

APPENDIX B



Official Plan Detailed Policies

TOWN OF ESPANOLA OFFICIAL PLAN - POLICY REVIEW

Economic Development

Section 2.5 of the Official Plan (OP) provides general guidance on economic development in the Town. Specifically related to the CIP, the OP indicates that the Town is pursuing key areas for economic development activities: residential marketing, retirement living, and business attraction. The CIP could provide incentives to assist in meeting these development goals.

Community Improvement

The Community Improvement policies in Section 3.5 of the OP set out the rationale for preparing a CIP, criteria to be considered when designating a community improvement project area, priority areas for community improvement, and the range of actions that Council may undertake to implement CIPs. Section 3.5 states that:

“It is the Town’s intention to encourage improvements to the quality of existing development, community facilities, and public services and to provide additional community facilities as circumstances and finances permit.

It is intended that the application of the Community Improvement Policies shall be directed towards the following objectives:

- a) *Provide for the designation of “Community Improvement Project Areas” in areas of the Town that exhibit problems of instability, building deterioration, inadequate municipal services and facilities, or inappropriate arrangement of land uses.*
- b) *Promote the long term stability and viability of designated “Community Improvement Project Areas.”*
- c) *Encourage the co-ordination of municipal expenditures and planning and development activity within designated “Community Improvement Project Areas.”*
- d) *Encourage residential intensification opportunities, such as mixed use and infill developments, accessory apartments, and residential conversion of upper floors of commercial buildings.*
- e) *Stimulate private property maintenance and reinvestment activity.*
- f) *Facilitate the cleanup and redevelopment of brownfield properties.*
- g) *Enhance the visual quality of designated “Community Improvement Project Areas” through the recognition and protection of heritage buildings, and by enhancing streetscapes.*
- h) *Reduce the detrimental effects of incompatible land uses in designated “Community Improvement Project Areas.”*
- i) *Upgrade physical services and social and recreational facilities in designated “Community Improvement Project Areas.”*
- j) *Promote the improvement of energy efficiency standards for residential, commercial, industrial, public, recreational, institutional, religious, charitable or other uses within the designated “Community Improvement Project Areas.”*
- k) *Support the creation of Affordable Housing by considering any municipally-owned, undeclared surplus land for Affordable Housing before any other use is considered.*
- l) *Support the implementation of measures that will assist in achieving sustainable development and sustainable living.*
- m) *Support the retention of heritage properties or areas.*
- n) *Fostering the improvement of businesses and public spaces to remove barriers which may restrict their accessibility.*

The Town will maintain a municipal-wide “Community Improvement Project Area” designation of all lands within the corporate limits. The Town will identify and establish by by-law criteria for delineating community improvement plans, including a schedule of works for the maintenance, rehabilitation, repair and development of public and privately-owned facilities and lands.”

Cultural Heritage

Section 3.8 of the Town's OP enables the Town to designate properties to be of historic and/or architectural value or interest. The Town may establish a Municipal Heritage Committee (MHC) pursuant to Section 28 of the Ontario Heritage Act to advise and assist on matters related to Parts IV, V and VI of the Act. The retention, renewal and conservation of commercial built resources of historic and architectural merit will be encouraged if they are affected by an application for development or redevelopment.

Land Use

Those areas within the CIP's project study area are designated Residential and Commercial in the Town of Espanola's Official Plan.

The Residential designation is meant to encourage a range of dwelling types, and encourage infill residential development. Intensification projects in particular, through the conversion or expansion of commercial or residential uses to create new residential uses, for example, are addressed in the OP. The OP goes on to contemplate urban design principles for these projects in Section 4.1.1.3.g.iii that promote:

1. innovative and creative design standards;
2. complementing and/or enhancing significant natural features;
3. a diversity of styles, continuity, and harmony in architectural style with adjacent uses;
4. a similar relationship to the street as surrounding development;
5. regard for year-round sunlight conditions on adjacent properties and streets;
6. definition of usable and secure open space areas to afford privacy to individual dwelling units; and
7. location and design of parking and driveways to facilitate maneuverability on site and between adjacent sites, and reduce traffic flow disruption to and from the property.

The Downtown and Highway Commercial designation applies to the Downtown Core and Highway 6 corridor areas, serving the traditional downtown core which is small-scale and accessible by both pedestrians and motorist, and Highway 6 which primarily serves the motoring public and relies upon automobile traffic. Section 4.1.2 indicates that:

"The Downtown and Highway Commercial area contains many of the Town's original buildings and some of the most architecturally important buildings in the Town. Support is given to establishing priorities for preservation and retention of buildings in this area through the provisions of Section 3.8. The policies on preservation are balanced against policies which promote growth and development in the Downtown Commercial area. The Town will support the blending of these two approaches to the Downtown by encouraging property owners to incorporate architecturally and/or historically important buildings and features into new development projects."

Renovations that are sensitive to heritage aspects can be enabled or assisted by the CIP.

Objectives of the Commercial policies, set out in Section 4.1.2 include:

- d) *"encourage the enhancement of pedestrian-oriented shopping ;*
- e) *facilitate vehicular and pedestrian movement into and within the area through improvements to the network of pedestrian facilities, roads and parking areas;*
- f) *encourage efficient traffic flows and the provision of adequate parking and pedestrian access and safety;*
- g) *support the development of services and facilities that will attract and support tourism;*
- h) *enhance the attractiveness and accessibility for residents, persons with disabilities, and visitors, with particular attention to attracting seniors and families with children;*

- i) *promote a high standard of design for buildings to be constructed in the strategic or prominent locations in the Downtown and Highway Commercial area and discourage development and design treatments that are considered detrimental to the functional success and visual quality of the area while allowing flexibility for individual design creativity and innovation;*
- j) *co-ordinate the planning and design of streetscape improvements, including the upgrading of building façades, signage, sidewalks, lighting, parking areas, and landscaping; and*
- k) *lighting poles and other surface utilities shall be carefully sited and advertising signs shall be in keeping with good design and highway safety practices in order to maintain the appearance and safety of the area.”*

Further, the Policies in Section 4.1.2 1. provide guidance for site development, and were referenced in the development of the design guidelines. These policies indicate that:

- Vehicular ingress and egress along Centre Street shall be limited with respect to the number, width, and location of driveways.
- A landscaped strip shall be provided at the frontage of any site to a public street with the exception of required entrances.
- Redevelopment projects will be encouraged to include pedestrian design features, such as the widening of sidewalks, the provision of landscaped areas accessible to pedestrians, and street benches.
- Consideration will be given to the upgrading of public streets to accommodate pedestrian traffic through measures such as the widening of sidewalks, the provision of weather protection, the use of accessibility design standards, and the development of at-grade, mid-block street crossings.
- Parkland dedication, which may be required of new commercial or residential development within the Downtown and Highway Commercial area, may be taken in the form of setbacks, parkettes, or public art that enhance pedestrian circulation or contribute to the visual amenity of the Downtown and Highway Commercial area.

Roads and Transportation

Policies related to streetscapes and site design are also found in the Roads section of the OP, which are relevant to the CIP as they encourage the use of streets and urban areas by pedestrians and cyclists, and provide design guidance on streetscapes and parking areas.

Section 6.2.4 provides that:

“ one of the objectives of this Plan is to establish pedestrian-friendly environments... To encourage pedestrian travel, streetscapes should be safe, convenient and attractive for pedestrians. This may include providing sidewalks, locating commercial uses at street level, encouraging building design that provides shelter and providing appropriate lighting, street furniture and landscaping.”

Section 6.2.5 provides that “This Plan shall encourage people to ride bicycles. Where Council considers it appropriate, new development or redevelopment will be expected to provide bike racks. When undertaking public works and where appropriate, the Town will include the provision of bike lanes and bike racks to address the needs of cyclists.”

Section 6.3 of the OP notes that the Town may widen rights- of-way to accommodate:

- Sidewalks;
- wider right lanes to enable safe and proper side-by-side sharing of the road by cycles and motor vehicles;
- cycle facilities;
- utility services; and
- landscaped boulevards.

Section 6.4 of the OP indicates that the design of parking facilities should encourage the efficient and safe functioning of the transportation system. The following policies in section 6.4 are relevant to the design of parking areas for the CIP:

- b) *“where possible, parking facilities shall be sited on a property such that large expanses fronting on public streets are avoided;*
- c) *parking for persons with disabilities is provided within oversized parking stalls with ramped sidewalks nearby and is well located in respect to convenience for the user, proximity to the building access points or public sidewalks and is protected, where possible, from adverse climatic elements;*
- d) *illumination of all areas to increase the safe, secure use of parking facilities*
- h) *pedestrian circulation routes through parking areas shall respect natural pedestrian travel routes, minimize hazards and inconvenience and maximize pedestrian security;*
- i) *the design and layout of parking areas shall ensure the safe and efficient operation of the facility; and*
- j) *parking facilities shall be designed, located and operated in such a manner that maximizes the security of motor vehicles and cycles from theft and vandalism and their users from assault or personal injury. In the case of cycle parking, the design and operation shall minimize the risk of physical damage to the cycle from the parking facilities or from other cycles sharing the facility.”*