Presentation Overview

• What is an Official Plan?
• Planning Framework in Ontario
• Settlement Areas and Growth Management
• Destination Sharbot Lake
• Servicing
• Food Vehicles
• Hobby Farms
• Discussion and Questions
Planning across Central Frontenac

- Central Frontenac is characterized by a predominantly rural landscape with scattered settlement areas
- Over 100 lakes and watercourses
- Population of 4,373 permanent residents
- High proportion of seasonal and waterfront development
- 90% tax base is residential
- Limited population growth
Natural Features and Crown Land

- Percentage of Township Crown Land: 64%
- Percentage of Township Lakes: 13%
- Percentage of Township Wetlands: 6%
What is an Official Plan?

• Guiding policy document that directs when, how, and where a community will grow and develop
• Describes how the land and water in the Township will be used in the future
• Reflects 20 year vision for the Township
• Required to be regularly updated or a new document prepared under the Planning Act
An entirely new Official Plan has been drafted for the Township. To view the current Official Plan and draft proposed, please visit the Township website.
Current Official Plan

- Approved with modifications in January 2008
- Divided into 10 policy sections:
  - Introduction
  - Basis of the Official Plan
  - Growth and Settlement
  - Public Services Facilities
  - Cultural Heritage and Archaeological Resources
  - Economic Development
  - Resource Management
  - Natural and Human Made Hazards
  - Energy, Air Quality and Water quality
  - The Tools of Implementation
Draft Official Plan

1. Introduction
2. Basis of the Official Plan
3. General Development Policies
4. Community Development – Land Use Designations
5. Transportation
Planning Framework in Ontario

Provincial Policy Statement (2014) Shall Be Consistent With

County of Frontenac Official Plan (2016) Shall Conform To

Township Official Plan Shall Conform To

Township Zoning Bylaw Shall Comply With
Provincial Policy Statement, 2014

• Overarching planning policy document in Ontario
• Decisions affecting planning matters “shall be consistent” with the Provincial Policy Statement, 2014
• Focuses growth and development within urban and rural settlement areas while supporting viability of rural areas
• Vitality of settlement areas is critical to the long-term economic prosperity of our communities
• In the interest of all communities to use land and resources wisely, promote efficient development patterns, protect resources, promote green spaces, ensure effective infrastructure and minimize unnecessary public expenditures
County of Frontenac Official Plan, 2016

- Creates the framework for guiding land use changes in the County over the next 20 years, to 2034, by:
  - Protecting and managing the natural environment
  - Directing and influencing growth patterns
  - Facilitating the vision of the County as expressed through its residents
- Decisions affecting planning matters must conform to the County Official Plan
- Regional studies shape planning policy
  - Natural Heritage Study, 2012
  - Private Roads (Lanes) Study, 2016
  - Communal Servicing Study, 2019
Settlement Areas and Growth Management
Central Frontenac – 2016 Census Data

<table>
<thead>
<tr>
<th>Category</th>
<th>Value</th>
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<tbody>
<tr>
<td>Population</td>
<td>4,373</td>
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<tr>
<td>Population Change 2011-2016</td>
<td>-183</td>
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<tr>
<td>Median Age</td>
<td>53.4</td>
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<tr>
<td>Number of Private Occupied Dwellings</td>
<td>1,885</td>
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<td>Median Household After Tax Income</td>
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Population projections indicate population base of County is forecasted to steadily increase over the next 25 years from 27,900 in 2011 to 32,900 in 2034. Central Frontenac allocated 16% of the growth or approximately 800 people.
Central Frontenac – Housing and Mobility

1,885 Occupied Private Dwellings

- Single-detached House: 1,785
- Semi-detached House: 25
- Row House: 10
- Apartment: 45

Occupied Private Dwellings

- Owner: 87.8%
- Renter: 12.2%

Average Monthly Shelter Costs

- $891 (Owner)
- $897 (Renter)

Spending More than 30% of Income on Shelter Costs

- Owner: 19.2%
- Renter: 47.8%

Note: Shelter costs include rent/mortgage, taxes and other fees, cost of electricity, heat, water and other municipal services

Mobility Status (2011-2016)

1,095 People in private dwellings that moved within or to Central Frontenac

- Non-Migrant Moved within Central Frontenac: 275
- Intraprovincial Migrant Moved from elsewhere in Ontario: 745
- Interprovincial Migrant Moved from another province: 75
- External Migrant Moved from outside Canada: 10
What are Settlement Areas?

- **Settlement Area** – Means urban areas and rural settlement areas within municipalities (such as towns, villages and hamlets) that are:
  a) Built up areas where development is concentrated and which have a mix of land uses; and
  b) Lands which have been designated in an official plan for development over the long-term planning horizon.

- Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.
What are Settlement Areas?

• Land use patterns within settlement areas shall be based on:
  a) Densities and a mix of land uses which:
    1. Efficiently use land and resources;
    2. Are appropriate for, and efficiently use, infrastructure and public service facilities;
    3. Minimize negative impacts to air quality and climate change;
    4. Support active transportation;
    5. Are transit supportive, where transit exists; and
    6. Are freight-supportive.
  b) A range of uses and opportunities for intensification and redevelopment.
Settlement Area – Section 4.1

• Built-up settlements that provide the focus for community services required to serve the needs of area residents and visitors

• A mix of land uses permitted, notably residential, public service, commercial and light industrial

• Residential development will be particularly encouraged in order to provide an adequate all-season basis for local businesses and industry

• Encourage development by in-fill rather than as strips along the main roads

• Boundaries to be suitable for a 20-year time horizon
Settlement Areas

- Arden
- Crow Lake
- Mountain Grove
- Parham
- Piccadilly
- Sharbot Lake
- Tichborne

Current Official Plan designates Elm Tree, Godfrey and Henderson.
Help Define the Boundaries!
Permitted Uses

- **Residential**: Single-detached, duplex, small block apartments, row houses, homebased businesses
- **Commercial**: Retail, offices, restaurants, services, accommodation. Support local goods
- **Industrial**: Light industrial for products that are geared towards the built-up area
- **Institutional and Public Service Uses**: Public or community uses that provide services to the general public
Settlement Area Planning Principles

• Ensuring lot size is adequate for proposed use and future expansion
• Ensuring lot can be adequately serviced with water supply and sewage disposal
• Conversions from existing residential to commercial or a mix of uses contained within one structure are permitted
• Lot frontage on township-maintained road, private road or demonstrate legal access
• Provisions will be made in the implementing bylaw to classify individual types of land uses and set out zone requirements for development
• Building coverage and height controls set out in zoning; building height not to exceed four stories
• Where applicable, Waterfront Area policies apply
Special Policy Area – Sharbot Lake

• Sharbot Lake is the largest community in Central Frontenac and its central location along Provincial Highway 7, will allow the community to thrive over the next 20 years.

• Sharbot Lake offers a number of recreational activities including – Sharbot Lake Provincial Park, municipal boat launch and beach, and the joining of the Frontenac K&P Trail with the Trans Canada Trail.

• Goal of the special policy area is to create a cohesive plan for future development that takes into consideration the sustainability of the existing village, connection to Highway 7, existing transportation connections, economic development and lakeside location.
Special Policy Area – Sharbot Lake

• The objectives of the Special Policy Area include:
  • To create a built environment that is supportive of pedestrians and encourages active transportation;
  • To encourage the retention of existing businesses and the attraction of new businesses to strengthen the village as a regional area;
  • To better connect the existing development with the lands adjacent to Highway 7;
  • To develop a strong sense of place near Highway 7/Road 38 intersection; and
  • To maintain and improve public access to the Sharbot Lake waterfront and other public spaces within the community.

• Council may consider developing a secondary plan to guide implementation and detailed infrastructure
Destination Sharbot Lake

• Five key policy areas that are intended to work together to move Sharbot Lake towards becoming a destination, while strengthening the overall economy and providing essential community services.

First Impressions: Highway Arrival
Re-Establishing a Core: The Village
A Central Attraction: The Waterfront
Highway 7 Parkway Concept
High Frequency Rail: Welcoming Rail Travel
First Impressions: Highway Arrival

• It is a goal of Council to support projects and partnerships to attract more visitors
• Objective to create a visual sense of arrival
• Road 38 Entrance
  • Gateway signage to emphasize the vista of the lake and the bridge ahead when entering from the south
• Connecting the Village – Highway 7
  • Gateway signage or architectural elements
  • Reduced traffic speeds and stop light
  • Creation of separated pathways for cycling and walking
Reinforcing the Core: The Village

• Reinforce and reinvigorate the existing settlement area and development by:
  • Maintaining village as the main centre of business with a mix of uses and ensuring it is people-placed
  • Providing a mix of uses that recognize the value of business, residential, retail, entertainment, culture and leisure
  • Establishing a formal trail hub
  • Recognizing the Railway Heritage Park as a core public space within the village
A Central Attraction: The Waterfront

• Connection to water has social, cultural and economic importance to the community. The water connection can serve to support Sharbot Lake as a regional destination and hub

• Intent of Council to:
  • Recognize the Township-owned Sharbot Lake Beach as an important facility
  • Support opportunities for potential land acquisition
  • Support future extension of the K&P Trail northerly that will allow for additional vantage points
Highway 7 Parkway Concept

- Council is aware of the Ministry’s long-range plans to make Highway 7 a four-lane road between Peterborough and Carleton Place.
- Intent of Council to support future design as an active transportation route between Sharbot Lake Provincial Park (west) and Fall River Road (east).
Highway 7 Parkway Concept

- The following policies are intended to direct future planning design, and traffic management:
  - Overall goal of a parkway corridor, landscape improvement and adjacent uses integrated
  - Sharbot Lake Parkway to integrate safe and efficient travel with separated pathways recognizing that Sharbot Lake will be a trails hub
  - Innovate parkway design that allows for picturesque driving and emphasizes place
  - Consistent lane and streetscape improvements to enhance visual appeal
  - Township will work collaboratively with the Ministry and County in developing this design
High Frequency Rail - Welcome

• VIA Rail Canada is working on plans to create a passenger dedicated high frequency rail from Toronto to Ottawa. One of the proposed stops is Sharbot Lake
• It is the intent of Council to:
  • Support VIA Rail in the construct of a high frequency rail line including a stop in Sharbot Lake
  • Work with VIA Rail on the proposed stop and station and consider municipal improvements required for connection
  • Hold public consultation with residents and businesses in order to best accommodate into the existing village
High Frequency Rail - Welcome
Servicing Considerations
• 1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas.

• 1.6.6.3 Where municipal sewage services and municipal water services are not provided, municipalities may allow the use of private communal sewage services and private communal water services.

• 1.6.6.4 Where municipal sewage services and municipal water services or private communal sewage services and private communal water services are not provided, individual on-site sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts.
Servicing – Frontenac County

• Private services:
  • Development proposals for undersized lots become challenging
  • Septic re-inspection programs
  • Potential for contamination with historic wells and septic systems in close proximity
  • New lot creation reviewed by KFL&A Public Health

• Communal servicing study completed in 2019
Communal Servicing

- No municipal water or sewer services
- Historical settlement areas – building lots in village cores are undersized
- Significant public infrastructure investment required for municipal services
- Majority of commercial assessment located in the settlement area
Communal Servicing

• More compact and walkable communities
• Provisions for smaller lots
• Strengthen the local economy
• Phased approach
• Infill to settlement areas
• Better environmental protection and public health than private on-site services
  • Fewer malfunctions, longer life
  • Regular maintenance – measure performance, monitor impact, fix problems early

Fieldstone Development in Mono, ON
Food Vehicles

- Permitted in Settlement Area designation and along arterial roads and provincial highways within the Rural Area and Waterfront Area.
- Permitted on Township property with the appropriate approvals.
- Zoning by-law shall establish regulations to control land use and locations where food vehicles can be permitted and provisions for their placement.
- The Township shall consider adopting a Licensing By-law that will be responsible for regulating the location of food vehicles.
- Council may consider the use of site plan control to illustrate requirements for parking, signage, garbage bins, and other site activities.
Hobby Farms

• Seeking opinions on where hobby farms and backyard chickens may be permitted within the Township.
• Adequate lot size and buffering requirements?
• Backyard chickens with limitations on numbers and no roosters permitted
Site Plan Control

- Form of development control under the Planning Act that deals with the review of the detailed design of a property to ensure that Township, County and other agency standards and requirements are met
- Site plan agreement registered on title
- Formal application submission and approval by Council
- Measures – Septic system, well, site drainage, house, access corridor, turning radius, garbage facilities
Official Plan Review and Update

The Township of Central Frontenac is embarking on a review and update to the Township Official Plan. The Official Plan will set out goals, objectives, and policies established primarily to manage and direct physical change and the effects on the social, economic, and natural environment of the Township for the next 20 years. This update and review is a regular process required under the Planning Act.

The Official Plan will ensure that future planning and development meets the community’s needs. The update will involve extensive consultation with the public through open houses and public meetings. This webpage will be regularly updated to ensure that you can stay informed.

For more information on the Official Plan review, to submit comments or to add your email to the notification list, please contact: Megan Rueckwald, Manager of Community Planning at 613-548-9400 ext. 351 or mrueckwald@frontenaccounty.ca

Draft Official Plans

| Draft Number Two – July 2019 |
| Draft Number One – July 2018 |

To review the draft and the current Official Plan, check out the Township website.

If you have questions or would like to set up a meeting with planning staff, let us know!

Get Involved – Official Plan Open Houses!

Central Frontenac

• **Rural Areas and Agriculture** – August 21\(^{st}\)
  Oso Hall, 6:00 – 8:00pm

Check out Central Frontenac Township’s website for more information and to add yourself to the notification list.
Visioning Exercise

How do you envision Central Frontenac developing and growing over the next 20 years?

Guided discussion and visioning exercise based on Settlement Areas and Growth Management presentation.

Opportunities for questions for site specific concerns following the discussion.

Please keep comments respectful!
Questions – Settlement Areas

What type of uses would you like to see permitted within the Settlement Area?

How can these new uses and businesses be attracted to the Township? Any suggestions?

What area(s) in the Township should be allocated for new growth?
Questions – Sharbot Lake

The Special Policy Area sets out five key policy areas for making Sharbot Lake a destination. Have all ideas been captured?

Where can and should new growth be allocated in Sharbot Lake?

How can the policies for the parkway concept along Highway 7 be enhanced?

How would you like to be engaged in future discussions on the VIA Rail proposal?
The current draft permits food vehicles in the Settlement Area with licensing provisions. What are your thoughts?

Where could backyard chickens be located?

Communal servicing has the potential to support new development patterns in the community and drive business and residential development. Where do you envision a communal system going? How can this benefit the community?
Thank You!
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