area which is susceptible to flooding.
- i. Where a building permit is issued for a new building or structure or the renovation or reconstruction of an existing building or structure within the Special Policy Area following adoption of this Plan, the Township of King will require, prior to the issuance of a Certificate of Occupancy and/or Letter of Compliance, that the owner provide to the Municipality a reporting letter, prepared by a Professional Engineer or Ontario Land Surveyor, which verifies that the floor level and minimum elevation of any exterior openings conform with the requirements of the Lake Simcoe Region Conservation Authority, that all flood proofing measures specified by the Authority have been implemented in conformity with the policies of this Plan, and that the applicable requirements of the zoning by-law have been complied with.
- j. Council shall undertake, upon approval of the Schomberg Community Plan, to amend forthwith the comprehensive zoning by-law of the Township of King insofar as is necessary to identify the boundary and extent of the flood susceptible areas affected by this Special Policy Area designation. The regulatory provisions established under the zoning by-law shall specify that the area is subject to the Special Policy Area provisions of this Plan and the Fill, Construction and Alteration To Waterways Regulations made under the Conservation Authorities Act, R.S.O., 1990, Chapter C. 27.

It shall further be the policy of this Plan that the implementing zoning by-law shall contain provisions, where appropriate, relating to building setbacks, maximum lot coverage, the minimum elevation of exterior openings or such other matters as may be determined by the Council of the Township of King in consultation with the Lake Simcoe Region Conservation Authority.
- k. Council shall further undertake, upon approval of the Schomberg Community Plan and in co-operation with the Lake Simcoe Region Conservation Authority, to develop and maintain a flood contingency plan inclusive of a flood warning system for the Schomberg River and its tributaries.

3.4 Recreational - Open Space

3.4.1 General Principles

It is the intent of this Plan to ensure that adequate public parks, open space and recreational facilities are available to provide for a range of leisure opportunities for all age groups. Lands designated as recreational-open space are primarily intended for both public and private parks and open space conservation uses. In developing recreational-open space areas regard shall be had for the attributes and characteristics of the natural landscape to provide for both active and passive recreational pursuits.

It should be recognized that while it is the long term intent of this Plan to provide sufficient parks and open space areas to meet the needs of the community as a whole, there are certain areas, particularly in the older established area of Schomberg, where deficiencies exist. In this regard it is the intent of this Plan to not only provide sufficient parkland and open space areas in association with new development, but also to increase, wherever feasible, the recreational-open space component within the older, developed areas of the Community.

3.4.2 Permitted Uses

The Recreational-Open Space designation shall mean that the predominant form of land use in the areas so designated shall be for active and passive recreational and conservation uses. The uses permitted shall include public parks and public access areas for pedestrian walkways, bicycle pathways and other similar activities such as cross-country skiing, and, public or private open space recreational uses. In addition to the foregoing permitted uses, facilities such as arenas, swimming pools or other similar public recreational facilities shall also be permitted.

3.4.3 Policies

- a. Where recreational or conservation projects are designed for either public or private use, adequate automobile parking areas shall be established and access points to such recreational areas and associated parking facilities shall be designed in such a manner that the road pattern provides for the safe movement of vehicular and pedestrian traffic.
- b. Regard shall be had for the compatibility of recreational and open space uses with adjacent land uses and, where necessary, such facilities shall be designed in such a manner so as to provide adequate spatial separation, buffer planting, landscaping and fencing so as to ensure that any adverse effects associated with such uses are minimized.
- c. Where any lands designated as Recreational-Open Space are held under private ownership, it is not intended that such lands are necessarily free and open to the public nor that there is unrestricted public access to the area. Control of access is at the discretion of the owners and only where the land is acquired by a public authority will general access be permitted, and only then, in accordance with the policies of the respective authority.

3.4 Recreational - Open Space

3.4.3 Policies (cont'd)

- d. Lands designated as Recreational-Open Space will not necessarily be acquired by the Municipality or other public authority. Where a proposal is made to develop lands held under private ownership for an alternative use not permitted under this designation, and the Municipality or other public agency does not wish to purchase such lands to retain them for recreational purposes, an application for the redesignation of the lands will be given due consideration by the Municipality after taking into consideration the intent and policies of this Plan.
- e. The establishment of future parkland areas will, wherever feasible and practicable, be coordinated with the School Boards serving the community in order to achieve the integration of facilities
- f. When reviewing an application for an amendment to this Plan or the implementing zoning by-law or in approving or commenting on plans of subdivision, Council may give consideration to the acquisition of lands for public open space purposes.
- g. Only those buildings and structures incidental to the principal permitted recreational-open space uses defined in this Plan shall be allowed in areas designated as Recreational-Open Space.
- h. It shall be the policy of this Plan to encourage the provision of community and neighbourhood parkland areas in accordance with the following standards, namely:

Community Parks	2.5 ha per 1 000 persons
Neighbourhood Parks	1.5 ha per 1 000 persons
Total Parkland Requirements	4.0 ha per 1 000 persons

It is recognized that, within the older developed areas of Schomberg, it may not be possible to attain such standards. In this regard the standards are intended as a guide and Council shall, wherever possible, attempt to provide additional parkland in the form of neighbourhood parks where deficiencies exist. Council may require land dedication for public parkland purposes in the review and consideration of development or redevelopment proposals or may consider direct acquisition in order to provide additional parkland in such areas of the Community.

- i. It shall generally be the policy of this Plan that one or more neighbourhood parks will be developed within each neighbourhood which provide for a range of recreational facilities, including passive outdoor areas, for all age groups. Neighbourhood parkland areas will generally vary in size from 1.6 to 3.2 hectares and, where possible, shall be centrally located within the neighbourhood depending on the population density of each area.

It shall further be the policy of this Plan, wherever possible and practicable, to locate neighbourhood parkland areas adjacent elementary school playgrounds, so as to maximize the recreational opportunities and the utilization of such facilities.

3.4 Recreational - Open Space**3.4.3 Policies (cont'd)**

- j. It shall generally be the policy of this Plan to establish community parkland as multi-purpose recreational areas which include such recreational facilities as athletic fields, for individual and team sports, together with relatively large areas available for passive open space purposes. Community parkland areas will generally vary in size from 3.2 to 6.4 hectares depending on the needs of the community as a whole.
- k. Where a neighbourhood or community parkland area is integrated with an educational or major indoor recreational facility, the following criteria shall apply, namely:
 - i. no physical barriers will be introduced to separate those facilities which fulfil a multi-purpose function;
 - ii. a separate identity will be maintained for the park and school components by means of signage and landscaping;
 - iii. the facilities will be designed to be complementary; and,
 - iv. the standards for the provision of parkland shall not be reduced.
- l. Where a plan of subdivision has received draft plan approval, the proponent shall be required to prepare a conceptual plan of the parkland area whereon the nature, size and location of facilities inclusive of landscape amenities, both existing and proposed, and proposed grading and site drainage shall be identified, together with a cost estimate of the works, for submission and approval by the Township of King. The developer shall, upon approval of the conceptual plan by the Township of King, prepare the necessary construction drawings for incorporation into the subdivision agreement and shall further be responsible for the cost of such works.
- m. It shall be the policy of this Plan that Recreational-Open Space areas may be zoned in a separate classification in the implementing by-law whereunder suitable regulations and provisions are established to govern the use and development of such lands.

3.5 Residential**3.5.1 General Principles**

It is the intent of this Plan to provide sufficient area for the development or redevelopment of housing as part of an orderly and desirable land use pattern which ensures that residential uses are suitably located in areas where the use is compatible with adjacent land uses. Sufficient land shall be designated for residential purposes to accommodate the anticipated population growth, to assist in meeting identified municipal housing needs and to provide for a choice of life-styles consistent with changing demands.

3.5.2 Permitted Uses

The Residential classification of land shall mean that the predominant form of land use in the areas so designated shall be for low and medium density residential uses. Within the Residential designation, apartments in houses shall be permitted as-of-right. Rooming, boarding and lodging houses and garden suites shall also be permitted uses in the Residential designation, subject to appropriate regulations in the zoning by-law and in accordance with municipal housing needs. In addition, uses which are compatible with and serve the basic residential function, such as recreational, public and institutional uses, and, home occupation uses shall also be permitted. For the purposes of this Plan those public and institutional uses permitted within the Residential designations shall be limited to day care centres, group homes, public uses, and, local parks having an area generally less than 0.4 hectares.

For the purposes of this Plan, group homes are defined as a single housekeeping unit in a residential dwelling in which three to six persons, excluding supervisory staff or the receiving family, live as a family under responsible supervision consistent with the particular requirements of its residents. The home shall be licensed and/or approved for funding under applicable Provincial Statutes and is in compliance with municipal by-laws.

3.5.3 General Policies Applicable To All Residential Designations

- a. Council shall endeavour to maintain and/or improve the quality of existing residential development in those areas which are designated for continued residential use.
- b. It shall be the policy of this Plan to give priority to the infilling of areas presently developed for residential purposes. Any infill proposal or addition shall recognize and enhance the scale and character of the existing residential area by having regard for natural vegetation, lot frontages and areas, building height, mass and setbacks, privacy and overview. All new residential development shall be fully serviced by the municipal water supply and sanitary sewage systems and occur in a manner which provides for the sequential extension of such services in accordance with Section 7.2(e) of this Plan. Notwithstanding the foregoing, where severe constraints exist to the provision of full municipal services, limited residential development may be permitted in the areas designated for residential purposes in accordance with Section 7.2(f) of this Plan.
- c. It is the policy of Council to provide the opportunity for a range of housing types which are suitable for different income and age levels and household structures of the future residents of the Schomberg Community. This would include a varied selection of low and medium density residential units, in terms of unit size, bedroom count, built form, tenure, and affordability to reflect the private/public sector housing needs and targets (to be identified by the Township, from time to time).

3.5 Residential**3.5.3 General Policies Applicable To All Residential Designations (cont'd)**

- d. Regard shall be had for the design and massing of the various forms of low and medium density housing to ensure that development will be generally compatible in built form with adjacent residential development. Housing types will be arranged in a gradation so that higher density forms of housing will complement those of lower density. Appropriate buffering and spacing will be provided between low and medium density housing development in order to maintain privacy and amenity.
- e. Wherever possible sidewalks and separate pedestrian walkways will be encouraged to facilitate access to elementary schools and parks and thereby provide for the physical separation of pedestrian and vehicular traffic.
- f. In reviewing plans which provide for either the redevelopment or infilling and intensification of housing within areas primarily developed for residential purposes, Council shall consider the following factors:
 - 1. the need for the proposed housing based on identified municipal housing needs;
 - 2. the availability of facilities and servicing capacity to address the need; and,
 - 3. the community impact of the proposed development.
- g. When considering development applications within the Schomberg Community, Council shall have regard for the intent of the Land Use Planning for Housing Policy Statement, including:
 - 1. that a minimum of 25% of all new housing in the Community is to be affordable in accordance with identified need;
 - 2. the use of innovative housing types and zoning standards to create opportunities for affordable housing; and,
 - 3. encouraging the production of the affordable forms of housing at the early stage in the development process.
- h. Where a home occupation is a permitted use it is the intent of this Plan that it will be carried on within the dwelling unit and by the owner of the dwelling, that only members of the immediate family who occupy the dwelling will be employed, that the home occupation use occupy less than 25 per cent of the floor area of the dwelling, that it does not involve the retail sale of merchandise directly from the property, and, that the home occupation use shall not detract from the residential character of the area.
- i. It shall be the intent of this Plan to prevent an undue concentration of group homes within the Residential areas of the Municipality so as to minimize the impact on any one area of the community. Standards requiring a minimum distance between such Facilities shall be incorporated in the implementing zoning by-law.

3.5 Residential**3.5.3 General Policies Applicable To All Residential Designations (cont'd)**

- j. It shall be the policy of this Plan that residential development shall be adequately protected from sources of concentrated noise. Council, in the consideration of a residential development proposal in the vicinity of either Highway No. 9 or Highway No. 27, shall require, in consultation with the Ministry of the Environment, the submission of a noise analysis which addresses such matters as the anticipated noise levels affecting the proposed development and the measures to be employed to mitigate noise to an acceptable level.
- k. Adequate off-street parking shall be provided for all permitted uses within the Residential designations.
- l. Council shall give priority to those development applications which will provide for the type, size and tenure of housing that is required to meet the needs of Township residents.
- m. Council shall generally support initiatives which provide for housing intensification within the boundary of the Schomberg urban area where the lands may be serviced with both municipal water supply and sanitary sewers. The intensification of the housing stock may be achieved through the conversion of existing single detached dwellings to multiple units, the development or redevelopment of vacant or underutilised lands within the historic core areas of the community and the introduction of residential units above commercial uses in accordance with the relevant policies of this Plan.
- n. In the review of residential development applications Council shall have regard for the size and provision of affordable housing relative to income distribution in the Township, and, the need to provide for alternative housing forms.
- o. Where residential development is proposed in close proximity to an area designated for industrial development, regard shall be had for the Ministry of the Environment and Energy Guidelines On Separation Distance Between Industrial Facilities and Sensitive Land Uses.
- p. New residential development in older, established residential areas of historic, architectural or landscape value shall be encouraged to employ an effective civic design which maintains and reinforces the character of the area.

Council shall have regard for the existing scale and pattern of development and the existing landscape and streetscape qualities in the consideration of proposals which provide for urban renewal and intensification of the housing stock in areas of historic, architectural or landscape merit so as to ensure that redevelopment does not adversely impact upon such heritage resources.

3.5.4 Low Density Residential Areas

The general principles to be considered in the development and use of lands designated as Low Density Residential are as follows:

- a. The uses permitted shall be limited to single attached or detached dwellings, two-unit dwellings such as semi-detached and duplex dwellings, home occupation uses, and, public and institutional uses which are complementary to and compatible with the basic residential function of the area.

3.5 Residential**3.5.4 Low Density Residential Areas (cont'd)**

In addition, a limited number of conversions of older dwelling houses to create a maximum of four dwelling units shall also be permitted provided the relevant policies and provisions of this Plan are complied with.

- b. It is the policy of this Plan that the predominant form of housing within a low density residential designation shall be single detached dwellings. Single attached and two-unit dwellings shall also be permitted provided that the overall density of development does not exceed 15 units per gross hectare.
- c. Access to individual lots within a plan of subdivision shall generally be from internal subdivision roads, the construction of which shall be in accordance with the standards of the Municipality and the responsibility of the Developer. It is further intended that such roads shall be maintained by the developer for such period as specified in the subdivision agreement and subsequently assumed by the Municipality at no cost.

It shall further be the policy of this Plan that the road pattern providing access to and within a plan of subdivision shall be designed in such a manner so as to minimize the danger to pedestrian and vehicular traffic and in keeping with the general intent of the Plan.

- d. The conversion of a single detached dwelling to create a dwelling house containing three or four dwelling units shall require an amendment to the implementing zoning by-law. In order to ensure that the character of the residential area is not adversely affected, Council shall have regard for the following matters in assessing an application for an amendment to the zoning by-law to provide for the conversion of a residential structure, namely:
 - i. the nature of any exterior renovations to the structure with specific regard for the extent and design of such renovations and the relationship of the building to adjacent lands, buildings and streets;
 - ii. the provision of adequate off-street parking facilities and access driveways;
 - iii. the need for landscaping, inclusive of buffer planting and screening, to provide for a reasonable degree of compatibility with adjacent low density residential uses and private open space areas associated therewith;
 - iv. the need to maintain an acceptable level of privacy and the general character of the low density residential community; and,
 - v. the need to alter the lot grading of the property and the effects of such alterations on adjacent lands.
- e. A cultural heritage resource assessment may be required for any lands to be subdivided. The conservation of any significant cultural heritage resources identified through the assessment may be a condition of subdivision approval.

3.5 Residential**3.5.4 Low Density Residential Areas (cont'd)**

- f. Notwithstanding any other provision of this Plan to the contrary, in addition to the residential uses permitted on those lands described as forming Part One of Plan 65R2955, municipal address of 387 Main Street, the uses permitted shall include retail and personal service uses in accordance with the policies and principles applicable to the Main Central Area, as set forth under Section 3.7.3 of this Plan. In considering the use of this property for non-residential purposes, regard shall be had for the existing and proposed use of the adjacent lands for low density residential uses and the need to minimize any adverse effects upon such adjoining properties.
- g. It shall be the policy of this Plan that single attached and detached dwellings, two, three and four unit dwellings, and, the permitted public and institutional uses may be zoned in separate zoning classifications in the implementing by-law.
- h. Those lands described as Part 1, Plan 65R-1707 and Part 1, Plan 65R-2601 within Lot 35, Concession 9 may be developed with a maximum of eighteen (18) single detached dwelling units by way of Plan of Subdivision in accordance with all other policies of this Plan and in accordance with the following:
 - (i) access shall be provided via a Municipal road intersecting with Western Avenue with a low-flow crossing of the tributary to Schomberg River to the satisfaction of the Township of King and Lake Simcoe Region Conservation Authority. If technically feasible and suitable, such intersection shall occur at a location east of the pumping station, to the satisfaction of the Township of King;
 - (ii) the Subdivision design shall incorporate an emergency vehicular access to Highway No. 9 to the specifications and to the satisfaction of the Township of King and Ministry of Transportation of Ontario.

3.5.5 Medium Density Residential Areas

The general principles to be considered in the development and use of lands designated as Medium Density Residential are as follows:

- a. The uses permitted shall be limited to those uses permitted in the Low Density Residential areas and various forms of medium density residential uses such as row or cluster housing, quadruplexes, low rise apartments, street front townhouses or other similar multiple-unit forms of housing, home occupation uses and public and institutional uses which are complementary to and compatible with the basic residential function of the area.
- b. The maximum density of development within a medium density residential area shall not exceed 30 units per gross hectare.
- c. Notwithstanding the provisions of paragraph (b) hereof to the contrary, the maximum height and density of a low rise apartment dwelling house permitted within the Medium Density Residential designation shall be three storeys and 50 dwelling units per net hectare respectively, provided that, where adjoining lands are designated as Medium Density Residential, the overall density of development within the Medium Density Residential area as a whole does not exceed 30 units per gross hectare.

3.5 Residential**3.5.5 Medium Density Residential Areas**

- d. The development of new multiple-unit dwelling units within the Medium Density Residential designation shall be designed and sited in such a manner as to minimize their effect on adjacent land uses, particularly low density residential uses. Adequate buffer planting and screening shall be provided between medium and low density residential areas in order to provide for a reasonable degree of compatibility and effective spatial separation.
- e. It shall be the policy of this Plan that Council, in considering an application for an amendment to this Plan to designate additional lands as Medium Density Residential, shall have regard for the following matters, namely:
 - i. the location of the subject lands relative to existing and proposed arterial and collector roads;
 - ii. the availability and adequacy of municipal services, public parkland and schools;
 - iii. the nature of adjoining land uses and the potential impact upon adjacent residential areas, particularly low density areas; and,
 - iv. the availability of lands for development or redevelopment of medium density residential purposes and the need to designate additional lands for such housing.
- f. The development of new low density residential uses on lands designated Medium Density Residential shall generally be discouraged, particularly if the effect of such development is to fragment a block of land in a manner which would preclude the development of medium density forms of housing.
- g. It shall be the policy of this Plan that the low and medium density residential uses permitted in the Medium Density Residential designation may be zoned in separate zoning classifications in the implementing zoning by-law. New development of a medium density residential nature shall require an amendment to the implementing by-law.

3.5.6 Monitoring Residential Development

Council shall monitor residential development within the Schomberg Community Plan area on an on-going basis in order to ensure that the intent of these housing policies is achieved. In this regard, up-to-date reports shall be available bi-annually which state the number of residential units approved within the Plan area, and the number and characteristics of those units which are considered affordable. Such reports shall be submitted to the Ministries of Municipal Affairs and Housing.

3.6 Institutional - Community Facility**3.6.1 General Principles**

It is the intent of this Plan to ensure that adequate lands are available for institutional educational and cultural facilities for all interest groups. For the purposes of this Plan institutional and community facility uses include health, welfare and educational establishments, government offices and similar uses and activities.

In view of the difficulty of predicting the advent of new institutional or community facility uses, no attempt has been made in this Plan to identify the future location of such uses. Rather, general policy direction is provided in this Section to guide Council, local boards and public and private agencies in the consideration of proposals for the development of new community facility and institutional land uses, the major expansion of present facilities and, the assessment and identification of potential sites for the development of new facilities.

3.6.2 Permitted Uses

The Institutional - Community Facility classification of land shall mean that the predominant use of the lands so designated shall be for health, welfare and educational uses such as schools, public libraries, places of worship, senior citizen housing and daycare facilities, hospitals, fraternal association halls and other similar places of assembly; governmental offices; police stations or fire halls; and, related uses and activities.

In addition, such community facility uses as fairgrounds, arenas and other similar public recreational facilities shall also be permitted.

3.6.3 Policies

- a. In considering the establishment of new institutional or community facility uses, Council shall have regard for the following matters in assessing the appropriateness of the location, namely:
 - i. that the proposal is of a scale which may be integrated with the established character of the area and that the use is compatible with adjacent land uses and designations contained in this Plan; and,
 - ii. that the proposed site is adjacent an arterial or collector road and that an adequate level of access is available.
- b. Wherever possible, new institutional or community facility uses shall be encouraged to locate where they will function as a focal point within the neighbourhood and/or community and on sites adjacent to other institutional or community facility uses.
- c. The development of new institutional uses shall generally not be adjacent areas with excessive noise levels. Council may require the submission of a noise analysis which addresses such matters as anticipated noise levels affecting the proposed use and the measures to be employed to mitigate noise to an acceptable level.

3.6 Institutional - Community Facility**3.6.3 Policies (cont'd)**

- d. Institutional uses, except schools, may be permitted to locate in the Main Central Area of the community where there is a demonstrated need and where the location and integration of the proposed use will not have a negative impact on either established or proposed commercial development. Regard shall be had for those policies set forth under Section 3.7 hereof.
- e. Council, in conjunction with the York Region Board of Education and the York Region Roman Catholic Separate School Board, shall select the location of schools to ensure the location is appropriate relative to the needs of the area. In addition to those policies set forth in this Section, regard shall be had for the following criteria in selecting the location of a school site, namely:
 - i. the ability to locate elementary and secondary school sites adjacent neighbourhood or community parkland so as to maximize both the recreational opportunities and effective utilization of facilities;
 - ii. that elementary schools are located, wherever practical, so as to minimize the walking distance within the community which they serve; and,
 - iii. that elementary and secondary school sites not be located adjacent storm water detention ponds or in areas which pose a health and safety hazard for students,
- f. Adequate buffer planting, screening and/or fencing shall be provided between institutional and/or community facility uses and adjacent residential uses.
- g. Adequate parking and loading areas shall be provided in accordance with the specific needs of the institutional or community facility use and access points to such areas shall be limited in number and designed in a manner which will minimize the danger to vehicular and pedestrian traffic.
- h. The retention, renewal and conservation of institutional buildings such as schools or churches of historic, architectural and contextual merit will be encouraged having regard for the character of the surrounding areas.
- i. It shall be the policy of this Plan that institutional and/or community facility uses shall be zoned in a separate category in the implementing zoning by-law.

3.7 Main Central Area

3.7.1 General Principles

It is the intent of this Plan to maintain the Main Central Area as the focal point of activity and as the principle retail centre and an employment area within the Community. The Main Central Area should provide for a full range of goods and services. Institutional and community facility uses, and, recreational-open space areas may also be permitted in order to promote the multi-use function of this area of the community and the creation of an attractive environment in which to live, work, conduct business, shop or visit.

It shall further be the intent of this Plan to promote a comfortable and convenient pedestrian environment along Main Street and to capitalize on new opportunities which provide for a degree of diversity and specialty retail uses which will reinforce and promote the economic viability of the Main Central Area.

Within Schomberg a significant portion of the lands designated as part of the Main Central Area is subject to flooding under a Regional Storm event. Because of the substantial level of development and related investment, both public and private, the Municipality considers it reasonable and in the interests of the Community as a whole to provide for the on-going rehabilitation, redevelopment and/or replacement of buildings and structures within the Main Central Area. To this end, a Special Policy Area designation has been applied to portions of the Main Central Area. Reference should be made to Section 3.3 of the Plan and Schedule "B" entitled, "Special Policy Area" to determine the extent of the lands affected. Given the risk associated with flooding in this area of the Community, it should further be appreciated that the Township of King will consult with the Lake Simcoe Region Conservation Authority prior to the approval of any development or redevelopment application within or immediately adjacent to the Special Policy Area in accordance with the policies set forth under Section 3.3 of the Schomberg Community Plan.

3.7.2 Permitted Uses

The uses permitted within the Main Central Area will include a full array of retail, office, financial, personal service, institutional cultural and recreational open space facilities. Commercial uses shall include, but not be limited to, retail department stores; food, specialty and general merchandising establishments; eating establishments and, business and professional offices. Other uses permitted shall include civic administration facilities inclusive of a public library, police station and firehall; hotels, places of entertainment, and, provincial and federal government buildings.

Automotive sales and service establishments and service stations shall not be permitted within the Main Central Area.

Residential uses shall also be permitted in the form of apartments forming part of a commercial building within the Main Central Area subject to the policies set forth herein.

3.7.3 Policies

- a. It shall be the policy of this Plan to maintain and strengthen the Main Central Area as the primary commercial area within Schomberg and to promote a strong sense of place and identity within the community as a whole. Council will promote the beautification of the Main Central Area of Schomberg and the Main Street corridor in the review and consideration of specific development projects and as part of an on-going program of Community Improvements.

3.7 Main Central Area**3.7.3 Policies (cont'd)**

- b. The Main Central Area shall be encouraged to develop in a manner which promotes a compact central business district within well defined physical limits as identified on Schedule "A". New commercial development should be planned as an extension of the existing central business district and should not be allowed to infiltrate unnecessarily into adjoining areas intended for residential uses.
- c. The maximum height of any new building or structure developed within the Main Central Area shall not exceed three storeys. The massing and design of new buildings and structures within the Main Central Area shall be in keeping with the nature of the area and further provide for the integration of new buildings in a manner which is sensitive to the scale and character of adjacent structures.
- d. It is the intent of this Plan to provide for the redevelopment of underutilised lands throughout the Main Central Area in a manner which employs good civic design measures and which increases the economic viability of the area as a whole.
- e. Council will promote and co-operate with individual property owners within the Main Central Area who undertake facade improvements. In addition, Council will encourage the rationalization of those areas and uses to the rear of commercial buildings so as to provide increased off-street parking and loading facilities which are conveniently located and readily accessible by both pedestrian and vehicular traffic.
- f. Innovative building design and layout shall be encouraged wherever feasible. Council will promote the retention, renewal and conservation of commercial buildings of historic architectural and contextual merit in the consideration of an application for development and/or redevelopment within the Main Central Area. In assessing the impact of a proposal to develop and/or redevelop lands within the core area, regard shall also be had for the character of the surrounding area.
- g. Council in conjunction with the owners and/or operators of businesses within the Main Central Area shall endeavour to improve the streetscape of the Main Central Area by undertaking improvements to the lighting of pedestrian walkways and other public areas, the provision of street furniture and rest areas, the identification of pedestrian crossings, the provision of open space amenity areas which incorporate the planting of trees, and, the regulation of signage.
- h. Council shall, in conjunction with the owners/operators of business within the Main Central Area, undertake such measures as may be necessary to ensure the provision of suitable and conveniently located public parking facilities Council shall, from time to time, review the means of regulating the usage of parking facilities and shall implement such measures as may be necessary to ensure that such facilities are effectively serving the needs of the Main Central Area.

3.7 Main Central Area**3.7.3 Policies (cont'd)**

- i. In accordance with the provisions of Section 40 of The Planning Act, R.S.O., 1990, c.P.13, Council may enter into an agreement with the owner or operator of a building within the Main Central Area to exempt the owner and/or occupant, to the extent specified in the agreement, from the requirement of providing and/or maintaining parking facilities. All monies received by the Municipality under such an agreement shall be paid into a special account in accordance with Section 40(3) of The Planning Act, R.S.O., 1990, c.P.13, and may be used by the Municipality to acquire lands for and/or to develop off-street parking facilities.
- j. In considering an application for the development or redevelopment of buildings or structures within the Main Central Area, Council shall ensure that adequate buffer planting, screening and/or fencing is provided, particularly with respect to parking and service areas, so as to provide for a reasonable degree of compatibility with and to minimize any adverse effects on adjacent residential areas.
- k. It shall be the policy of this Plan that the commercial floor space index for new development or the redevelopment of existing buildings within the Main Central Area shall not exceed one. For the purposes of this Plan the floor space index shall mean the ratio of total floor area above ground, as measured from the exterior walls of the building to the total lot area.
- l. Where residential uses are developed in conjunction with the permitted commercial uses within the Main Central Area, regard shall be had for the location, scale and design of the residential component so as to ensure that the function of the Main Central Area is maintained and reinforced. Residential uses and related accessory facilities shall preferably be located above the commercial use and shall, wherever possible, be designed to ensure a functional separation from areas associated with the commercial component. Notwithstanding paragraph (c) hereof, where residential uses are developed in conjunction with a commercial use, the maximum height of the buildings shall not exceed four storeys.
- m. Adequate on-street and off-street parking, and off-street loading and service areas shall be provided for all uses within the Main Central Area. Access points to such areas shall be limited in number and designed in such a manner as to minimize the danger to and interference with vehicular and pedestrian traffic.
- n. In assessing the development and/or redevelopment of lands within the Main Central Area, the proponent shall have regard for the need to provide a high quality civic design which provides for a co-ordinated streetscape from both an architectural and functional design perspective. Matters to be addressed in the approval of drawings and site plans within the Main Central Area shall include setback from streetline, design of retail frontages, building scale, signage location and design and the treatment of exterior elevations. Regard shall be had for Schedule 'E', the Core Area Concept, forming part of this Plan.

3.7 Main Central Area

3.7.3 Policies (cont'd)

- o. It shall be the policy of this Plan that those uses permitted within the Main Central Area may be zoned in separate zoning classifications in the implementing zoning by-law whereunder suitable provisions and regulations shall be prescribed to govern the development and use of such lands.

3.8 District Commercial

3.8.1 General Principles

Development within those areas designated District Commercial shall not undermine the viability of the Main Central Area. Rather development within the District Commercial areas should serve to reinforce and complement the primary economic function of the Main Central Area as the focal point and principal centre of commerce.

The District Commercial designation is primarily oriented to those commercial areas and uses which rely heavily upon vehicular traffic for their economic existence and which require direct access from and the exposure afforded by locations adjacent to major arterial and collector roads. District Commercial areas should be physically distinct and separate from the Main Central Area and should develop in an orderly manner consistent with the needs of area residents and the travelling public.

3.8.2 Permitted Uses

The uses permitted within the District Commercial designation will primarily be limited to those commercial uses which rely heavily upon vehicular traffic for their economic existence and may include but not necessarily be limited to motels, motor hotels, eating establishments inclusive of drive-in and take-out restaurants, motor vehicle service stations and car washes, automotive dealerships, specialized automotive repair and sales and recreational vehicle sales and service establishments.

Limited specialized retail commercial establishments, such as major furniture and appliance sales, food supermarkets, warehouse outlets, building supply outlets or other similar retail uses requiring large enclosed areas or whose special nature or requirements in terms of size, site and/or buildings are not conducive to a location within the Main Central Area shall also be permitted within the District Commercial designation.

3.8.3 Policies

- a. District Commercial uses will be encouraged to consolidate in nodes in accordance with good urban design principles. Development within the District Commercial areas will primarily occur in the form of infilling and through the relocation and sequential redevelopment of non-conforming uses and activities. It is the intent of this Plan to provide for the consolidation of District Commercial uses and to avoid the indiscriminate development and/or extension of such uses into adjacent non-commercial areas.
- b. Council will endeavour to improve pedestrian linkages between the District Commercial and Main Central Areas and to provide for integration of such linkages with parks and walkways and other public areas and nodes of activity within the community.

3.8 District Commercial**3.8.3 Policies (cont'd)**

- c. All outdoor storage areas will be fenced or suitably screened from adjacent residential development, public areas and highways. Council may permit the temporary storage of materials without screening for display or promotional purposes only, provided vehicular movement is not endangered and that all parking requirements can be complied with.
- d. It shall be the policy of this Plan to encourage specialized retail commercial uses to locate within areas of similar District Commercial uses wherever possible.
- e. It is the policy of this Plan that development within the District Commercial designation shall be serviced by the municipal water supply and sanitary sewage systems. The developer shall be responsible for the construction of such works subject to the approval of the Township of King, the Region of York and the Ministry of the Environment and Energy.

Notwithstanding the foregoing, where severe constraints exist to the provision of full municipal services to lands designated as District Commercial, Council may provide for the development of such lands on partial or private services subject to the submission of an engineering hydrogeological report for approval by the Township of King and the Ministry of the Environment and Energy. The engineering report shall address the adequacy of ground water supplies and the ability of the soils to sustain development on the basis of private services. All private water supply and effluent treatment systems shall be installed in accordance with standards and regulations of the authority responsible for their approval.

- f. Adequate off-street parking facilities shall be provided for all permitted uses and access points to and from such parking areas shall be limited in number and designed in a manner that will minimize the danger to both vehicular and pedestrian traffic. On-street parking will not be permitted.
- g. The provision and maintenance of off-street parking, service and loading areas will be the responsibility of the owners/developers and occupants within the District Commercial Areas. Council will not consider the provision of municipal parking facilities within the District Commercial Areas.
- h. Adequate buffer planting shall be provided between the commercial use and any adjacent residential areas. Such buffer planting may include provision for grass strips and appropriate planting of trees and shrubs.
- i. Council will endeavour to maintain or improve the visual amenity and general attractiveness of the District Commercial areas. In so doing Council will:
 - i. encourage the restoration, repair and rehabilitation of existing store fronts and facades to complement the scale, design and character of other commercial development in the area;
 - ii. encourage the relocation of non-commercial uses which interrupt the continuity of the commercial frontage; and,
 - iii. regulate building setbacks to maintain continuity and, where appropriate, provide additional setbacks to permit sidewalks, the introduction of a landscaped open space element and street furniture.

3.8 District Commercial**3.8.3 Policies (cont'd)**

- j. In considering applications for the development or redevelopment of commercial uses which involve the outside storage of goods and materials, Council shall have regard for the following matters, namely:
 - i. the location and nature of the outside storage facility and the effect on adjacent properties; and,
 - ii. the location and number of off-street parking spaces and their location relative to the areas proposed for outside storage.
- k. Notwithstanding any other provision of this Plan to the contrary, on those lands designated District Commercial, and described as forming Part 3, Plan 65R-7432, Part Lot 34, Concession 9, the following policies shall apply, namely:
 - i. that the lands shall be serviced by the municipal water supply and sanitary sewage systems in accordance with the requirements of the Region of York, the Township of King and the Ministry of the Environment;
 - ii. access to the site from Highway No. 27 shall be limited and designed to provide for the safe movement of through traffic with appropriate provision for turning manoeuvres to and from the subject lands;
 - iii. at such time as the proposed collector road is constructed between Main Street and Highway No. 27 adjacent the more northerly boundary of the lands in question, a secondary vehicular access point shall be constructed from the proposed collector road to the site;
 - iv. the implementing zoning by-law shall contain appropriate standards with respect to the development of a building supply centre and the areas intended for the outside storage and display of goods and materials, provided further that the size of the outside display and storage area does not exceed ten per cent of the total lot area;
 - v. that the lands shall be zoned in an appropriate manner under the implementing by-law and further that a Holding Provision, pursuant to Section 36 of the Planning Act, shall be implemented to prohibit any change in land use until such time as the property is serviced by the municipal sanitary sewer system.
- l. It shall be the policy of this Plan that District Commercial uses be included in a separate zoning classification in the implementing zoning by-law whereunder suitable provisions and regulations are prescribed to govern the future development and use of such lands.

3.9 Industrial

3.9.1 General Principles

It is the intent of this Plan to provide for the maintenance and reinforcement of the Township's industrial base through the retention and expansion of existing industry and, further, to encourage the diversification and expansion of the industrial base wherever possible through the development of new industries and related ancillary service type facilities.

This Plan designates lands as Industrial where industry presently exists or where the development of industry represents a logical extension of existing industrial development within Schomberg. In designating lands for industrial purposes, regard has been had for such matters as the potential for expansion of industrial opportunities, the absence of land use conflicts, the physical characteristics of the land, the nature of adjacent land uses, the level of existing and proposed services and municipal infrastructure serving the area, and, the ability to provide for intensification of industrial uses through the rationalization of the land use pattern. Regard has also been had for the integrity of adjacent land uses and the compatibility of industry with the other forms of land use present. In this manner the Plan provides for the development, redevelopment, relocation and expansion of industrial concerns with a sufficient reserve of Industrial lands to accommodate a range of industrial land uses.

3.9.2 Permitted Uses

The Industrial classification of land use shall mean that the predominant use of the lands so designated shall be for light and general industrial uses and activities. The types of industrial uses permitted in specific locations shall be such that there are no adverse effects on adjacent land uses.

Light industrial uses shall mean those industries which are substantially enclosed in buildings and which exhibit reasonably high performance standards in that their operations are not considered offensive because of heat, smoke, noise, dust, odours and heavy transportation facilities usually associated with general industrial concerns. For the purposes of this Plan such uses shall include, but not necessarily be limited to, warehousing, light manufacturing and assembly, laboratory and research facilities, communication facilities, printing and publishing establishments, service shops, building centres or other similar uses.

General industrial uses shall mean those industries whose operations may be offensive by virtue of heat, smoke, noise, odour, dust and heavy transportation requirements and shall include large scale operations not enclosed within buildings. Such uses may include, but not necessarily be limited to, the manufacture and processing of primary metal products, wood and paper products, rubber, plastic and adhesive products, and, chemical products; transportation depots; tanneries; bulk storage of petroleum products; a motor vehicle body shop independent of motor vehicle sales and service; a contractor's yard, building supply yards, maintenance yards, utility functions, and public works depots or other similar industrial uses and activities.

The uses permitted within the Industrial classification shall also include ancillary service related uses and office, wholesale and retail functions directly related to industry. In addition, limited personal service commercial uses, eating establishments, and other similar uses which directly serve the industrial functions and employees of the industrial area, community and recreational facilities, a police station or fire hall, clubs and fraternal organizations or other similar uses may be permitted provided the use is compatible with the industrial uses in the area and will in no way contribute to the detracting of the area for industrial development.

3.9 Industrial**3.9.3 Policies**

- a. Council shall encourage the development of an industrial area of sufficient size to realize long term economies of scale in terms of the provision of municipal services, transportation facilities and other infrastructure required to service industry.
- b. Industrial development shall be encouraged in those areas which are easily accessible from existing and proposed highways and arterial and collector roads. Industrial areas shall be designed so as to discourage the penetration of traffic generated by industry onto local roads or through Residential areas.
- c. New industrial development or the redevelopment of existing industrial sites in close proximity to Residential or Institutional areas shall generally be restricted to light industrial uses and related activities which exhibit those performance standards necessary to provide for a reasonable degree of compatibility between the residential or institutional area and the industrial uses. In considering the development or redevelopment of an industrial site, Council shall have regard for such matters as noise, heat, smoke, vibration, odours, fire and explosive hazards, electromagnetic interference or any other inherent characteristic with potential adverse effects for adjacent land uses.
- d. It shall be the policy of this Plan that Industrial areas shall be planned and developed in such a manner that light, non-noxious industries are located at the interface of the industrial area with other forms of land use and adjacent highways. Council, in considering an application for industrial development adjacent either Highway No. 27 or Highway No. 9, shall have regard for the need to employ effective civic design measures and the need for buffer planting and screening to minimize potential adverse visual impacts adjacent such public highways. Council shall, further, promote the development of light, prestige type industrial uses adjacent the major transportation corridors.
- e. The distance to which industrial uses are to be separated from adjacent land uses and the requirements for buffer planting, screening and fencing will be in accordance with the nature of the specific industrial use relative to adjacent land uses and in accordance with the Ministry of the Environment and Energy Guidelines On Separation Distance Between Industrial Facilities And Sensitive Land Uses.

In addition to those matters identified in paragraphs (c) and (d) hereof, regard shall also be had for the massing and design of the buildings and the nature of any site improvements as may be proposed in assessing the need for and adequacy of buffer planting, screening and fencing. Such buffer planting may include the provision of grass strips, the appropriate planting of trees and shrubs and/or construction of earthen berms or screen fencing.
- f. Council shall, wherever feasible, encourage the relocation of non-conforming industrial uses to areas designated for industrial purposes having regard for the relevant policies of this Plan.
- g. No industrial use shall be permitted which, from its nature of operation or materials used therein, is declared to be noxious under the provisions of The Health Protection and Promotion Act, S.O., 1983, as amended, and regulations thereunder.

3.9 Industrial**3.9.3 Policies (cont'd)**

- h. Industrial development shall be fully serviced by the municipal water supply and sanitary sewage systems. Notwithstanding the foregoing, where severe constraints exist to the provision of full municipal services to lands designated for Industrial purposes, limited industrial development may be permitted in the areas so designated in accordance with Section 7.2(f) of this Plan, provided:
- i. that the industrial use is of a "dry" nature; and,
 - ii. that the Ministry of the Environment and Energy Guideline On Planning For Sewage And Water Services and/or the Guideline For The Responsibility For Communal Water And Sewage Works And Communal Sewage Systems is complied with.

For the purposes of this Plan, industries of a dry nature shall mean those industries where water is not necessary in the manufacturing, processing and/or fabrication of goods and materials and which industries have no demands for water supply and sewage disposal beyond those requirements normally associated with the needs of employees.

It shall further be the policy of this Plan that Council may require the submission of an engineering hydrogeological report with respect to the adequacy of ground water supplies and the ability of the soils to sustain development on the basis of private services. All private water supply and effluent treatment systems shall be installed in accordance with standards and regulations of the authority responsible for their approval.

- i. Notwithstanding any other provision of this Plan to the contrary, on those lands designated as Industrial and described as forming the more westerly part of Lot 33, Concession 8, immediately to the east of Highway No. 27, no development shall be permitted until such time as the adjacent lands designated Industrial are substantially developed and the lands in question represent a logical sequential extension of this industrial area. Council may, however, provide for the development of the lands in question for the purposes of a singular industry where it can be demonstrated that the entire area, approximately 12 hectares, is required to sustain the proposed use and all other relevant policies of this Plan are complied with.
- j. Notwithstanding any other provision of this Plan to the contrary, on those lands designated Industrial and forming the easterly portion of the westerly half of Lot 35, Concession 8, located immediately to the south of Highway No. 9, further development shall only be permitted by registered plan of subdivision and on the basis of full municipal services or upon completion of the necessary engineering hydrogeological studies. Such studies shall address the adequacy of ground water supplies and the ability of the soils to sustain development on the basis of private services and shall be undertaken to the satisfaction of and for approval by the Township of King, the Regional Municipality of York and the Ministry of the Environment and Energy in accordance with Section 7.2(f) of this Plan.

3.9 Industrial

3.9.3 Policies

In the absence of full municipal services, that portion of the lands located to the east and south of the proposed extensions of Proctor Road and Magnum Drive, consisting of approximately 3.5 hectares, may be developed for the purposes of a salvage yard and related recycling facilities subject to the owner undertaking such engineering studies as may be considered necessary by the Township of King, the Region of York and/or the Ministry of the Environment and Energy, and, entering into a site plan agreement with the Township of King.

- k. It shall be the policy of this Plan that those uses permitted in the Industrial designation, shall be zoned in separate zoning classifications in the implementing by-law. Regard shall be had for, among other matters, setbacks from property lines, appropriate off-street parking and loading area requirements, landscaped open space and buffer planting, and, control over the outside storage of goods and materials.

3.10 Public Uses and Utilities**3.10.1 General Principles**

It is the intent of this Plan to ensure the provision of a level of services which is necessary to sustain both the existing Community and the anticipated growth and development. Public uses and utilities will be permitted in all land use designations provided such uses are developed in an orderly manner having regard for their compatibility with adjacent land uses. The general policies and principles to be considered in the development of public uses and utilities are set forth in the following section.

3.10.2 Policies

- a. It is the policy of this Plan that public uses and utilities shall be permitted in all land use designations where Council is satisfied by the proponent concerning the following criteria, namely:
 - i. that such use is necessary in the proposed location;
 - ii. that due consideration has been given to alternative locations; and,
 - iii. that the public use or utility will be designed and developed in such a manner so as to be compatible as practical with surrounding land uses.

For the purposes of this Plan, a public use or utility shall mean those services and facilities normally provided by the Township of King or any other public authority or utility including any department or ministry of The Government of Canada or Ontario, the Regional Municipality of York, the Lake Simcoe Region Conservation Authority, Ontario Hydro, any telephone or communication facility, exclusive of communication towers, and, a natural gas distribution system.

- b. Regard shall be had for the nature of existing uses on adjacent lands and the massing and design of public uses relative thereto. Wherever necessary, measures shall be taken to ensure compatibility with adjacent land uses which may include the provision of adequate buffer planting and landscaping, fencing and screening.
- c. The development of new electric power facilities including transmission lines, transformer and distribution stations shall be permitted in accordance with the provisions of this Plan or the provisions of The Environmental Assessment Act, including the regulations made under that Act, and any other relevant Statutes.
- d. Council will encourage the appropriate public and private agencies to place electric power, telephone lines, multi-use cables and other similar utility services underground wherever it is economically feasible and desirable. In areas of existing development where overhead wires exist, the placing of such electric power and communication lines underground will be encouraged where economically feasible and practicable when major street improvements are undertaken.

3.10 Public Uses and Utilities

3.10.2 Policies (cont'd)

- e. Council shall have regard for cultural heritage resources in undertaking public works. When necessary, Council will require satisfactory measures to mitigate any negative impacts on significant cultural heritage resources.

Council shall encourage utility companies to place equipment and devices in locations which do not detract from the visual character of cultural heritage resources and which do not have a negative impact on the architectural integrity of those resources,

- f. Notwithstanding any other provision of this Section to the contrary, it shall be the policy of this Plan that such public uses and utilities as maintenance yards and public works depots, cable television or communication reception and transmission facilities, sewage treatment works or other similar uses only be developed within an Industrial designation and zoned in an appropriate zone classification in the implementing zoning by-law.

4.1

Introduction

The Transportation Policies contained in this Plan are based on the interrelationship of the various land use designations. It is the intent of this Plan to ensure the development and maintenance of an effective road system that will maximize accessibility throughout Schomberg and reduce the potential for conflicts between the need to provide for the movement of people and goods and the effect of transportation facilities on adjacent land uses.

The Transportation Policies address the existing road network serving the community and the proposed additions and changes. In addition, the anticipated requirements of Schomberg with respect to public and private parking have also been considered in the development of an integrated transportation and circulation system. The general policies to be considered in the development and maintenance of the transportation system serving the community are set forth in the following sections.

4.2 Road Network**4.2.1 General Principles**

The road network is designed to facilitate the efficient and safe movement of both people and goods to and from the various land uses within Schomberg and to provide for the movement of through traffic. Accordingly, the road network is classified by function to facilitate the planning and implementation of road improvements and on-going maintenance.

4.2.2 Functional Classification

It is the policy of this Plan that the roads within Schomberg be classified according to their predominant function having regard for jurisdiction. The functional classifications are described as follows:

i. Provincial Highway

Provincial Highways are existing roads which are designed to facilitate the inter-urban and through movement of large volumes of traffic at relatively high operating speeds to and from major traffic generating sectors. To facilitate this function, access to abutting properties should be limited.

This classification applies to only those highways under Provincial jurisdiction within or adjacent the Community Plan area, namely, Highways No. 9 and No. 27.

ii. Arterial Roads

Arterial Roads are existing or proposed roads of two traffic lanes which are intended to function as strategic links in the overall road network. Arterial roads are to be designed to facilitate the movement of relatively high volumes of local and through traffic at moderate operating speeds. Access to abutting properties should be limited, particularly in areas of new development outside the urban core area. The design right-of-way width will vary from 26 metres to 36 metres.

iii. Collector Roads

Collector Roads are existing or proposed roads of two traffic lanes which are primarily intended to function as connecting road links between arterial and local roads. Generally, the collector roads are to be designed to carry reduced traffic volumes relative to arterial roads and may also provide direct access to abutting properties. The design right-of-way width may vary from 20 to 30 metres.

iv. Local Roads

Local Roads are existing or proposed roads of two traffic lanes which provide access to abutting properties and which are designed to facilitate predominantly local traffic movements at low operating speeds. The design right-of-way width is 20 metres.

4.2 Road Network**4.2.3 Policies**

- a. Council will integrate the planning of the road network under its jurisdiction with the existing and proposed network of roads under the jurisdiction of the Province of Ontario, the Region of York and, as may be necessary, the adjoining municipalities.

In this regard, Council will consult with the Ministry of Transportation, the Region of York and, as may be appropriate, adjoining municipalities in relation to the development and/or improvement of the system of arterial, collector and local roads in accordance with the Land Use and Transportation Plan.

- b. The road alignments for existing facilities, as delineated on Schedule A2, the Land Use and Transportation Plan, generally follow existing rights-of-way. Minor intersection improvements and realignments of such facilities shall not require an amendment to this Plan. The alignments of proposed arterial and collector roads is approximate and subject to detailed engineering design studies. Where the general intent of this Plan is maintained, no amendment shall be necessary to provide for the construction of the proposed roads.
- c. No new development and/or redevelopment shall be permitted unless such lands are accessible by means of an improved public road, maintained year round, which is of an acceptable standard of construction to accommodate the traffic to be generated by the new development and/or redevelopment.
- d. In considering an application to develop lands by means of a registered plan of subdivision, Council shall have regard for the need to provide for a well defined and integrated road system. Wherever practical and feasible, Council shall encourage that the proposed system of internal subdivision roads be integrated with the existing road network to provide for two principal access points, preferably by means of a collector road, upon ultimate development of the area and in accordance with the Land Use and Transportation Plan.
- e. Council may require, as a condition to approval of a site plan or in the review and consideration of an application to amend this Plan or the implementing zoning by-law, a traffic impact analysis to determine the adequacy of the existing and/or proposed road network adjacent to the site and to determine the nature and extent of any improvements as may be required to facilitate the development of the lands.
- f. Council will require, as a condition of the approval of any new development or redevelopment, that sufficient lands are conveyed to the Municipality to provide for a road right-of-way width in accordance with the functional classification as set forth on Schedule 'A', the Land Use and Transportation Plan, and the corresponding design right-of-way width set forth under Section 4.2.2 hereof.

4.2 Road Network**4.2.3 Policies (cont'd)**

- g. Where development has occurred adjacent a significant portion of the right-of-way of an arterial or collector road, and, it is not possible to achieve the design right-of-way width in accordance with the provisions of Section 4.2.2 hereof, Council may undertake such further studies as may be necessary to determine a practical and desirable right-of-way width for such roads to serve anticipated traffic volumes. Regard shall be had for those measures which may be taken to minimize the negative impacts of any road widenings on adjacent lands.
- h. Collector Roads shall be designed and developed to provide for a degree of continuity in the movement of traffic throughout the community. Regard should be had for the nature of adjacent land uses, the relationship of the collector road relative to Provincial Highways, arterial and local roads, anticipated traffic volumes and the distribution of traffic so as to minimize the effect of such roads on adjacent residential uses.
- i. Council in considering development or redevelopment proposals for residential purposes adjacent either existing or proposed arterial or collector roads shall require, as a condition of approval, the submission of a noise analysis which addresses potential impacts and the need to complement increased setbacks, buffering, screening and landscaping so as to reduce the negative effects of such roads on adjacent residential development. Where feasible and desirable, reverse frontage lots or alternative mitigative measures such as "p-loop" roads shall be considered for residential development adjacent Arterial Roads.
- j. It is the intention of this Plan, that as traffic conditions warrant, improvements in the form of jog eliminations, regulation of turning movements, proper signing, installation of traffic signals, marking of traffic lanes and channelization will be undertaken.
- k. It shall be the policy of this Plan that Council will not assume or dedicate any roads which do not meet the minimum acceptable standards of the Ministry of Transportation or which are not eligible for subsidy.
- l. Development adjacent Provincial Highways, Regional Roads, Arterial, Collector and Local Roads shall have sufficient setback requirements established in order to afford a measure of compatibility for surrounding land uses. Council will consult with the Ministry of Transportation and the Region of York in determining appropriate setback requirements.
- m. It shall be the policy of this Plan that regard will be had for the nature and extent of the lands associated with the Dufferin Marsh in the design and construction of the proposed collector road which extends from Main Street to Highway No. 27 and the proposed extension of Cooper Drive. Specific matters to be addressed will include the environmental and social significance and sensitivity of the area, the potential for flooding and the constraints associated therewith, and, the need to implement mitigative measures to reduce potential adverse environmental impacts having regard for the policies set forth under Part Five.
- n. Council shall have regard for cultural heritage resources specifically the character of landscape and streetscape, tree lines, bridges and the prevailing pattern of settlement, in considering the construction of new roads and road improvements including realignment and road widening. When necessary, Council will require satisfactory measures to mitigate any negative impacts on significant cultural heritage resources.
- o. Where a proposed collector or local road crosses a watercourse, the crossing shall, wherever possible, be made at right angles to the watercourse and shall be designed to accommodate the flows associated with a Regional Storm event. Wherever practical and feasible, watercourse crossings shall be designed and constructed in a manner which minimizes any adverse impacts upon the hydraulic characteristics of the watercourse and the use of adjacent lands.

4.3 Parking Facilities**4.3.1 General Principles**

This Plan recognizes the importance of public and private parking facilities and further intends that adequate public and private parking be provided to serve the needs of the community. In part, this will serve to provide for the efficient movement of through traffic.

4.3.2 Policies

- a. Council will require, as a condition of development or redevelopment, that adequate off-street parking and loading facilities be provided and further that ingress and egress to the areas will be limited in number and designed to acceptable standards for traffic safety. Council will further encourage the sharing of access points by similar adjoining land uses, where practicable, to minimize traffic hazards on Arterial or Collector Roads or as may be required by the Province.
- b. Council will discourage, where appropriate, on-street parking on Arterial and Collector Roads to facilitate the efficient movement of traffic, and, shall encourage replacement of existing on-street parking with off-street parking areas wherever practical and feasible.

Notwithstanding the foregoing, on-street parking within the Main Central Area of the community represents an integral and necessary component of the land use and transportation system. Council will undertake improvements as may be necessary to enhance the core area which may involve the removal of a portion of the on-street parking. In this context, regard shall be had for those opportunities as may exist from time to time through the redevelopment process to provide off-street parking areas which are readily accessible to both pedestrian and vehicular traffic and which promote and reinforce the Core Area Concept Plan attached hereto as Schedule E,

- c. Where necessary and feasible, off-street parking, driveways and/or loading areas adjacent to residential uses will be suitably screened or buffered through the use of fences, berms or other appropriate landscape treatment and amenities. All parking areas shall be suitably surfaced and appropriately illuminated to facilitate and ensure the safety and convenience of pedestrian and vehicular access in accordance with the character and nature of the respective land uses.
- d. Council shall consider the acquisition of lands in appropriate locations for the provision of off-street parking within the Main Central Area where severe parking and/or loading problems exist. Regard shall be had for the Core Area Concept Plan attached hereto as Schedule "E", and forming part of this Plan.
- e. Council, in conjunction with the merchants of the Main Central Area, shall maintain and enhance the supply of short term parking within the Main Central Area as changing conditions warrant. Such actions may include the rationalization and consolidation of public parking facilities and the elimination of public parking areas which do not effectively serve the needs of the central business district by reason of size, location and/or vehicular or pedestrian accessibility or public safety.

4.3 Parking Facilities**4.3.2 Policies (cont'd)**

- f. Council may, at its discretion, enter into an agreement with the owner or operator of a building within the Main Central Area to provide for the payment of cash-in-lieu of all or part of the zoning by-law requirements pertaining to the provision of off-street parking in accordance with Section 40 of The Planning Act, R.S.O., 1990, c.P.13, and Section 3.6.3 of this Plan.
- g. Notwithstanding any other provision of this Plan to the contrary, where lands are vacant and may be advantageously utilized to provide off-street parking to overcome existing deficiencies, Council may authorize the temporary use of such lands to provide off-street parking pursuant to the provisions of Section 39 of The Planning Act, R.S.O., 1990, c.P.13. In authorizing the temporary use of lands for the provision of off-street parking, Council shall give consideration to the following matters, namely:
 - i. that the temporary use of vacant lands to provide off-street parking will not adversely effect adjacent Residential areas and will not create a hazard for either pedestrian or vehicular traffic;
 - ii. that the temporary parking areas are sited and designed to reflect the best interests of the area in which they are situated;
 - iii. that the temporary use of the lands to provide off-street parking will not exceed two years.

Notwithstanding the foregoing, Council may extend the temporary use of the lands for the purposes of an off-street parking area where Council is satisfied that the continuation of the use is reasonable.

4.4 Pedestrian and Bicycle Circulation

4.4.1 General Principles

It is the intent of this Plan to encourage the development of a "link-node" pedestrian and bicycle circulation system which links the various activity and open space nodes such as schools, parks and commercial areas by a system of pedestrian paths, sidewalks and bicycle routes.

4.4.2 Policies

- a. The Pedestrian and Bicycle Path network shall be designed and developed to provide for safe, and wherever possible and feasible, unobstructed pedestrian walkways and bicycle paths. Such facilities will be designed in a manner which minimizes the potential for conflict between other modes of transportation and the bicycle and pedestrian routes.
- b. Where possible, the pedestrian and bicycle path network will be integrated with natural amenities such as streams and valleys, public parkland and other open space areas.
- c. Council shall, in co-operation with the appropriate agencies, investigate the opportunities for the development of pedestrian and bicycle paths adjacent to watercourses.
- d. It shall further be the policy of this Plan that the pedestrian and bicycle path network is considered to represent part of the transportation system and, wherever appropriate, Council shall require the dedication of lands to be developed as part of the pedestrian and bicycle path network to the Township of King.

4.5 Public Transit

4.5.1 General Principles

It is the intent of this Plan to provide for the safe and efficient movement of the commuting public by provision of an inter-regional transit service in the future, as demand warrants, and thereby promote reduced dependency on the private automobile.

4.5.2 Policies

- a. Council will encourage the Region and Go Transit to extend interregional transit service to residents of Schomberg.
- b. In order to provide for the extension of transit service to Schomberg, at some future date, consideration shall be given to the provision of public transit facilities at the intersection of Main Street with other collector roads as delineated on Schedule "A", the Land Use and Transportation Plan, in the review and consideration of a draft plan of subdivision or condominium, and, the approval of site plans.

Specific matters to be addressed shall include provision of adequate pedestrian access to public transit service, provision of bus bays and transit shelters, and, where warranted, additional rights of way and/or pavement widths as may be necessary to accommodate transit service.

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- c. The Council of the Township of King will consult with Go Transit and the Regional Municipality of York and other transit operating agencies to ensure the provision of an efficient transit service to residents of Schomberg, and, an effective interface between feeder bus services and inter-regional commuter rail and bus transit services.

5.1 General Principles

The Environmentally Sensitive Areas refer to the warm water fishery resource associated with the Schomberg River, the cold water fishery resource associated with the tributary streams to the Schomberg River, the Hardwood Forest and the Dufferin Marsh as identified by the Ministry of Natural Resources and delineated on Schedule "C", entitled Environmentally Sensitive Areas attached hereto and forming part of this Plan. Council shall endeavour to minimize the degradation of the fish and wildlife habitat and to improve and protect the existing fishery resource, wherever possible, through the implementation of appropriate mitigating measures in those areas adjacent the Schomberg River, its tributaries, and, the Dufferin Marsh.

Development will be permitted adjacent to the areas identified as environmentally sensitive where the scale and nature of development is compatible with the existing conditions or where acceptable measures are employed to mitigate any negative environmental impact to an acceptable level. Wherever feasible and practical, the Environmentally Sensitive Areas should be maintained in their natural state or enhanced as terrestrial and aquatic habitats having regard for the intent of the Land Use and Transportation Plan and the policies contained in this Section.

5.2 Permitted Uses

In accordance with the provisions and policies of this Plan, within an Environmentally Sensitive Area development may be permitted to the extent that the type or magnitude of development is compatible with the environmental conditions or that suitable measures have been undertaken to mitigate any resulting negative impact. The uses permitted shall be in accordance with Schedule "A", the Land Use Plan and Transportation Plan.

5.3 Policies

- a. In considering the approval of a development application or an application for an amendment to this Plan and/or the implementing zoning by-law within or adjacent an area delineated as an Environmentally Sensitive Area on Schedule "C" of this Plan, Council, in conjunction with the Lake Simcoe Region Conservation Authority and the Ministry of Natural Resources, shall give consideration to the need for an analysis of the impact of development on the Environmentally Sensitive Area. The matters to be addressed should include the following, namely:
 - i. the nature of the environmentally sensitive area and the degree of sensitivity having regard for the uniqueness and character of the area;
 - ii. the compatibility of the proposed development with the environmentally sensitive area;
 - iii. the need for and the identification of mitigating measures to cope with the sensitivity of the environmental conditions;
 - iv. the location, extent and nature of the development proposed inclusive of alternative designs which minimize the potential impact upon the environmentally sensitive area;
 - v. the location and extent of those environmentally sensitive areas which should be preserved in their natural state.

5.3 Policies (cont'd)

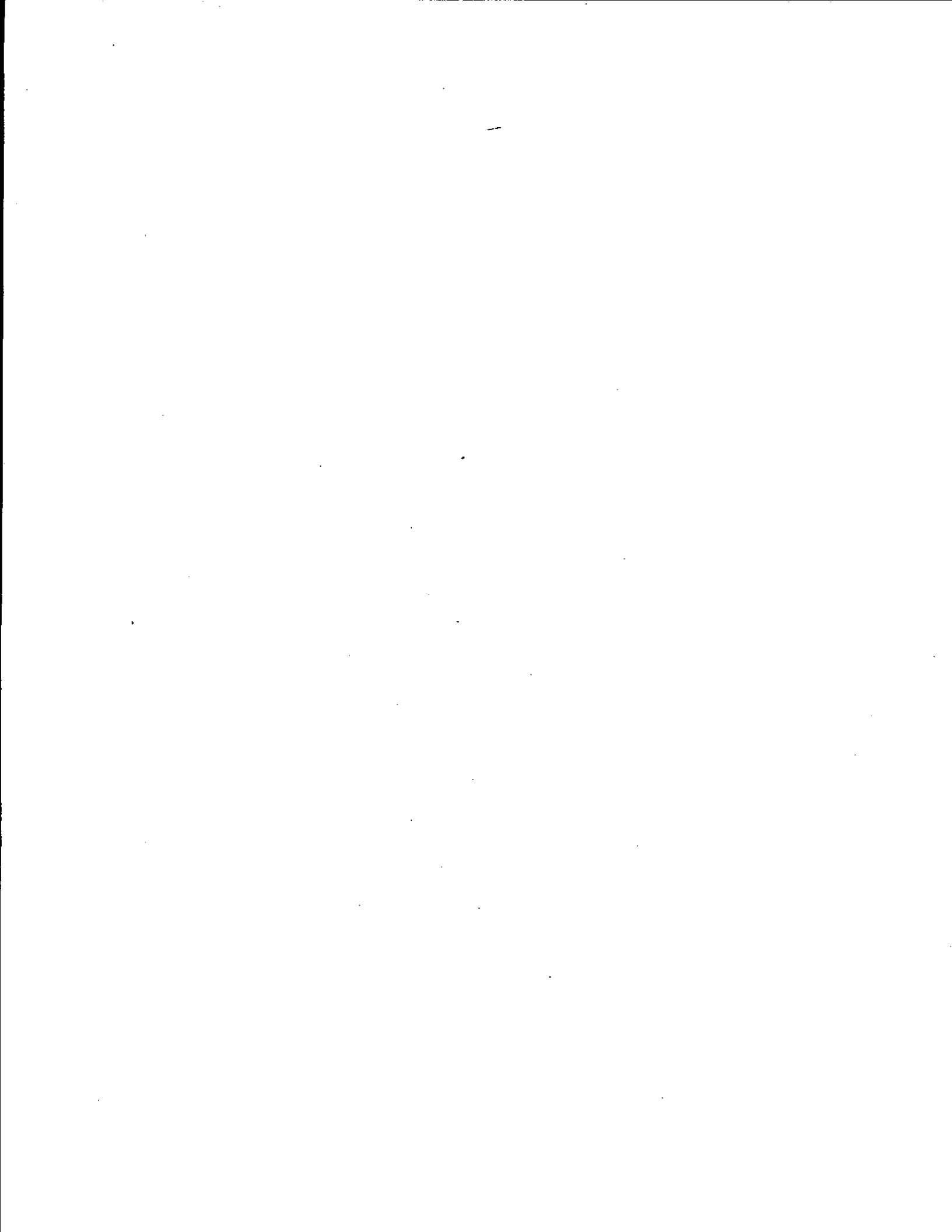
- b. Where, due to the environmentally sensitive nature of the area, an analysis of the impact of development is considered necessary, no change may be made to the natural environment until such time as the proponent undertakes a detailed assessment of the area in accordance with the requirements of paragraph (a) hereof. Such a report shall be prepared to the satisfaction of Council, the Lake Simcoe Region Conservation Authority and the Ministry of Natural Resources.
- c. Where an Environmental Assessment of a proposal is conducted in accordance with the provisions of The Environmental Assessment Act, that assessment shall be considered as having fulfilled the requirements of paragraph (a) of this Section.
- d. It shall be the policy of this Plan that Council may waive the requirements for a study of the impact of development on an Environmentally Sensitive Area with the concurrence of the Lake Simcoe Region Conservation Authority and the Ministry of Natural Resources.
- e. Lands adjacent to an Environmentally Sensitive Area, shall be developed and managed in a manner to protect and complement the nature of the adjacent sensitive area. Regard shall be had for the location, extent and nature of the environmentally sensitive area, the scale of the proposed development, the potential impact on the Environmentally Sensitive Area and the proposed mitigating measures inclusive of alternative design and construction techniques and the adequacy of spatial setbacks and buffers. Council shall consult with the Conservation Authority, the Ministry of Natural Resources and such other agencies as may be deemed necessary in relation to the appropriateness of the proposed mitigating measures.
- f. A vegetative buffer, having a minimum width of 15 metres or which is defined as top of bank, whichever is greater, shall be maintained in a natural, self sustaining state adjacent the Dufferin Marsh, except where the adjacent lands are designated as Main Central Area in which case the vegetative buffer may be reduced to 3 metres.

Notwithstanding the foregoing, the provision of such a vegetative buffer shall not preclude the construction of the proposed collector road between Main Street and Highway No. 27 or the extension of Cooper Drive provided that, prior to the construction of such roads, the necessary Environmental Impact Studies have been undertaken in accordance with the criteria and provisions of Section 5.3(a) of this Plan.

- g. A vegetative buffer having a minimum width of fifteen metres or which is defined as the top of bank, whichever is the greater, shall be provided adjacent either stream bank of the Schomberg River, a warm water fishery resource. All remaining watercourses identified on Schedule "C" as cold water fishery resources shall be protected with vegetative buffer having a minimum width of 30 metres or which is defined as the top of bank, whichever is the greater, adjacent either stream bank.

Notwithstanding the foregoing, where lands are within the Main Central Area, the provision of the vegetative buffer shall not be effective to preclude the redevelopment of lands in keeping with the intent of this Plan subject to the approval of the Ministry of Natural Resources, the Lake Simcoe Region Conservation Authority and the Township of King.

Where a structural encroachment exists, regard shall be had for the use, location, massing and design of the structure, the policies set forth in Sections 3.2 and 3.3 and, the intent of this Plan to minimize any adverse environmental impacts upon the warm water fishery resources associated with the Schomberg River.



6.1 Community Improvement

6.1.1 General Principles

It is the goal of this Plan to provide for the on-going maintenance, improvement, rehabilitation and upgrading of the existing community structure. Community Improvements, which are very broadly defined as encompassing those public and private sector activities which serve to maintain, rehabilitate and redevelop the existing physical environment, are an effective means by which to accommodate this goal and the various social and economic priorities as may be identified from time to time within the community. Community Improvements therefore form part of a comprehensive land use planning program.

It is generally recognized that declining public sector revenues, combined with the poor performance of Ontario's economy and increasing demands for services, are requiring all levels of government to plan for maximum efficiency in the use of existing public services and facilities. The improvement of the public infrastructure, where deficiencies are identified, is of increasing importance in establishing priorities for the allocation of limited financial resources. As a result, community improvement policies and programs are becoming a basic element in the financial and land use planning process at the municipal level.

The implementation of community improvement programs will be focussed on those areas where there is evidence of physical deterioration or lack of an appropriate level of service. The improvements in turn, will be directed towards obtaining maximum efficiency in the use of existing public services and facilities and to stimulate economic development and/or redevelopment, job creation, a stronger municipal assessment base and a more desirable living environment. Experience suggests that public investment created through such actions will foster an attractive atmosphere for private investment.

Community Improvement Policies are a prerequisite to the designation of specific Community Improvement Project Areas, the preparation of detailed Community Improvement Plans, and, for municipal participation in senior government programs. The inclusion of community improvement policies in this Plan represents a statement of the Municipality's commitment to the on-going maintenance and upgrading of the present community structure.

6.1 Community Improvement**6.1.2 Criteria For Designation**

The criteria for which regard must be had in the identification and designation of a Community Improvement Area or an amendment to alter the boundaries of a Community Improvement Area within Schomberg are defined as follows:

- i. the community contains areas of incompatible land use either in the form of residential commercial, commercial/industrial or other conflicts which may prejudice the functional or economic role of the area in accordance with the intent of this Plan;
- ii. the area has been identified as being deficient, either now or in the future, in terms of the level of municipal services, that is the water supply and distribution system, the sanitary sewage collection and treatment system, or the storm drainage system and associated works;
- iii. the area has been identified as being deficient in terms of streets, streetlighting and/or sidewalks which do not conform to municipal standards or which require substantial improvements relative to the level of service required to adequately service the area;
- iv. the area has been identified as being deficient in terms of neighbourhood and/or community parkland, recreational or community facilities inclusive of such facilities as swimming pools, athletic fields, community centres, libraries, senior citizen facilities or other similar community and recreational facilities;
- v. the community or a portion thereof lies within a flood susceptible area or has natural drainage characteristics which require such measures as flood proofing or storm water management to alleviate storm related flooding situations;
- vi. the area has been identified as one where the housing stock or commercial or industrial buildings are approaching the end of their functional life, which buildings should either be rehabilitated and restored for sequential uses in keeping with the nature of the area or demolished so as to allow for redevelopment of the site for a use more compatible with adjacent land uses;
- vii. the area contains vacant and underutilised lands and buildings or structures which could be developed or redeveloped in a manner which reinforces the functional role of the area, provides opportunities for energy conservation, and, provides for the enhancement of the municipal tax base; and,
- viii. there are commercial areas which demonstrate need of upgrading and/or streetscape improvements and improved off-street parking and loading facilities to provide for the area's economic viability as a central place in the community as a whole.

6.1 Community Improvement**6.1.3 Selected Community Improvement Area**

In accordance with the provisions of The Planning Act, R.S.O., 1990, c.P.13, the area delineated on Schedule "D", attached to and forming part of this Plan, is hereby designated as the Schomberg Community Improvement Area.

6.1.4 Policies

- a. An amendment to this Plan will be required to designate additional areas as Community Improvement Areas or to redelineate the boundaries of the Community Improvement Area identified on Schedule "D" of this Plan. Council shall have regard for the criteria set forth under Section 6.1.2 hereof in the designation or redesignation of such Community Improvement Areas.
- b. Council shall implement the general principles and policies associated with Community Improvement in the following manner, namely:
 - i. through the identification of specific community improvement projects and the preparation of Community Improvement Plans;
 - ii. through participation in programs with senior levels of government;
 - iii. through the acquisition of lands and/or buildings and the possible redevelopment of such properties for purposes in keeping with the intent of this Plan;
 - iv. by encouraging the orderly development or redevelopment of lands as a logical and progressive extension of the pattern of land use, existing and proposed, which provides for the infilling of underutilised lands;
 - v. by encouraging the private sector to utilize available government programs and subsidies;
 - vi. by encouraging the rehabilitation of existing buildings and structures which may adapt to an alternative sequential use which is compatible with the surrounding community and the intent of this Plan;
 - vii. through a review of the comprehensive zoning by-law to ensure that the by-law provides for a range of appropriate uses, is reflective of contemporary standards and provides for the intensification and integration of compatible land uses;
 - viii. through the appropriate application of the Ontario Heritage Act in terms of both the designation of individual buildings and heritage conservation districts;
 - ix. through enforcement of the Municipality's property standards by-law;
 - x. through continued support and co-operation for constructive activities and programs undertaken by Special Interest Groups;

6.1 Community Improvement**6.1.4 Policies (cont'd)**

- xi. through co-operation and support for activities and programs undertaken by local service organizations particularly those which provide for improvements to recreational and community facilities where identifiable deficiencies exist; and,
 - xii. such other matters as Council may consider appropriate as a result of new requirements associated with the Community Improvement Program.
- c. Council may by by-law designate the lands within a Community Improvement Area as a "Community Improvement Project Areas". Council shall have regard for the basis of selection and boundaries of the Community Improvement Project Area.
- d. Where Council has adopted a by-law pursuant to the provisions of Section 28(2) of The Planning Act, R.S.O., 1990, c.P.13, to designate a Community Improvement Project Area, Council may undertake the preparation of a Community Improvement Plan for the area. Regard shall be had for the following matters in the preparation and adoption of a Community Improvement Plan, namely:
- i. the land use designations and intent of this Community Plan;
 - ii. the nature of existing land uses, the physical condition of the buildings and structures and the socioeconomic fabric of the community;
 - iii. the existing level of services and the nature of improvements required to the municipal infrastructure, that is roads, water supply, sanitary and storm sewers, public utilities and other community facilities;
 - iv. the identification of properties proposed for acquisition and/or rehabilitation
 - v. the estimated costs, means of financing and the staging and administration of the project;
 - vi. the phasing of improvements and the means of implementation;
 - vii. the provision of sufficient flexibility, as circumstances warrant, where project and costing revisions are necessary;
 - viii. the provision for citizen involvement during the preparation of a Community Improvement Plan; and,
 - ix. the potential for stimulating private sector investment and an improved municipal assessment base.

6.1 Community Improvement**6.1.4 Policies (cont'd)**

- e. Council shall have regard for the phasing of improvements in order to permit a logical sequence of events to occur without creating unnecessary hardship for area residents and/or businesses. For the purposes of this Plan, priority shall be given to those improvements relating to municipal services, public roads, parking facilities streetlighting, storm drainage, sidewalks and community and recreational facilities The phasing of specific community improvement projects shall be determined by Council having regard for those matters set forth under paragraph (d) hereof.

6.2 Urban Design Criteria - Core Area**6.2.1 General Principles**

It is the intent of this Plan to promote the future development of the traditional urban core area in a compact and efficient manner and as a focal point of activity, interest and identity. Distinctive urban design measures shall be employed to promote the strengthening and reinforcement of this area as a pedestrian oriented place which is accessible by a well defined system of pedestrian walkways linking civic areas, parks and adjacent residential neighbourhoods and areas of public activity. Through innovative urban design techniques it will be possible to restore the historic function of the main central area as the principal centre of retail activity and to provide for the integration of other traditional core area functions such as housing, recreation, and, social and cultural activities.

Council has undertaken to prepare a concept plan for the improvement and intensification of land uses throughout the urban core area of Schomberg. The Core Area Concept Plan, attached to this Plan as Schedule 'E', is intended to provide general guidance to the public and private sectors in considering the redevelopment and future use of lands in this area of the Community. It is not the intent that any proposal concerning the redevelopment of lands in the Main Central Area must comply with Schedule 'E' but rather that regard will be had for the concepts expressed thereon of this plan. Council will promote applications which provide for the redevelopment of lands in keeping with the intent of the Core Area Concept Plan.

6.2.2 Policies

- a. In considering the approval of a development application within the urban core area of the Community, Council will have regard for the following matters and municipal objectives, namely:
- i. the location of buildings relative to public streets to ensure minimum setback and a continuous building limit adjacent public roads and streets;
 - ii. the design of buildings to complement and contribute to a desirable community character having regard for the massing and design of structures, roof lines, colour of materials and open space amenities;
 - iii. the need to accentuate the entrance to the core area through innovative building design and the provision of feature landscaping, signage and lighting;

6.2 Urban Design Criteria - Core Area**6.2.2 Policies (cont'd)**

- iv. the need to screen unsightly elements such as loading areas, refuse containers, and utilities and related services and mechanical equipment;
 - v. the need to develop a public streetscape between the store front and the curb as a safe and convenient pedestrian area with attractive amenities such as paving, lighting, seating and landscaping elements;
 - vi. the need to provide for the protection of pedestrian areas from vehicular movements through effective design which implements landscaping, curbs and open space elements integrated with the overall streetscape design;
 - vii. the need to provide for barrier free access to ensure access for the handicapped through minimal grade changes, curb cuts, ramps and railings which are integrated as part of the overall design concept, and the provision of well defined handicapped parking areas adjacent entrances to buildings;
 - viii. the need to minimize vehicular access points to and from public streets by provision of common entrances to shared parking facilities and to locate access points to off-street parking areas as far as is possible and practical from public road intersections;
 - ix. that the off-street parking areas are not located or designed as a dominant visual element in the streetscape but are screened through the use of landscaping and related design elements;
 - x. that regard has been had for the presence of existing healthy trees in the siting and design of buildings and off-street parking areas and that, whenever possible and practical, such trees are preserved;
 - xi. the intent of the Municipality to provide for landscaping of the public boulevard in a manner which is integrated with the use of adjacent private lands; and,
 - xii. that signage is consistent with the character of the area, well proportioned to the building design, and, located so as to not obstruct pedestrian or vehicular traffic.
- b. In considering the development and/or redevelopment of lands within the urban core, regard shall be had for the warm water fishery resource of the Schomberg River and the relevant policies of this Plan concerning the need to minimize potential negative impacts upon the resource.

PART SEVEN
DEVELOPMENT POLICIES

7.1 General Principles

This Plan establishes a framework for the future orderly development and use of lands by defining areas for specific forms of development. The timing of development will depend, to a large extent, on the rate of population growth and related commercial and industrial development, and, the ability of the Municipality to sustain the necessary financial expenditures. In order to protect the taxpayers and residents of the Township of King and Schomberg from undue financial hardship, Council shall ensure that the timing, location and nature of new development, particularly residential, is such that the demand for the provision of municipal services and facilities is not excessive in relation to the taxable assessment provided.

Given the size and nature of Schomberg, it is not considered practical to prioritise the staging of development on an area basis. The staging of new development should, therefore, be encouraged in an orderly manner which provides for the progressive and economic extension of municipal services, utilities, and other municipal facilities.

It should further be recognized that, in addition to those costs associated with new development, there are areas of existing development which are presently considered deficient in terms of the level of municipal services provided. Council will, of necessity, have to provide for a balanced approach which allows for new development without prejudicing the needs of the existing developed areas where deficiencies presently exist.

7.2 Policies

- a. It is the policy of this Plan that economic and efficient use be made of the municipal infrastructure and related facilities prior to permitting new development which requires major capital works within Schomberg by the Township of King. Council shall therefore ensure the extension of services in a sequential manner and substantial development of the serviced areas prior to providing for the extension of services into undeveloped areas.
- b. The design and construction of the water supply and distribution system and extensions thereto shall be adequate to provide a reasonable and desirable level of service to all areas either presently developed or proposed for development or redevelopment. New development and/or redevelopment shall only be permitted where the water supply and distribution system, inclusive of storage capacity, is adequate to service such development.
- c. Council shall undertake such improvements as may be necessary to the water supply and distribution system to provide sufficient storage capacity and water pressure in the distribution system and an adequate level of protection in the event of fires or other emergencies.
- d. It shall be the policy of this Plan that the sanitary sewage collection and treatment facilities provided be adequate to serve both the existing and proposed development areas. New development and/or redevelopment shall only be permitted where the sewage collection and treatment facilities are adequate to service such development.
- e. It shall be the policy of this Plan that all new development occurring by registered plan of subdivision shall be serviced by the municipal water supply and distribution system and the sewage collection and treatment system. The developer shall be responsible for the installation of such works subject to the approval of the Township of King, the Region of York and the Ministry of the Environment. It is further intended that once such systems are installed and operating for such period as specified in the agreement that the systems shall be turned over to the Municipality or the Region, as the case maybe, at no cost.
- f. Notwithstanding the policies set forth under paragraph (e) hereof to the contrary, where there are severe constraints to the provision of full municipal services, Council may provide for minor infilling and/or extensions to residential and commercial/industrial areas which are substantially developed in the absence of full municipal services. Council shall be satisfied that the proposed development will not result in a potential health hazard or further degradation of the environment having regard for both the existing and proposed pattern of land use and development. Council shall consult, as necessary, with the Ministry of the Environment and Energy and all affected Departments and Agencies of the Regional Municipality of York to ensure that the requirements of these agencies are satisfied.

Where full municipal services are not available, development must be undertaken in accordance with the Ministry of the Environment and Energy Guideline On Planning For Sewage And Water Services and/or the Guidelines For The Responsibility For Communal Water And Sewage Works And Communal Sewage Systems.

7.2

Policies (cont'd)

- g. Where lands are undeveloped and cannot be serviced by the present gravity flow system of sanitary trunk sewers, or feasible extensions thereof, development shall be considered premature unless the proponent of the development is prepared to undertake the construction of such services to the satisfaction of and at no cost to the Municipality and/or the Region of York. Council shall ensure that such extensions are in accordance with the overall servicing concept and available design capacity for the Community.
- h. No development or redevelopment shall be permitted if such development or redevelopment will have a detrimental effect on the storm water drainage system. Council shall ensure that extensions to the existing storm drainage system are of sufficient capacity to support future anticipated growth in accordance with the land use policies and designations contained in this Plan.

In the absence of a comprehensive storm water management plan for Schomberg, it shall be the general policy of this Plan that where development is to occur by registered plan of subdivision or a block of land is being developed for residential, commercial or industrial purposes, the post development rate of runoff shall not be greater than the corresponding pre-development flow. Council shall consult with the Lake Simcoe Region Conservation Authority and such other agencies as may be required to determine the most appropriate means of implementation of this policy when assessing development or redevelopment applications.

All development and/or redevelopment proposals shall require that storm water management, inclusive of measures relating to water quality, be addressed to the satisfaction of the Township of King, the Ministry of Natural Resources and the Lake Simcoe Region Conservation Authority prior to draft plan approval, or, in the case of a site plan not requiring draft plan approval, prior to execution and registration of the site plan agreement. The applicant shall be responsible for, among other matters, the provision of reports and plans detailing the following matters, namely:

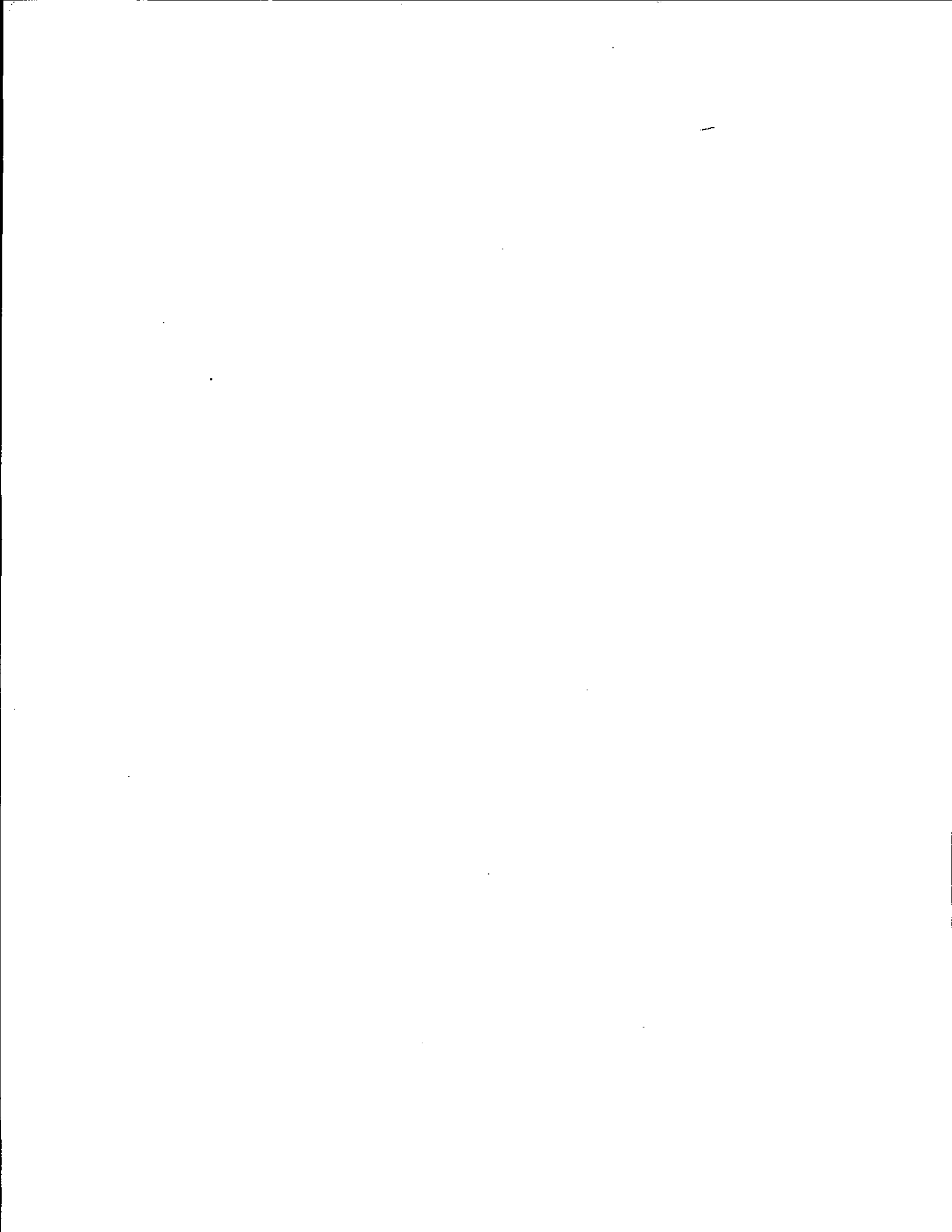
- i. the proposed measures for erosion and sedimentation control during the construction period, inclusive of the means of implementation of such measures; and,
 - ii. the proposed storm water management and control measures that are to be employed on the site both during and after the construction period.
- i. It shall further be the policy of this Plan that where drainage of a subdivision or other development is to be by means of an open water course, the lands necessary for drainage purposes shall not be acceptable as part of the five per cent or other land dedication for parkland purposes. Such water courses shall be wide enough to allow for the drainage channel and related flood plain with adequate space provided for maintenance and tree planting. Wherever possible, such areas shall be integrated with other public open space areas.

7.2 Policies (cont'd)

- j. Council shall monitor the future growth and development of the Community to ensure that the capacity of the municipal water supply and distribution system and the sewage treatment works is adequate to service the needs of area residents and local businesses. At such time as the level of development within the community approaches the design capacity of the sewage works, being a population equivalent of 1500 persons, the Region of York, in conjunction with the Township of King, shall undertake the necessary studies to confirm the availability and adequacy of the water supply system and the availability of sewage treatment capacity and/or the nature of improvements and modifications to the existing works necessary to sustain further development.

- k. Prior to the development of lands by plan of subdivision or for large scale commercial or industrial activities, Council shall be satisfied that adequate regard has been had for the environment and the associated natural processes. As a condition of approval of a development proposal, Council may require that the proponent undertake various studies with respect to the following, namely:
 - i. the identification of the natural systems and related processes and, where feasible, the measures that are proposed to maintain or enhance such environmental functions;
 - ii. the identification of the natural landscape and the need to employ design measures which minimize alteration of the landscape, inclusive of natural screening and vegetative buffers adjacent watercourses, and which take advantage of the natural attributes of the site to minimize visual impacts;
 - iii. the identification of the natural quality and hydrological characteristics of watercourses, including base flow, water quality, temperature, storage levels, and, the proposed measures which ensure that potential impacts upon the watercourse and the associated hydrological characteristics are minimal and within acceptable limits; and,
 - iv. the identification of the groundwater resources and the impact of changes to the recharge capacity of an area or reductions in groundwater quality, levels of storage capacity and/or its contribution to watercourses, and, the measures proposed to minimize the impact of development and to ensure that there is no unacceptable impact upon the groundwater resources.

PART EIGHT
IMPLEMENTATION



8.1 Introduction

This Plan shall be implemented by means of those powers conferred upon the Council of the Corporation of the Township of King in accordance with the relevant provisions of The Planning Act, The Municipal Act and the various other applicable statutes. In particular this Plan shall be implemented by such means as Zoning By-laws, Site Plan Control, Maintenance and Occupancy By-laws, Community Improvement Plans, the subdivision of lands, the construction of public works, and the various other measures specifically referred to in the following sections.

8.2 Legislation Pursuant To The Municipal Act

It is intended that the Municipality shall continue to review existing legislation pursuant to The Municipal Act governing such uses as automobile wrecking yards, trailers and signs and, where necessary, amend existing By-laws or pass new By-laws, as may be required, to ensure such uses are properly regulated and controlled.

8.3 Zoning By-laws

8.3.1 Amendment To Conform With Plan

It shall be the policy of this Plan that the Council of the Corporation of the Township of King shall amend forthwith the comprehensive Zoning By-law and such other By-laws as may be necessary to conform with and to give effect to the provisions of this Plan.

8.3.2 Lands Designated But Not Required Immediately

Certain areas designated for development, in accordance with the policies of this Plan, will remain undeveloped until municipal services are available and the land is required for development. No provision of this Plan shall require the Council of the Corporation of the Township of King to forthwith zone all lands within the Municipality to permit immediate development for the designated use. Rather, where lands are designated but not required immediately for development, the lands shall be zoned within a Development Zone. Such areas shall only be rezoned for their designated use upon compliance with the relevant provisions of this Plan.

8.3.3 Existing Non-Conforming Uses

Notwithstanding any other provision of this Plan to the contrary, this Plan is not intended to necessarily prevent the continuation, expansion or enlargement of existing uses which do not conform with the designations or provisions of this Plan. It shall be the policy of this Plan that where an existing land use is not designated on Schedule 'A' to this Plan, Council may recognize the use of such land, building or structure for the purpose for which it was legally used at the date of adoption of this Plan and thereby provide for the continuation, expansion or enlargement of such existing use in accordance with the following policies, namely:

- a. It shall be the policy of this Plan to permit the continuation, expansion or enlargement of those uses legally existing as of the date of adoption of this Plan provided that the continuation, expansion or enlargement of any land, building or structure does not result in any adverse effects on the use of adjacent lands or the implementation of the provisions of this Plan.

8.3 Zoning By-laws**8.3.3 Existing Non-Conforming Uses (cont'd)**

- b. In considering an application for an amendment to the implementing zoning by-law in accordance with the provisions of Section 34 (10) of The Planning Act, R.S.O., 1990, c.P.13, Council shall consider the intent and purpose of this Plan with a view to the feasibility and desirability of municipal acquisition of the lands and the possibility of holding, selling, leasing or redeveloping the property in accordance with the provisions of this Plan. Consideration should also be given to the possible relocation of the legal non-conforming use to a designated or zoned location where it would be allowed to continue, expand and enlarge adjacent similar and compatible uses in accordance with the intent of this Plan.
- c. It shall further be the policy of this Plan that, where an application for an amendment to the implementing zoning by-law is made in accordance with the provisions of Section 34 (1 0) of The Planning Act, R.S.O., 1990, c.P.13, to allow for the continuation, expansion or enlargement of any land, building or structure for a purpose which legally existed as of the date of adoption of this Plan but which is not recognized in this Plan or the implementing by-law, Council shall have regard for the following matters prior to enactment of an amendment to the implementing by-law, namely:
 - i. that the proposed extension or enlargement of the established use will not adversely affect the implementation of the policies of this Plan and that the general intent and purpose of the Plan are maintained;
 - ii. that the proposed extension or enlargement is in proportion to the size of the use as it existed at the date of enactment of the implementing by-law;
 - iii. that the proposed extension or enlargement is compatible with surrounding uses in terms of noise, vibration, fumes, heat radiation, smoke, dust, odours, or other similar offensive characteristics;
 - iv. that site planning and design are such as to minimize the effect of the proposed extension or enlargement on adjacent conforming uses, and, where necessary, adequate spatial separation, buffer planting, screening and fencing are provided so as to afford adjacent conforming uses a degree of protection from any offensive characteristics;
 - v. that the use will not result in increased traffic volumes through residential areas and that adequate off-street parking and loading facilities are available, provided further that ingress and egress points to and from the site are designed in such a manner as to minimize the danger to both vehicular traffic and pedestrian movements.
- d. It shall be the policy of this Plan that Council notify all property owners within the area affected by an application made in accordance with Section 34(1 0) of The Planning Act, R.S.O., 1990, c.P.13, to solicit their views as to the extension or enlargement of such existing uses.

8.3 Zoning By-laws**8.3.3 Existing Non-Conforming Uses (cont'd)**

- e. Council shall not pass an amendment to the implementing zoning by-law to permit the extension or enlargement of any land, building or structure used for any purposes prohibited by the By-law pursuant to the provisions of Section 34(10) of The Planning Act, R.S.O., 1990, c.P.13, until it is satisfied that such extension or enlargement will not have any adverse effects on adjacent land uses nor the implementation of this Plan.

8.3.4 Development Holding Provisions

Council may, in a By-law passed pursuant to the provisions of Section 36 of the Planning Act, R.S.O., 1990, c.P.13, zone lands for their intended purpose and further impose a holding provision by use of the Holding Symbol "H", in accordance with the following provisions, namely:

- i. where the lands are designated Residential and a plan of subdivision has received draft plan approval;
- ii. where the lands are designated as Medium Density Residential and a plan of condominium has received draft plan approval or where a proposal has been received which conforms with the intent of this Plan and development is to proceed by means of a Site Plan Agreement;
- iii. where the lands are designated Commercial and are presently undeveloped but may be readily serviced by municipal water supply and sanitary sewage services;
- iv. where the lands are designated as Industrial and are presently undeveloped but may be readily served by public roads, municipal water supply and sanitary sewage services; and,
- v. where the lands are designated Industrial and development is to occur by a registered plan of subdivision which has received draft plan approval.

No development of those lands affected by a holding provision shall be permitted and Council shall not remove the Holding Symbol until such time as the proposal has been approved by all relevant Municipal, Regional and Provincial agencies and bodies and the necessary agreements have been registered on title to ensure that all the provisions of this Plan, and, as may be applicable, the Conditions of draft plan approval have been complied with. In the interim period until the Holding Provision is removed by Council in accordance with the provisions of this Plan and Section 36(4) of The Planning Act, R.S.O., 1990, c.P.13, the uses permitted shall be restricted to those existing as of the date of adoption of this Plan and public uses and utilities.

8.3 Zoning By-laws

8.3.5 Temporary Use By-laws

Council may, pursuant to the provisions of Section 39 of The Planning Act, R.S.O., 1990, c.P.13, pass by-laws to permit the temporary use of lands, buildings or structures provided that the following requirements are complied with, namely:

- i. that the use generally conforms with the intent of this Official Plan;
- ii. that the use is compatible with surrounding land uses and activities and,
- iii. that such temporary uses or activities do not result in a hazardous condition for either vehicular or pedestrian traffic and that the relevant parking area requirements are complied with.

Such a by-law shall define the area to which it applies and prescribe the period of time for which the authorization shall be in effect having regard for the appropriateness of the use and the temporary nature of the use or activity

8.4 Plans of Subdivision and Condominium

It shall be the policy of Council to recommend to the Minister, for approval, only those plans of subdivision or condominium which comply with the designations and policies of this Plan and which, to the satisfaction of Council, can be supplied with adequate municipal services and community facilities such as schools, fire protection, water supply, sewage disposal, storm drainage facilities and road maintenance, and which, by reason of such approval, would not adversely affect the financial status of the Municipality.

It shall further be the policy of this Plan that a plan of subdivision or condominium shall not be recommended for draft plan approval until such time as the proponent has undertaken a preliminary engineering feasibility report with respect to the provision of municipal services, the treatment of storm drainage and such other matters as Council may consider necessary in order to adequately assess the proposed development.

8.5 Consents To Land Severance

Land development, particularly residential, shall, wherever possible, occur by registered plan of subdivision. Where a plan of subdivision is not necessary for proper and orderly development, a consent to a land severance may be granted by the Land Division Committee pursuant to its powers as set forth under Section 53 of The Planning Act, R.S.O., 1990, c.P.13. In addition to the provisions of Section 51(4) of The Planning Act, R.S.O., 1990, c.P.13, the Land Division Committee shall have regard for the following criteria and policies in reviewing an application for a consent to a land severance within the area affected by this Plan, namely:

- a. A consent to a land severance shall only be considered when the Land Division Committee is satisfied that a plan of subdivision, as referred to under Section 51 of The Planning Act, R.S.O., 1990, c.P.13, is not required to ensure the proper and orderly development of the lands. Where the land ownership would be capable and appropriate for division into numerous lots or there are indications that the scale of development is going beyond that for which the consent process is intended, a plan of subdivision shall be required.
- b. Approval of a consent shall only be considered when the Land Division Committee is satisfied that the proposed lot will not have a detrimental effect on the Corporation's financial status. A consent to a land severance should not be granted where the extension of any road or other public facility or service, as may be required to facilitate the proposed development, is considered to be uneconomical.
- c. A consent shall only be granted where the proposed lot fronts upon an improved public street which is maintained year-round and, which is of a reasonable standard of construction so as to be eligible for subsidy from the Ministry of Transportation. In this regard a report may be requested by the Land Division Committee from the appropriate agency.
- d. A consent to a land severance shall not be granted where, due to the development of the proposed lot, a traffic hazard would be created or the effect would be to further an existing traffic hazard as a result of limited sight lines, curves or grades.
- e. A consent to a land severance shall generally be given favourable consideration if it has the effect of infilling.
- f. Where necessary, dedications for appropriate road widenings and/or a 0.305 metre reserve shall be required as a condition of approval across the frontage or other yards of all proposed lots.

8.5 Consents To Land Severance (cont'd)

- g. The Land Division Committee may attach any other conditions as may be authorized under the provisions of The Planning Act, R.S.O., 1990, c.P.13, or any other statute as may be applicable, which may include, but not be limited to the following:
 - i. the payment of levies to the Township of King and the Region of York to cover the costs of additional municipal services to be provided as may be deemed necessary by Council;
 - ii. the dedication of land to the Township of King for park purposes, or, as an alternative, the payment of cash-in-lieu of such dedication as may be accepted by the Township; and,
 - iii. the submission of a registered reference plan to the Land Division Committee prior to the consent being finalized.
- h. A consent to a land severance shall only be considered where a sketch plan is submitted which is drawn to scale and which indicates the true dimensions of the lot; the proposed location, height, floor area and dimensions of any building or structure proposed for such lot; the dimensions of any yards, setbacks, landscaped open space; and, the location of all existing buildings or structures adjacent to the lot which is to be severed.
- i. It shall further be the policy of this Plan that a consent to a land severance shall generally be denied where the effect is to create a lot of disproportionate depth and width.

8.6 Capital Works and Staging

The extension or development of capital works related to public projects within Schomberg shall be in conformity with the provisions of this Plan. Council shall consider the preparation and adoption, without the necessity of an amendment to this Plan, of a five year capital staging improvement program to implement the provisions of this Plan. It is further intended that such a program be reviewed annually as part of the capital budgeting procedure with regard for changing socioeconomic conditions within the Municipality.

8.7 Maintenance and Occupancy Standards

Council may enact a By-law pursuant to the provisions of Section 31 of The Planning Act, R.S.O., 1990, c.P. 1 3, setting forth the minimum standards for the maintenance and occupancy or use of property within Schomberg and for prohibiting the occupancy or use of such property that does not conform to the standards established thereunder. The By-law shall contain provisions for requiring property, which does not conform, to be repaired and maintained in accordance with the prescribed standards, or for the site to be cleared of all buildings, structures, debris, or refuse and left in a graded and levelled condition.

The Council of the Township of King shall, upon the enactment of a Property Standards By-law appoint a Property Standards Committee responsible for the administration and enforcement of the said By-law.

Regard shall be had for the following matters in the enactment of the Property Standards By-law, namely:

- i. the physical conditions of yards and passageways including the accumulation of debris and rubbish;
- ii. the adequacy of sanitation including facilities for drainage, waste disposal and garbage;
- iii. the physical condition of all buildings or dwellings with particular regard to such matters as structural standards and appearance; adequacy of heat, light and ventilation; condition of stairs, interior walls, ceilings, floors and plumbing facilities and appurtenances; adequacy of electrical services, fire protection, safety and warning devices; and,
- iv. the physical condition of accessory buildings and the property.

8.8 Site Plan Control**8.8.1 Designation of Areas**

It is the policy of this Plan that the following lands shall be designated as an area of proposed Site Plan Control in accordance with the provisions of Section 41(2) of The Planning Act, R.S.O., 1990, c.P.13, namely:

- i. all lands designated as Environmental Constraint Areas or as may be within a Special Policy Area;
- ii. all lands designated as Recreational-Open Space;
- iii. all lands designated as Medium Density Residential;
- iv. all lands designated as Institutional-Community Facility;
- v. all lands designated within the Main Central Area and the District Commercial classifications;
- vi. all lands designated as Industrial; and,
- vii. all lands to be developed for the purposes of a building or structure associated with a public use or utility.

8.8.2 Policies

It shall further be the policy of this Plan that Council may require the owner to enter into one or more agreements as a condition to the approval of certain plans and drawings in accordance with the provisions of Section 41(7) of The Planning Act, R.S.O., 1990, c.P.13. Notwithstanding the foregoing, Council may, pursuant to the provisions of Section 41(13) of The Planning Act, R.S.O., 1990, c.P.13, enact a By-law to define any class or classes of development where development may be undertaken without the approval of plans and drawings as may otherwise be required hereunder.

In accordance with the provisions of Section 4.2.3(c) and 8.5(0) of this Plan, Council may require the dedication of lands for the widening of public streets and roads to provide for a right-of-way width in accordance with the designated functional classification. All public roads and streets under the jurisdiction of the Region of York and the Township of King are roads for which road widening may be required as a condition to the approval of plans and drawings in accordance with the provisions of Section 41 of The Planning Act.

8.8 Site Plan Control

8.8.2 Policies (contd)

Where the existing road allowance abutting lands affected by Site Plan Control is less than the right-of-way width for the designated functional classification, the dedication shall consist of one-half of the additional width required in accordance with the functional classification provided that the maximum dedication shall not exceed 5 metres in width across the entire frontage of the property.

8.9 Land Acquisition

The Council of the Corporation of the Township of King may acquire land to implement any feature of this Plan in accordance with the provisions of The Planning Act, The Municipal Act or any other Act.

8.10 Plan Review

It is intended that the Schomberg Community Plan will be reviewed from time to time in light of changing conditions and that a general review of the whole Plan shall take place at least once every five years to keep abreast of changes and trends within the community and the Municipality.

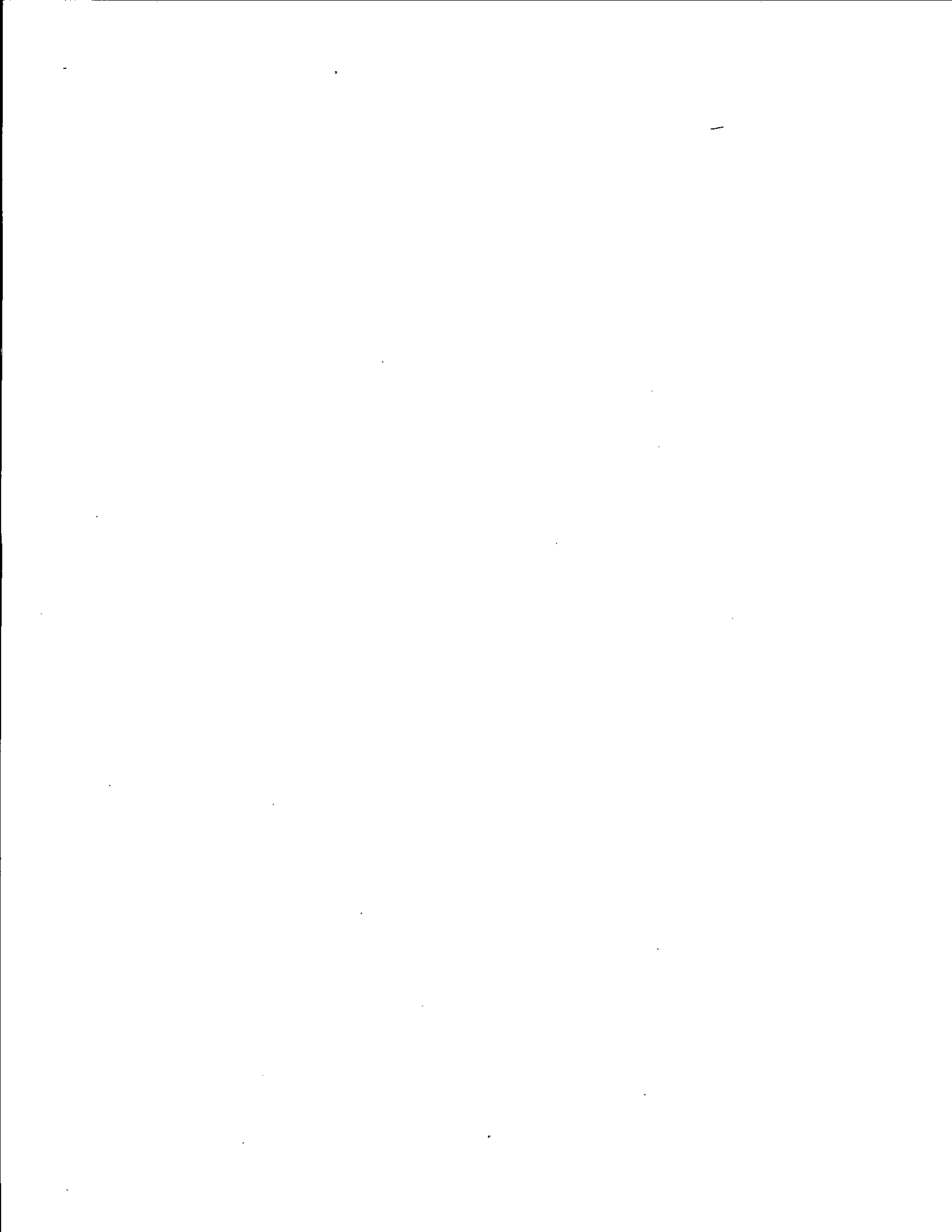
8.11 Site Plan Requirements

Where under the provisions of this Plan a site plan is required, the following information shall be supplied by the proponent, namely:

- i. the true dimensions of the lot to be built upon, excavated or otherwise to be used or occupied;
- ii. plans showing the location, height, floor area and dimensions of all existing and proposed buildings and structures to be developed on the subject lands;
- iii. plans showing the relationship of all existing or proposed buildings or structures to adjacent buildings and streets and the location and dimension of any yards, setbacks, landscaped open space, outside storage, off-street parking and loading facilities;
- iv. such contours and elevations as may be required to determine surface drainage patterns and the elevation of the lands and proposed buildings and structures relative to a public street or road; and,
- v. the general location of all services such as water supply; sewage disposal, solid waste collection, communication equipment and utilities.



PART NINE
INTERPRETATION



9.1 Boundaries and Alignments

It is intended that the boundaries of the land use designations as delineated on Schedule "A", and the boundaries and alignments of the various components set forth on Schedules "B", "C", "D" and "E" are to be considered as approximate. Such boundaries and alignments are considered absolute only where bounded by roads, watercourses, transmission lines or other clearly discernible geographic features. Amendments to this Plan will not be required in order to make minor adjustments to the approximate land use boundaries or the location of roads or other boundaries provided the general intent of this Plan is maintained.

9.2 Area Requirements, Figures and Quantities

It is intended that all figures and quantities be considered as approximate only and not absolute in order to provide for the necessary flexibility in the administration and interpretation of this document. An amendment to this Plan shall not be required for any reasonable variance from any of the proposed figures.

9.3 Permitted Uses

The examples of the permitted uses are included in this Plan to illustrate the type, nature and range of uses and activities permitted within each of the respective land use designations. Specific uses shall be defined with the adoption of the zoning by-law.

9.4 Accessory Uses, Buildings and Structures

Wherever a use is permitted within a land use designation, it is intended that those accessory uses, buildings and structures normally considered incidental and subordinate to the principal use, building or structure are also permitted.

SCHEDULE "A" LAND USE AND TRANSPORTATION PLAN SCHOMBERG TOWNSHIP OF KING

PLANNING AND DESIGN
KING COUNTY PLANNING DEPARTMENT
REVISED DECEMBER 12, 1994 - TOWNSHIP OF KING

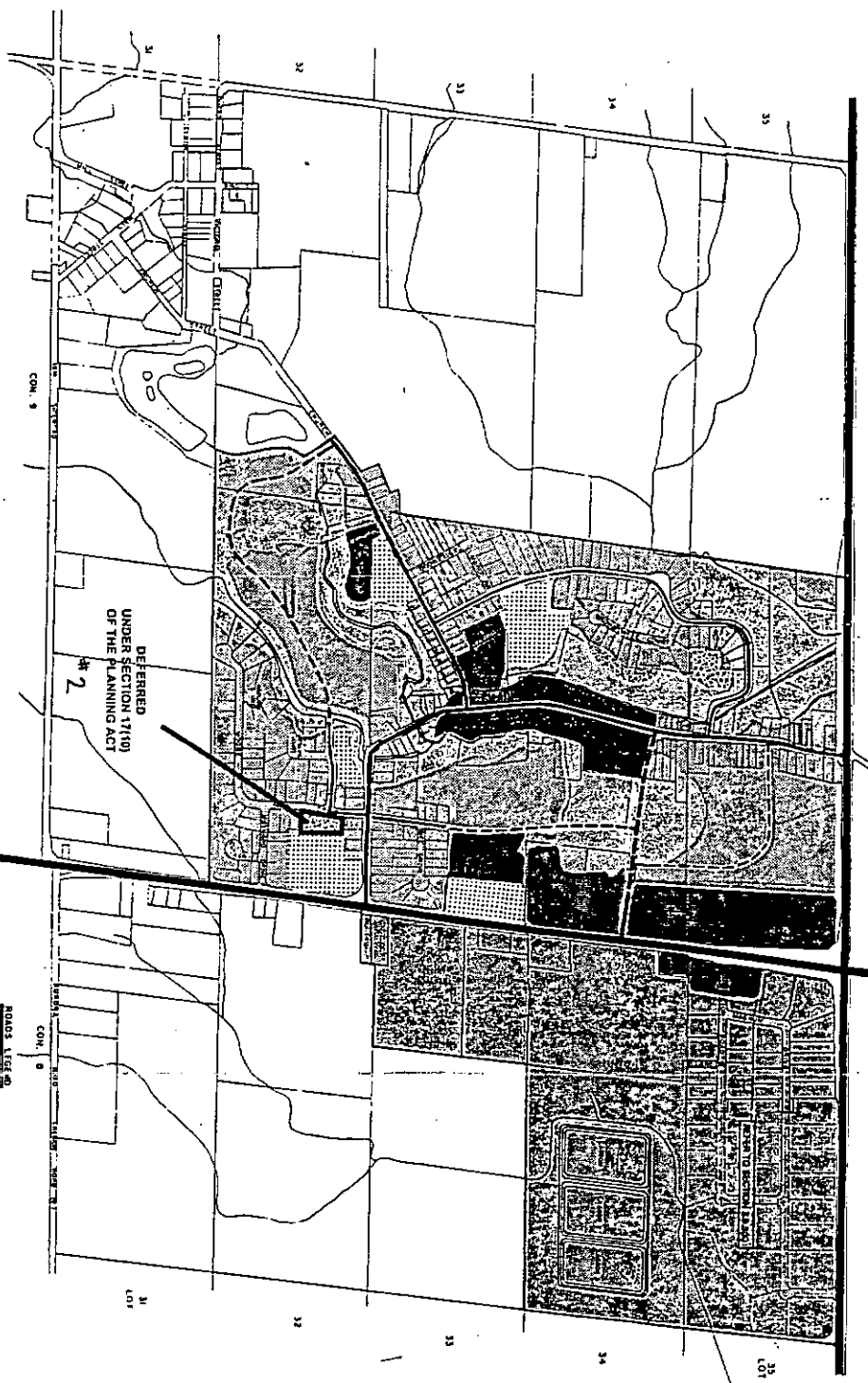
NOTE: THIS SCHEDULE FORMS PART
OF THE SCHOMBERG COMMUNITY
PLAN AND MUST BE READ IN
CONJUNCTION WITH THE SCHEDULE
TEXT.

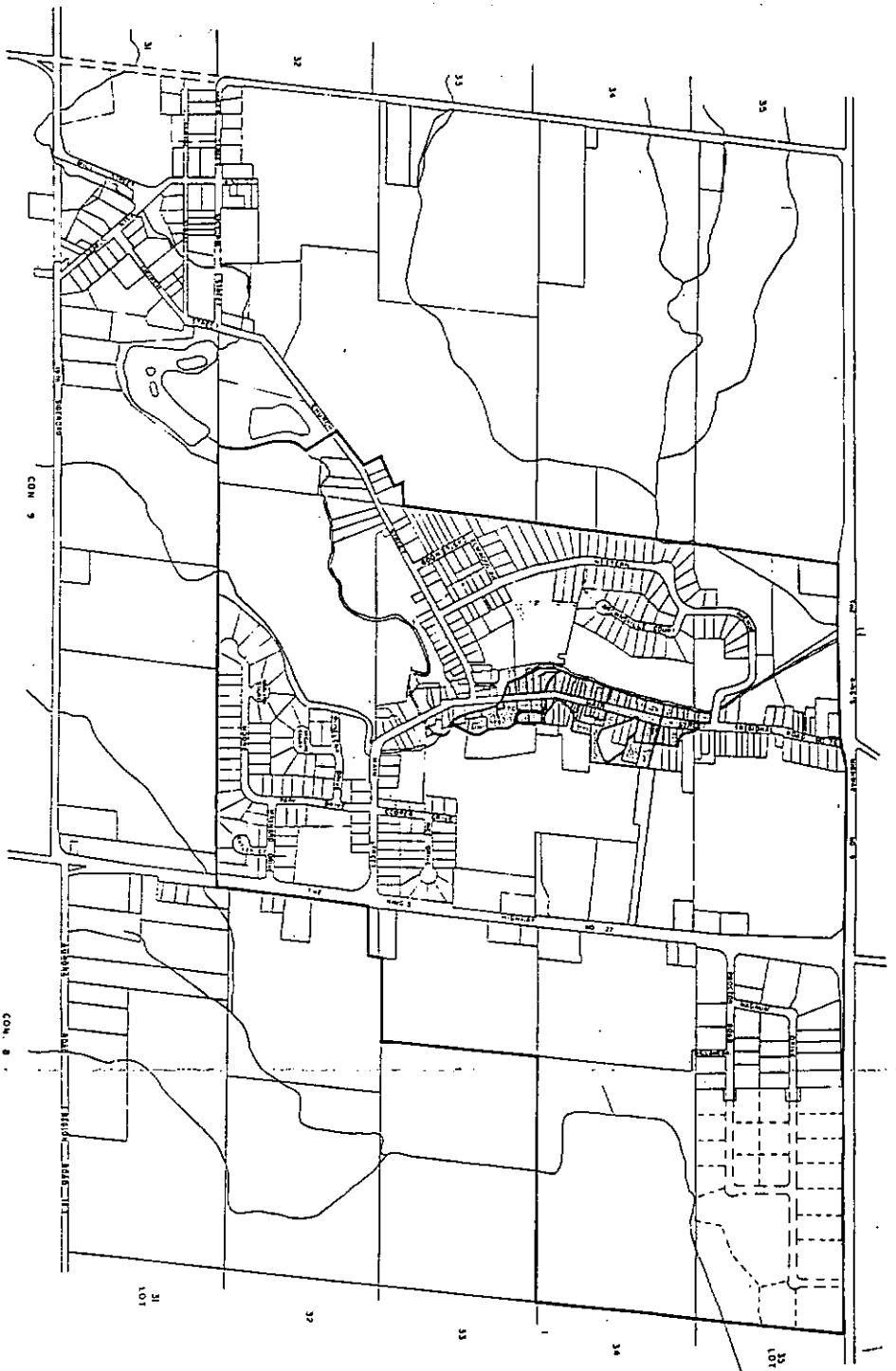
BOUNDARY OF LANDS AFFECTED
BY THE SCHOMBERG COMMUNITY
PLAN

- LAND USE LEGEND**
- ENVIRONMENTAL CONSTRAINT AREA
 - RECREATIONAL / OPEN SPACE
 - RESIDENTIAL
LOW DENSITY
 - RESIDENTIAL
MEDIUM DENSITY
 - MAIN CENTRAL AREA
 - DISTRICT COMMERCIAL
 - INDUSTRIAL
 - COMMUNITY FACILITY / INSTITUTIONAL
 - COMMERCIAL



- EXISTING FUNCTIONAL CLASSIFICATION**
- PROVINCIAL HIGHWAY
 - MAJOR COLLECTOR
 - MINOR COLLECTOR
 - LOCAL ROAD
- PROPOSED**
- PROVINCIAL HIGHWAY
 - MAJOR COLLECTOR
 - MINOR COLLECTOR
 - LOCAL ROAD

SCALE: 1:10,000 (SEE PLAN)



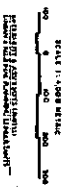


LEGEND

 SCHEDULE B LANDS REFERRED TO IN SECTION 53 OF THE POLICIES AND PROCEDURES OF LANDS AFFECTED BY THE SCHEDULE B COMMUNITY PLAN
 LANDS AFFECTED BY THE SCHEDULE B COMMUNITY PLAN

NOTE: THIS SCHEDULE FORMS PART OF THE SCHEDULE B COMMUNITY PLAN AND MUST BE READ IN CONJUNCTION WITH THE WRITTEN TEXT.






SCHEDULE "B"
SPECIAL POLICY AREA
SCHOMBERG COMMUNITY PLAN
TOWNSHIP OF KING



REVISÉ DÉCEMBRE 12, 1996 - TOWNSHIP OF KING

**SCHEDULE "C"
 ENVIRONMENTALLY SENSITIVE AREAS
 SCHOMBERG COMMUNITY PLAN
 TOWNSHIP OF KING**

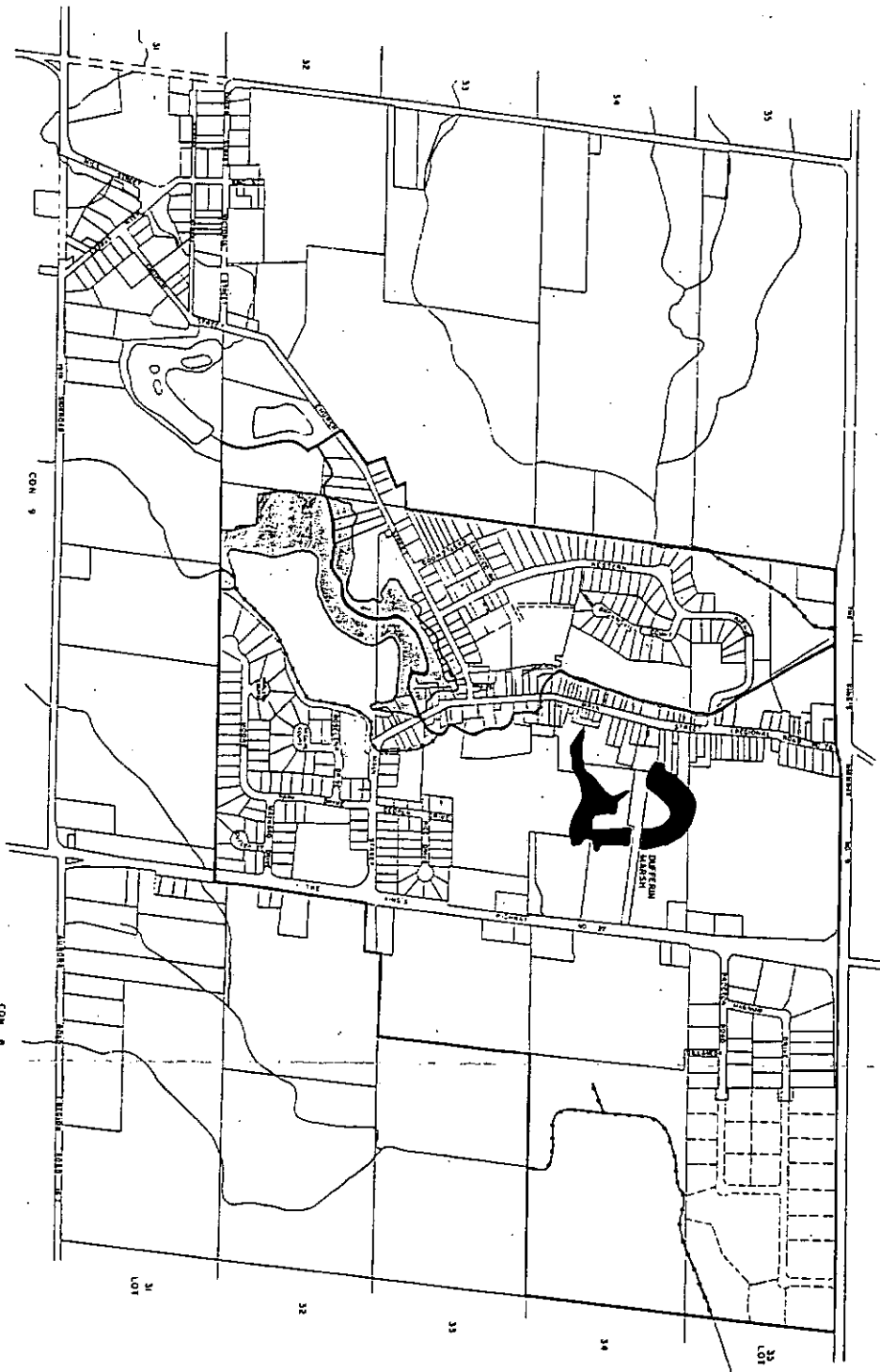
NOTE: THIS SCHEDULE FORMS PART OF THE ZONING BY-LAW AND IS SUBJECT TO THE PROVISIONS OF THE ZONING BY-LAW.
 THIS SCHEDULE IS NOT TO BE CONSIDERED AS A SUBSTITUTE FOR THE ZONING BY-LAW.

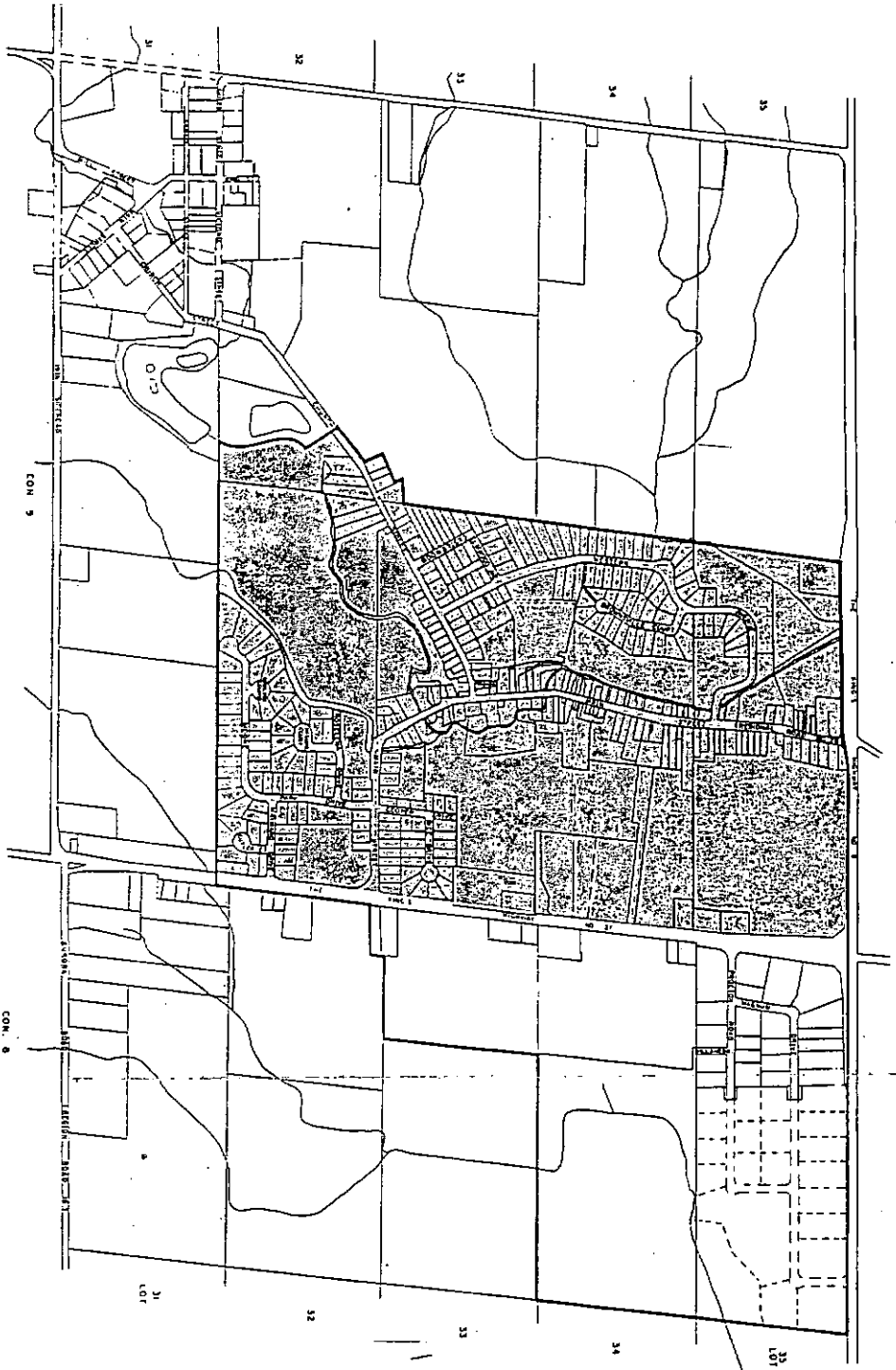
-  ENVIRONMENTALLY SENSITIVE AREA
-  WETLANDS (MARSH ON SOG)
-  WOODED FOREST AREA
-  COLD WATER/HEADWATER
-  WETLAND/FOREST

SCALE 1:1,000 METERS



DATE: JANUARY 1, 2000

REPORT DECEMBER 12, 1998 TOWNSHIP OF KING



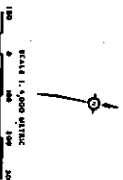


LEGEND

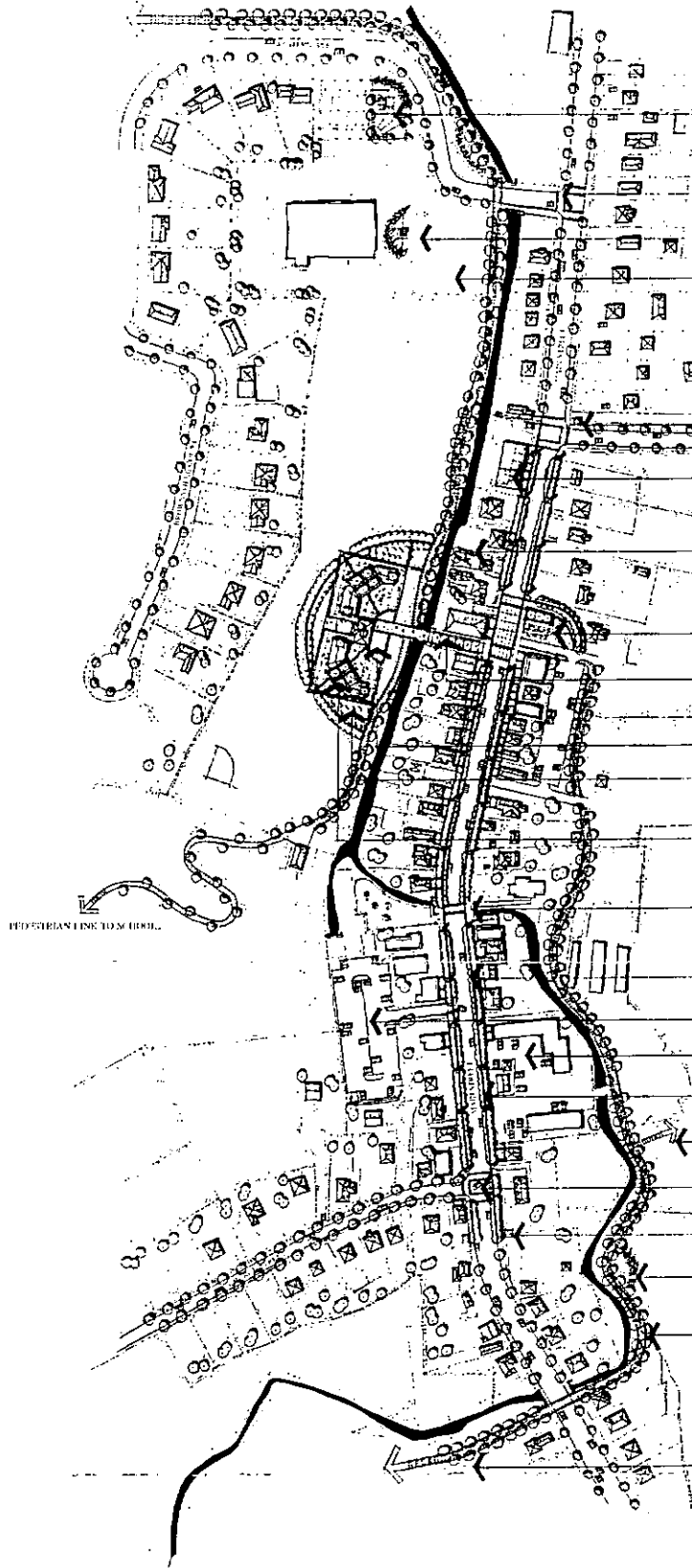
 SCHOENBERG COMMUNITY IMPROVEMENT AREA
 BOUNDARY OF LANDS AFFECTED BY THE SCHOENBERG COMMUNITY PLAN

NOTE: THIS SCHEDULE FORMS PART OF THE SCHOENBERG COMMUNITY PLAN AND MUST BE READ IN CONJUNCTION WITH THE WRITTEN TEXT.

SCHEDULE "D"
COMMUNITY IMPROVEMENT AREA
SCHOENBERG COMMUNITY PLAN
TOWNSHIP OF KING



REVISIONS DECEMBER 12, 1994, TOWNSHIP OF KING



PEDESTRIAN PATH (BIKEWAY) ALONG WATER COURSE, LANSING
 RECREATION, AMENITIES, PUBLIC FACILITIES AND OPEN
 AREAS TO ENHANCE THE QUALITY OF LIFE AND TO PROVIDE
 GRASSY AND OPEN SPACE AREAS.

COMPLEMENT TENNIS FACILITIES WITH THE DEVELOPMENT OF A
 PARK, LITE AND UPGRADED LANDSCAPE.

DEFINE PEDESTRIAN CROSSINGS AT INTERSECTION WITH
 SPECIAL PAVING.

HIGHLIGHT CENTRIALS AS IMPORTANT CIVIC FEATURE WITH
 LIGHTING AND FEATURE LANDSCAPING.

DEFINE PARKING AREAS WITH CURBS AND PROVIDE SURFACE
 UPGRADE.

DEFINITION OF ENTRY TO MAIN STREET COMMERCIAL AREA BY
 SIGNAGE, PLANTING LANDSCAPING AND ARCHITECTURAL
 ELEMENTS.

RESPECT AND ENHANCE HISTORICAL FARM BUILDING
 VERNACULAR IN REDEVELOPMENT.

PROMOTE ACTIVE USE OF REAR YARD AREAS FOR ACTIVITIES
 RELATED TO COMMERCIAL USES ON MAIN STREET. USE OF
 REAR PATHS FOR SEATING, CAFES, LANDSCAPE UPGRADE
 AND SPECIAL PROMOTIONS TO BE ENCOURAGED.

PROMOTE THE DEVELOPMENT OF A CENTRAL PUBLIC SPACE AS A
 FOCUS OF CIVIC ACTIVITY AND COMMERCIAL USES. ADOPT A
 COORDINATED DESIGN TREATMENT. LAND TO BE ACQUIRED
 THROUGH PLANNING APPLICATION PROCESS.

REINFORCE PEDESTRIAN LINKAGE FROM MAIN STREET TO THE
 MARKET AREA WITH DECORATIVE LIGHTING, CLOTHED
 BANNERS AND FEATURE LIGHTING.

DEVELOP A CORE AREA FOR SEASONAL AND THEME EVENTS
 RELATED TO THE PUBLIC OPEN SPACE AND MAIN STREET
 COMMERCIAL AREA. POTENTIAL FOR AGRICULTURAL SHOWS,
 FARMERS' MARKET, ARTS AND CRAFTS, COMMUNITY EVENTS,
 MUSICAL PRESENTATIONS, DISPLAYS.

OPPORTUNITY FOR HORTICULTURAL DISPLAYS.

MULTI-PURPOSE STRUCTURES WITH OPENING SIDES FOR MARKET
 EVENTS.

HIGHLIGHT VIEWS TO THE WATERCOURSE AS AN INTEGRAL
 FEATURE OF THE SCHOMBERG TOWNSHIP. IMPROVE
 HYDRAULIC CAPACITY OF THE WATERCOURSE IN CONJUNCTION
 WITH AESTHETIC UPGRADE.

USE OF BANNERS, FEATURE LIGHTING AND COORDINATED
 STREET FURNITURE AS COORDINATED ELEMENT FOR THE MAIN
 STREET FRONTAGE.

CONSOLIDATE SMALL, CHINA REAR PROPERTIES BY PROVIDING
 INTEGRATED REAR YARD PARKING WITH SHARED ACCESS
 DRIVEWAYS.

OPPORTUNITY FOR REDEVELOPMENT AND COMMERCIAL
 INTENSIFICATION.

INSTANTLY STREET BOULEVARD TREE PLANTING TO DEFINE
 STREET EDGE AND PEDESTRIAN AREA.

LINKAGE TO FUTURE DEVELOPMENT.

DEFINE PEDESTRIAN CROSSINGS AT INTERSECTION WITH
 SPECIAL PAVING.

DEFINITION OF ENTRY TO MAIN STREET COMMERCIAL AREA
 IDENTIFY WITH SIGNAGE, LANDSCAPING AND ARCHITECTURAL
 ELEMENTS.

PROVIDE AREAS OF PASSIVE USE ALONG WALKWAY WITH
 SEATING AND LANDSCAPING.

EXTENSION OF WATERCOURSE WALKWAY THROUGH THE
 PLANNING APPLICATION PROCESS, WHERE APPROPRIATE,
 WITH LAND AREA TO BE ACQUIRED FOR PUBLIC USES.

ENSURE CONTINUOUS PUBLIC ACCESS TO RIVER EDGE.

NOTE: THIS SCHEDULE FORMS PART OF THE SCHOMBERG
 COMMUNITY PLAN AND MUST BE READ IN CONJUNCTION
 WITH THE WRITTEN TEXT.

SCALE 1:1000 METRE
 1:1000 METRE
 BAKER STUBBINS ASSOCIATES LIMITED
 MAY, 1992

SCHEDULE "E"
 CORE AREA CONCEPT
 SCHOMBERG COMMUNITY PLAN
 TOWNSHIP OF KING