



Clarence-Rockland

**AMENDMENT NUMBER 36 TO THE OFFICIAL PLAN
OF THE URBAN AREA OF THE CITY OF CLARENCE-ROCKLAND**

**Prepared by the
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City of Clarence-Rockland
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April 30, 2025

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1.0 PART A - THE PREAMBLE

i. Purpose

The purpose of the proposed Official Plan Amendment No. 36 is to implement the Rockland West Secondary Plan (RWSP). The RWSP provides a planning framework to ensure that future development within the RWSP area occurs in an efficient, orderly and sustainable manner.

ii. Lands Affected

The lands affected by this Amendment include certain lands bounded to the north by County Road No. 17, to the east by Poupart Road, ridge of the hill to the south, and agricultural fields to the west. In total, the RWSP comprises approximately 54.6 hectares (ha) of land.

iii. Basis

Background

The Rockland West Secondary Plan (original limits) area was designated Urban Policy Area in the 2006 United Counties of Prescott and Russell Official Plan following approval of Official Plan Amendment No. 14 which was adopted by By-law 2006-25 on May 23rd, 2006. The City of Clarence-Rockland added these lands to their Urban Area Official Plan and designated these lands as Special Study Area. Schedule B to the City of Clarence-Rockland Zoning By-law 2007-20 zoned these lands Commercial Industrial and Special Study Area. The area was later designated Special Study Area 1 (SSA1) as part of the 2014 Official Plan for the Urban Area of the City of Clarence-Rockland Review. The curvilinear limit of this area was based on a conceptual road by-pass which delineated the edge or the urban boundary (original limits).

Starting with a Notice of Commencement and landowners meeting, the city initiated the Rockland West Secondary Plan (RWSP) in December 2021 to:

- establish a policy framework for the lands;
- to provide the basis for future development; and,
- to ensure the efficient use of the land and infrastructure.

Planning Act and Municipal Class Environmental Assessment (EA) processes are required to implement the Rockland West Secondary Plan.

As part of the Municipal Class EA process, meetings were held with landowners in the RWSP area on December 22, 2021 and April 7, 2022. These meetings provided landowners with an opportunity to provide input on the process and any findings from the supporting studies, which included:

- the market study by Shore Tanner and Associates;
- environmental report by Bowfin Environmental Consulting; and
- the existing conditions report as part of Phase 1 of the EA process.

On April 20th, 2022 staff presented the findings of the various studies and recommended a list of

land uses for the RWSP lands. The proposed land uses consisted of clusters of mixed industrial areas (restricted) and proposed a greater mix of non-residential uses than typical industrial areas. The concept was to provide a supply of land for light to medium industrial and commercial uses. To compliment the concept of 15-minute neighbourhoods a couple of strategically located medium to high density residential blocks had been incorporated into the conceptual land use plan. Council approved the list of land uses as well as proceeding to Phase 2 of the Municipal Class EA process.

Following consultation with area residents, the RSWP limits were slightly revised. The changes resulted in a boundary limit that acknowledges the existing lot fabric, the bottom of the ridge, wooded areas, and the existing and continued use of parcels for farming. The boundary change added 13.5 hectares of land for a total land area of approximately 54.6 ha.



Figure 1- Map of the Secondary Plan lands demonstrating the proposed urban area limit in red

The revised limits to the Rockland West Secondary Plan area are currently designated “Urban Policy Area” in the United Counties of Prescott and Russell (UCPR) Official Plan (2023) and “Special Study Area 1” in the Official Plan of the Urban Area of the City of Clarence-Rockland (OPA 31). The lands within the RWSP are currently zoned “Special Study Area 1 (SSA1)”, various commercial zones (CG, CH, CI, “Agricultural (AG)” and “Rural (RU)” in the City’s Zoning By-law 2016-10.

The Rockland West Secondary Plan is a new Secondary Plan that will be added to Section 8 of the Official Plan of the Urban Area for the City of Clarence-Rockland. A new Appendix and revised Schedule B1, B2, and B3 to update the road network and community linkages will be

included as part of this amendment. The RWSP will provide area-specific policy direction to guide development to the year 2046 and to ensure that future growth occurs in an efficient, orderly, and sustainable manner. Amendment No. 31 revised the Official Plan's Schedule A to add the full extent of the Rockland West Secondary Plan to the Official Plan of the Urban Area of the City of Clarence-Rockland as well as revise Schedule B1, B2, and B3 to update the road network and community linkages.

Rationale

The Urban Policy Area designation of the UCPR Official Plan applies to cities, towns, and villages with populations of 1,000 or more and which have been developed primarily based on municipal water and sewer systems. The Urban Policy Area is intended to accommodate a significant portion of future employment growth in the United Counties in addition to housing.

One of the goals of the Official Plan of the Urban Area of Clarence-Rockland is to proactively encourage economic growth and development. Through the development of the City's Economic Development Strategy, it was identified that there is a lack of commercial and industrial development found in the City. One of the actions of the Strategy is to facilitate unique, local, specialty hospitality and retail developments.

Furthermore, a market needs study conducted by Shore Tanner and Associates confirmed the need for commercial and light industrial land uses in the Rockland West Secondary Plan area. In tandem with the market study, the environmental study, public consultation, and meetings with the landowners determined that the Rockland West lands are well suited for commercial, retail, and light industrial uses due to their proximity to Ottawa and location along County Road No. 17. A few strategically located higher density residential blocks were added following consultation and additional analysis of the subject lands. The development of these lands for the recommended land uses conforms to urban area policies and aligns with the strategic vision for the City of Clarence-Rockland.

The lands will serve as a logical gateway to the City of Clarence-Rockland's future business park lands in vicinity of higher density residential blocks near the commercial area.

2.0 PART B - THE AMENDMENT

1. Introduction

This part of the document in its entirety, entitled **PART B - THE AMENDMENT**, consisting of the following text and schedules, constitute Amendment No. 36 to the Official Plan of the Urban Area of the City of Clarence-Rockland, as amended, and shall be known as the “Rockland West Secondary Plan”.

2. Details of the Amendment

The Official Plan of the Urban Area of the City of Clarence-Rockland is hereby amended as set out in the table below and as detailed in the schedules attached hereto as Schedules A, B, C, D, and E, and document attached hereto as DOCUMENT 2:

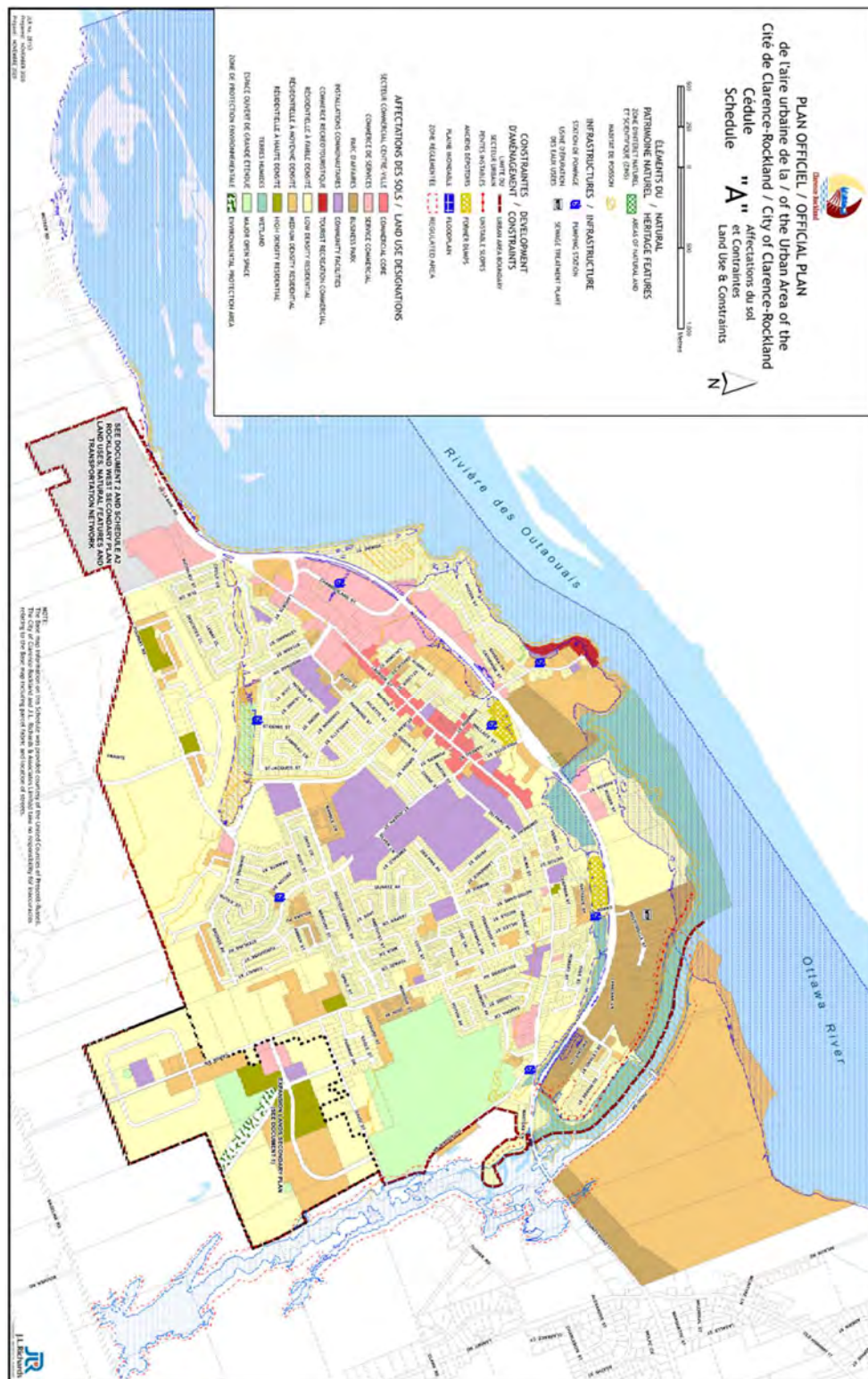
Item	Section	Details of Amendment						
1	1.3 – The Official Plan	<p>Amend 1.3 – The Official Plan by:</p> <ul style="list-style-type: none">• Modifying the first sentence of “Section 1.3” to add “Document 2” after “Document 1”.• Adding the following paragraph at the end of “Section 1.3”: “Document 2 – Rockland West Secondary Plan is the document that provides policies specific to the Rockland West Secondary Plan Area.”						
2	7.4.2 – Policies – Major Collector Roads	<p>Amend 7.4.2 – Policies – Major Collector Roads by:</p> <ul style="list-style-type: none">• Adding Street A and Street B to the Major Collector table in sub-section 4 as follows: <table><tr><th>Street Name</th><th>From – To</th></tr><tr><td>Street A (Rockland West Secondary Plan Lands)</td><td>Poupart future round about to future round about at westerly limit of Rockland West Secondary Plan Lands</td></tr><tr><td>Street B (Rockland West Secondary Plan Lands)</td><td>County Road 17 southerly along the westerly limit of Rockland West Secondary Plan Lands to a future round about</td></tr></table>	Street Name	From – To	Street A (Rockland West Secondary Plan Lands)	Poupart future round about to future round about at westerly limit of Rockland West Secondary Plan Lands	Street B (Rockland West Secondary Plan Lands)	County Road 17 southerly along the westerly limit of Rockland West Secondary Plan Lands to a future round about
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3	7.4.3 – Policies – Minor Collector Roads	<p>Amend 7.4.3 – Policies – Minor Collector Roads by:</p> <ul style="list-style-type: none">Adding Streets C, D and E in the table in sub-section 4 as follows: <table><tr><th>Street Name</th><th>From – To</th></tr><tr><td>Street C (Rockland West Secondary Plan Lands)</td><td>Street B future round about to Street D of the Rockland West Secondary Plan Lands</td></tr><tr><td>Street D (Rockland West Secondary Plan Lands)</td><td>Street A future round about to Street E of the Rockland West Secondary Plan Lands</td></tr><tr><td>Street E (Rockland West Secondary Plan Lands)</td><td>Street D of the Rockland West Secondary Plan Lands to Richelieu Street</td></tr></table>	Street Name	From – To	Street C (Rockland West Secondary Plan Lands)	Street B future round about to Street D of the Rockland West Secondary Plan Lands	Street D (Rockland West Secondary Plan Lands)	Street A future round about to Street E of the Rockland West Secondary Plan Lands	Street E (Rockland West Secondary Plan Lands)	Street D of the Rockland West Secondary Plan Lands to Richelieu Street
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4	8 – Special Study Area	<p>Amend Section 8 – Special Study Area by:</p> <ul style="list-style-type: none">Deleting text under Section 8.1.1 Special Study Area 1 and leaving blank (for future use).								
5	8.2 Secondary Plan	<p>Amend Section 8.2 of the Official Plan by:</p> <ul style="list-style-type: none">Adding a new subsection 8.2.2 Rockland West Secondary Plan Lands <p>8.2.2 Rockland West Secondary Plan Lands</p> <p>The Rockland West Secondary Plan Lands provides area-specific policy direction to guide development within the Rockland West Secondary Plan Lands until the year 2046. The Plan is intended to ensure that future growth occurs in an efficient, and sustainable manner.</p> <p>The Rockland West Secondary Plan Lands forms part of this Official Plan and is attached as “Document 2” hereto.</p>								
6	Schedule A – Land Use and Constraints	<p>Schedule A – Land Use and Constraints to the Official Plan of the Urban Area of the City of Clarence-Rockland is hereby amended by including the following notation on the subject lands “See Schedule A2 – Rockland West Secondary Plan Land Uses, Natural Heritage and Transportation Network”, where indicated on Schedule A attached.</p>								

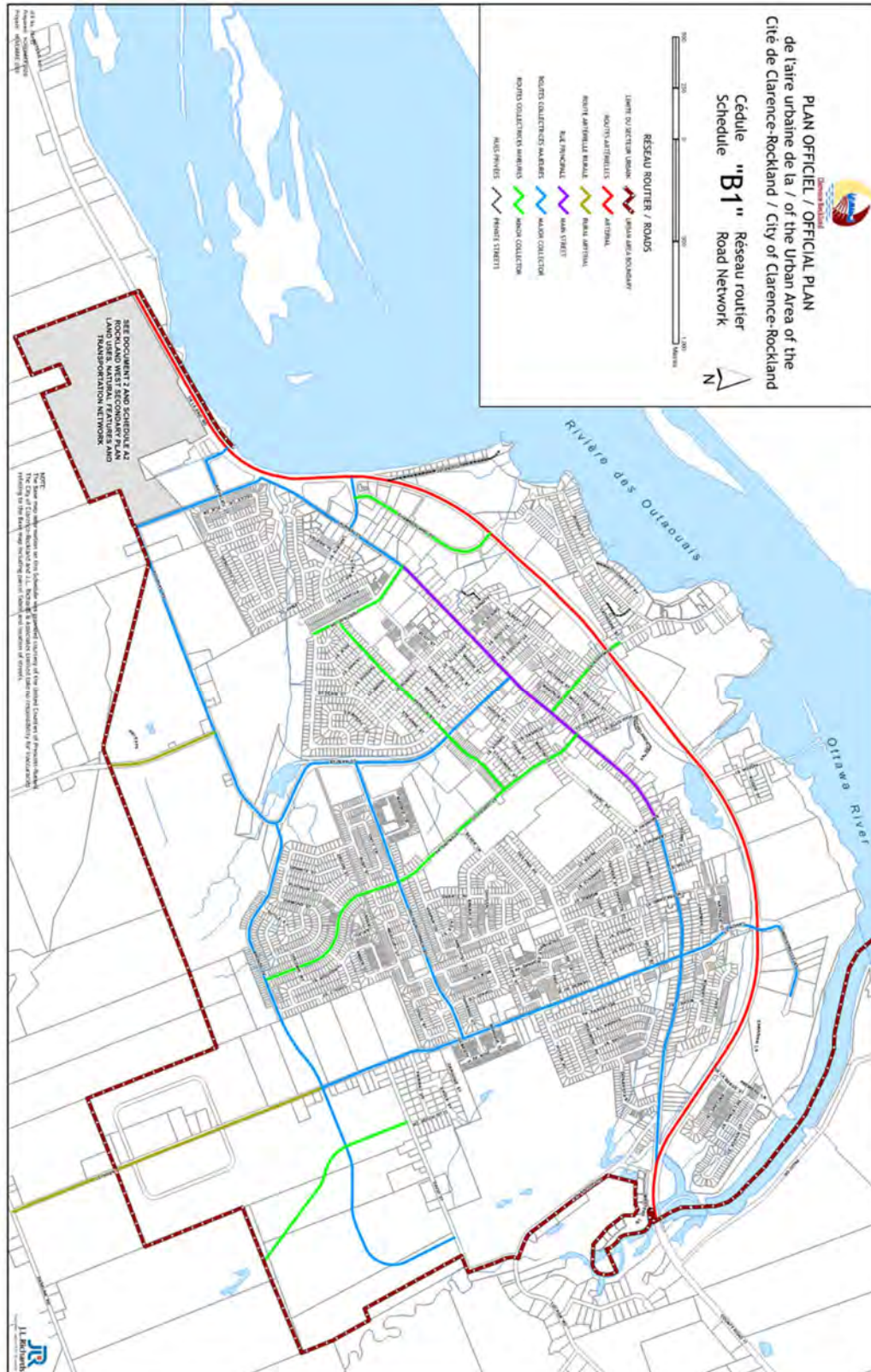
7	Schedule B1 – Road Network	Schedule B1 – Road Network to the Official Plan of the Urban Area of the City of Clarence-Rockland is hereby amended by including the following notation on the subject lands “See Schedule A2 – Rockland West Secondary Plan Land Uses, Natural Heritage and Transportation Network”, where indicated on Schedule B attached.
8	Schedule B2 – Pedestrian Network	Schedule B2 – Pedestrian Network to the Official Plan of the Urban Area of the City of Clarence-Rockland is hereby amended by including the following notation on the subject lands “See Schedule A2 – Rockland West Secondary Plan Land Uses, Natural Heritage and Transportation Network”, where indicated on Schedule C attached.
9	Schedule B3 – Cycling Network	Schedule B3 – Cycling Network to the Official Plan of the Urban Area of the City of Clarence-Rockland is hereby amended by including the following notation on the subject lands Schedule A2 – Rockland West Secondary Plan Land Uses, Natural Heritage and Transportation Network”, where indicated on Schedule D attached.
10	Document 2 – Rockland West Secondary Plan Lands (new document)	The new Document 2 – Rockland West Secondary Plan Lands, as indicated on Document 2 to this amendment (Schedule E to this amendment) is hereby added to the Official Plan of the Urban Area of the City of Clarence-Rockland. The Document is to be inserted following Document 1 to the Official Plan of the Urban Area of the City of Clarence-Rockland.
11	Schedule A2 – Rockland West Secondary Plan - Land Uses, Natural Features and Transportation Network (new schedule)	The new “Schedule A2 – Rockland West Secondary Plan Land Uses, Natural Heritage and Transportation Network”, as indicated on Schedule F to this amendment is hereby added to the Official Plan of the Urban Area of the City of Clarence-Rockland.

SCHEDULE A

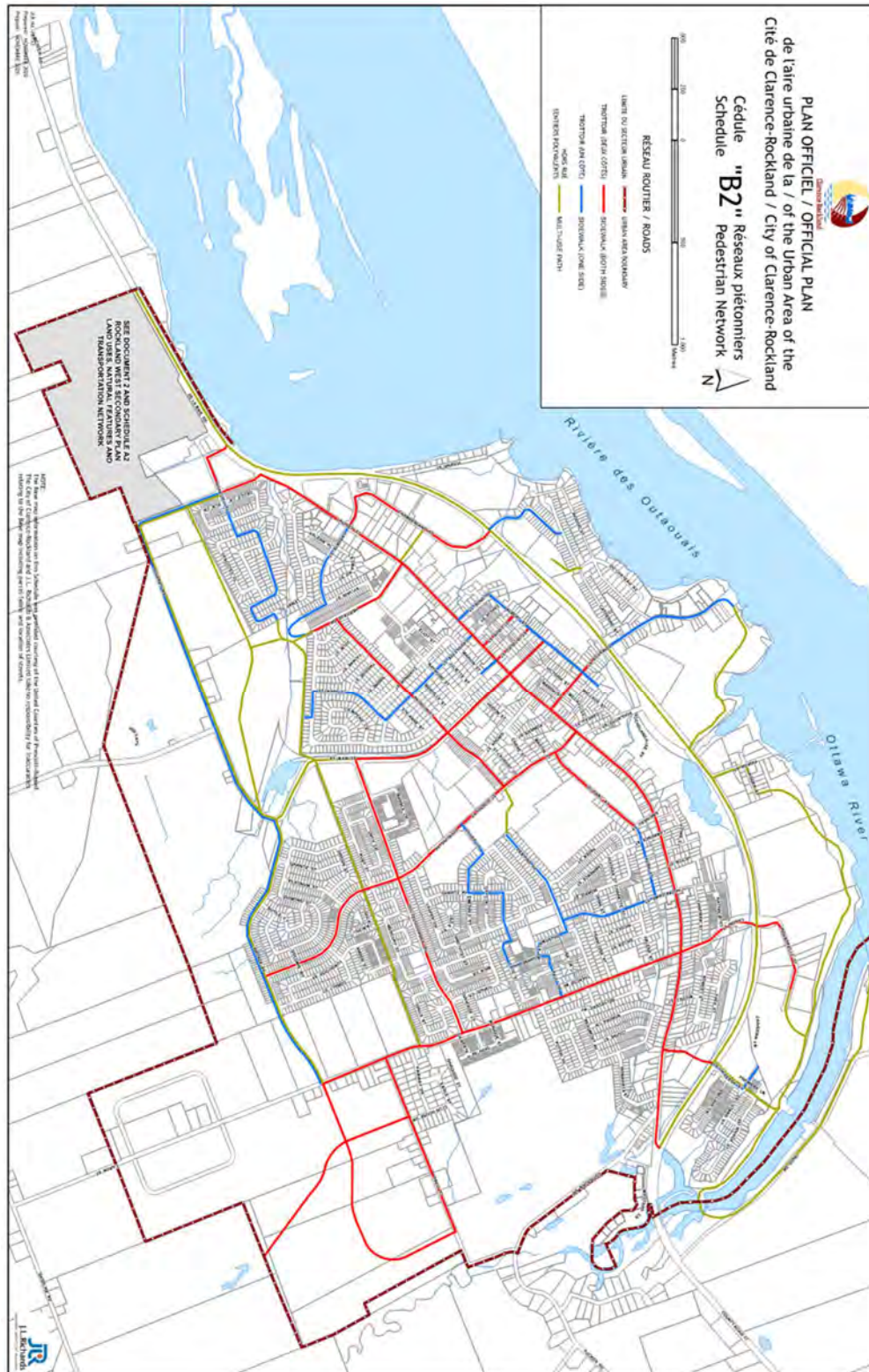
To Amendment No. 36 – Amended Official Plan Schedule A “Land Use and Constraints”



SCHEDULE B
To Amendment No. 36 – Amended Official Plan Schedule B1 “Road Network”

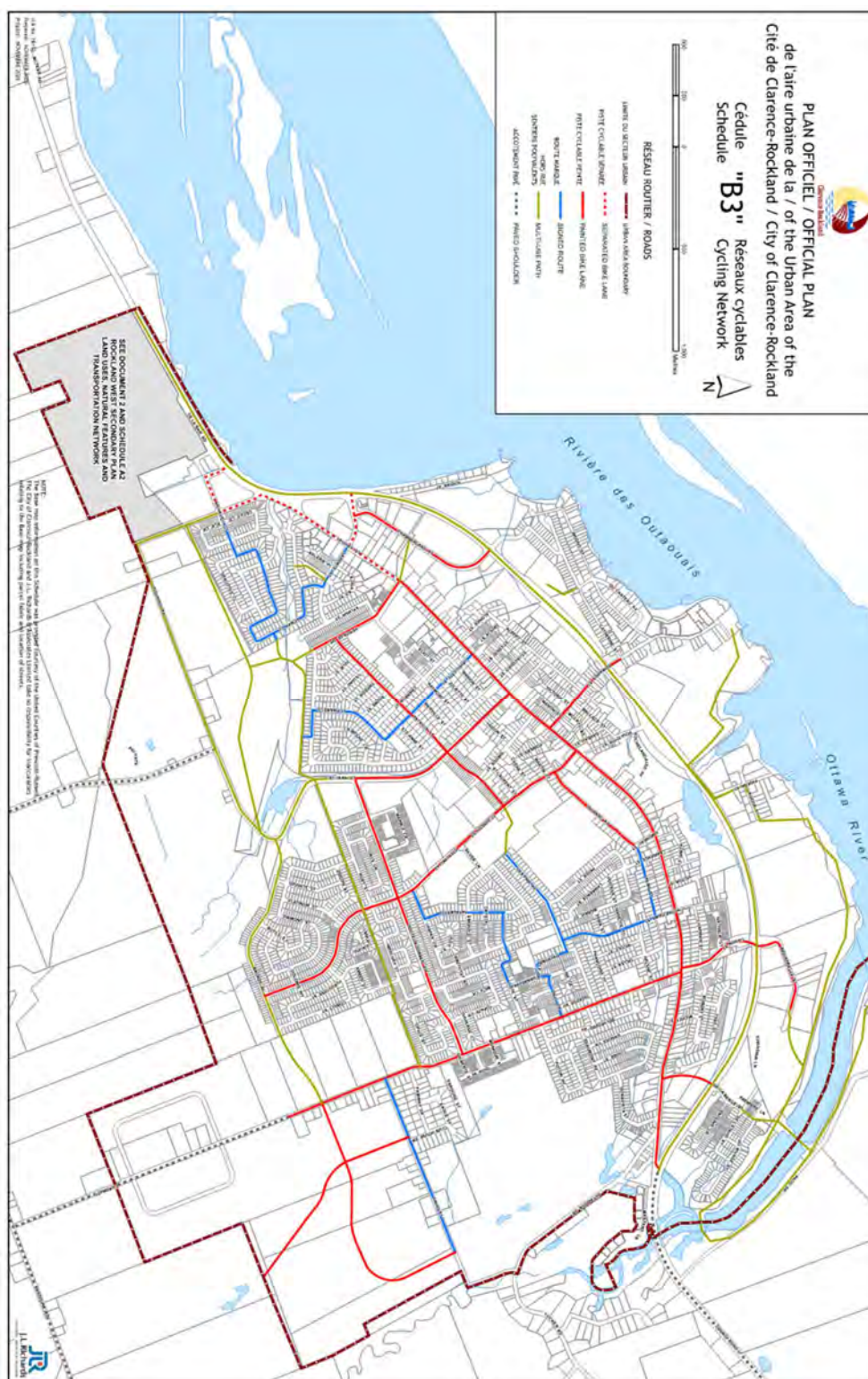


To Amendment No. 36 – Amended Official Plan Schedule B2 “Pedestrian Network”



SCHEDULE D

To Amendment No. 36 – Amended Official Plan Schedule B3 “Cycling Network”



To Amendment No. 36 – New Official Plan Schedule A2 “Rockland West Secondary Plan Land Use, Natural Heritage, and Transportation Network”



SCHEDULE F DOCUMENT 2

Document 2 of Amendment No. 36 – Rockland West Secondary Plan

1.0 Introduction

The City of Clarence-Rockland’s “Rockland West Secondary Plan” is a land use planning policy document adopted by the City of Clarence-Rockland’s Council under authority of Section 16 of the Planning Act. The purpose of this Secondary Plan to provide area-specific policy direction to guide development within these lands to the year 2046.

The Rockland West Secondary Plan area was identified for development during the 2015 United Counties of Prescott and Russell (UCPR) Official Plan. The review identified a localized shortage of industrial land supply in the City of Clarence-Rockland and to address the shortage, approximately 54.6 ha of land added to the Rockland Urban Policy Area. Following the addition of the lands to the Urban Policy Area designation, the City of Clarence-Rockland designated and rezoned these lands to “Special Study Area (SSA1)”.

The Rockland West Secondary Plan is intended to ensure that future growth occurs in an efficient, orderly, and sustainable manner. Section 2 of this Secondary Plan describes the Planning Area where these policies will apply. Section 3 outlines the vision and guiding principles for the lands. The plans and policies pertaining to land use, built form, servicing, and transportation are in Section 4, 5, and 6. Urban design guidelines are contained in Section 7. Finally, the Secondary Plan includes policies for its interpretation and implementation in Sections 8 and 9.

Key components of the Secondary Plan include goals, objectives, policies and guidelines that provide direction for applying the high-level policies of the Official Plan at a local scale. Development applications in the Rockland West Secondary Plan area will be required to conform with the policies of this Secondary Plan, as well as the Official Plan for the Urban Area of the City of Clarence-Rockland and the United Counties of Prescott and Russell (UCPR) Official Plan.

1.1 Integrated Municipal Class Environmental Assessment

A critical element of the Rockland West Secondary Plan process was the integration of the planning process under the Official Plan with the Class Environmental Assessment (Class EA) process for proposed infrastructure projects. The objective of an integrated process is to create a set of guiding documents that will shape the development of a healthy, vibrant, and livable community.

Combining the Secondary Plan process with the Class EA creates an opportunity to coordinate the approval requirements of the Environmental Assessment Act and the Planning Act and provides an integrated approach to the planning and development of all aspects of the community.

The integrated process is efficient because background studies and existing conditions reports can be shared between the two processes; stakeholders and advisory committees are able to consider all aspects of planning and servicing; and the public review and approval processes can be consolidated and simplified.

2.0 Planning Area

This Secondary Plan applies to approximately 54.6 hectares (ha) of land bound by County Road No. 17 to the north, by Poupart Road to the east, by the ridge of the hill to the south, and by the agricultural fields to the west.

3.0 Vision and Guiding Principles

While residential development had been flourishing throughout the City of Clarence-Rockland, employment and industrial mixed-use has lagged. The Rockland West Secondary Plan (RWSP) is a logical destination to accommodate economic growth in the City of Clarence-Rockland and complimentary residential uses while protecting and enhancing the natural character of established cultural forests that define this area.

The bulk of the City's employment and mixed-use industrial lands have been designated within the RWSP and its location is prime along County Road 17 serving as a future gateway to Rockland's Urban Area. Land use distribution within the Secondary Plan lands will ensure compatibility with surrounding uses. The land must be planned and designed carefully to complement future commercial and residential areas and be compatible with these areas. Opportunities also exist to enhance natural heritage features and create 'green' corridors within this area.

The intent of the RWSP is to provide much needed employment lands (industrial), mixed industrial (business park) lands, service commercial and residential areas which together will create a complete community.

The Vision for the RWSP lands is to develop:

- a cluster of economic activities at the entryway to Rockland's urban area;
- a transition from employment (industrial) lands, mixed-use industrial, service commercial and residential areas to ensure compatibility with surrounding uses;
- a commercial area catering to the business community and adjacent residential uses;
- a well-defined grid network with a mix of major and minor collector roads that will support all users including pedestrians, cyclists, and drivers; and
- a public realm distinguished by natural heritage features and pedestrian-friendly, tree-lined streets that link and complement the above places.

3.1 Guiding Principles

The following are the guiding principles of the RWSP:

1. Provide a full range of employment (industrial)uses, mixed industrial, and service commercial uses.
2. Ensure compatibility between land uses through the location of land uses and consideration of appropriate scale, massing, and siting through the development process.
3. Limit ancillary uses to avoid conflict with industrial uses (employment lands) and minimize absorption of land for non-industrial uses.
4. Establish strong connections throughout the community, and to the broader City, through the creation of a strong grid network, and short, permeable blocks.
5. Promote active transportation, including walking, cycling and transit, through compact development with a continuous network of sidewalks, cycling facilities and trails.
6. Ensure all elements of the public realm, including streets, parks, trails, and public destinations are welcoming and accessible for people of all ages and abilities.
7. Celebrate the natural setting through the design of careful linkages that provide a safe, highly visible and well-connected network of parks, trails and public spaces.
8. Recognize and protect significant environment features and functions (including ground water) within the RWSP area and, where possible, restore and enhance the environment.
9. Incorporate energy and water conservation measures in the development of the Secondary Plan, including low impact design, to the maximum extent feasible.
10. Encourage a high quality and consistent level of urban design for the public and private realm through adherence to the policies of this Secondary Plan.

4.0 Land Use and Built Form

The Rockland West Secondary Plan Land Use and Constraint, as shown in Schedule A2, is based on the direction established in the Vision and Guiding Principles, with the goal of creating clusters of economic activities at the western gateway to Rockland's urban area complimented by service commercial areas and higher density residential blocks.

The intent of defining land use is to achieve a coherent and predictable pattern of development that can be adequately phased and serviced over time. By grouping compatible uses together and separating incompatible ones, character areas can emerge as distinct places that accommodate the growing economic, environmental, and social needs of the City of Clarence-Rockland.

The policies of Section 4.0 are specific and shall guide future subdivision design. The Design Guidelines of Section 5.0 shall be considered for all proposed development in the RSWP area.

4.1 Land Use Designations

The following land use policies guide land use designations shown on Schedule A2 – Rockland West Secondary Plan Land Use and Constraints. These policies, together with the urban design guidelines outlined in Section 7.0, the Urban Area Official Plan, and other Council-approved planning documents and guidelines, will ensure that the final build-out of the RWSP supports attractive and innovative clusters of economic activities with opportunities to live, work, and play. The development of these lands will be phased based on development feasibility and servicing demands.

This mixed-industrial nature of the area will be characterized by a broad mix of uses including small-scale office, light industrial, wholesale, small contractors, small-scale commercial service uses and non-residential sensitive uses such as indoor recreational uses and stand-alone licensed care centers.

4.1.1 Employment (Industrial) Area

Employment (Industrial) areas have been identified along the periphery of the RWSP lands with convenient access to County Road 17. The intent of the Employment (Industrial) area is to create clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. Uses that are excluded from Employment (Industrial) areas are institutional and commercial, including retail and office not associated with the primary employment use listed above. This designation corresponds to employment areas as defined by the Provincial Policy Statement. These uses generally should not be adjacent to or integrated with sensitive land uses.

The Employment (Industrial) designation is characterized by traditional industrial lands uses such as manufacturing, warehousing, construction, light and medium industrial, trades, outdoor storage accessory to a permitted use, associated retail and office, and ancillary facilities. These uses may impact other surrounding uses due to potential emissions such as odours, dust, smoke, heavy equipment movement, light or noise and should be separated from sensitive land uses. Their location along the edges of the RWSP lands will ensure compatibility with surrounding uses.

Accessory sample and showroom uses, retail, and office are permitted if:

- a. They occupy part of a building where, and are operating only in association with, a manufacture, warehouse, or other permitted use in the same building;
- b. Are primarily used for the display of samples or other goods and wherein orders are taken for merchandise which is stored in bulk in a warehouse in part of the same building for future delivery to its customers; and
- c. Where the proportion of the gross leasable area of a building devoted to sample and showroom, retail, or office use is limited in the Zoning By-law so that these uses are secondary and subordinate to the primary use of the main permitted building.

Ancillary facilities that are meant to serve and support the daily needs of the employees

working on lands within the Employment (Industrial) designation, are limited to service-commercial uses such as convenience store, coffee shop, restaurant and service station or gas bar. These are permitted on individual parcels however their size will be restricted in the Zoning By-law to protect employment lands.

To ensure adverse impacts on sensitive uses are minimized, the following applies:

- a. Residential, institutional and other sensitive land uses are not permitted.
- b. Site plan control shall consider siting of structures and/or outdoor operations to minimize impacts to sensitive use(s).
- c. To avoid adverse effects on sensitive uses and to protect the long-term economic viability of these employment lands, the Province's Land Use Compatibility Guidelines shall be applied to the development of both industrial uses and sensitive land uses.

4.1.2 Mixed Industrial (Business Park) Area

The Mixed Industrial (Business Park) designation is intended to develop as a cluster of economic activities that are less impactful than traditional industries and provide a broader range of non-residential uses. These areas are intended to provide a transition between Industrial (Employment) areas and sensitive uses such as residential. Mixed Industrial (Business Park) areas provide a supply of land for non-residential sensitive uses and smaller-scale light industrial and commercial uses. This designation can include a range of retail and office uses that can contribute to 15-minute neighborhoods throughout the location of neighborhood-based uses.

Mixed Industrial (Business Park) areas are characterized by a broad mix of uses including small-scale office, light industrial, wholesale, small contractors, small-scale commercial service uses and non-residential sensitive uses such as places of worship, indoor recreational uses and stand-alone licensed care centres that would not be permitted on employment (industrial) lands. These uses are generally not considered a nuisance or have high impacts therefore can better integrate with surrounding neighborhoods.

The following uses are generally permitted in the Mixed Industrial (Business Park) designation:

- a. Low-impact light industrial uses including light manufacturing, warehousing, distribution and storage;
- b. Automotive sales and service;
- c. Trades and contractors such as carpenters, plumbers, electricians and heating, ventilation and air conditioning;
- d. Office and retail uses.

Accessory sample and showroom uses, retail, and office are permitted if:

- e. They occupy part of a building where, and are operating only in association with, a manufacture, warehouse, or other permitted use in the same building;
- f. Are primarily uses for the display of samples or other goods and wherein orders are taken for merchandise which is stored in bulk in a warehouse in part of the same building for future delivery to its customers; and
- g. Where the proportion of the gross leasable area of a building devoted to sample and showroom, retail, or office use is limited in the Zoning By-law so that these uses are

secondary and subordinate to the primary use of the main permitted building.

The Zoning By-law and site-specific applications (i.e. Site Plan) shall implement, to the extent possible, the Province's Land Use Compatibility Guidelines to ensure that impacts between industrial uses and sensitive land uses are minimized.

Residential uses are not permitted.

Notwithstanding, legally existing uses on the date of adoption of this Plan are also permitted and minor expansions of those uses may be considered.

Uses which are likely to generate noise, fumes, odours or other similar obnoxious impacts, or are hazardous should not be permitted.

4.1.3 Service Commercial

The following policies apply to commercial services that may be permitted within Service Commercial areas within the RWSP, in support of the 15-minute neighbourhood objectives.

- 1) The types of permitted Service Commercial uses are those of a scale that cater to a local neighbourhood clientele and to the employees working on lands designed Business Park, including small scale grocery stores, recreational, health and fitness uses and service commercial uses (e.g. convenience retail, doctor and dentist office, coffee shop, restaurant, bank, service station or gas bar);
- 2) The permitted services may be located within:
 - a. Stand-alone buildings; or
 - b. In a building that groups more than one of these services.
- 3) Service Commercial areas have been strategically located along the edge of the Business Park area abutting residential uses generally no more than 600 metres from a residential zone to support the 15-minute neighbourhood objectives.
- 4) Appropriate cycling and pedestrian facilities may need to be provided where they are not currently available to support active transportation options.
- 5) Appropriate cycling and pedestrian facilities have been included in Schedule A2 to provide alternate modes of transportation and support the concept of the 15-minute neighbourhood.

4.1.4 Medium Density Residential

The Medium Density Residential designation generally abuts collector roads and is intended to provide housing near commercial and employment areas.

In the Medium Density Residential designation, the following policies apply:

1. Permitted uses include townhouse dwellings, back-to-back townhouse dwellings, stacked townhouse dwellings, apartment dwellings, and group homes.
2. Residential land uses in the High-Density Residential designation shall be provided at a minimum density of 55 units per hectare.
3. High-density residential buildings abutting existing residential uses and public streets shall incorporate step backs above the first eleven (11) metres of building height.
4. Apartment dwellings can incorporate local commercial uses within the ground floor podium.
5. The Zoning By-law will permit the envisioned land uses through application of the Urban Residential Third Density (R3) zone. Site-specific exceptions, including mixed use buildings, to be considered during the Site Plan Control process.

4.2 Development Overlays

The following development overlays policies apply to areas identified on Schedule A2 – Rockland West Secondary Plan Land Use, Natural Heritage and Road Network. The development overlays apply an additional layer of requirements for specific land use areas.

4.2.1 Environmental and Open Space Overlay

The Environmental and Open Space Overlay is intended for lands that have potential natural heritage features and could include stormwater management (SWM) facilities, parks and open space including linear trails. Development within the overlay may proceed in accordance with the underlying land use designation once the natural heritage feature has been studied and once SWM facilities have been appropriately planned and designed.

- 1) Subject to the policies of the Official Plan, any required *Planning Act* application for development will require an Environmental Impact Study (EIS). All requirements for an EIS shall be satisfied in accordance with Section 4.5 of the Official Plan.
- 2) Any proposal to develop lands in accordance with the permitted uses of the underlying land use designation will not require an Amendment to this Plan, subject to Policy 1 above.
- 3) Lands subject to a natural heritage overlay may be acquired by the City at time of development to create open space linkages and potential recreational corridors.
- 4) Any open space/park to serve residential areas, shall provide a minimum of two (2) public frontages to enhance access, visibility, and safety. Road frontages along the open spaces/parks shall be landscaped with street trees to provide a natural interface between the open spaces/parks and the urbanized area.
- 5) Where direct street frontage is not provided, development adjacent to the Environmental and Open Space Overlay shall provide opportunities for direct pedestrian access to

environmental features, trails, and parks.

5.0 Transportation

The intent of the transportation network within the RWSP is to provide an integrated, multi-modal transportation network that is safe, convenient, and affordable. Expanding and enhancing the transportation network for vehicles, cyclists and pedestrians will be critical to facilitating the growth of Rockland West and ensuring good connectivity within the community and to points beyond.

5.1 Street Network

1. The proposed Collector Street network within the RWSP is identified on Schedule A2. The ultimate location of the collector streets and local streets are to be determined through the Plan of Subdivision process. Minor adjustments to the location and alignments of collector streets will not require an amendment to the Secondary Plan.
2. Public streets will be constructed in accordance with City of Clarence-Rockland standards. Sidewalks should be provided to support pedestrian movements within the community in accordance with City standards.
3. Minor collector streets within the RWSP shall have a minimum right-of-way of 26 meters. Larger rights-of-way may be required in some areas to allow for turning lanes, concrete medians and/or gateway features. Major Collector Streets A & B shall have a 30.5 metre divided right-of-way.
4. Traffic control at the intersection of County Road 17 and the Major Collector within the RWSP will be encouraged in the form of a two-lane roundabout. A minimum 60-metre-wide inscribed circle diameter (ICD) should be protected.
5. Traffic control at the intersection of Major or Minor Collectors within the RWSP will be encouraged in the form of a single-lane roundabout. A minimum 40-metre-wide ICD should be protected.
6. Site triangles will be determined at detailed design and will be dedicated as part of the right-of-way.
7. Along Commercial and Residential designation frontages, one sided on-street parking should be considered.
8. Parallel on-street parking will be considered along Minor Collector Roads and local roads throughout the RWSP.

5.2 Multi-Use Pathways, Cycling and Walking

1. The City of Clarence-Rockland will expand its multi-use pathways, cycling and pedestrian network in the RWSP area as shown on Schedule A2.
2. Opportunities for linkages to environmental features within the Environment and Open Space Overlay and to surrounding points of interest should be explored.

6.0 Servicing and Infrastructure

A Master Servicing Study has been completed as part of the Secondary Planning process. The

study indicates that the major infrastructure in the area is expected to support the projected development built-out of the RWSP, subject to planned upgrades to the City's Water Treatment Plant. It is expected that servicing requirements can be managed on a property-by-property basis through the normal development review process.

1. All development in the RWSP area shall be undertaken in accordance with RWSP Master Servicing Study and shall conform to all other applicable standards of the City of Clarence-Rockland.
2. Where possible, locate stormwater management ponds in accordance with the RSWP and integrate pathways into a common network.
3. Stormwater Management Facilities are permitted in all land use designations within this Secondary Plan. Stormwater facilities are not considered as parkland dedication.
4. Low-Impact Development (LID) techniques are encouraged in the RWSP area. Where LIDs are proposed, the City may require development proponents to demonstrate that soil conditions are appropriate to accommodate the alternative stormwater management processes.

7.0 Urban Design Guidelines

The following urban design guidelines are intended to complement the compulsory policies of Section 4.0. These urban design guidelines will be used to direct the transformation of the RWSP area over the coming years. Depending on the nature of the proposed development, some will have more relevance than others. However, they all shall be considered when making any planning decisions for Rockland West.

7.1 Employment (Industrial) and Mixed Industrial (Business Park) Uses

1. The design of the building should consider the overall form and rhythm of building elements to create a consistent and attractive building street facade that reinforces a human scale environment.
2. Building setbacks should be minimized to maintain a strong relationship with the street and sidewalk while allowing sufficient space for a comfortable pedestrian zone and landscape opportunities.
3. All façades exposed to public view should be highly articulated and detailed. Two to three exterior materials per building should be used to introduce texture and visual diversity to building surfaces.
4. Main entrances should be designed as a focal point of the building and should face the street. They should be recessed or covered and provide visibility to interior lobbies to allow for safe and convenient arrival and departure from the buildings.
5. The provision of private amenity spaces (i.e. courtyards, plazas, etc.) or parks at ground level is encouraged.
6. Parking should be provided in a non-obtrusive manner. Surface parking areas should be screened from street view using landscaping or building location.
7. Avoid straight long frontages that exceed 40 metres. For longer frontages, buildings should be designed to appear as if they are composed of small parts using step backs

or vertical breaks.

7.2 Guidelines for Commercial Uses

1. Buildings should generally be sited to align with streets, parks and accessible open spaces, framing these areas with building mass.
2. For Commercial frontages, 50% of wall surface on the ground floor fronting the public street should be occupied by windows.
3. Ground levels should be free of any significant grade changes to promote barrier-free access and retail activity.
4. A maximum 2.5 floor area ratio (FAR) shall be incorporated in the zoning by-law.
5. Provide pedestrian and cycling connections to sites and to surrounding sidewalks.
6. Surface parking areas should be located at the side or rear of the buildings. Where located adjacent to a public street, surface parking areas should be screened with landscaping.
7. Surface parking areas should be organized into small bays, rather than large surface lots. Planting strips, landscaped traffic islands and/or paving articulation should be used to define vehicle routes and smaller parking courts that provide pedestrian walkways, improve edge conditions and minimize the aesthetic impact of surface parking.
8. Driveway widths and corner radii should be minimized to reduce vehicle speed, while accommodating expected vehicles.
9. Bicycle parking should be in convenient and visible locations.
10. Loading, waste facilities and other service functions and utilities should be located away from the street and screened from public view.

7.3 Guidelines for Residential Development

General

1. Dwellings should be designed to individually and collectively contribute to the character of the various neighbourhoods within the community.
2. Individual dwellings should have appropriate façade detailing, materials and colours consistent with its architectural style.
3. For corner units, both street facing elevations should be given a similar level of architectural treatment. Main entries for these dwellings are encouraged to be oriented to the flanking lot line.
4. Dwelling designs with covered front porches or porticos are encouraged, where appropriate to the architectural style.
5. Attached street-facing garages should be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape. Street-facing garage sizes should be in relation to lot size as follows:
 - a. Dwellings on lots with frontage less than 10.5 metres should be restricted to a single-car garage or 1-1/2 car garage; and
 - b. Dwellings on lots with frontage of 10.5 metres or greater will be permitted to have up to a two-car garage.

6. Variations in the siting of residential dwellings will be encouraged for variety and visual interest.
7. Building facades should provide visual interest through use of materials, colours, ample fenestration, sophisticated wall articulation and style-appropriate architectural detailing.
8. The use of high quality, durable building materials should be selected as the main cladding materials to support the intended architectural character of buildings.
9. Two to three exterior materials per building should be used to introduce texture and visual diversity to building surfaces.
10. Streetscapes should provide a variety of colours in simple and effective ways that will contribute to a vibrant and rich residential neighbourhood. The overuse of similar colours is not permitted.
11. Front building projections such as porches, canopies, and stairs are encouraged as transitional elements that provide access, amenity space, weather protection, and visual interest from the street.
12. Front entries of single storey buildings should be emphasized with gables, dormers, or other roof and entry treatments
13. Front porch dimensions should be large enough to accommodate furnishings, seating areas, and active use (minimum depth of 1.5 metres).
14. Driveways should be designed to avoid conflict with the driveways of adjacent uses, such as parks, and commercial blocks.
15. Separate driveway locations to enable at least one street parking space between private approaches.
16. Where possible, pair driveways to maximize on-street parking capacity and provide ample space for street trees.
17. Where possible, utility elements and equipment should be located away from publicly exposed views and are discouraged from being located in the front yard or flanking yard. Where provided, utilities should be screened with landscaping or similar mechanisms.

Semi-Detached Dwellings

1. Both halves of semi-detached dwellings should be compatible in terms of design expression. Elevations may be symmetrical or asymmetrical.
2. Semi-detached dwellings should have 2 storey massing. Bungalow forms are generally discouraged for this housing type.
3. Semi-detached dwellings should be fully attached above grade and have façade on a public street unless part of an approved planned unit development developed by plan of condominium.

Townhouse Dwellings

1. Townhouse block sizes may range from 3 to 8 units and should be no longer than 40 metres.
2. Individual Townhouse blocks should be separated by public streets or mid-block connections. A mix of townhouse block sizes along the street helps to provide visual diversity in the streetscape.

4. Townhouse dwellings should be fully attached above grade and have façade on a public street unless part of an approved planned unit development developed by plan of condominium.
3. Enliven façades and the roofs of buildings with decks and private outdoor amenity areas for residents to inhabit.
4. Articulate the massing and materiality of Townhouses to express each individual unit.
5. Activate the transition zone between private living spaces and the public realm with stoops, stairs, yards and porches.
6. Locate the main façade parallel to the street and set it in line with adjacent buildings.
7. Dwellings should typically be sited in close relation to the street with minimal setbacks, wherever feasible.
8. Townhouses should have a walkway linking the front door to the public sidewalk.

Stacked Townhomes and Apartment Buildings

1. The design of the building should consider the overall form and rhythm of building elements to create a consistent and attractive building street facade that reinforces a human scale environment.
2. Building setbacks should be minimized to maintain a strong relationship with the street and sidewalk while allowing sufficient space for a comfortable pedestrian zone and landscape opportunities
3. All façades exposed to public view should be highly articulated and detailed.
4. Main entrances should be designed as a focal point of the building and should face the street. They should be recessed or covered and provide visibility to interior lobbies to allow for safe and convenient arrival and departure from the buildings.
5. The provision of semi-private amenity spaces (i.e. courtyards, plazas, etc.) at ground level is encouraged.
6. Units are encouraged to include covered private open space (i.e. balconies/terraces) where feasible to enhance the private living environment of residents.
7. Parking should be provided in a non-obtrusive manner. Surface parking areas should be screened from street view using landscaping or building location.
8. Avoid straight long frontages that exceed 40 metres. For longer frontages, buildings should be designed to appear as if they are composed of small parts using step backs or vertical breaks.
9. Stacked townhouses and apartment buildings must have frontage on a public street unless part of an approved planned unit development developed by plan of condominium.

7.4 Parks and Open Space Guidelines

1. Incorporate shade trees, greenery, and shade structures into site design.
2. Existing watercourses and areas of natural vegetation should be integrated into site design.
3. Existing cultural forests should be preserved and be an amenity to the area.
4. Parks should include a range of active and passive recreation opportunities which may include shade structures, seating, play equipment, a multi-purpose court, a splash pad, an outdoor rink, mini sports fields or similar facilities.
5. Access points to designated park spaces should be well connected to surrounding

- transportation networks such as sidewalks, pedestrian pathways and cycling routes.
6. Where possible, provide view corridors terminating at the parks in street network design.

7.5 Streetscape Guidelines

1. All streets should include enhanced landscape design through tree planting and landscaping in the public and private right-of-way.
2. Collector Roads should ensure a high proportion of tree planting. Closely spaced (6 to 8 metres apart, or double rows) will emphasize the urban tree canopy along these streets and walkways.
3. Street trees should be planted with sufficient soil volume in continuous tree trenches to allow for full growth and to ensure their long-term viability.
4. Street trees should generally be located within the boulevard and should be offset a minimum of 1.5 metres from the curb to accommodate snow storage, large vehicle movements and minimize salt damage. Where this is not possible, street trees should be located between the sidewalk and the public right-of-way.
5. Continuous trees along the boulevard of local streets are encouraged to reinforce a strong urban tree canopy and augment front-yard trees on private property.
6. Local streets will generally have a 20-metre right-of-way and accommodate a wider 4.25 metre shared lane in each direction.
7. Sidewalks should be at least 1.8 metres wide.
8. Collector Roads will facilitate direct pedestrian, vehicle, and cyclist links between natural features in the community.
9. Promote 'green streets' that accommodate the transportation function of the road while also incorporating high-quality landscaping and innovative SWM facilities.

7.6 Stormwater Management (SWM) Facilities Guidelines

1. Design the SWM ponds with naturalized features, such as slopes and contours.
2. Edges of SWM areas may feature hard edges as part of a public realm plan that incorporates stormwater ponds as a water feature in a public space.
3. SWM ponds should be designed with native plants materials, where possible.
4. Where possible, provide safe and accessible pathways around the SWM pond.
5. Where possible, the principles of low impact development (LID) shall be implemented to control stormwater on-site and minimize discharge to the sewer system.

8.0 Interpretation

1. The boundaries of land use designations in this Secondary Plan are flexible and subject to minor changes without amendment to the Official Plan. The location of land uses and rights-of-way are included to represent the facilities and services required and are not intended to represent exact locations.
2. Where lists of examples of permitted uses are provided in this Secondary Plan, they

are intended to illustrate the possible range and type of uses that are to be considered. Specific uses that are not listed but are considered by the City to be like the listed uses and to conform to the general intent of the applicable land use category, may be recognized as a permitted use in the implementing Zoning By-law.

3. Interpretation of the Rockland West Secondary Plan will be made having regard to all applicable policies established in the United Counties of Prescott and Russell Official Plan and the City of Clarence-Rockland Official Plan.

9.0 Implementation

The policies of this Secondary Plan provide a framework for the future development and transformation of the Rockland West community. The success of these policies depends on effective implementation.

This section reinforces and augments the implementation policies of the Official Plan and describes the principal tools and actions that the City intends to use to implement the objectives and policies of the plan. The principal mechanisms include:

- ☐ An implementing Official Plan Amendment;
- ☐ Guidance on the interpretation of the Secondary Plan; and,
- ☐ Process to amend the Secondary Plan and Environmental Assessments.

9.1 Official Plan Amendment

The Rockland West Secondary Plan will be adopted by the Council and approved by the United Counties of Prescott and Russell as an Amendment to the City of Clarence-Rockland Official Plan.

9.2 Development Approvals

While implementation of the Secondary Plan will be multi-faceted in approach, traditional land use planning processes, including zoning, plan of subdivision, and site plan processes, will be the primary method of implementing the policies of this Secondary Plan.

1. The urban design guidelines will be used by the City to inform the development review process and provide specific guidance but are not considered policy.
2. All development applications shall include a description and/or illustration as to how the development proposal meets the policies of this Secondary Plan, Master Plans, and related design guidelines.
3. Development approvals for lands within the Secondary Plan area will generally proceed by Plan of Subdivision to secure the necessary road network, servicing infrastructure and parkland dedication. Development applications shall include all information required under the Official Plan to be deemed complete.
4. Development within the RWSP area is subject to the City's Site Plan Control By-law. The City will impose conditions on the development of the land through the Plan of Subdivision or Site Plan Control process. These conditions will address the provision

of matters such as, but not necessarily limited to:

- a. Parks, open space and environmental features;
 - b. Water, wastewater collection, and SWM facilities;
 - c. Construction of streets and infrastructure;
 - d. Road widenings and the provision of daylight triangles; and
 - e. Other utilities.
5. Zoning By-law Amendments will be required to permit the development established by the Land Use Plan in conjunction with Plan of Subdivision and/or Site Plan approval. It is anticipated that Zoning By-laws will amend the zoning to the zones indicated in the policies for each respective land use policy designation. The City may also use Holding Zones to specify the future uses of lands that, at the present time, are considered premature for development due to inadequate road, servicing or community facilities infrastructure being available within a reasonable period.

9.3 Phasing

The overall phasing plan for development will be determined by a number of factors, including:

- ☐ Transportation capacity;
- ☐ Water system capacity;
- ☐ Sanitary sewer capacity;
- ☐ Installation of a new sanitary pump station and upgrades to existing Wastewater Treatment Plant; and,
- ☐ Installation of required stormwater management facilities.

It is anticipated that within each individual phase, development will occur incrementally through Plans of Subdivision with associated infrastructure and services being installed in accordance with the City's Master Plans and Development Charges By-law.

Where smaller, individual properties are located within a development phase, such properties shall not be required to be developed with the balance of the lands in that phase. However, through the implementation of plans of subdivision within each phase, provision shall be made to accommodate the potential integration of these individual properties at a future date through overall subdivision design, lot patterns, road layouts and infrastructure plans.

All public utilities should be contacted early in the planning process regarding the area servicing of development.

9.4 Parkland and Open Space Acquisition

Parks will generally be permitted within the Business Park lands, subject to the Environmental and Open Space Overlay as well as the Commercial and Residential designations. Parkland will generally be acquired by acquisition within the RWSP. The specific details of parkland acquisition and development may be recommended by the Community Development Department.

The City is entitled to a dedication of land for park purposes as a condition on any development application (including division of land). Where lands are dedicated for park purposes, the Municipality will accept only those lands suitable for park use as per the City's parkland Dedication By-law. The Municipality may, nevertheless, accept unsatisfactory land in this regard

if such land is over and above the maximum required dedication.

Cash-in-lieu of land may be requested by the Municipality in situations where there is a public park in the area that is adequate for existing and future population. Cash-in-lieu may also be requested where the amount of land involved is small and, therefore, unsuitable for park development.

1. The City will acquire this parkland and open space through a variety of measures, including:
 - a. Parkland and/or open space dedication through the development approvals process;
 - b. Conveyance of completed SWM management facilities; and,
 - c. Conveyances of other open spaces through the development approvals process.
2. Lands utilized for SWM facilities, designated environmental protection area, or lands within the floodplain will not be taken as part of the parkland dedication requirement as per the *Planning Act*.
3. Should any subdivision or site plan application result in a decrease in total units anticipated, no compensation will be given for over dedication. Should any subdivision or site plan application result in an increase in the total units from what was anticipated, the corresponding additional parkland will be an obligation of, and is to be dealt with by, the landowner through the dedication of additional parkland or cash-in-lieu contribution to the City.

9.5 Amendments

The Secondary Plan and the accompanying Master Plans were prepared through an extensive process involving technical analysis and public consultation. Development should proceed in a manner that is consistent with the policies, plans, guidelines, and recommendations contained in the documents.

However, it is not possible to anticipate every circumstance or issue that may arise over the course of the development of the land. Accordingly, there must be a mechanism to permit landowners to make amendments, as deemed necessary.

The amending process distinguishes between minor and major changes. A substantive design change will require approval by City Council and external agencies, as necessary, and may necessitate the completion of an amendment to the Environmental Assessment (EA). A minor change would not require these amendments and may be made at the discretion of the Community Development Department.

9.5.1 Minor Changes

Minor design changes are changes which do not appreciably change the expected net impacts or outcomes associated with the Secondary Plan.

Minor changes to Schedule A2 such as:

- Minor increases or decreases to Residential or Commercial blocks and related road

- network; or
- Size and quantity of SWM facilities.

These minor modifications will generally be made through Plan of Subdivision or Site Plan Control applications. Affected landowners and stakeholders will be notified of any proposed modifications in accordance with the *Planning Act*.

9.5.2 Major Changes

Major changes are those which change the intent of the EAs or appreciably change the expected net impacts or outcomes associated with the project. Major changes to Schedule A2 Land Use & Constraints Plan or changes requiring amendments to schedules of the Official Plan may include:

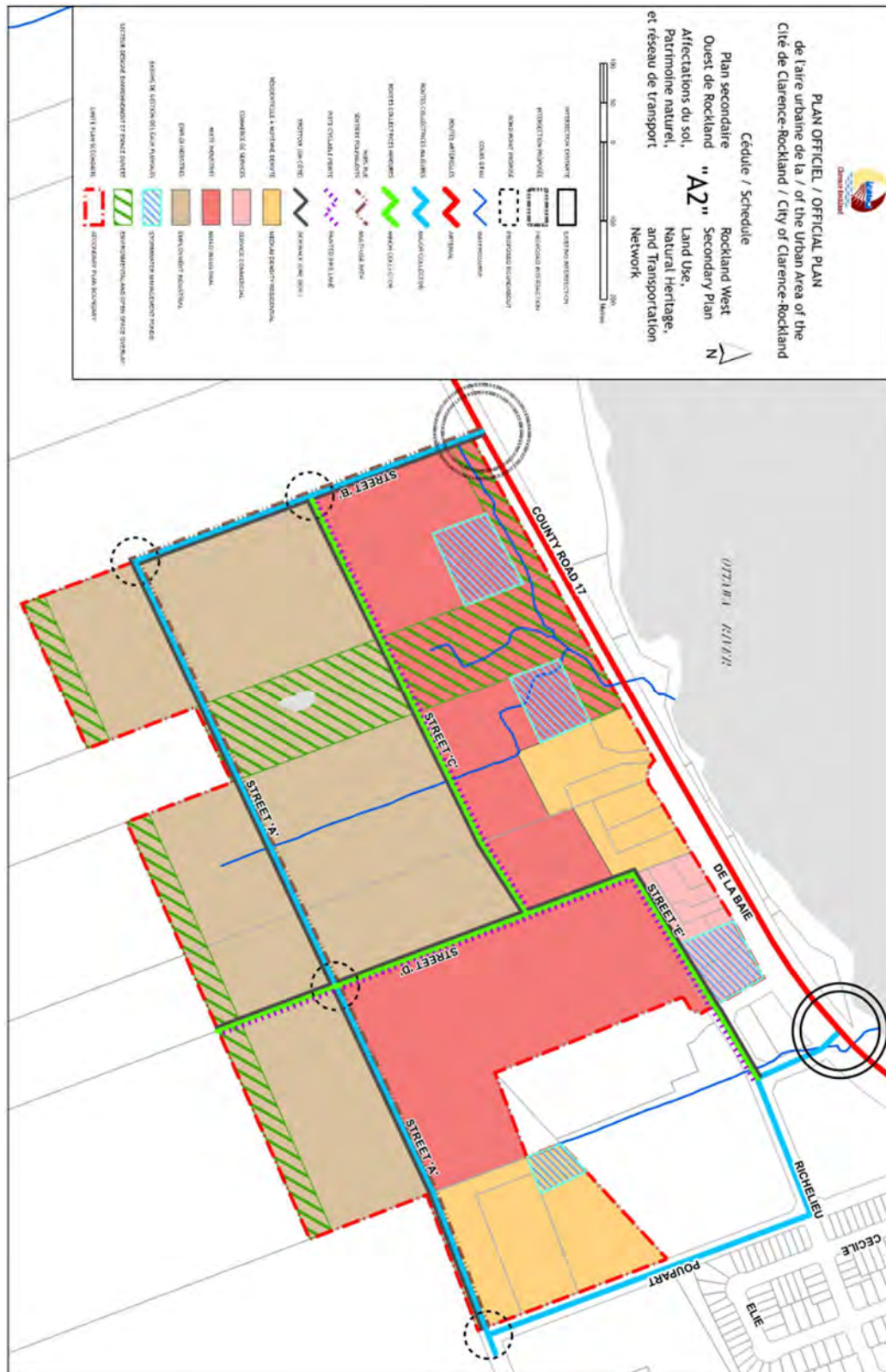
- A change in land use;
- A major realignment in the network of collector streets;
- A significant change in the design as it relates to pump stations, etc.

Such major modifications will be subject to an Official Plan Amendment process under the *Planning Act*.

Major modifications may require an addendum to the Master Plans to document the change, identify the associated impacts and mitigation measures to allow related concerns to be addressed and reviewed by the appropriate stakeholders.

Major changes should be supported by a Planning Rationale and any technical documents to provide justification for the proposed change and to assist the City and the public in the review of the proposal.

Schedule A2 – Rockland West Secondary Plan Land Uses, Natural Heritage and Transportation Network



Part C - Implementation and Interpretation

Implementation and interpretation of this Amendment shall be made having regard to all applicable policies set out in the Official Plan of the Urban Area of the City of Clarence-Rockland.