Policies from the City of Elliot Lake Official Plan dealing with the Protection and Enhancement of the Tree Canopy and Natural Vegetation in the City

4.14.3 Adaptive Design for Climate Change

Council shall encourage community infrastructure and proposed developments that take into account the potential impacts from climate change by promoting the following:

- Tree planting and innovative green space designs that reduce energy use through shading and sheltering;
- The planting of native and non-native, non-invasive tree and vegetation species in proposed developments that are resilient to climate change and reduce carbon footprints;

4.14.6 Winter City Design Principles

4. Vegetation:

Use species that are adaptive and functional to winter conditions such as salt tolerant species in areas that are exposed to salt concentration and species, such as evergreens (coniferous), which provide effective barriers in modulating or minimizing the impact of wind. The City could develop and provide a list of species suitable for local circumstances. Consider vegetative species that can also be used for shade and cooling in warmer months.

6. Walkways and Winter Trails:

Design pathways and recreational trails to provide sheltered conditions for users by increasing the density of vegetation along the trail alignment. Develop standards for trail construction and maintenance that provides reasonable opportunities for usage by seniors and the disabled.

5.1.4 Residential Design Principles

2. Natural site features will be recognized in the siting of housing units including:

- Preserve existing vegetation, trees, and topsoil wherever possible;

5.3.1.4 Site Plan Control and Buffering [Central Commercial area]

Adequate buffering shall be provided between Central Commercial areas and any adjacent Residential areas and abutting highways and such buffering may include grass strips, berms, fences, tree and shrub plants, landscaping, or any combination thereof.

5.3.2.4 Site Plan Control and Buffering [Tourist-Highway Commercial area]

Adequate buffering shall be provided between the Tourist-Highway Commercial area and any adjacent Residential areas and abutting highways, and such buffering may include grass strips, berms, fences, tree and shrub plants, landscaping, or any combination thereof.

5.5.3 Site Plan Control and Landscaping [Industrial areas]

Adequate buffering shall be provided between the “Industrial” areas and any adjacent “Residential” areas and abutting highways, and such buffering may include grass strips, berms, fences, tree and shrub plantings, landscaping, or any combination thereof that is sufficient for the purpose.

5.7.3.8 Site Plan Control and Vegetation Management [Shoreline Residential Areas]

Natural vegetation shall be disturbed as little as possible adjacent to the shoreline. Consideration shall be given to proper storm water management and re-vegetation, Mitigation techniques (e.g. erosion and sediment controls) during construction may be required, where appropriate.

5.7.4.5 Environmental Design Standards

Development will occur with regard for the protection of the environment by avoiding air, soil, or water pollution. Development will be sustainable and shall be achieved in an environmentally sensitive manner having regard for the ground and surface water quality of the area. Environmental design and ecological planning principles will be used in the design, development, and ongoing maintenance of the properties. Development will complement and enhance natural landscapes, emphasize scenic vistas, conserve ecological attributes, natural vegetation, and the wilderness setting.

7.1.2 Urban Collectors

The potential for the Highway 108 Corridor to ultimately evolve into an integral part of the urban streetscape of Elliot Lake will be enhanced by the transition of the road toward a civic, tree-lined boulevard defined through various streetscape improvements as set out in Section 7.6 of this Plan.

Other urban collector roads may be redeveloped with a high degree of pedestrian amenity, including sidewalks, lighting, street trees, on street parking, and may include off road cycling lands. Reduced right-of-way or pavement width may be considered to improve the streetscape of the roads, reduce the speed of traffic, and provide pedestrian scaled amenities.

7.6 Highway 108 Corridor Streetscape Design

- Development in the Corridor that abuts the urban area, from south of Esten Drive South to north of Timber Road North, should be redeveloped with a more urban standard, with defined edges between the pavement and landscaped areas, piped storm drainage, or open drainage swales that are integrated into the overall landscape plan for the roadway, sidewalks/walking trails, pedestrian scale lighting, and improved and extensive tree planting and landscaping.

- Redevelopment in the Corridor should seek to soften the streetscape by introducing, if practical, a landscaped/grassed boulevard instead of the paved boulevard, and adding tree planting along the boulevards, or including large seasonal planters at strategic locations, to visually narrow the width of the street.

8.12 Site Plan Control Agreements

Council shall require each applicant submitting such a development proposal to enter into an agreement with the City as a condition to the approval of the development proposal. Where a development proposal is of a minor nature, some or all of the points listed below may be waived in the agreement. The agreement may include conditions on the following facilities and matters.

6. The techniques that are to be used on the site for landscaping of the property for the protection of adjoining lands, water bodies or natural heritage features, including the type of vegetation and techniques to be used, the existing (native) vegetation which is to be preserved, and any structures such as walks, fences, or barriers that are to be used;