



## **SACA Lands Secondary Plan Amendment**

Planning Rationale  
Official Plan Amendment  
July 30, 2025



Prepared for SACA Homes

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# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by SACA Homes (“SACA”) to prepare this Planning Rationale in support of this application for an Official Plan Amendment (“OPA”) facilitating the proposed development of the property known as the SACA Caron Subdivision Lands (the “subject site”) in the City of Clarence-Rockland.

## 1.1 Application Overview

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the subject site and compatible with existing and adjacent developments and the surrounding community.



Figure 1: Lot Subdivision Concept Plan

The owner intends to develop the subject lands (Figure 1) with a mixed-use subdivision consisting of low-density, medium-density and high-density residential dwellings, high-density mixed-use buildings, community facilities, commercial blocks and parks.

The anticipated residential dwelling typologies include single and semi-detached houses, traditional townhouses, stacked townhouses, four (4) storey residential apartments and four (4) storey mixed-use apartments. The proposed subdivision will also feature a stormwater management pond located along the eastern perimeter of the site adjacent to Clarence Creek

The proposed development will be accessed from the existing road network, with two (2) access points from David Street and three (3) access points from Caron Street. A future potential minor collector extension has been identified to connect to Baseline Road to the South as well as a potential future major collector extension towards the east.

To facilitate the proposed development on the subject site an Official Plan Amendment is required. The Official Plan Amendment application has been submitted to modify the original street network, servicing, land use designations and natural heritage network proposed for these lands by the Expansion Lands Secondary Plan. The intent of the Official Plan Amendment is to propose a comprehensive plan for the development of the SACA lands, which comprise the majority of the Secondary Plan Area to the east of Caron Street.

The following documents have also been submitted in support of the OPA:

1. Concept Plan (Revision #11), prepared by Fotenn Planning & Design, dated April 22, 2025;
2. Serviceability Report, prepared by Lascelles Engineering, dated July 25, 2025;
3. Environmental Impact Statement, prepared by Gemtec, dated July 25, 2025; and,
4. Traffic Impact Assessment, prepared by Castleglenn, dated July 9, 2025.

Summaries of these technical studies are provided in Section 6.0 of this report.

## 2.0 Site Context and Surrounding Area

### 2.1 Subject Site

The subject site is located in the south end of the City of Clarence-Rockland, which is located in the United Counties of Prescott and Russell. The subject site has frontage along David and Caron Street and has a total lot area of approximately 1,126,026 square metres (112.6 hectares).



Figure 2: Aerial Image of the Subject Site

The subject site is currently vacant consisting of open fields and woodland. The site is bisected by a small, man-made watercourse, flowing from the north-west to the south-east. The lands have been traditionally used for agricultural and rural land uses.

### 2.2 Surrounding Area

The surrounding uses vary and can be described as follows:

**North:** Immediately north of the subject site is David Street, a local road that extends from Caron Street in the west to Tucker Road in the north. North of Caron Street is a residential neighbourhood featuring low-rise residential detached dwellings. Further north is the Rockland Golf Club.

**East:** Immediately east of the subject site is a cemetery abutting Caron Street. Further east is Clarence Creek. The south portion of the site borders open fields and forest lands to the east.

**South:** Immediately south of the subject site is the urban boundary of Clarence-Rockland. South of this boundary are open fields, some of which is designated for future development outside of the urban boundary. Further south is Baseline Road which runs from east to west.

**West:** Immediately west of the subject site is Caron Street which connects to Highway 17 in the north and baseline road in the south. Further west of the subject site, on the west side of Caron Street is vacant land that has been marked for future development, referred to in this report as the “Spacebuilders Subdivision”.



Figure 3: Birdseye View of the Subject Site and Surrounding Area Looking Towards the North, East, South, and West.

### 2.3 Road Network and Secondary Plan Review

The subject site is well serviced with respect to the existing road network. As per Schedule B1 (Figure 4), the subject property is bordered on its western perimeter by Caron Street, which is both a Rural Arterial and Major Collector Road, the latter being south of the planned Bronze Avenue. The subject site is bordered to the north by David Street, a local road. Caron Street provides connectivity to the core of Clarence-Rockland to the north and also connects to Baseline Road in the south which runs in an east-west direction.

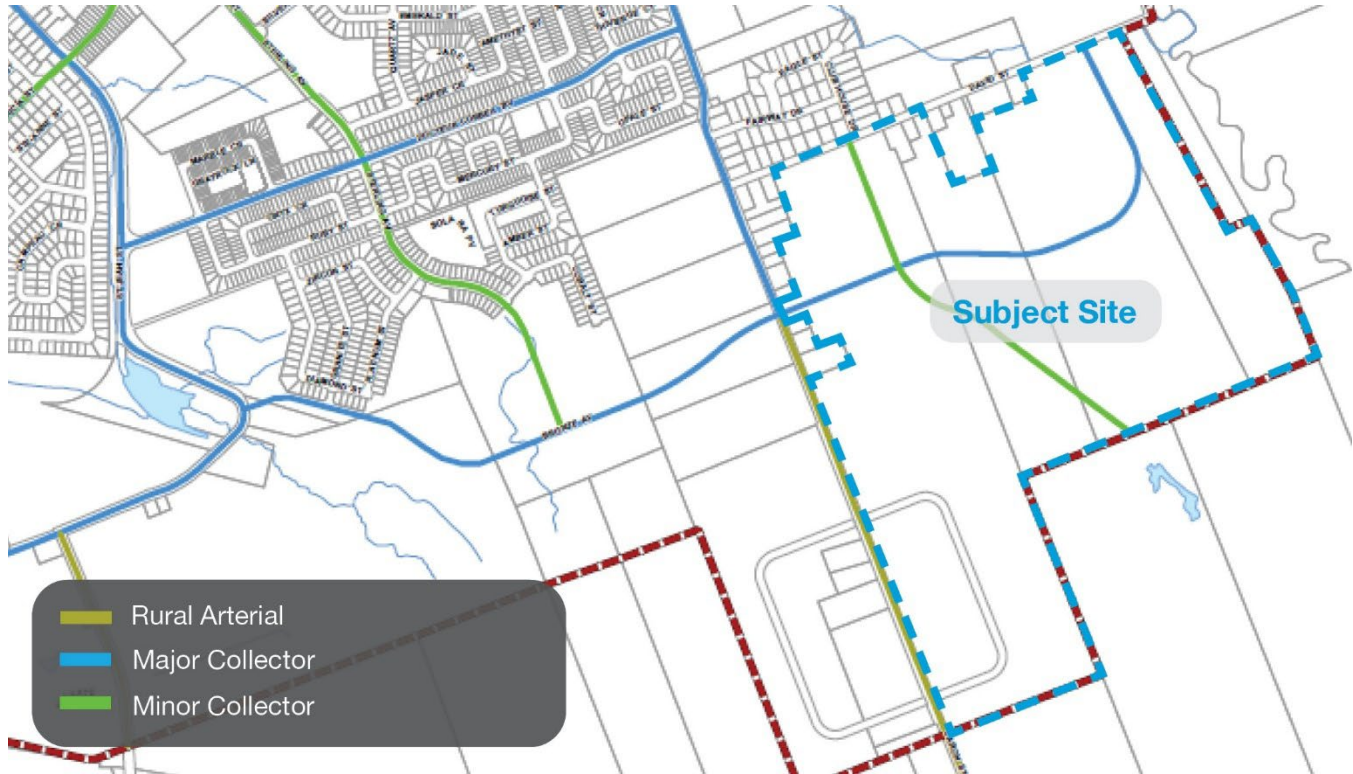


Figure 4: Subject site and surrounding road network (Schedule B1, Official Plan of the Urban Area of the City of Clarence-Rockland)

Schedule B1 above shows two (2) collector roads passing through the site, based on the proposed road network in the Expansion Lands Secondary Plan. The east-west Major Collector which curves north to David Street is an extension of Bronze Avenue, currently planned through the in-development Spacebuilders subdivision just west of the subject lands. The north-south minor collector is an extension of Club House Drive to the north, down to the edge of the expansion lands and down to Baseline Road.

As described throughout this report, and as detailed in the submitted TIA from Castleglenn, this OPA considers a redesign of the road network to respond to local conditions and development pressures in the City and United Counties. In particular, Bronze Avenue currently directs eastbound traffic to David Street, a local road, which connects to Highway 17 (County Road 17) via Tucker Road and Landry Road. Tucker Road is generally described as a rural condition 20-metre right of way ("ROW") with several environmental features, including Clarence-Creek, which could pose issues for future expansion from development pressures in the expansion lands and adjacent urban areas. It was determined that Bronze Avenue would not be sufficient for new east-west traffic pressures in the City of Clarence-Rockland as the area east of the City of Ottawa continues to grow and face pressure over the next 20-30 years, estimate to reach capacity as soon as 2043.



## 3.0 Proposed Development

### 3.1 Development Summary

The proposed development land comprises approximately 1,126,026 square metres (112.6 hectares) of land. The net developable area<sup>1</sup> is 700,063 square metres (67.55 hectares).

The anticipated residential dwelling typologies include single and semi-detached houses, traditional townhouses, stacked townhouses, four (4) storey residential apartments and four (4) storey mixed-use apartments. The proposed subdivision will also feature three (3) parks, an extension of the multi-use pathway to the west of the site, and a stormwater management pond.

### 3.2 Proposed Uses and Built Form

The following uses and built forms are proposed throughout the subdivision:

Table 1: Development Statistics for Proposed Subdivision

Dwelling Type	Approximate Unit Count
Single / Semi-detached	1,160
Traditional Townhouses	530
Stacked Townhouses	650
4-Storey Apartments Residential	310
4-Storey Apartments Mixed-Use	190
<b>Total</b>	<b>2,840</b>

The density provided by the proposed subdivision is on average 35.4 u/ha and is distributed as follows:

Table 2: Residential Density Provided

Residential Density	Allocation
Low Density	62.8%
Medium Density	20.6%
High Density	16.6%

The proposed high-density blocks include mixed-use development at two (2) key nodes of the Secondary Plan area, providing ground floor commercial uses supported by upper-floor apartments. These areas have not been included in the commercial calculations below.

<sup>1</sup> The net developable area assumes the total area of the site, excluding the space occupied by streets, parklands, environmentally sensitive areas, storm water ponds, pedestrian connections and community facilities.

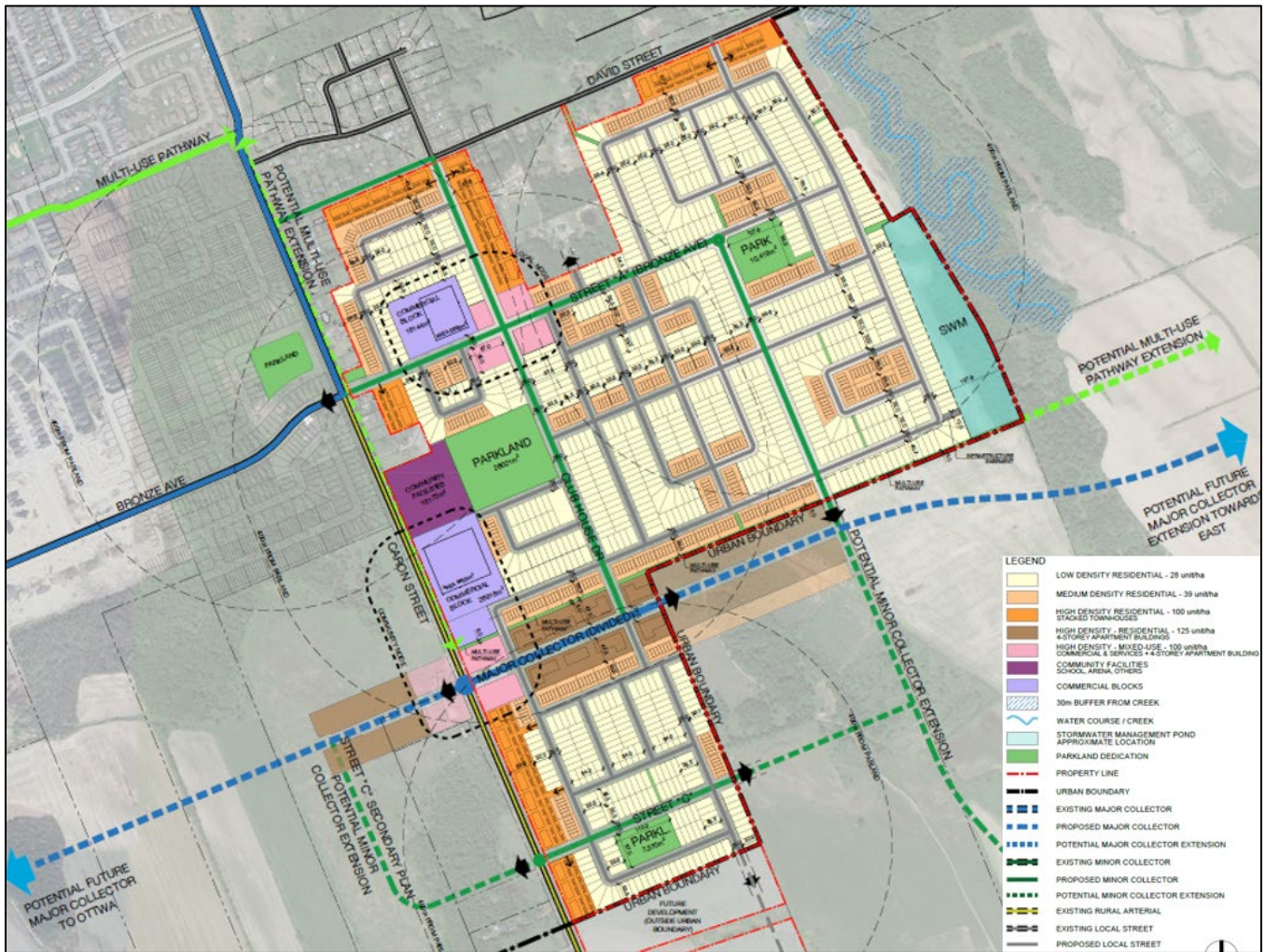


Figure 6: Road Network and Land Use Concept Plan

### 3.2.1 Commercial Blocks

Two commercial blocks (Figure 6) are proposed for the subdivision with the following statistics:

Table 3: Commercial Block Statistics

Block Location	Block Total Area (m <sup>2</sup> )	Block Built Area (m <sup>2</sup> )
North Commercial Block	16,144	5,650
South Commercial Block	26,916	9,423



Figure 7: Commercial Block Locations in Proposed Subdivision

### 3.2.2 Community Facilities

The subdivision plan has allocated 18,173m<sup>2</sup> land for community facilities. Potential uses of this space could include a school or community centre, depending on interest from local school boards or as determined by the City of Clarence-Rockland’s recreation needs. The community facilities are strategically located on Caron Street for vehicular access but also share lot lines with both the larger of the planned parks and the larger commercial block, providing ample opportunity for complementary uses and synergy between these elements. The road network could also be slightly amended to provide side-street access from either of the local roads in proximity, or a combination of municipal and private roads, to provide secondary access for loading, pick-up/drop-off, or as needed for the type of facility.

### 3.2.3 Parks

Three (3) parks are proposed for the subdivision with the following statistics:

Table 4: Proposed Park Statistics

Park Location	Size (m <sup>2</sup> )
West Park	26,021
East Park	10,419
South Park	7,370
Total	43,810

The west park is the largest of the three (3) planned parks and is the planned “community” park, with frontage on the new Minor Collector Road (extension of Club House Drive) intended to accommodate new sports and recreation facilities for the Secondary Plan area and surrounding community. The east and south parks are “neighbourhood” parks, intended to serve a smaller area within walking distance, with smaller amenities such as playgrounds, fenced dog areas, and open greenspaces. Final park programming will be determined at future planning stages such as the Plan of Subdivision.

### 3.3 Roads, Pathways, and Connectivity

The proposed development will be accessed from the existing road network, with two (2) access points connecting to David Street (local road and minor collector road) and three (3) access points connecting to Caron Street (one major collector and two minor collector roads). The proposed subdivision will create a comprehensive internal street network that will be conveyed to the City of Clarence-Rockland. A future potential minor collector extension has been identified to connect to Baseline Road to the South as well as a potential future major collector extension from west to east, as discussed in Section 2.3 of this report and the submitted TIA.

Regarding the pedestrian and cycling network, a potential extension of the multi-use pathway has been included in the Concept Plan, stretching from Caron Street t

The street network created by the proposed subdivision is summarised below:

Table 5: Proposed Street Network Statistics

<b>Street Type</b>	<b>Length (m)</b>
Local Street	10,583
Minor Collectors	2,644
Major Collectors	396
<b>Total</b>	<b>13,623</b>

## 4.0 Policy & Regulatory Review

### 4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act, which includes the PPS.

The PPS came into effect October 20, 2024, and consolidates the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) into a more streamlined land-use planning policy for the Province of Ontario. The PPS provides policy direction for housing supply in the province, supporting development and alignment with infrastructure. It also provides policy direction on opportunities for job creation and economic development, increasing the supply of developable land, protections for the environment and natural resources, and protections for communities, resources, and properties from natural and man-made hazards.

The following PPS policies are applicable to the subject site, among others:

#### Planning for People and Homes

2.1.6 Planning authorities should support the achievement of complete communities by:

- / accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

#### Housing

2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- b) permitting and facilitating:
  1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
  2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

#### Settlement Areas and Settlement Area Boundary Expansions

2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;
- c) support active transportation;
- d) are transit-supportive, as appropriate [...]

- 2.4.1.2 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:
- a) to accommodate significant population and employment growth;
  - b) as focal areas for education, commercial, recreational, and cultural uses;
  - c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit [...]
  - d) to support affordable, accessible, and equitable housing.

**The proposed mixed-use development advances the provincial goals of healthy, liveable, and safe communities that improve the range and mix of housing types. The proposed development contributes to creating a complete community through the creation of residential units and space allocated for non-residential uses with commercial block and community facilities. The proposed development will also include three new municipal parks and a stormwater retention pond. As a site located within the urban boundary of Clarence-Rockland, the proposed development supports efficient land development and does not prevent the efficient expansion of settlement areas.**

**Overall, the proposed Concept Plan remains consistent with the PPS and does not seek to deviate from the policy direction supported of the original Secondary Plan document. The revisions to the road network have shifted the location of proposed land uses, but the same elements persist including a diversity of housing densities and typologies, parkland, commercial lands and community facilities.**

## 4.2 Official Plan of the United Counties of Prescott and Russell

The United Counties of Prescott and Russell is the easternmost county in Ontario and covers an area in excess of 2,000 square kilometres. Prescott and Russell are composed of eight (8) local municipalities, with the City of Clarence Rockland being the largest city in the United Counties. The 2022 Adopted and Approved Official Plan is in effect as of July 8, 2023.

Section 1.2.1 of the United Counties of Prescott and Russell Official Plan states that the Official Plan “covers the full extent of its territory”. The Official Plan does not regulate land use but provides the policy framework for regulatory tools such as zoning by-laws, community planning permits systems, plans of subdivision and consents, capital works programs, municipal budgets and various municipal by-laws.

The subject site is located in the Urban Policy Area in the Official Plan of the United Counties of Prescott and Russell (Figure 8).

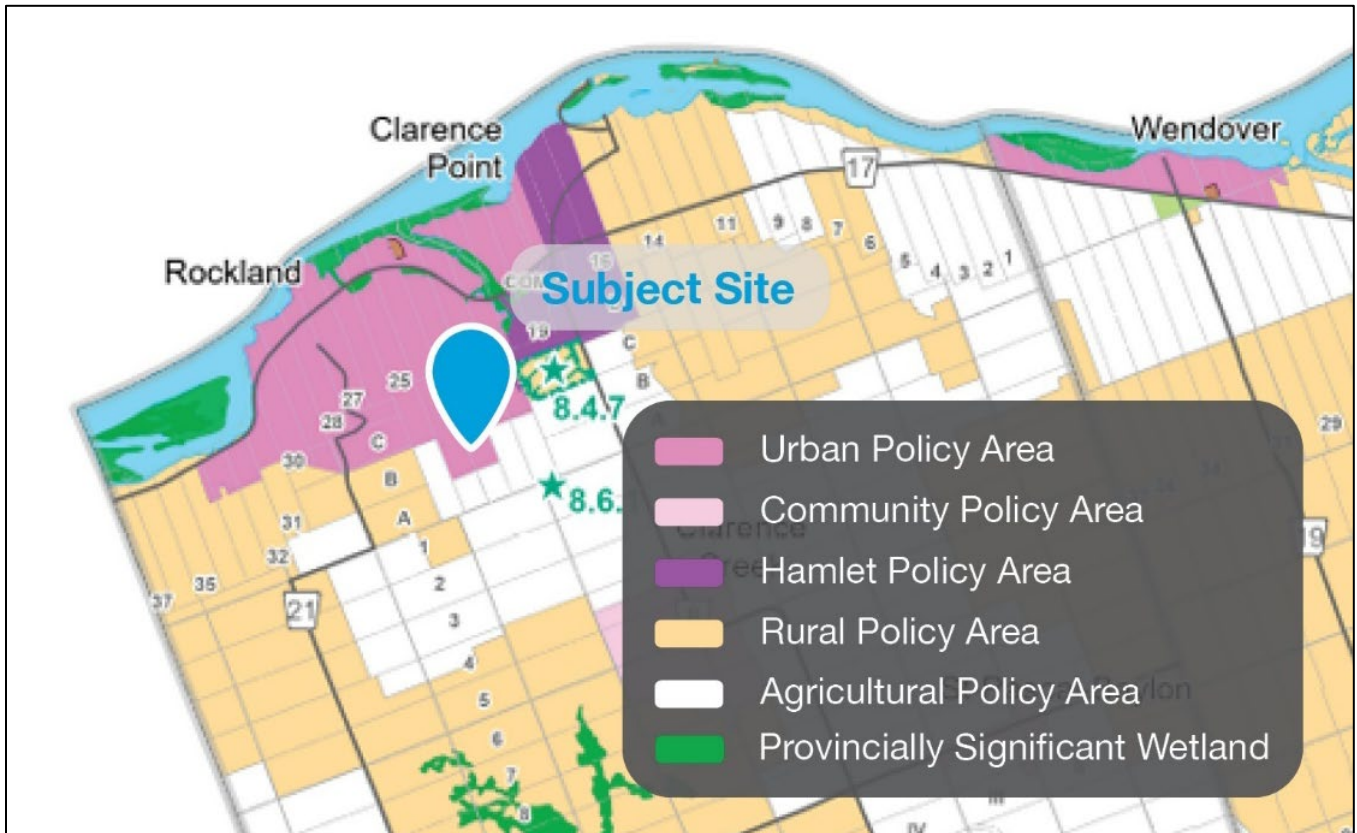


Figure 8: Schedule A2 – Land Use Designation, from the United Counties of Prescott and Russell Official Plan

#### 4.2.1 Sustainable Communities

Section 2 entitled “Sustainable Communities” provides policies that are intended to guide residential and non-residential development in areas of the Counties which are not required for resource development or for their natural heritage values.

##### 4.2.1.1 Population, Housing Units and Employment Forecasts

- 2.1.1.3) The Counties shall increase the diversity of new housing over the planning period in order to address shifts in demand brought about by the changing population age structure and PPS policies that promote healthy, livable and safe communities by accommodating an appropriate affordable and market-based range and mix of residential types.

##### 4.2.1.2 Residential Intensification

- 2.1.2.1.1) A portion of the Counties’ future housing needs shall be provided through residential intensification, which may include any of the following:
- small-scale intensification through modifications to an existing dwelling to include additional residential units or construction of a new building containing a net increase of units;
  - infill development and residential development of vacant land or underutilized land in the Urban Policy Area’s delineated built-up areas;

- c) redevelopment which includes either the replacement of existing residential uses with compatible new residential developments at a greater density or the replacement of non-residential uses with residential or compatible mixed use development with a residential component;
- d) re-use or redevelopment of brownfields and greyfields;
- e) added residential units above commercial uses in and near the downtown, in residential transition areas, and in other main commercial areas; and/or
- f) modest intensification in stable residential areas. Stable residential areas are considered to be established areas generally consisting of predominantly low-density housing on local roads within the delineated built-up areas.

2.1.3 The following are the objectives that Council is seeking to achieve through the implementation of the policies of the Sustainable Communities policies of this Plan:

- 1) We will strengthen our communities by directing growth and development in areas with existing or planned water and sewer infrastructure.
- 2) We will strive to achieve a 85-15 of growth distribution for the western portion of the Counties and a 70-30 of growth distribution for the eastern portion of the Counties in accordance with the growth targets described in Part 2, policy 2.1.2 by ensuring that development decisions are consistent with the policies of this Plan.
- 3) A five-year supply of serviced land will be maintained at all times as part of the fifteen-year supply of land designated for residential development.
- 4) A broad range of housing types will be permitted in order to meet the requirements of a growing population and a changing market.
- 5) A sufficient supply of land will be designated for land uses which facilitate employment growth in the urban areas.
- 6) Economic development will focus on increasing total employment within the Counties as a whole but more specifically within the urban areas and the trade and industry policy areas.
- 7) Priority will be given to growth and development which can take place on existing water, sewer and waste disposal infrastructure.
- 8) Economic development will be supported by giving priority for infrastructure expansion to areas with strong economic growth potential.
- 9) The distinctive character of our towns, villages, hamlets and rural areas will be maintained.
- 10) Significant natural heritage sites and areas will be protected from incompatible land uses as per the policies of Part 5 of this Plan.
- 11) Development shall be directed away from areas of natural or man-made hazards where there is a risk to public health or safety or of property damage, which cannot be changed or mitigated to the satisfaction of the Counties, the local municipality, and/or the Conservation Authority and/or the appropriate Ontario ministry.
- 12) Development shall protect cultural heritage resources.
- 13) Rural Settlement Areas boundaries will be adjusted, where justified, at the time of a comprehensive review for a proposed urban settlement area boundary expansion.
- 14) To plan for infrastructure and public service facilities in a manner that is coordinated and integrated with land use planning so that they are financially viable over their life cycle, which may

be demonstrated through asset management planning, and so that they are available to meet current and projected needs.

- 15) All new residential developments should have consideration for the need for housing options for all income types and household sizes to support attainable housing for the workforce throughout the Counties. A mix of housing tenure and forms is recognized for its benefits to the workforce.

#### 4.2.1.3 Urban Policy Area – Residential Policies

2.3.3.1) Council's objectives respecting residential development in the Urban Policy Area are as follows:

- a) To ensure the provision of an adequate supply of residential land;
- b) To provide for a range and mix of low, medium and high-density housing types to accommodate an appropriate affordable and market-based range and mix of residential types including single-detached dwellings, semidetached dwelling units, row housing units, additional residential units, multi-unit housing, affordable housing and housing for older persons;
- c) To provide for neighbourhood facilities and amenities which are appropriate to a residential living environment;
- d) To ensure the provision of roads and other municipal services necessary to the development of functional neighbourhood areas;
- e) To encourage the addition of housing above commercial uses in and near the downtown, in residential transition areas, and in other main commercial areas;
- f) To support the development, at appropriate locations and density, of residential facilities that meet the housing needs of persons requiring specialized care;
- g) To manage the rate of growth and the amount of residential development within the urban centre in order to maintain and enhance the small-town character;
- h) To encourage residential developments which incorporate innovative and appropriate design principles which contribute to public safety, affordability, energy conservation and that protect, enhance and properly manage the natural environment;
- i) To monitor the housing supply by reviewing new development, demolitions, intensification, and the amount of affordable housing units brought on stream.

2.3.3.3) Local commercial uses may be permitted in residential areas provided that such uses are located on an appropriate collector road are appropriately zoned and provided that they are not detrimental to the economic well-being of the City, Town or Village core area zones in communities which choose to define such areas through the local municipal zoning by-law in accordance with the relevant policies of this Plan.

2.3.3.4) In order to meet the varied housing requirements of the Counties' residents and to provide for orderly residential development, it is the policy of this Plan that, subject to the availability of water and waste water services, zoning regulations be designed to provide for a mix of 70% low-density residential development, 20% medium density residential development and 10% high density residential development in the Urban Policy Area.

2.3.3.7) Local Councils through the development of municipal zoning by-laws and the application, where required, of site plan control, shall regulate the development of residential neighbourhoods. The use of subdivision and condominium control by local Council where such authority has been delegated shall also apply. The implementation of this Official Plan through zoning regulations, subdivision and condominium control and site plan control shall be based on the following criteria:

- a) permit and zone a range of housing types and sizes;
- b) low-density residential uses shall include different typologies that permits a minimum of three residential units on a lot.
- c) identify and zone areas exclusively reserved for residential development;
- d) ensure adequate buffering of residential areas from incompatible non-residential uses through separation distance, landscaping or other appropriate means;
- e) identify and zone permitted non-residential uses;
- f) where applicable, zone mixed-use areas in selected areas of the municipality;
- g) permit increased housing density through redevelopment of existing residential and non-residential buildings;
- h) permit additional residential units;
- i) provide for open space and parkland and the protection of natural heritage features;
- j) allow residential infill and redevelopment provided there is sufficient reserve capacity in water and wastewater facilities;
- k) regulate the physical character of infill or redevelopment projects to ensure their compatibility with established communities;
- l) when reviewing applications for redevelopment or infill, consider the impact of the proposed development on the neighbourhood in terms of parking, traffic, open space, and proposed uses;
- m) when reviewing development applications consider the development criteria stated in Section 7.4.

**The proposed development is supported by many of the policies of the Official Plan of the United Counties of Prescott and Russell that guide residential intensification. The proposed development will increase the diversity of new housing and provides residential intensification through the development of vacant land within the urban boundary. The proposed development is planned for an area with existing road, water and sewage infrastructure and is located within the Urban Policy Area.**

**A mix of low, medium and high-density housing types is proposed by the development. Land is also allocated for neighbourhood facilities, amenities and commercial uses. The introduction of non-residential land uses supports the community created by the development and aids in the creation of 15-minute neighbourhoods.**

#### **4.2.1.4 Commercial Policies**

- 2.3.5.1) Commercial development shall be encouraged and supported throughout the Counties and whenever possible it should be directed to Urban Policy Areas and more specifically to those communities where piped water and waste water services can be provided.
- 2.3.5.2) Council's objectives for commercial development in Urban Policy Areas are as follows:
  - a) to permit commercial uses which are compatible with the surrounding community;
  - b) to permit commercial development which can be appropriately serviced;
  - c) to ensure a broad range of commercial uses in order to provide local employment opportunities;
  - d) to facilitate local control over the location and character of commercial development;

- e) to encourage large retailers and large commercial uses to locate within established commercial areas in an effort to maintain the viability and cohesiveness of existing commercial areas and specifically core area retail and business uses.

**The proposed development allocates land for commercial uses. The proposed commercial uses are supported by the Commercial Policies of the Official Plan of the United Counties of Prescott and Russell. The proposed commercial uses are compatible with the surrounding community and can be appropriately serviced. These uses will provide local employment opportunities and will contribute towards the creation of 15-minute neighbourhoods. In addition to the proposed commercial blocks, mixed-use areas are also provided in the proposed Concept Plan to contribute to sustainable, walkable communities within both the Secondary Plan area and adjacent areas.**

#### **4.2.2 Infrastructure Policies**

- 3.2.1 Council recognizes that the responsibility for the planning, construction and maintenance of some infrastructure is the responsibility of local municipalities. Council is aware of ongoing efforts to resolve local infrastructure problems. Continued efforts to find solutions to local infrastructure problems by local municipalities are considered to be appropriate and in conformity with the policies of the Counties Official Plan.

##### **4.2.2.1 Major Collector Policies**

- 3.3.4.2) Residential subdivisions on major collectors may be permitted provided that access from abutting lots to the major collector is provided through a local municipal road maintained year round or a private road approved by plan of condominium. The review process shall ensure that adequate measures are included in the subdivision design to mitigate any potential negative impacts related to the proximity of the major collector to the residential development.
- 3.3.4.3) Lot creation for commercial or industrial development outside of the Urban or Community Policy Area may be permitted in accordance with the applicable land use designation provided that the lot access is generally located at a minimum of 200 metres from the closest existing road access on the same side of the road and provided that there are no traffic safety or hazardous conditions. The design and location of the lot access shall be subject to the approval of the Prescott and Russell Public Works Department and shall generally require a traffic impact study to identify potential traffic hazards generated from new access, and identify any roadway improvements required to accommodate such access. Based on the Counties and provincial standards, the construction of acceleration lanes and deceleration lanes, and auxiliary. Turning lanes may also be required where it is established through a traffic assessment. Any County Road improvements or modifications shall be approved and completed to the satisfaction of the Director of Public Works.

##### **4.2.2.2 Minor Collector Policies**

- 3.3.5.2) Residential subdivisions on minor collectors may be permitted provided that access to the minor collector is provided through a local municipal road maintained year round. The review process shall ensure that adequate measures are included in the subdivision design to mitigate any potential negative impacts related to the proximity of the minor collector to the residential development.

- 3.3.5.3) Development subject to planning act applications approval shall limit vehicle access from developments abutting county minor collectors by providing connections to local streets, if not feasible the use of one shared driveway by creating interconnections between adjacent properties is required in order to reduce the number of private, individual entrance requirements on the county minor collector road.
- 3.3.5.6) A minimum development setback of half the minimum right of way identified on Schedule D from the centre line of the road shall be required and implemented in local zoning by-law.

#### 4.2.2.3 Local Roads

- 3.3.6.1) Local collectors are identified on Schedule D. Access to local collectors shall generally be minimized in order to ensure that the main function of the roadway as an efficient transportation artery is maintained. Access control shall be established in local zoning by-laws.
- 3.3.6.2) Local streets are identified on Schedule D. Generally new development and lot creation on local streets may be permitted in accordance with the relevant policies of this Plan and the requirements of local zoning by-laws, provided such public streets are maintained on a year-round basis.

**The proposed development provides for the anticipated road infrastructure needs internal to the development through the creation of a comprehensive street network featuring major and minor collector roads as well as local roads. The future Zoning By-law Amendment will include the necessary setbacks to protect for future ROW width. The proposed road network is aligned with the Infrastructure Policies of the Official Plan of the United Counties of Prescott and Russell.**

#### 4.2.2.4 Active Transportation

- 3.3.12.1) The Counties and local municipalities will pursue the connection of existing and future trails, sidewalks, and paved shoulders throughout the Counties that integrates with the complete transportation system. Land dedication may be required to accommodate these connections.
- 3.3.12.2) New developments will need to be designed to be walkable and bike-friendly by including for example trails, sidewalks, cycling lanes and/or paved shoulders where appropriate to integrate with the overall complete transportation system.
- 3.3.12.3) The Counties, in consultation with the local municipalities, conservation authorities, and the community, will look for opportunities to enhance existing trails and cycling routes and develop connections to create an overall active transportation system that integrates with the complete transportation system. The active transportation system will be designed to connect settlement areas and built-up areas to allow residents and tourists to travel between these areas. The active transportation system will also be designed to connect between community facilities, public beaches/shorelines, open space areas, schools, recreational areas, tourist attractions, and parks.
- 3.3.12.5) Roads within settlement areas and built-up areas should be designed as complete streets to support all age groups and a variety of travel modes (walking, cycling, walkers, electric scooters, transit, and motorists). High traffic roads within settlement areas should be designed as complete streets. Complete streets are designed for everyone whether you are using transit, driving a car, walking, or cycling. Complete streets should also be designed to include street furniture, pedestrian islands to ease street crossings, benches, and streetscape features separating pedestrians from traffic such as curbs and street trees.
- 3.3.12.6) The Counties and the local municipalities will develop walkability guidelines to assess the walkability of new and existing neighbourhoods. This includes identifying and demarcating safe pedestrian and cycling routes to schools and other community destinations and promoting these routes including consideration of winter

maintenance of these routes. These guidelines will help highlight any improvements and enhancements needed to improve walkability. Traffic Impact Studies will also include a walkability assessment for new developments.

#### 4.2.2.5 Cycling Policies

- 3.3.12.1.1) Where Council considers it appropriate, new development or redevelopment may be expected to incorporate bicycle facilities.
- 3.3.12.1.2) When undertaking public works and where appropriate, the Counties and the local municipalities may include the provision of bike lanes and bicycle facilities to address the needs of cyclists.

#### 4.2.2.6 Pedestrian Policies

- 3.3.12.2.1) Where Council and local Councils consider it appropriate, new development or redevelopment may be expected to provide pedestrian walkways and sidewalks constructed to an appropriate standard. The location, size and nature of the development will determine whether sidewalks are needed on both sides or one side of the street. In some cases, sidewalks may not be required.
- 3.3.12.2.2) When undertaking public works and where appropriate, the United Counties and/or local municipalities may include the provision of facilities which address the needs of pedestrians.
- 3.3.12.2.3) 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.
- 3.3.12.2.4) Council and local Councils may establish a pedestrian walkway plan for urban and rural areas which outlines areas where walkways exist and where they should be created within an overall network. Such a plan shall encourage pedestrian interconnections between home, schools, recreational areas, and shopping areas. The local municipalities shall maintain and enhance the existing sidewalk network in order to achieve this policy.

**The proposed development meets many of the Active Transportation Policies of the Official Plan of the United Counties of Prescott and Russell. Plans for the proposed development includes bike lanes that span the subject site and provide connectivity to existing neighbourhoods to the north as well as existing cycling infrastructure in the vicinity. The development will also feature an extensive network of pedestrian walkways and sidewalks which will provide connectivity throughout the development area and opportunities for active transportation.**

#### 4.2.3 Water, Waste Water and Stormwater Services

- 3.4.1.2) Development shall generally be directed to communities which can reasonably provide or extend full water and waste water services.
- 3.4.1.3) On lands located along water transmission main routes, existing or new development on partial servicing (water service only) is permitted in accordance with the municipality's connection policies. New lot creation with a connection to the municipal water service shall be in accordance with subsection 7.4.2. Plans of subdivisions and Plan of condominium with a connection to the municipal water or sewer services shall not be approved, except when located with a Trade and Industry Policy Area, an Urban Policy Area, a Community Policy Area or a Hamlet Policy Area. On lands located outside the Trade and Industry Policy Area, an Urban

Policy Area, a Community Policy Area or a Hamlet Policy Area, a connection to the municipal water service is not permitted for lands which are not abutting regional water transmission main routes.

- 3.4.1.6) Stormwater management will be required for all new development in the Counties in accordance with guidelines which may be developed by the Ministry of Environment and Climate Change, the Ministry of Natural Resources and Forestry, the South Nation Conservation, the Counties, or local municipalities. Stormwater management may not be required for small-scale developments such as lots created through the consent process or minor developments subject to site plan control where there is no impact on the watershed. Through these studies and plans careful consideration shall also be given to the use of low-impact development (LID) practices for stormwater management including the design of impervious surfaces and other factors that impact on stormwater management. Stormwater management facilities and LID practise shall be designed, where possible, to be linked with the natural heritage and open space system. Development within the Ministry of Transportation permit control area as identified in policy 3.3.1 may require a stormwater management study to be reviewed and approved prior to the issuance of a building and land use permit.
- 3.4.1.8) The establishment of new water and waste water servicing facilities shall be subject to Ministry of the Environment, Conservation and Parks guidelines and provincial regulations as amended from time to time.

**The proposed development is expected to be serviced through the expansion of the existing water and wastewater infrastructure adjacent to the proposed development along Caron and David Street. Stormwater management is addressed by the inclusion of a stormwater management pond and associated facilities in the east of the proposed development. The Serviceability Report from Lascelles provides a detailed review of the proposed servicing for the Secondary Plan lands.**

#### **4.2.4 Energy Conservation, Air Quality and Climate Change**

- 3.6.1) Promote compact form and a structure of nodes and corridors;
- 3.6.4) Active transportation will be encouraged by supporting increased density in proximity to downtowns in Urban Policy settlement areas, and through improved connections for active transportation.
- 3.6.8) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- 3.6.9) Promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigation effects of vegetation and green infrastructure, such as retaining or constructing wetlands which can help mitigate flooding the use of alternative or renewable energy, such as solar and wind energy, and the mitigating effects of vegetation;
- 3.6.12) All development will include considerations of climate change mitigation and adaptation measures.
- 3.6.14) In preparing planning applications for Draft Plan of Subdivision/Condominium approval and Site Plan Control, applicants are to incorporate climate change measures where appropriate, including but not limited to:
  - a) Selection of building and infrastructure materials that minimize waste;
  - b) Energy and water conservation designs;
  - c) Appropriate street, lot and building orientation to the south to realize solar energy gain;
  - d) Use of green infrastructure and tree planting;
  - e) Compact and contiguous built urban form; and

- f) Designs for active transportation and the efficient co-location of live/work/play land uses.

**The proposed development's compact, highly connected plan was designed with climate change considerations in mind. The mixed-use nature of the development with commercial spaces situated at the centre of community nodes aims to reduce greenhouse gas emissions while being supportive of active transportation. The proposed development improves the mix of employment and housing which serves to shorten commute journeys and adds considerable residential density in proximity to the downtown area of Clarence-Rockland.**

**Overall, the proposed Concept Plan and Official Plan Amendment meets the intent and policies of the Official Plan of the United Counties of Prescott & Russell.**

### 4.3 Official Plan of the Urban Area of the City of Clarence-Rockland

The Official Plan of the Urban Area of the City of Clarence-Rockland, which directs the future development of Clarence-Rockland was adopted in November 2013, and most recently consolidated in 2021. The Official Plan established a vision for the City, and states the following principles describe the Strategic Direction for this Plan over the planning horizon:

1. To develop a sustainable and resilient City for people of all ages, a clean and healthy environment and a strong competitive economy;
2. To focus growth and development within the urban area and the City's rural settlement areas while supporting the viability of rural areas;
3. To carefully manage land use to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose a risk to public health and safety;
4. To permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs.
5. To promote efficient development patterns which optimize the use of land, resources and public investment in infrastructure and public service facilities (including a mix of housing, affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.
6. To minimize the undesirable effects of development, including impacts on air, water and other resources including better adaptation and responses to the impacts of a changing climate.
7. A strong, liveable and healthy community promotes and enhances human health and social well-being, is economically and environmentally sound, and is resilient to climate change.

The location of the subject site is shown on Schedule A (Figure 9)



Figure 9: Schedule A – Land Use & Constraints of the Official Plan of the Urban Area of the City of Clarence-Rockland

**The proposed development is consistent with the Strategic Directions of the Official Plan as they relate to growth management and intensification. The proposed development represents residential and non-residential intensification of an undeveloped parcel of land within the urban area of the City. The proposed development will provide a diversity of housing options, commercial lands, parks and community facilities to respond to current and future needs.**

#### 4.3.1 Residential (Section 2.6)

The predominant land use in the Urban Area is residential. The City of Clarence-Rockland has experienced unprecedented residential growth, approximately 80% of which has occurred in the Urban Area. Although the main form of residential tenure will be single-detached dwellings, as the population continues to grow council shall consider increasing densities and heights in areas deemed proper for these types of development. The Official Plan is seeking to ensure that 70% of all new housing will be low density (up to 35 units per net hectare), 20% medium density (up to 55 units per net hectare) and 10% high density (greater than 55 units per net hectare but less than 125 units per net hectare). A net hectare is defined as the net area of the site developed for residential purposes.

The Official Plan recognizes that future growth areas within the Urban Area need to be efficiently planned in a manner that will accommodate all forms of residential housing.

**The proposed development represents a substantial increase in the residential supply for Clarence-Rockland. While the main type of dwelling provided is single / semi-detached composing 62.8% of the development, 20.6% of the dwellings provided are medium density and 16.6% are high density. The distribution of densities provided by the proposed development are within an acceptable range of the residential density targets of the Official Plan.**

#### 4.3.2 Parks and Open Space (Section 2.7)

The Official Plan recognizes a need to continue to expand the supply of parkland as the population increases and to provide linkages between these.

**The proposed development represents an increase in the parkland in Clarence-Rockland. The development will provide three (3) new parks totalling 43,810 square metres of parkland.**

#### 4.3.3 Housing (Section 4.10)

The Official Plan recognizes that diversity in the housing supply is achieved by providing a range of housing types, maintaining a balanced mix of ownership and rental housing, and addressing housing requirements for low income groups and people with special needs. The Official Plan Provides the following Objectives for housing:

##### 4.3.3.1 Objectives (Section 4.10.1)

1. Encourage diversity in the supply of housing and promoting a full range of housing types, including housing that is affordable and appropriate to low-income groups and people with special needs.
2. Maintain a balanced mix of ownership and rental housing while supporting and promoting accessibility within the housing market.
3. Allow increased residential intensification in the urban area.
4. Promote housing as an important component of the economic development strategy.
5. Support innovation in housing design and development.
6. Support and promote accessibility within the housing market for persons with disabilities.
7. Ensure the City's housing stock provides acceptable levels of health and safety.

##### 4.3.3.2 Policies (Section 4.10.2)

To encourage a greater mix of housing types and tenure, it is policy of the Official Plan to:

1. Encourage a wide range of housing types and forms suitable to meet the housing needs of all current and future residents.
2. Encourage production of smaller (one and two bedroom) units to accommodate the growing number of smaller households.
3. Promote a range of housing types suitable to the needs of senior citizens.

##### 4.3.3.3 Housing and Economic Development (Section 4.10.3)

Council shall encourage housing providers to pursue housing opportunities that support economic development initiatives; it is policy of this Plan to:

1. Promote mix-use residential development in the Downtown as a stimulus to revitalization and small business development
2. Support a range of housing types available to seniors, retirees, and younger cohorts by encouraging the development of alternative housing options.

**The proposed development is consistent with the policies of the Official Plan as they relate to housing as outlined above. The proposed development provides a full range of housing types while increasing residential intensification in**

**the urban area. The development will also include smaller units in the planned 4-storey apartments which will accommodate the growing range of housing options necessary to support all life stages demographics.**

#### **4.3.3.4 General (Section 5.6.1)**

The Official Plan encourages mixed development, offering a choice in the type of residential accommodation and the construction of all forms of tenure, such as single ownership, cooperatives, condominiums and rental. Some complementary non-residential uses are also permitted. The residential portion of Rockland is planned in neighbourhoods. In each neighbourhood, low density residential is the predominant use, but there could also be medium and high-density residential components, local convenience commercial uses and neighbourhood parks.

It is a policy of the Official Plan to have a range of housing types throughout Clarence-Rockland. The purpose of this policy is to avoid uniformity of housing types in new development areas. When reviewing development applications that proceed by plans of subdivision, Council shall require a variety of housing types.

In order to meet the varied housing requirements and to provide for orderly residential development, it is the policy of this Plan that, subject to the availability of water and waste water services, zoning regulations will be designed to provide for a mix of 70% low density residential development, 20% medium density residential development and 10% high density residential development.

**The proposed development is consistent with the General Residential policies of the Official Plan by providing a mixed development with complementary non-residential uses. The main type of dwelling provided is single / semi-detached composing 62.8% of the development, 20.6% of the dwellings provided are medium density and 16.6% are high density. The distribution of densities provided by the proposed development are consistent with the residential figures targeted by the Official Plan and provide housing options for all demographics, increasing the diversity of housing options in Clarence-Rockland.**

#### **4.3.3.5 Low Density Residential (Section 5.6.2)**

##### **Permitted Uses (Section 5.6.2.1)**

Permitted uses include:

1. Low Density development permits single detached dwellings, semi-detached dwellings, doubles and duplex dwellings to a maximum of 35 units per net hectare;
2. Small-scale commercial, park, school, place of worship and/or community facilities serving a local residential area;
3. Medium density residential, according to Section 5.6.3.

##### **Policies (Section 5.6.2.2)**

1. Small-scale commercial uses that are intended to serve the convenience needs of local residents are permitted in the Low-Density Residential Area by rezoning. Such uses are intended to be isolated rather than forming a group or cluster that could potentially change the residential character of an area. These uses, which may include confectionary stores, laundromats, and other personal establishments, are limited to a maximum of 150 m<sup>2</sup> of floor space per location. Zoning applications for local commercial uses will be reviewed on the basis of general conformity with the following policies:
  - a) Access to and traffic generated by the site will not create adverse traffic problems on surrounding roads.
  - b) Such uses must be located on an appropriate collector road.

- c) Lighting and signage are located so as not to create any adverse visual impact on the surrounding residences.
  - d) The use will provide landscaping and buffering in a manner that is in harmony with adjoining and nearby residential properties.
  - e) The proposed small-scale commercial use must form a good fit with the existing neighbourhood fabric.
2. Non-residential uses shall be subject to Site Plan Control and, wherever possible, will have access to a collector road.
  3. Developers will be encouraged to provide some variety in lot sizes.
  4. Within the built-up area of the Low-Density Residential designation, Council may amend the zoning to permit medium density residential, without amending this Plan, if the following criteria are met:
    - a) the building is no more than four storeys in height to a maximum of 45 units per net hectare;
    - b) if the site has frontage or direct access to a “Collector” street, the number of units per site shall not exceed twelve, for any or all the permitted uses as listed on Section 5.6.3.1.1, and the proposal must conform to the normal requirements of the Zoning By-law without requiring an exception to reduce the zone provisions. An exception can, however, limit the number of units; or
    - c) if the site does not have frontage or direct access to a “Collector” street, the number of units shall not exceed eight, for any or all the permitted uses as listed on Section 5.6.3.1.1, and the proposal must conform to the normal requirements of the Zoning By-law without requiring an exception to reduce the zone provisions. An exception can, however, limit the number of units and maximum height.

**The proposed development is consistent with the policies of the Official Plan related to Low Density Residential. The proposed development provides new low density residential units in the form of single and semi-detached dwellings throughout the subject site with a density of 28 units per hectare. A variety of lot sizes are provided for low density residential uses.**

#### **4.3.3.6 Medium Density Residential (Section 5.6.3)**

##### **Permitted Uses (Section 5.6.3.1)**

Permitted uses include:

1. Semi-detached dwellings, duplex dwellings, linked dwellings, multiple unit residential uses such as townhouses, or back-to-back townhouses to a minimum density of 35 units per net hectare and a maximum of 55 units per net hectare and stacked dwellings and low-rise apartment buildings no more than five storeys in height to a maximum of 65 units per net hectare.
2. The non-residential uses of Section 5.6.2.1.2.

##### **Policies (Section 5.6.3.2)**

1. Certain developments for which the location has already been determined are indicated on Schedule ‘A’ in a precise location. These proposals must still receive all other necessary approvals, including a site plan agreement and zoning amendment.
2. Within the built-up area of the Medium Density Residential designation, Council may amend the zoning to permit high density residential, without amending this Plan, if the following criteria are met:
  - a) the building is no more than six storeys in height to a maximum of 75 units per net hectare;

- b) the site has frontage or direct access on a “Collector” street and the proposal must conform to the normal requirements of the Zoning By-law without requiring an exception to reduce the zone provisions. An exception can, however, limit the number of units; or
  - c) if the site does not have frontage or direct access to a “Collector” street, the number of units shall not exceed, twelve for any or all the permitted uses as listed on Section 5.6.3.1.1, and the proposal must conform to the normal requirements of the Zoning By-law without requiring an exception to reduce the zone provisions. An exception can, however, limit the number of units.
3. When Council examines a proposal for medium density, it must consider the following factors among others: compatibility, parking, vehicular and pedestrian movement, availability of municipal services, safety, noise, and the results of public participation. In general, row housing and other ground-oriented housing is more acceptable on local streets than housing which is not ground oriented.
  4. Medium Density Residential uses will be subject to Site Plan Control.

**The proposed development is consistent with the policies of the Official Plan related to Medium Density Residential. The proposed development provides new medium density residential units in the form of traditional and stacked townhouse dwellings throughout the subject site with a density of 48 units per hectare.**

#### **4.3.3.7 High Density Residential (Section 5.6.4)**

##### **Permitted Uses (Section 5.6.4.1)**

1. Multiple unit residential uses such as townhouses, back-to-back townhouses, stacked townhouses, low-rise and mid-rise apartment buildings no more than nine storeys in height between 65 and 125 units per net hectare.
2. the non-residential uses of Section 5.6.2.1.2.

##### **Permitted Uses (Section 5.6.4.2)**

1. Certain developments for which the location has already been determined are indicated on Schedule ‘A’ in a precise location. These proposals must still receive all other necessary approvals, including a site plan agreement and zoning amendment.
2. When Council examines a proposal for high density residential uses, it must consider the following factors among others: compatibility, parking, vehicular and pedestrian movement, availability of municipal services, safety, noise, and the results of public participation. In general, row housing and other ground-oriented housing is more acceptable on local streets than housing that is not ground oriented.
3. High Density Residential uses will be subject to Site Plan Control.
4. Notwithstanding the density provisions above, a stand-alone residential use within the Core Area shall achieve a minimum density of 75 units per net hectare.

**The proposed development is consistent with the policies of the Official Plan related to High Density Residential. The proposed development provides new high density residential units in the form of 4-storey residential apartments and 4-storey mixed-use apartment dwellings throughout the subject site with a density of 125 units per hectare.**

#### 4.3.4 Collector Roads (Section 7.4)

##### 4.3.4.1 General (Section 7.4.1)

The City of Clarence-Rockland distinguishes between Major and Minor Collector Roads.

Major Collector roadways should service major commercial areas internal to Rockland as well as connect to Arterial and Rural Arterial Roadways. They should accommodate pedestrian sidewalks on both sides of the street where needed as well as dedicated bike lanes due to the expected higher volumes of traffic that will use these roadways. In areas where cycling demand is anticipated to be low, there may be opportunities to accommodate active transportation through the implementation of multi-use paths that can serve both pedestrians and cyclists. Where needed on-street parking may also be accommodated, however, generally Major Collectors would not have on-street parking. Typical right-of-way width should be 26 m depending on the configuration.

Minor Collector roadways should service major neighbourhood nodes such as schools and community centres as well as provide a link to the broader Major collector roadway system. They should accommodate pedestrian sidewalks on both sides of the street as well as painted bike lanes. On-street parking may be accommodated depending on the available space. Typical right-of-way width should be 26 metres.

##### 4.3.4.2 Policies – Major Collector Roads (Section 7.4.2)

The City of Clarence-Rockland will consider the following principles when dealing with proposed development abutting and/or affected by a Major Collector Road and in regard to the development of new Major Collector Roads:

1. Junctions of local streets with Major Collectors should be adequately spaced and, wherever possible, in the form of a four-way intersection.
2. Street lighting, sidewalks on either side and a bicycle path on one side shall be provided.
3. Wherever possible, new residential lots should not front onto a Major Collector.
4. The following streets are designated as Major Collector Roads for the purposes of the Official Plan:

Street Name	From - To
Street A (Expansion Lands)	Caron Street to David Street

5. The right-of-way width for a Major Collector Road shall generally be 26 metres. An exception to this proposed width shall be made within the boundaries of the Commercial Core Area where the right-of-way width will be 20 metres.
6. Minor adjustments to the alignment of any “proposed” Major Collector Road may proceed without an amendment to this Plan provided that it reflects their general location and intent, as shown on Schedule ‘B’.
7. Following completion of the multi-jurisdictional Class Environmental Assessment (EA) for improvements to Ottawa Road (OR) 174 from the Highway 417/OR174 Interchange (the “Split”) to Canaan Road in the City of Ottawa, and improvements to Prescott Russell County Road (17) from Canaan Road to County Road 8 (Landry Road) in the UCPR, the City will undertake a detailed evaluation of the existing Laurier Street (east) / County Road 17 intersection to assess current deficiencies and develop a recommended alternative to address the transportation needs.

**4.3.4.3 Policies – Minor Collector Roads (Section 7.4.3)**

The City of Clarence-Rockland will consider the following principles when dealing with proposed development abutting and/or affected by a Major Collector Road and in regard to the development of new Major Collector Roads:

1. Junctions of local streets with Major Collectors should be adequately spaced and, wherever possible, in the form of a four-way intersection.
2. Street lighting, sidewalks on either side and a bicycle path on one side shall be provided.
3. Wherever possible, new residential lots should not front onto a Major Collector.
4. The following streets are designated as Major Collector Roads for the purposes of the Official Plan:

Street Name	From - To
Street B (Expansion Lands)	Caron Street to Urban Boundary

5. The right-of-way width for a Minor Collector Road shall be 26 metres. An exception to this width shall be made within the boundaries of the Commercial Core Area where the right-of-way width shall be 20 metres.

**The proposed development is consistent with the policies of the Official Plan pertaining to Major and Minor Collector Roads. The proposed development advances a new network of Major and Minor Collector roads to provide access across the subject site while providing connectivity to the existing road network. The new collector roads direct traffic towards Caron Street and Baseline Road which are better able to support the anticipated traffic that will result from the proposed development. The proposed development will create four (4) new Minor Collector Roads and one (1) new Major Collector Road. The right-of-way of the proposed Major Collector Roads is 31 metres while the right-of-way of the proposed Minor Collector Roads is 26 metres.**

**The OPA proposes to amend Section 4.3.4.2 and 4.3.4.3 to reflect the proposed changes to the road network. These amendments are detailed in Section 5.0 of this report.**

**4.3.5 Local Roads (Section 7.5)**

**4.3.5.1 General (Section 7.5.1)**

Local Streets facilitates local access to communities. Due to the low volumes of traffic that travel along Local Streets strategically located streets may accommodate pedestrian sidewalks on one or both sides of the street as well as signed bicycle routes to connect to the broader dedicated cycling system (i.e. painted or protected bike lanes) on Collector and Main Streets. On-street parking may be accommodated depending on the available space and need. Typical right-of way width should be 1m to 20m.

**4.3.5.2 General (Section 7.5.2)**

1. Local roads shall have a minimum right-of-way width of 20 metres however reduced right-of-way widths may be accepted through the subdivision or condominium review process.
2. Rights-of-way that do not meet the minimum standard will be widened, but only if required for traffic flow. In this regard, where a widening would create an excessive reduction in the sizes of the lots fronting on the road, the Municipality may consider widening only the intersections.

3. The following streets are proposed for widening: Albert, Alma, Catherine, Chapman, David, Gareau, Henrie, Hudon, Lalonde, Lawrence, McCall, Notre-Dame, Charette, Pouliotte, Powers, St-Jacques, St-Jean, St-Joseph, St-Louis, Victor, Victoria, Wallace, and Woods.
4. Alternative development standards may be developed that would allow for more flexible requirements for road widths.
5. The minimum spacing of road intersections on local roads is 60 metres.

**The proposed development is consistent with the policies of the Official Plan pertaining to Local Roads. The proposed network of local roads provides connectivity throughout the proposed development and will accommodate pedestrian sidewalks on one or both sides of the street. The local roads proposed for the development feature a right-of-way of 20 metres.**

#### **4.3.6 New Public Roads (Section 7.7)**

Prior to the opening a new public road, the City of Clarence-Rockland will require:

1. An engineer's report with regard to street construction and to the required services (i.e., municipal water and sewer, drainage, street lighting and signs, curbs, cable and any other appropriate services).
2. The signing of an agreement with regard to construction of the road and installation of the services. A new street is not a public street unless the owner has transferred the property to the City of Clarence-Rockland and that the City of Clarence-Rockland has assumed and dedicated it as being a public highway by By-law.

#### **4.3.7 Access to Public Road (Section 7.9)**

All new development must have frontage on a public road that is of an adequate width and standard of construction and is maintained year-round by the City of Clarence-Rockland or other Public Authority.

All new development will be carefully located so that no traffic hazard is created by the new use.

The policies and guidelines of the United Counties of Prescott and Russell will apply to any new development abutting a County Road.

#### **4.3.8 Pedestrian Policies (Section 7.12)**

The Official Plan supports the establishment of a pedestrian-friendly environment and stresses the need for a clearly defined network of sidewalks, pathways and cycle routes that are linked to established public and commercial areas. The following policies aim at achieving this objective:

1. Where Council considers it appropriate, new development or redevelopment will be expected to provide pedestrian walkways and sidewalks constructed to an appropriate standard. In general, the location of these has been shown on Schedule "B2". The location, size and nature of the development will determine whether sidewalks are needed on both sides or one side of the street. In some cases, sidewalks may not be required.
2. When undertaking public works, and where appropriate, the City will include the provision of facilities that address the needs of pedestrians.
3. 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.

4. Council will review its Multimodal Active Transportation Master Plan on a yearly basis as part of budget discussions, strategic planning exercises, and capital projects prioritization.

**The proposed development responds to the Pedestrian Policies section of the Official Plan through the creation of a pedestrian-friendly environment consisting of a network of sidewalks, pathways and cycle routes linked to established infrastructure to the north of the proposed development.**

#### **4.3.9 Cycling Policies (Section 7.13)**

The Official Plan encourages people to ride bicycles. The following policies aim at achieving this objective:

1. Council will review its Multimodal Active Transportation Master Plan on a yearly basis as part of budget discussions, strategic planning exercises, and capital projects prioritization.
2. When undertaking public works, and where appropriate, the City will include the provision of bike lanes and bike racks to address the needs of cyclists.
3. Where Council considers it appropriate, new development or redevelopment will be expected to provide bike racks.

#### **4.3.10 Multi-Use Pathways (Section 7.14)**

The City shall maintain and expand its recreational trails and bicycle route having regards to the network identified on Schedule 'B3' (Figure 10). The following policies aim at achieving this objective:

1. All development applications, including, but not limited to, plans of subdivision, severances, plans of condominium, Official Plan Amendments, Zoning By-law Amendments and Site Plans shall be reviewed to ensure that they include consideration for recreational and bicycle pathway facilities.
2. A recreational trail and bicycle route signage program for existing roadways will be developed in accordance with recognized standards and best practices. Ongoing road maintenance and new road construction and associated infrastructure shall have consideration for the recreational vehicle and bicycle in the design and placement of intersection treatments, sewer grates, manhole covers and signage. All facilities operated by the City will incorporate appropriate bicycle facilities consistent with their location in order to lead by example in promoting the usage of cycling in the City.
3. Opportunities to expand the multi-use pathways along the Ottawa River and linking with other natural areas and open space areas will be considered as part of the development review process.

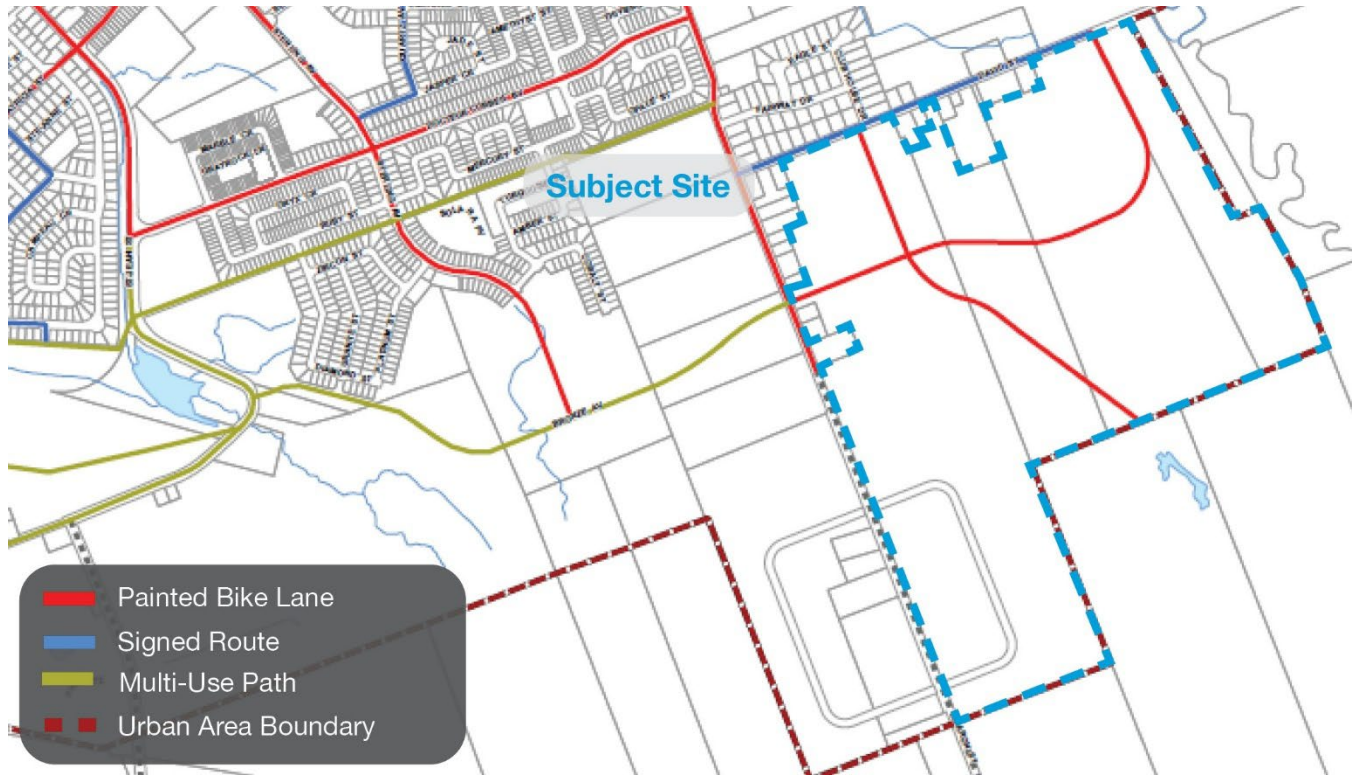


Figure 10: Schedule B3 – Cycling Network of the Urban Area of the City of Clarence-Rockland

**It is proposed that the new proposed major and minor collector roads will include cycling facilities as proposed on Schedule B3, consistent with the direction of the existing Secondary Plan. Right-of-way widths have been planned for in accordance with the above-mentioned policies to ensure sufficient width for complete streets.**

#### 4.3.11 Active Transportation, Pedestrian and Bicycle Network (Section 7.15)

The Official Plan contemplates a series of planned transportation improvements. The goal is to develop a multi modal active transportation network with a focus on efficient motor circulation, options for active transportation, and sidewalk safety. The following objectives shall be considered:

1. Enhance safety for pedestrians.
2. Expand the existing pedestrian and cycling network.
3. Promote higher-density development in and around the built-up area.
4. Reduce travel demand by car between Clarence-Rockland and Ottawa.
5. Prioritize the development of an active transportation network based on:
  - a. Needs (safety, connection to points of interest, etc.)
  - b. Available and/or planned right-of-way widths
  - c. Connectivity to the existing network.
  - d. Reduce of congestion on County Road 17
  - e. Promote the use of alternate modes of transportation.

#### 4.3.11.1 Policies (Section 7.15.1)

1. The existing pedestrian and bicycle network will be maintained and expanded through the creation of additional pedestrian walkways, trails and bikeways with adequate signage throughout the City.
2. Development proposals will be reviewed to ensure that there is adequate pedestrian access in new developments. The City may acquire lands to provide pedestrian facilities as a condition of approval. Wherever possible, the provision of adequate bicycle facilities will be encouraged.
3. Bicycle facilities for all new road links and road widening projects will be considered based on an assessment of safety, potential usage, cost, and linkages to major employment, educational, or recreational centres.
4. The maximum level of separation of pedestrians and bicyclists from motor vehicle traffic will be achieved through good road design practices.
5. Sidewalks facilitate active living and are an essential component of good neighbourhood design, providing a safe pedestrian environment and access to other transportation linkages, such as trails. Curbs and sidewalks in neighbourhoods also encourage walking and provide safety for children. It is policy of this Plan to provide the following on new and reconstructed roads, when feasible:
  - a) Sidewalks on at least one side of urban Arterial Roads and Collector Roads adjacent to developed lands.
  - b) Pedestrian connections between neighbourhoods.
  - c) Pedestrian linkages to major attractions/generators.
  - d) Sidewalks are to be built and maintained to a standard that facilitates the mobility of persons with disabilities.
  - e) Barrier-free design of pedestrian facilities will be required through site plans.

**The proposed development provides for this section of the Official Plan through the creation of active transportation infrastructure throughout the development. The creation of this infrastructure will expand on Clarence-Rockland's existing pedestrian and bicycle network and provide connectivity between the proposed development and existing neighbourhoods to the north as well as longer-range active transport connectivity to the downtown core.**

#### 4.3.12 Parking (Section 7.17)

The Official Plan recognizes that Parking is an integral component of the road transportation system. Therefore, it is the policy of the Official Plan to ensure that the location and design of parking facilities encourage the efficient and safe functioning of the transportation system.

The City of Clarence-Rockland shall have regard to the following factors when considering the approval of individual parking lots and the parking component of a larger development:

1. Access and exit to parking areas shall be located so that:
  - a) Visibility of other vehicles is not hindered by inadequate sight triangles or buildings set too close to public streets or the internal road system;
  - b) Visibility is maintained between vehicles entering/exiting the site and pedestrians along the property frontage in order to minimize conflict between the two modes of travel;
  - c) There is minimal disruption to the function of the adjacent road by providing turning lanes where required;
  - d) Where practical, adjoining land uses on arterial, major collector and collector roads shall share access points in order to minimize traffic hazards;
  - e) Where practical, the City will require internal links between adjacent parking lots.

2. Where possible, parking facilities shall be sited on a property such that large expanses fronting on public streets are avoided.
3. Parking for persons with disabilities and expecting mothers 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.
4. Illumination of all areas to increase the safe, secure use of parking facilities.
5. Light spillover or glare from any lighting source onto residential uses and public streets shall be minimized, but not to the detriment of safety concerns.
6. For mixed use development containing residential units, parking areas shall be dedicated for the exclusive use of residents and separated by design or distance from parking areas for other uses except where parking facilities can be shared with these other uses so as to provide adequate, safe, secure and convenient parking for residential use.
7. Parking areas shall be designed to incorporate proper stormwater management, and use permeable surfaces, where feasible.
8. Pedestrian circulation routes through parking areas shall respect natural pedestrian travel routes, minimize hazards and inconvenience and maximize pedestrian security.
9. The design and layout of parking areas shall ensure the safe and efficient operation of the facility.
10. 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 other cycles sharing the facility.

**The proposed Concept Plan contemplates both commercial and residential parking. Commercial uses generally have frontage on major collector or arterial roads and are sized to accommodate large-scale commercial uses and their required parking. Further, as exemplified by the high-density stacked townhouses, communal parking areas are planned for high-density uses with access from local roads to minimize interference with the surrounding collector and arterial roads.**

## 4.4 Expansion Lands Secondary Plan

The subject site is located within the Expansion Lands Secondary Plan (ELSP). The Expansion Lands are located in the southern extent of the Urban Area of Clarence Rockland. The purpose of the Secondary Plan is to provide area-specific policy direction to guide development within the Expansion Lands Area over the next 20 years.

**It is the intent of this OPA application to modify, not replace, the Example Lands Secondary Plan.**

The ELSP establishes a connected network of streets and pathways to increase connectivity and guide future development. The Secondary Plan is intended to ensure that future growth occurs in an efficient, orderly, and sustainable manner.

The proposal supports the following Guiding Principles of the ELSP:

1. Promote sustainable and contemporary development that respects and enhances the existing rural and natural fabric of the Expansion Lands.
  - / **The proposed development provides a new residential community and represents residential and non-residential intensification of an undeveloped parcel of land within the urban area of the city. The proposed development will contribute to creating 15-minute neighbourhoods through the creation of residential and non-residential uses on the lands. The proposed development provides stormwater management in a manner that integrates with the natural fabric of the site and surrounding areas.**
2. Ensure new development responds to the surrounding context, including streets, development patterns, dwelling styles, topography and natural heritage features.
  - / **The proposed development connects with the existing road network located on the borders of the subject site and is compatible with the existing and future developments anticipated in the surrounding areas. The proposed development's plan is sensitive to natural features that border the subject site to the East.**
3. Establish strong connections throughout the community, and to the broader City, through the creation of a strong grid network, and short, permeable blocks.
  - / **The proposed development's street network is well-integrated with the existing road infrastructure in the surrounding vicinity and directs traffic to roads that are capable of supporting the anticipated increase in traffic volume. The local road network provided in the proposed development features short, permeable blocks.**
4. Create a complete community with a mix of residential typologies, community amenities, and parks and open spaces that will provide opportunities to live, work and play.
  - / **The proposed development creates a complete community by featuring a mixture of residential typologies, community amenities and parks. The proposed community features a range of housing typologies and densities to support a diversity of residents while, through the inclusion of non-residential uses, parkland and community amenities, providing opportunities for residents to live, work and play.**
5. Provide a variety of housing types and tenures to support affordable housing options and promote a diverse and vibrant community.
  - / **The proposed development features a variety of housing types and densities which supports affordable housing options and will promote a diverse and vibrant community. From low-density to high-density and mixed-use housing, a wide range of residential options are available to the future residents of the proposed development.**

6. Protect and celebrate the natural setting through careful links to a safe, highly visible and well-connected network of parks, trails and public spaces.
  - / **The proposed development provides three parks that are integrated with the proposed land uses for the development. The proposed development also supports the existing multi-use pathway to the north by extending the pathway along the subject site’s western border along Caron Street.**
7. Promote active transportation, including walking, cycling and transit, through compact development with a continuous network of sidewalks, cycling facilities and trails.
  - / **The proposed development supports active transportation through the compact development of the site featuring short, connected blocks and a network of sidewalks and multi-use pathways.**
8. 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.
  - / **The proposed development pays careful attention to the creation of a welcoming public realm and includes an inter-connected network of streets, parks, trails and public destinations. The intent of this development is to create a subdivision that is welcoming and accessible for people of all ages and abilities.**

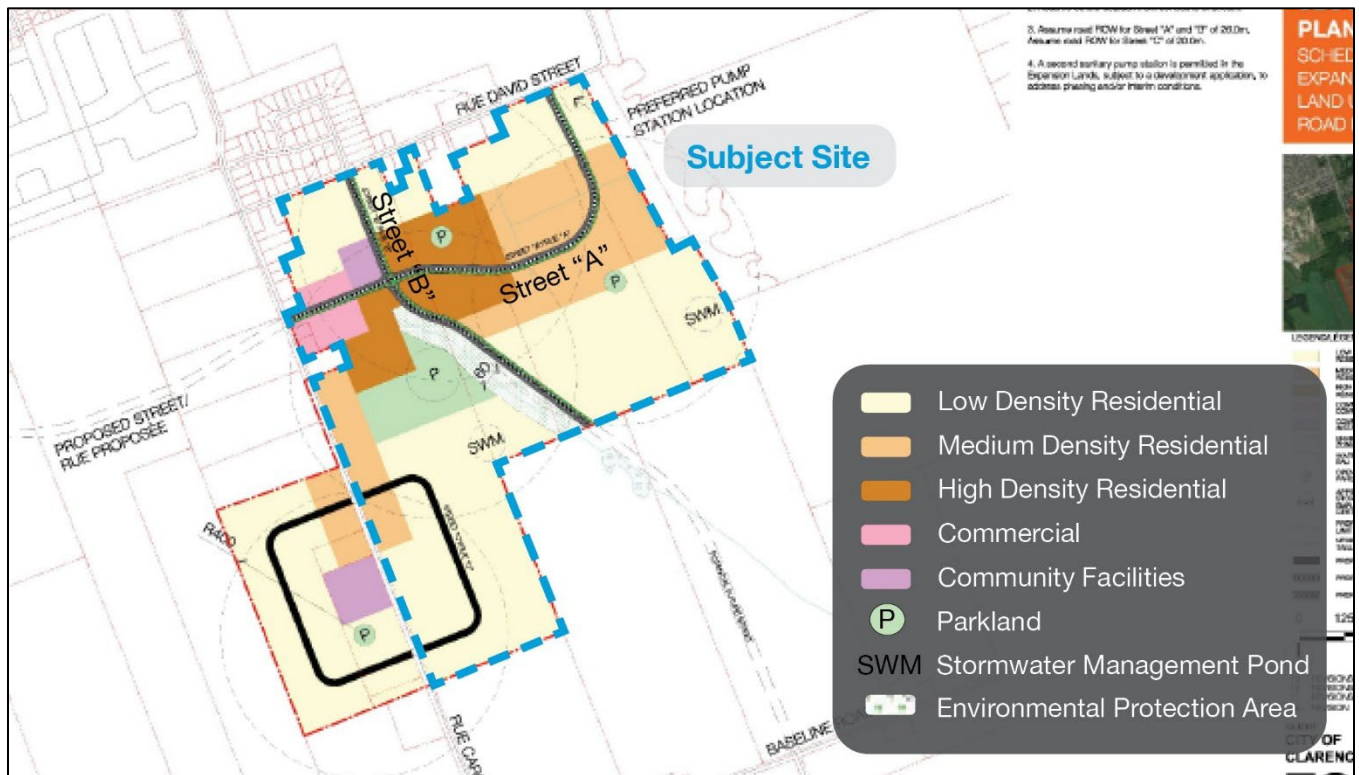


Figure 11: Extract of Schedule A1 - Land Use and Road Network, Expansion Lands Secondary Plan

The Expansion Lands were identified for development during the 2015 United Counties Official Plan review. This review identified a localized shortage of residential land supply in the City of Clarence-Rockland and resulted in the addition of approximately 133.5 hectares of development land to the Rockland urban area – known as the Expansion Lands.

Schedule A1 (Figure 10) illustrates the approximate location of Collector Roads, development areas, environmental protection, and stormwater management infrastructure.

The Land Use Plan is premised on the direction established in the Vision and Guiding Principles, with the goal of creating a balanced, complete community. The Plan reserves land for a range of uses, providing living, shopping, and recreation opportunities within the Expansion Lands Area.

**The proposed development is consistent with the policies of the ELSP as they relate to growth management and intensification, as outlined above. The proposed development provides a new residential community and represents residential and non-residential intensification of an undeveloped parcel of land within the urban area of the City of Clarence-Rockland. The proposed development will contribute to creating 15-minute neighbourhoods, which will include both residential and non-residential uses, as well as parkland and connections to nearby public transit. The proposed development exceeds the minimum density requirements, while also providing opportunities for large- and small household dwellings to be provided throughout the development area.**

**The proposed development introduces a new street network that satisfies the original intent of the ELSP while being responsive to the evolving situation which has developed since the original inception of the Secondary Plan. The proposed street network proposes novel minor collector roads and extensions as well as a major collector that facilitates the anticipated flow of traffic in an east-west direction. The proposed street network avoids overloading the road capacity of David Street to the north of the development while focusing traffic flow to the south along the higher-capacity Baseline Road and the new proposed east-west major collector road.**

**The proposed development introduces a new land use pattern that includes and expands upon the original land uses provided by the Secondary Plan. The proposed development provides low, medium and high density residential development as originally proposed in the ELSP and introduces high-density mixed-use land uses. The proposed development also features the commercial space, community facilities, parkland and a stormwater management pond proposed by the Secondary Plan. The provision of these land uses is arranged thoughtfully along the proposed street network and focuses higher-density development in local nodes.**

#### **4.4.1 Land Use Designations (Section 4.1)**

The following land use policies refer to Schedule A1 – Expansion Lands Land Use and Road Network and provide specific directions for various land use character areas. These policies, together with the design guidelines outlined in section 7.0, the Official Plan, and other Council-approved planning documents, will ensure that the final build-out of the Expansion Lands is an attractive, liveable, and healthy community composed of well-designed structuring elements.

##### **4.4.1.1 Residential Areas (Section 4.1.1)**

Lands designated residential will permit the development of a wide range of housing types to accommodate the needs of future residents and households.

In all Residential Area designations, the following policies apply:

1. Access from Local Roads to Collector Roads will be restricted.
2. Rear-lotting and associated fencing is discouraged. Notwithstanding Section 7.3.2(3) of the Official Plan, residential lots will be permitted to front on Collector Roads except in proximity to major intersections.
3. A variety of housing densities and designs will be encouraged to enhance the streetscapes in the Expansion Lands.
4. Front entrances should generally face and be visible from the street.
5. Building designs shall reduce or avoid projecting garages.

6. Stormwater management facilities may be permitted within the Residential designations.
7. Minimum densities are provided in each designation. The densities should be interpreted as a minimum density, not a target. Higher densities of permitted building types in each designation shall be encouraged, provided that servicing and transportation capacity is confirmed through the Plan of Subdivision process.

#### **Low Density Residential (Section 4.1.1.1)**

A significant portion of the Expansion Lands are designated Low Density Residential. This designation is intended to act as a transition between the adjacent low-rise neighbourhoods and the core of the Expansion Lands community that features a mix of uses and higher densities.

In the Low-Density Residential designation, the following policies apply:

1. Permitted uses include single detached dwellings, semi-detached dwellings, doubles, and duplex dwellings. Secondary dwelling units are also permitted subject to the provisions of the Zoning By-law.
2. Residential land uses in the Low-Density Residential designation shall be provided at a minimum density of 16 units per net hectare.
3. The Zoning By-law will permit the envisioned land uses and specify the zone provisions through a special exception of the Urban Residential First Density (R1) zone.

**The proposed development is consistent with the policies of the ELSP related to Low Density Residential. The proposed development provides new low density residential units in the form of single and semi-detached dwellings throughout the subject site with a density of 28 units per hectare.**

#### **Medium Density Residential (Section 4.1.1.2)**

The Medium Density Residential designation generally abuts collector roads and is intended to provide a transition between the Low-Density Residential Designation and the higher densities within the Expansion lands community.

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

1. Permitted uses include semi-detached dwellings, duplex dwellings, linked dwellings, townhouse dwellings, three-unit dwellings, and group homes.
2. Residential land uses in the Medium Density Residential designation shall be provided at a minimum density of 35 units per net hectare.
3. The Zoning By-law will permit the envisioned land uses through a special exception of the Urban Residential Second Density (R2) zone.

**The proposed development is consistent with the policies of the Official Plan related to Medium Density Residential. The proposed development provides new medium density residential units in the form of traditional and stacked townhouse dwellings throughout the subject site with a density of 48 units per hectare.**

#### **High Density Residential (Section 4.1.1.3)**

The High-Density Residential designation is intended to contribute to the creation of a community core within the Expansion Lands, offering opportunities for people to walk to retail uses and community facilities.

In the High-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 75 units per net hectare for apartments and 55 units per hectare for all other permitted uses.
3. High-density residential buildings shall be set back an appropriate distance from the public street to maintain a consistent streetscape and ensure safety for users and motorists.
4. The Zoning By-law will permit the environed land uses through application of the Urban Residential Third Density (R3) zone.

**The proposed development is consistent with the policies of the Official Plan related to High Density Residential. The proposed development provides new high density residential units in the form of 4-storey residential apartments and 4-storey mixed-use apartment dwellings throughout the subject site with a density of 125 units per hectare.**

#### **4.4.1.2 Commercial (Section 4.1.2)**

The Commercial designation is intended to permit small-scale, community-serving commercial land uses and mixed-use development.

The following policies apply to the Commercial designation:

1. Permitted uses generally include retail stores, food stores, restaurants, offices, personal service businesses, and other small-scale commercial land uses.
2. Stand-alone retail buildings are permitted.
3. Mixed-use buildings will be encouraged within the Commercial area. Non-residential uses, including apartments and offices, will be permitted above the ground floor in mixed-use buildings.
4. A maximum building height of four (4) storeys is permitted.
5. The City will encourage buildings to front onto public streets to create more active streetscapes.
6. Entrances will be clearly defined and visible from the street.
7. Where applicable, ground floor spaces of commercial buildings facing the street will have windows and an active door which faces directly onto the street.

**The proposed development is consistent with the Commercial policies of the ELSP. Mixed-use and stand-alone retail buildings are facilitated in the plans for the proposed development at a maximum height of four (4) storeys. Entrances to these facilities are anticipated to be clearly defined and visible from the street.**

#### **4.4.1.3 Community Facilities (Section 4.1.3)**

The Community Facilities designation is intended to accommodate community-serving institutional land uses, such as schools, libraries, places of worship, and small-scale office uses.

1. Permitted uses in the Community Facilities designation include a full range of public and/or community non-profit uses such as parks, schools, clubs, religious institutions, places of worship, government offices, arenas, or other indoor recreational facilities, community centres, museums, and other similar uses.
2. Main entrances to buildings will be encouraged to face a public street.
3. Where multiple institutional uses are developed on the same or adjacent lots, co-location and pedestrian linkages will be encouraged to enable better connections for users.

4. The Zoning By-law will permit the envisioned land uses through the application of the Community Facilities Zone.
5. If there is no interest from any qualified parties to develop the designated Community Facilities lands, then the alternative policy area designation will be Medium Density Residential.

**The proposed development designates space of the creation of Community Facilities. The development of these Community Facilities will be undertaken in consultation with the City of Clarence-Rockland and will provide for the needs of the immediate surrounding community and the larger-scale needs of the City.**

#### **4.4.1.4 Environmental Protection Area (Section 4.1.4)**

The Environmental Protection Area designation is intended to provide a 60-metre protection buffer around the tributary to Clarence Creek. Development within this designation will be restricted to maintain water quality in the creek.

1. No development, except for a low impact trail network shall be permitted within the Environmental Protection Area designation.
2. The environmental protection policies of the Official Plan shall apply to development adjacent to the Environmental Protection Area.
3. Subject to the policies of the Official Plan, an application for Plan of Subdivision, Zoning By-law Amendment, or Site Plan Control may require an Environmental Impact Study (EIS) to confirm that there will be no negative impacts on the creek.
4. Environmental Protection Areas will be acquired by the City through the Plan of Subdivision process and will not be considered as parkland dedication.
5. The Zoning By-law will regulate development within the Environmental Protection Area designation through application of the Conservation (CON) Zone.

**The removal of all identified local wetlands and the area identified as EPA by the City of Clarence-Rockland (2021) within the subject property are required as part of the proposed development. The removal of the watercourses and the fish habitat will be facilitated through discussions and potential permitting requirements prescribed by the Department of Fisheries and Oceans completed in tandem with the submitted Environmental Impact Statement. Implementing and creating appropriate compensatory habitat, as well as following all required mitigation measures provided in the EIS, will ensure that anticipated losses are compensated post-development and any unanticipated indirect impacts to natural features are mitigated during development.**

#### **4.4.1.5 Open Space (Section 4.1.5)**

The Open Space designation is intended to identify areas reserved for active and passive recreation activities within the Expansion Area community. General park locations are indicated on Schedule A1, including three Neighbourhood Parks and one larger Community Park. Parks are strategically located to ensure that the majority of residents in the Expansion Lands community are within a 400-metre walking distance of parks and open space.

1. Permitted uses within the Open Space designation include community parks, neighbourhood parks, open space linkages, sports and recreation facilities, conservation uses, and similar uses supportive of active and passive recreation activities.
2. The Community Park identified on Schedule A1 should have a minimum area of 2.0 hectares while Neighbourhood Parks identified on Schedule A1 should have a minimum area of 0.5 hectares.

3. Open Space/Parkland should include a variety of active recreation facilities, as determined through the Plan of Subdivision process. Examples of facilities include sports fields, public washrooms, picnic facilities, splash pads, and seating areas. All facilities shall be located in safe and functional areas.
4. Development along the Open Space/Parkland designation shall provide a minimum of two (2) public frontages to enhance access, visibility, and safety. Road frontages along the designation shall be landscaped with street trees to provide a natural interface between the open space/park and the urbanized area.
5. Where direct street frontage is not provided, development adjacent to the Open Space/Parkland designation shall provide opportunities for direct pedestrian access to the open space and parkland.
6. The Zoning By-law will regulate development within the Open Space/Parkland designation through application of the Parks and Open Space (OS) Zone.

**The proposed development represents an increase in the parkland in Clarence-Rockland. The development will provide three new parks totaling 43,810 square metres of parkland, and the proposed parks meet the size requirements for one (1) community park (west park) and two (2) neighbourhood parks (east park and south park).**

#### **4.4.2 Transportation (Section 5.0)**

The intent of the transportation network within the Expansion Lands area is to provide an integrated, multi-modal transportation network that is safe, convenient, and affordable.

#### **4.4.3 Street Network (Section 5.1)**

1. The proposed Collector Road (Streets A and B) network within the Expansion Lands area is identified on Schedule A1. A Local Road (Street C) is also proposed for servicing connections.
2. The ultimate location of the Collector Roads and Local Roads is to be determined through the Plan of Subdivision process. Minor adjustments to the location and alignments of Collector Roads and Local Roads will not require an amendment to the Secondary Plan.
3. Collector Roads (Streets A and B) within the Expansion Lands should have a right-of-way width of 26 metres and include sidewalks on both sides and dedicated cycling facilities.
4. Local Roads (Street C) within the Expansion Lands should have a right-of-way width of 20 metres.
5. David Street shall be upgraded to a Minor Collector with a right-of-way width of 26 metres with sidewalks on both sides and dedicated cycling facilities.
6. Caron Street shall be upgraded to a Minor Collector between David Street and Baseline Road with a right-of-way width of 26 metres and an extension of the sidewalk and multi-use pathway condition that currently exists north of David Street.
7. Traffic control at the intersection of Street A and Street B within the Expansion Lands will be encouraged in the form of a single-lane roundabout. A minimum 40 metre wide right-of-way should be protected for single-lane roundabouts at the intersection of Collector Roads.
8. Public streets will be constructed in accordance with City of Clarence-Rockland standards.
9. On Local Roads, sidewalks should be provided to support pedestrian movements within the community (i.e. to/from Commercial areas, parks, etc.)
10. Along Commercial, Open Space/Parkland, and Community Facilities Designation frontages, on-street parking should be considered.

**The proposed development is consistent with the policies of the ELSP pertaining to Street Network. The proposed development advances a new network of Major and Minor Collector roads to provide access across the subject site while providing connectivity to the existing road network. The new collector roads direct traffic towards Caron Street and Baseline Road which are better able to support the anticipated traffic that will result from the proposed development. The proposed development will create four (4) new Minor Collector Roads and one (1) new Major Collector.**

#### **4.4.4 Cycling and Walking (Section 5.2)**

1. The City of Clarence-Rockland will expand the cycling network in the Expansion Lands community with the extension of cycling and pedestrian facilities along Caron Street.
2. Collector Roads (Streets A and B) shall include pedestrian sidewalks and dedicated cycling facilities on both sides of the street.
3. Opportunities for pathway connections in the Environmental Protection Area and to existing surrounding communities should be explored.

**The proposed development provides for the Cycling and Walking Section of the ELSP through the creation of active transportation infrastructure throughout the development. The proposed infrastructure will expand on Clarence-Rockland's existing pedestrian and bicycle network and provide connectivity between the proposed development and existing neighbourhoods as well as longer-range active transport connectivity to the downtown core.**

## 5.0 Proposed Amendments

### 5.1 Official Plan Amendment Summary

The purpose of the Official Plan Amendment is to amend the Expansion Lands Secondary Plan to permit the proposed road network and land use patterns for the proposed development. These changes are necessary to reflect the updated vision of the subject site, which aligns with municipal growth targets, environmental considerations and community needs.

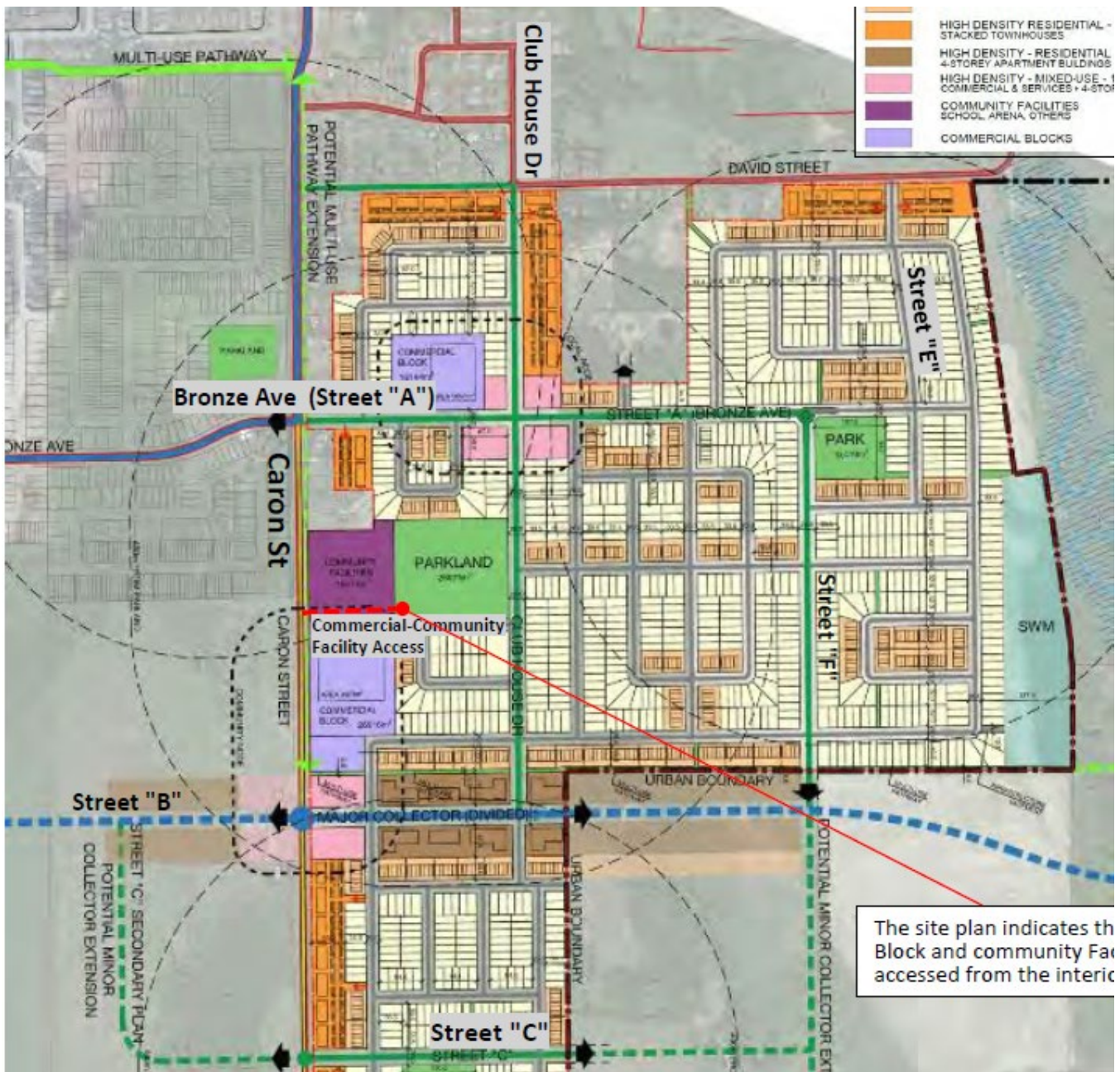
**The Official Plan Amendment is appropriate and desirable for these lands, as the proposed development conforms with all other policies of the Official Plan and ELSP. The introduction of a well-connected road network and a thoughtfully planned land use framework will support increased residential density while protecting the site’s ecological features. The proposed development incorporates the dedicated of land for three (3) municipal parks, the proposed development will also provide community facilities, contributing to the overall public realm. The amendment to the Secondary Plan will enable the orderly development of the lands in a manner that supports long-term municipal objectives, including sustainable growth, connectivity and placemaking.**

**The proposed development contributes to the creation of 15-minute neighbourhoods on underutilized land within proximity to existing neighbourhoods. By intensifying an area of Clarence-Rockland that has been strategically designated for residential growth, the development takes advantage of existing infrastructure and contributes to more efficient land use. The proposed development provides a mix of housing options that respond to evolving demographic needs and supports the long-term growth and vibrancy of the broader community.**

### 5.2 Amendments to Official Plan for the Urban Area of Clarence-Rockland

Section	Existing Language	Proposed Language
7.4.2	<p>The following streets are designated as Major Collector Roads for the purposes of the Official Plan:</p> <ul style="list-style-type: none"> <li>Street A (Expansion Lands), Caron Street to David Street</li> </ul>	<p>The following streets are designated as Major Collector Roads for the purposes of the Official Plan:</p> <ul style="list-style-type: none"> <li><del>Street A (Expansion Lands), Caron Street to David Street</del></li> <li><b>Street B, Caron Street to Urban Boundary</b></li> </ul>
7.4.3	<p>The following streets are designated as Minor Collector Roads for the purposes of the Official Plan:</p> <ul style="list-style-type: none"> <li>Street B (Expansion Lands), Caron Street to Urban Boundary</li> </ul>	<p>The following streets are designated as Minor Collector Roads for the purposes of the Official Plan:</p> <ul style="list-style-type: none"> <li><del>Street B (Expansion Lands), Caron Street to Urban Boundary</del></li> <li><b>David Street, Caron Street to Club House Drive</b></li> <li><b>Bronze Avenue / Street A, Caron Street to Street F</b></li> <li><b>Street C, Caron Street to Urban Boundary</b></li> <li><b>Club House Drive, from David Street to Street B</b></li> </ul>

- **Street F, From Bronze Avenue / Street A to Urban Boundary**



The site plan indicates that Block and community Facility accessed from the interior

Figure 12: Excerpt from TIA showing proposed street identification. A formal schedule will be prepared following technical circulation.

## 5.3 Amendments to Expansion Lands Secondary Plan

Section	Existing Language	Proposed Language
4.1.1	Rear-lotting and associated fencing is discouraged. Notwithstanding Section 7.3.2(3) of the Official Plan, residential lots will be permitted to front on Collector Roads except in proximity to major intersections.	Rear-lotting and associated fencing is discouraged. Notwithstanding <del>Section 7.3.2(3)</del> <b>Section 7.4.2(3)*</b> of the Official Plan, residential lots will be permitted to front on Collector Roads except in proximity to major intersections.  <i>*this appears to be just an error in the policy reference, to be confirmed by staff.</i>
4.1.4	Environmental Protection Area[...]	<b>To be deleted in full. EIS supports the removal of the EPA area, including potential compensation.</b>  <b>In addition to the above, all references to the EPA are to be removed.</b>
5.1(1)	The proposed Collector Road (Streets A and B) network within the Expansion Lands area is identified on Schedule A1. A Local Road (Street C) is also proposed for servicing connections.	The proposed Collector Road ( <del>Streets A and B</del> ) network within the Expansion Lands area is identified on Schedule A1. <del>A Local Road (Street C) is also proposed for servicing connections.</del>
5.1(3)	Collector Roads (Streets A and B) within the Expansion Lands should have a right-of-way width of 26 metres and include sidewalks on both sides and dedicated cycling facilities.	Collector Roads ( <del>Streets A and B</del> ) within the Expansion Lands should have a right-of-way width of 26 metres and include sidewalks on both sides and dedicated cycling facilities.
5.1(4)	Local Roads (Street C) within the Expansion Lands should have a right-of-way width of 20 metres.	Local Roads ( <del>Street C</del> ) within the Expansion Lands should have a right-of-way width of 20 metres.
5.1(5)	David Street shall be upgraded to a Minor Collector with a right-of-way width of 26 metres with sidewalks on both sides and dedicated cycling facilities.	David Street shall be upgraded to a Minor Collector <b>between David Street and Club House Drive</b> with a right-of-way width of 26 metres with sidewalks on both sides and dedicated cycling facilities.
5.1(7)	Traffic control at the intersection of Street A and Street B within the Expansion Lands will be encouraged in the form of a single-lane roundabout. A minimum 40 metre wide right-of-way should be protected for single-lane roundabouts at the intersection of Collector Roads.	Traffic control at the intersection of <b>Bronze Avenue and Caron Street</b> within the Expansion Lands will be encouraged in the form of a <del>single-lane roundabout</del> , <b>to be determined through discussions with local stakeholders.</b> <del>A minimum 40 metre wide right of way should be protected for single-lane roundabouts at the intersection of Collector Roads.</del>
5.2(2)	Collector Roads (Streets A and B) shall include pedestrian sidewalks and dedicated cycling facilities on both sides of the street.	Collector Roads ( <del>Streets A and B</del> ) shall include pedestrian sidewalks and dedicated cycling facilities on both sides of the street.
5.2(3)	Opportunities for pathway connections in the Environmental Protection Area and to existing surrounding communities should be explored.	Opportunities for pathway connections <del>in the Environmental Protection Area</del> and to existing surrounding communities should be explored.

# Supporting Studies

## 5.4 Serviceability Report

A Serviceability Report was prepared by Lascelles Engineering and Associates Ltd., dated July 25, 2025. The purpose of this report is to demonstrate the manner in which a mixed density residential housing development in the City of Clarence-Rockland (CCR), Ontario can be serviced by the existing municipal infrastructure. The report includes a review of the municipal watermain network, sanitary and storm sewer systems as well as a general approach to stormwater management and development phasing. The report complies with the Official Plan of the Urban Area of the City of Clarence-Rockland, including the Expansion Lands Secondary Plan (SSA), subdivision design guidelines, and by-laws. Where no local guidelines are available, the City of Ottawa guidelines and/or the Ministry of the Environment, Conservation and Parks (MECP) guidelines were used.

The proposed development will be located within the existing water Pressure Zone 2. Nearby water infrastructure includes a 200 mm diameter watermain on David Road, a high pressure 300 mm diameter transmission main on Caron Street, and the Caron Street Booster Station. To meet domestic demand and fire flow requirements for the proposed development the Caron Street Booster Station will have to undertake capacity upgrades. CCR's WTP will be required to undertake capacity upgrades to meet further demand generated from the proposed development.

Nearby sanitary infrastructure includes a 300 mm diameter sanitary sewer on Caron Street, which starts as a 200 mm diameter sewer north of Fairway Drive and terminates in a manhole approximately 35 m south of David Road, a 450 mm diameter forcemain on Caron Street, capped south of David Road and connected to a deep sanitary sewer at the intersection of Caron Street and Darquise Street, and a 250 mm diameter sanitary sewer on David Road, capped approximately 20 m east of Caron Street. In ultimate build out conditions the deep sanitary trunk sewer along Caron Street will be operating with a theoretical 10% reserve capacity. The proposed development will be serviced by a new pumping station located within the proposed development lands. The flows from the pumping station will be discharged to the deep sanitary trunk sewer via a twin 450 mm diameter forcemain. A flushing program for the proposed upstream sewers in the sanitary network may be required as a result of the sewers not achieving self cleansing velocity.

The pre-development condition of the proposed development area is rolling cultivated fields which drain to low areas and eventually to adjacent ditches and creeks. Clarence Creek is adjacent to the proposed development and is a tributary to the Ottawa River. Caron Street (north of David Road) has an urban cross section and manages runoff from the roadway through catch basins and storm sewers. Caron Street (south of David Road) and David Road have a rural cross section and handle runoff from the roadway by roadside

ditches and culverts until a stormwater outfall is reached. Runoff from the cultivated lands flow overland and through drainage ditches until Clarence Creek is reached. No existing stormwater management (SWM) facilities were observed on the proposed development lands. SWM facilities will be required to meet quantity, quality, and erosion control criteria defined in CCR's design guidelines. Significant grading (cut and fill) will be required to ensure the proposed development will drain to the SWM facility.

Preliminary phasing of the proposed development sees the development being constructed through an 8-phase development strategy. For analysis purposes, three build-out horizons were considered; a 5-year horizon, a 10-year horizon, and an ultimate 17-year horizon. Horizon #1 would see the construction of Phase 1 through Phase 2, including a SWM facility, sanitary pumping station, and commercial space. Horizon #2 would see the construction of Phase 1 through Phase 5, including additional commercial space. Horizon #3 would see the construction of Phase 1 through Phase 8, including community / institutional facilities, such as a high school. Detailed phasing of the proposed development and a Class "D" Cost Estimate will be completed during the detailed design of the proposed development.

## 5.5 Environmental Impact Statement

An Environmental Impact Statement (EIS) was prepared by GEMTEC Consulting Engineers and Scientists (GEMTEC), dated July 25th, 2025. The purpose of the EIS is to identify and evaluate the significance of any natural heritage features, as defined in the Provincial Planning Statement (MMAH, 2024), on the subject property and within the broader Study Area and to assess the potential impacts from the proposed development on any natural heritage features identified and recommend appropriate and defensible mitigation measures to ensure the long-term protection of any natural heritage features identified. The EIS identified natural heritage features that are constraints to the proposed development application including fish and fish habitat, significant wildlife habitat (SWH), locally significant wetlands, and individuals and potential habitat of species at risk (SAR). Additionally, an area was identified within the subject property, associated with one of the watercourses and adjacent wetland habitats, as Environmental Protection Area (EPA) on Schedule A of the City of Clarence-Rockland Official Plan (2021).

The EIS report provides detailed mitigation recommendations for potential impacts to migratory birds, SAR bats, and general wildlife through the implementation of, and adherence to, prescribed timing windows for vegetation removal and site works. Additional mitigation measures and compensation requirements are provided for specific natural heritage features. It is noted in the report that the proposed development will require the removal of all watercourses from within the subject property, some of which provide direct fish habitat. The removal of the watercourses and the fish habitat therein will be facilitated through discussions and potential permitting requirements prescribed by the Department of Fisheries and Oceans (DFO) completed in tandem with the EIS requirements. Additionally, the removal of all identified local wetlands and the area identified as EPA by the City of Clarence-Rockland (2021) within the subject property are required as part of the proposed development. Implementing and creating appropriate compensatory habitat, as well as following all required mitigation measures provided in the EIS, will ensure that anticipated losses are compensated post-development and any unanticipated indirect impacts to natural features are mitigated during development.

## 5.6 Traffic Impact Assessment

The proposed Caron Subdivision represents a new south-eastern community for Clarence-Rockland, currently envisioned for full build-out by 2043 horizon over eight phases. Upon completion, it will feature 2,840 dwellings, 235,000 square feet of commercial/retail space, and community facilities. The subdivision is bound by David Street on the north, Clarence Creek on the east, Caron Street on the west, and the existing urban boundary to the south.

Castleglenn Consultants prepared a DRAFT Traffic Impact Study (TIS) (July 9, 2025) that evaluated the traffic and transportation impacts of the proposed Caron Subdivision. The TIS is intended to support a proposed Official Plan Amendment (OPA) for the site, which aims to permit a more diverse mix of residential and commercial densities and establish a new internal roadway network within the subdivision. The TIS included analyses of numerous existing and future intersections in addition to existing and planned active transportation infrastructure within the study area.

Comprehensive traffic counts undertaken in the Fall of 2024 indicated that current traffic conditions operate at an acceptable Level of Service "C" or better during the peak hours of travel demand.

The study assessed traffic operations across three key horizon years, factoring in the proposed subdivision's phased development, anticipated growth from adjacent development initiatives, and a 2% annual background traffic growth on key collector roadways.

At the Five-Year (2031) horizon, covering Phases 1 and 2 (588 dwellings, 25,830 SF mixed space), approximately 300 morning and 400 afternoon peak hour vehicle trips are forecast. A new intersection at David Street / Street "E" will be required for access, with no other roadway infrastructure improvements deemed necessary at this stage.

By the Ten-Year (2037) horizon, covering Phases 1 through 5 completed (1,350 dwellings, 38,750 SF commercial/retail), traffic is expected to reach approximately 750 morning and approximately 1,000 afternoon peak hour trips. At this time, traffic signals will be necessary at (1) Caron Street / Docteur Corbeil Blvd, (2) Caron Street / David Street, and (3) Caron Street / Bronze Avenue. Additionally, the Baseline Road (CR 35) / St. Jean Street-Filion Road intersection, though not directly associated with the Caron development, was determined to require upgrades, such as traffic signals or a single-lane roundabout, to address existing capacity constraints.

At the full build-out in the Twenty-Year (2043) horizon, the Caron Subdivision is forecast to generate approximately 1,850 morning and over 2,500 afternoon peak hour trips. Significant infrastructure improvements will be required, including (1) conversion of the David Street / Club House Drive intersection to a four-leg configuration, (2) adding auxiliary lanes and upgrading traffic signals at (a) Caron Street / Docteur Corbeil Blvd, (b) Caron Street / David Street, and (c) Caron Street / Bronze Avenue, and a new signalized intersection at (d) Caron Street / Commercial-Community Access. Coordinated signal timings along the Caron Street corridor intersections are recommended for optimal traffic flow.

The study also recommends re-classifying the Caron Street corridor south of Bronze Street from "rural arterial" to "major collector," and the David Street corridor between Caron Street and Club House Drive from "local" to "minor collector" due to increased traffic volumes. In terms of internal roadways, Street "B" is envisioned as "major collector" and Streets "C", "F", Bronze Avenue extension, and Club House Drive South extension as "minor collectors." Integrating pedestrian and cycling infrastructure (bike lanes, sidewalks, multi-use paths) is crucial for both Caron Street and internal subdivision roadways.

Furthermore, a functional planning study of the Caron Street corridor is recommended to determine right-of-way protection for future widenings. The study concludes that the east-west Bronze Avenue corridor will approach capacity by 2043, potentially necessitating an additional east-west major collector roadway (such as a westerly extension of Street "B") should further development occur.

The TIS recognized that planning for the ultimate four-lane requirements of the Caron Street corridor south of Street "B" should be considered, with requirements identified in a subsequent functional planning study. Finally, the City of Clarence-Rockland is advised to conduct a long-range planning study during its next transportation master plan update to quantify the effects of all planned developments on regional travel demands and investigate comprehensive mitigation strategies.

## 6.0 Conclusion

It is our professional opinion that the proposed Official Plan Amendment application to permit the proposed subdivision on the subject site constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Planning Statement (2024) by providing by residential and non-residential development that will increase housing choices and employment opportunities within the urban area of Clarence-Rockland. The proposed development will provide a mix of uses that contribute to a healthy, safe, and liveable community.
- / The proposed development conforms to the United Counties of Prescott and Russel Official Plan as the proposal represents appropriate residential and non-residential intensification within the Urban Policy Area where existing infrastructure and services are available in an area planned for growth.
- / The proposed development conforms to the Official Plan of the Urban Area of the City of Clarence-Rockland's vision for managing growth and intensification. The proposed development represents intensification of an undeveloped parcel of land.
- / The proposed development conforms to the City of Clarence-Rocklands Expansion Lands Secondary Plan's guidance for future development. The proposed development represents residential and non-residential intensification on an underutilized parcel of land. The proposed development will contribute to the creation of new 15-minute neighbourhoods.

Sincerely,



Mark Ouseley, MES  
Planner



Jacob Bolduc, RPP MCIP  
Associate