



**CORPORATION OF THE CITY OF
CLARENCE-ROCKLAND**

ACCESSIBILITY ADVISORY COMMITTEE

March 20, 2018, 7:00 pm - 8:00 pm

Council Chambers

415 rue Lemay Street, Clarence Creek, Ont.

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CORPORATION DE LA CITÉ DE
CLARENCE-ROCKLAND

COMITÉ CONSULTATIF SUR L'ACCESSIBILITÉ

le 20 mars 2018, 19 h 00 - 20 h 00

Salle du Conseil

415 rue Lemay Street, Clarence Creek, Ont.

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**CORPORATION OF THE
CITY OF CLARENCE-ROCKLAND
ACCESSIBILITY ADVISORY COMMITTEE - MINUTES**

February 6, 2018
Council Chambers
415 rue Lemay Street, Clarence Creek, Ont.

PRESENT: John Mogensen, Chairperson
André J. Lalonde, councillor Ward 5
Danielle Mantha, member
Nicole Mogensen, member
Monique Ouellet, Clerk

ABSENT Julia Reid, member
Rachelle Gareau, member
Vivian Vanbreugel, member

1. Opening of the meeting

The Chair opens the meeting at 7:05 p.m.

2. Adoption of the agenda

Moved by Nicole Mogensen

Seconded By André J. Lalonde

THAT the agenda be adopted as presented.

CARRIED

3. Adoption of the minutes

3.1 Minutes of the Accessibility Advisory Committee of September 19, 2017

Moved by Danielle Mantha

Seconded By Nicole Mogensen

THAT the minutes of the Accessibility Advisory Committee meeting of September 19, 2017, be adopted.

CARRIED

4. Ongoing Items

4.1 Rick Hanson Foundation

The information gathered by Mrs. Vanbreugel is reviewed; however, the program is not currently available.

4.2 Laurier Street Project

The information is received and discussions are deferred to the next meeting.

4.3 Ottawa River Festival

Mrs. Danielle Mantha makes suggestions in regards to accessible washrooms.

Mr. John Mogensen explains that the committee would like to propose an activity to promote accessibility during the Ottawa River Festival. Mr. Irwin expresses that he is opened to the idea and that he will mention it to his team.

Mr. John Mogensen confirms that will prepare an outline of the proposed activities to submit to Mr. Irwin. Mr. Irwin confirms that he will send the proposed schedule to Monique Ouellet to help determine when the committee's activity would fit better. Further to questions, Mr. Irwin confirms that the full program is usually published in late April or early May.

Mr. Martin Irwin asks the committee members for some feedback in regards to the path that exists at the Du Moulin Park. Mr. John Mogensen agrees to inspect the site with Mr. Irwin in the spring.

The committee members further discuss the following: accessible parking, food truck and support person's free admission, accessible customer service training for volunteers and staff.

5. Accessibility Plan Update

The information is received and discussions are deferred to the next meeting.

6. Accessible Customer Service Policy Update

The information is received and discussions are deferred to the next meeting.

7. 2017 Accessibility Compliance Report

The 2017 Accessibility Compliance Report is received as information.

8. Other items

8.1 Clarence Creek Community Centre - Washroom renovations

The drawings are reviewed by the committee members and some feedback is provided to Mr. Irwin relating to the space requirements within the accessible washroom stall.

8.2 Morris Village Park - concept plan

The Committee provides some preliminary feedback to Mr. Irwin.

9. Adjournment

The meeting is adjourned at 8:10 p.m.

John Mogensen, Chairperson

Monique Ouellet, Clerk



**CORPORATION DE LA
CITÉ DE CLARENCE-ROCKLAND
PROCÈS-VERBAL**

COMITÉ CONSULTATIF SUR L'ACCESSIBILITÉ

le 6 février 2018

Salle du Conseil

415 rue Lemay Street, Clarence Creek, Ont.

PRÉSENT: John Mogensen, président
André J. Lalonde, conseiller du quartier 5
Danielle Mantha, membre
Nicole Mogensen, membre
Monique Ouellet, greffière

ABSENT: Julia Reid, membre
Rachelle Gareau, membre
Vivian Vanbreugel, membre

1. Ouverture de la réunion

Le président ouvre la réunion à 19h05.

2. Adoption de l'ordre du jour

Proposé par Nicole Mogensen

Appuyé par André J. Lalonde

QUE l'ordre du jour soit adopté tel que présenté.

ADOPTÉE

3. Adoption des procès-verbaux

**3.1 Procès-verbal de la réunion du Comité consultatif en accessibilité
du 19 septembre, 2017**

Proposé par Danielle Mantha

Appuyé par Nicole Mogensen

QUE le procès-verbal de la réunion du Comité consultatif en accessibilité
du 19 septembre, 2017, soit adopté.

ADOPTÉE

4. Items en cours

4.1 Fondation Rick Hanson

Le comité regarde l'information soumise par Mme Vanbreugel. Cependant, le programme n'est pas disponible pour le moment.

4.2 Projet - rue Laurier

L'information est reçue et les discussions sont différées à la prochaine réunion.

4.3 Festival de la rivière des Outaouais

Mme Danielle Mantha fait des suggestions relativement aux toilettes accessibles.

M. John Mogensen explique que le comité voudrait proposer une activité pour promouvoir l'accessibilité durant le Festival de la rivière des Outaouais. M. Irwin explique qu'il est ouvert à cette idée et en fera part à son équipe.

M. John Mogensen confirme qu'il va préparer pour M. Irwin un résumé des activités proposées. M. Irwin confirme qu'il va envoyer l'horaire à Monique Ouellet afin d'aider à déterminer les activités du comité qui conviennent le mieux. Suite aux questions, M. Irwin confirme que le programme entier est publié habituellement à la fin du mois d'avril ou au début mai.

M. Irwin demande aux membres du comité de lui faire part de leurs commentaires au sujet du sentier du parc Du Moulin. M. John Mogensen confirme qu'il va inspecter le site avec M. Irwin au cours du printemps.

Les membres du comité discutent des sujets suivants: stationnement accessible, camion-restaurant et admission gratuite des personnes de soutien, formation sur l'accessibilité du service à la clientèle pour les bénévoles et le personnel.

5. Mise à jour du Plan d'accessibilité

L'information est reçue et les discussions sont différées à la prochaine réunion.

6. Mise à jour de la politique sur l'accessibilité des services à la clientèle

L'information est reçue et les discussions sont différées à la prochaine réunion.

7. Rapport annuel de 2017 sur l'accessibilité

Le rapport de conformité sur l'accessibilité 2017 est reçu à titre d'information.

8. Autres items

8.1 Centre communautaire de Clarence Creek - rénovation de salles de toilettes

Les membres du comité révisent les plans et apportent leurs commentaires à M. Irwin relativement aux exigences d'espace pour les cabines de toilettes accessibles.

8.2 Parc Village Morris - plan concept

Le comité donne certains commentaires à M. Irwin.

9. Ajournement

La réunion est ajournée à 20h10.

John Mogensen, président

Monique Ouellet, greffière

Community Improvement Plan

City of Clarence-Rockland

Prepared for:

The Corporation of the City of Clarence-Rockland
1560 Laurier Street
Rockland, ON K4K 1P7

Prepared by:

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February 2017



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- B Conceptual Drawings

1.0 INTRODUCTION

The City of Clarence-Rockland is located along the Ottawa River approximately 40 kilometers east of downtown Ottawa. The City was formed in 1998 through the amalgamation of the Town of Rockland and Clarence Township. The City of Clarence-Rockland includes the communities of: Bourget, Cheney, Clarence Creek, Hammond, Rockland and Saint-Pascal-Baylon. The main commercial corridor runs along Laurier Street within the Urban Area of the City of Clarence-Rockland, which offers a wide range of goods and services.

The Community Improvement Plan (CIP) was initiated by the City of Clarence-Rockland in an effort to revitalize the downtown commercial core and attract new businesses. The CIP was developed with input from municipal staff, elected officials, Planning Committee, local business owners, and members of the public. The CIP was also provided to the Ministry of Municipal Affairs, the Ministry of Finance, and the United Counties of Prescott and Russell for their review and input. By seeking participation of a wide range of key stakeholders in the Community Improvement Project Area (CIPA), the CIP process is granted the best opportunity to ensure real growth at the entrepreneurial level from where true, lasting value is derived.

The City of Clarence-Rockland has many assets – and potential opportunities – that will be well-supported by a CIP. As the Commercial Core Area of Clarence-Rockland acts as a central hub for residents, the CIP will enhance existing businesses, and may result in an increased range of services. Through study and public consultation, the CIP will provide direction for improvements within the CIPA. The goals, objectives, design guidelines and implementing tools capitalize on the strong spirit and heritage of the community.

Implementation of the CIP may rely on funding and assistance from Municipal, Provincial and/or other funding programs. The CIP is a shared pathway to success. The Corporation of the City of Clarence-Rockland treasures the value of risk and reward and recognizes the mutual responsibility of all local stakeholders.

The City's Strategic Plan has identified retail and businesses, economic development, and downtown revitalization as a priority (amongst others).

Clarence-Rockland is principally a locally-driven consumer economy that remains operated and owned in large part by local residents. Although national franchises are present and are an integral part of Clarence-Rockland's business climate, the economic pulse remains driven by local merchants who are fully invested in their future.

1.1 Purpose

The purpose of this CIP study is to develop a tool that will provide incentive programs for encouraging and supporting private sector reinvestment in the downtown building stock, support infill and intensification (including residential to commercial conversions).

The CIP will provide an opportunity to enhance existing businesses, and may result in an increased range of services. The CIP will also provide direction on a unique vision and design guidelines for the study area, which may attract more businesses, tourists and visitors to the community and develop underutilized areas.

Important considerations for the commercial core area include: revitalization of downtowns and enhancing streetscape appearance. The Municipality will be undertaking a separate study dealing with streetscape improvements.

The CIP will include incentives to stimulate or encourage private and/or public investments, which can include grants, loans, or other programs for various improvements. Some of the key considerations of the CIP are:

- To help create a stronger and more stable economic base.
- To improve the physical, aesthetic and functional appeal of the Commercial Core Area within the Urban Area of the City of Clarence-Rockland.
- To encourage business retention and growth.
- To integrate the area with the existing built fabric because complete communities need connections amongst residential, commercial and employment areas.
- Increase the overall tax base through the creation of private sector jobs and new/improved buildings on the municipal tax roll.
- Align with the City's Strategic Plan.
- Align with the City's Official Plan.

Whether the reasons are physical, social, economic or environmental, this document will provide a flexible, comprehensive and co-ordinated strategic framework for dealing with lands and buildings in an effort to revitalize the CIPA and ensure economic sustainability.

1.2 Community Improvement Project Areas

The CIPA was determined through discussions with municipal staff, Planning Committee meeting (August 11, 2016, December 7th, 2016), and Open House (September 1, 2016, November 17th, 2016).

The CIPA is shown in Appendix A. Its boundaries are defined by the lots designated as Commercial Core Area on Schedule A of the Urban Area Official Plan having frontage on Laurier Street. The CIPA stretches a distance of 1.5 km of Laurier Street, generally between Heritage Drive and Simoneau Street. This area is predominantly commercial with residential land uses intermixed as well as certain institutional uses. This Project Area currently has approximately 60 existing businesses as well as several home-based businesses.



Figure 1 – Community Improvement Project Area (see Appendix A for full size figure)

2.0 LEGISLATION REVIEW

This section of the report reviews the legislative authority for preparation and adoption of community improvement plans by municipalities in Ontario.

2.1 Municipal Act

Municipalities are prohibited from directly or indirectly assisting industrial or commercial businesses by granting bonuses, as set out in Sections 106(1) and (2) of the Municipal Act. Prohibited actions include:

- giving or lending money or municipal property;
- guaranteeing borrowing;
- leasing or selling any municipal property at below fair market value; and
- giving a total or partial exemption from any levy, charge, or fee.

Section 106(3) of the Municipal Act provides an exception to this bonusing rule for municipalities exercising powers under the provisions of Section 365.1 of the Municipal Act or Section 28(6), (7), or (7.2) of the Planning Act.

2.2 Planning Act

Section 28 of the Planning Act allows municipalities, with provisions in their Official Plans relating to community improvement, to designate a “Community Improvement Project Area” by By-law and prepare and adopt a CIP for the Community Improvement Project Area. Once the CIP has been adopted by the municipality and comes into effect, the municipality may exercise authority under Section 28(6), (7), or (7.2) of the Planning Act.

The Planning Act defines a “Community Improvement Project Area” as “a municipality or an area within a municipality, the community improvement of which in the opinion of the council is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of the buildings or for any other environmental, social or community economic development reason.”

“Community Improvement” is “the planning or replanning, design or redesign, clearance, development or redevelopment, construction, reconstruction and rehabilitation, improvement of energy efficiency, or any of them, of a community improvement project area, and the provision of such residential, commercial, industrial, public, recreational, institutional, religious, charitable, or other uses, buildings, structures, works, improvements or facilities, or spaces therefore, as may be appropriate or necessary,” as defined in Section 28(1) of the Planning Act.

Once a CIP has come into effect, the municipality may:

- i) acquire, hold, clear, grade, or otherwise prepare land for community improvement (Section 28(3) of the Planning Act);
- ii) construct, repair, rehabilitate, or improve buildings on land acquired or held by it in conformity with the community improvement plan (Section 28(6));
- iii) sell, lease, or otherwise dispose of any land and buildings acquired or held by it in conformity with the Community Improvement Plan (Section 28(6)); and
- iv) make grants or loans, in conformity with the Community Improvement Plan, to registered owners, assessed owners and tenants of land and buildings within the community improvement project area, and to any person to whom such an owner or tenant has assigned the right to receive a grant or loan, to pay for whole or any part of the eligible costs of the Community Improvement Plan (Section 28(7)).

Section 28(7.1) of the Planning Act specifies that the eligible costs of a CIP for the purposes of Subsection 28(7) may include costs related to environmental site assessment, environmental remediation, development, redevelopment, construction, and reconstruction of lands and buildings for rehabilitation purposes or for the provision of energy efficient uses, buildings, structures, works, improvements, or facilities.

Section 28(7.3) of the Planning Act specifies that the total of all grants and loans made in respect of particular lands and buildings under Section 28(7) and (7.2) of the Planning Act and tax assistance provided under Section 365.1 of the Municipal Act, 2001 in respect of the land and buildings shall not exceed the eligible cost of the Community Improvement Plan with respect to those lands and buildings.

Section 28(11) of the Planning Act allows a municipality to register an agreement concerning a grant or loan made under subsection 28(7) or an agreement entered into under subsection 28(10) against the land to which it applies and the municipality shall be entitled to enforce the provisions thereof against any party to the agreement and, subject to the provisions of the Registry Act and the Land Titles Act, against any and all subsequent owners or tenants of the land.

Section 69 of the Planning Act allows municipalities to reduce or waive the amount of a fee in respect of a planning application where it feels payment is unreasonable. Municipalities can use this tool to waive all matter of planning application fees to promote community improvement without inclusion in a CIP. Alternatively, a municipality can collect fees and then provide a partial or total rebate of fees in the form of a grant, but this must be done within a CIP.

2.3 Development Charges Act

Although not part of this CIP's financial incentives, exemptions from development charges could also be used by Council to assist with redevelopment within the CIPA. Section 5 of the Development Charges Act allows a municipality to exempt a type(s) of development from a development charge, but any resulting shortfall cannot be made up through higher development charges for other types of development. This allows upper and lower tier municipalities to offer partial or total exemption from municipal development charges in order to promote community improvement such as downtown redevelopment and/or brownfield redevelopment. However, the Development Charges Act allows the exemption of certain areas from development charges but if so used the municipality would need to revisit its Development Charges Background Study. Because this financial incentive is normally offered before construction, i.e., at the time of building permit issuance, it is a very powerful community improvement tool.

3.0 POLICY REVIEW

3.1 Provincial Policy Statement 2014

The Provincial Policy Statement (PPS) is issued under Section 3 of the Planning Act and is intended to guide municipalities in making planning decisions. The Planning Act requires that municipal decisions in respect of the exercise of any authority that affects a planning matter “shall be consistent with” the PPS.

The Province of Ontario released the latest version of the PPS on February 24, 2014 and the policies took effect on April 30, 2014. The vision for land use planning in Ontario in the PPS states that “the long-term prosperity and social well-being of Ontarians depends on planning for strong sustainable communities for people of all ages, a clean and healthy environment, and a strong competitive economy”. To this end, the PPS promotes:

- Efficient development and land use patterns, appropriate mixes of different land use types, cost-effective development patterns and standards, environmentally sensitive development practices, accessible neighbourhoods, and available infrastructure and public facilities (Section 1.1.1);
- *Opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected need (Section 1.1.3.3);*
- Healthy, active communities with streets, parks, public spaces and trails that are pedestrian and cyclist-friendly and contain a range of different recreation opportunities (Section 1.5.1);
- Long-term prosperity through the maintenance and enhancement of downtown and mainstreets (Section 1.7.1c);
- *Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes (Section 1.7.1 d); and*
- Conservation of significant built heritage and cultural heritage resources (Section 2.6.1).

3.2 City of Clarence-Rockland Strategic Planning

The City of Clarence-Rockland has reached out to its citizens to get their outlook on the future of the City. Amongst other topics, responses have identified retail and businesses, economic development, and downtown revitalization as a priority.

3.3 City of Clarence-Rockland Official Plan, By-law No. 2013-147

The Community Improvement policies in Section 9 of the Official Plan set out the rationale for preparing a CIP, criteria to be considered when designating a community improvement project area, goals for the CIP to accomplish, and the range of actions that Council may undertake to implement CIPs.

Section 9.2 of the Official Plan outlines the intention of Council to implement a program of continuous community improvements (as defined in the Planning Act) that will fulfill the following objectives:

Objectives:

Foster improvements in the Commercial Core Area by:

- *maintaining a vibrant, attractive downtown by providing the necessary physical conditions to create a pleasant shopping environment;*
- *providing and maintaining incentives to support the Commercial Core Area, to foster a healthy local economy for area businesses;*

- *providing and maintaining downtown streets, sidewalks, lighting, benches and parking areas to ensure that the Commercial Core Area is accessible to both motorist and pedestrian;*
- *encouraging high standards of site development; and*
- *encouraging mixed use residential/commercial uses.*

The Community Improvement Project Area is established on the basis of an evaluation of available municipal services and facilities using the criteria listed in Section 9.6 of the Official Plan. The designated area requires improvements in some or all of the following:

- *the availability and/or adequacy of municipal services, including sanitary sewers, storm drainage, watermains, natural gas, roads, curbs and sidewalks;*
- *the availability of parks, recreation and neighbourhood facilities within individual neighbourhoods;*
- *compatibility of neighbouring land uses;*
- *the availability and/or adequacy of on-street and off-street parking and loading, particularly in the Commercial Core Area;*
- *physical amenities, including buffering between incompatible land uses, particularly between industrial and residential uses, and streetscaping and architectural treatment in the Commercial Core Area;*
- *pedestrian access between the parking and commercial functions in the Commercial Core Area; and*
- *building conditions.*

Policies:

1. Community improvement will be accomplished through the:
 - a. Designation, by by-law, of Community Improvement Projects Area based on the Clarence-Rockland Official Plan criteria listed above;
 - b. Preparation and adoption of a Community Improvement Plan for the Community Improvement Project Area; and
 - c. Establishment of programs to implement the Community Improvement Plan in effect within a designated Community Improvement Project Area.
2. Council shall have regard for the following matters in the preparation and adoption of a Community Improvement Plan:
 - a. The boundary of the proposed Community Improvement Project Area and the land use designations contained in this Plan;
 - b. The estimated costs, means of financing and the staging and administration of the project;

- c. The provision of sufficient flexibility, as circumstances warrant, where project and costing revisions are necessary;
 - d. The phasing of improvements, in order to permit a logical sequence of development without generating unnecessary hardship to area residents and the business community;
 - e. The means of implementation; and
 - f. Citizen involvement.
3. In order to implement a Community Improvement Plan in effect within a designated Community Improvement Project Area, the City of Clarence-Rockland may undertake a range of actions in accordance with the Planning Act, including:
- a. Acquisition of land within the Community Improvement Project Area and subsequent:
 - i. Clearing, grading, or other preparation of this land;
 - ii. Construction, repair, rehabilitation, or improvement of buildings on this land;
 - iii. Sale, lease, or disposition of this land to any person or governmental authority.
 - b. Provision of public funds such as grants or loans to owners, tenants and their assignees to pay for the whole or part of the eligible costs of the Community Improvement Plan (e.g. environmental site assessment, remediation, development, redevelopment, etc.); and
 - c. Application for financial assistance from senior level government programs.

The lands identified by this report to be included within the Community Improvement Plan Project Area meet the majority of the criteria listed in the City's OP. At this time, the Municipality has decided to focus the objectives and policies of the proposed CIP on private development and infrastructure for those properties fronting Laurier Street within the Urban Core Area.

Official Plan Land Use:

Schedule A of the Official Plan identifies the designated land uses for the Urban Area of Clarence-Rockland. In the OP, the CIPA lands are designated "Commercial Core Area" and situated along Laurier Street which runs through the central portion of the urban area as shown on Figure 2.

Section 5.1 of the Official Plan outlines general policies of the Commercial Core Area:

1. *All non-residential uses, including mixed use commercial/residential buildings, shall have their main access to the building from the following streets: Laurier, Edwards, Giroux, St. Joseph, Gareau or Pouliotte. Commercial access and traffic on local streets will be discouraged, since they are access points into residential areas. Access to residential components of mixed uses should be provided from side streets when a mixed use development is located on a corner lot.*
2. *Businesses within the Commercial Core Area may be exempted from off-street parking requirements, on condition that cash-in-lieu be paid to the Municipality in order to establish a central public parking lot. Council may waive the cash-in-lieu requirement to promote preservation of the architectural aspects of a building or promote restoration of an older building. Within the Commercial Core Area, commercial buildings may be built up to the property line, subject to requirements of the Building Code and the provisions in the Zoning By-Law. Committee of Adjustment Applications to reduce the parking*

requirements will not be accepted.

3. *Development applications within the Commercial Core Area will be reviewed with particular attention to details that affect the appearance of the street. Items that will be reviewed include such matters as street lighting, street furniture, signage, landscaping, architectural*

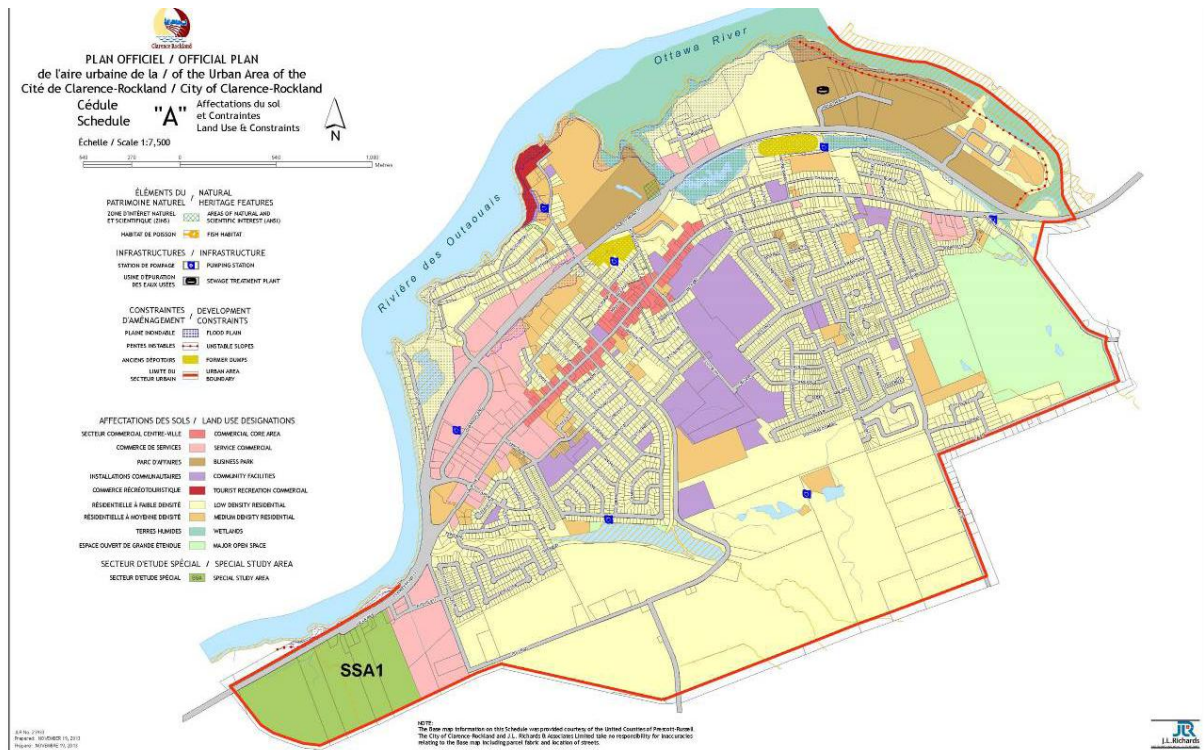


Figure 2 – City of Clarence-Rockland Official Plan Schedule A: Land Use & Constraints

features, and access.

4. *Residential uses in mixed use buildings will be permitted if they meet the following criteria:*
 - a) *Adequate parking for residential and commercial uses shall be provided and meet the requirements of the Zoning By-law.*
 - b) *Parking for residential uses will be distinctly identified from the parking for the commercial use, and no discounting for shared parking will be permitted.*
 - c) *A private amenity area will be provided for the residential use in accordance with the provisions of the Zoning By-law.*
 - d) *No existing ground floor commercial use may be converted to residential; however, a new residential use may be added to the rear of a commercial use by an amendment to the Zoning By-law.*
5. *The Commercial Core Area has largely been built out and development activity will mostly comprise enlargements, conversions from one use to another and redevelopment. In evaluating applications for rezoning, minor variance or site plan approval in the Commercial Core Area, Council will have regard for the following matters:*
 - a) *Appropriate buffering to ensure compatibility with neighbouring uses.*
 - b) *Adequacy of landscaping or other site improvement features.*

- c) *Parking can be adequately provided or cash-in-lieu of parking will be evaluated.*
 - d) *Arrangements for convenient and safe pedestrian and cycling access.*
 - e) *Traffic improvements, such as turning lanes, where required for new development, will be provided by the proponent.*
 - f) *Sewer and water capacities are adequate for the site.*
 - g) *Appropriate location for loading and unloading.*
 - h) *General harmony of buildings in terms of scale and character with the built form in the Commercial Core Area.*
6. *In order to minimize the disruption of traffic flow within the Core Area and promote better development, small lot rezoning will be discouraged and land assembly for consolidated development will be promoted.*
 7. *The various uses will be identified in appropriate zone categories in the implementing Zoning By-law.*
 8. *Commercial Core Area uses shall be subject to Site Plan Control.*
 9. *Reducing, eliminating or consolidating access points to Laurier Street to provide a human-scaled environment, wide uninterrupted sidewalks, as well as to better foster the movement of traffic.*
 10. *Automotive commercial uses will not be permitted.*
 11. *The visual impact of outdoor storage or parking on adjacent uses and from the street will be minimized through appropriate means.*
 12. *Notwithstanding the permitted uses stated in Section 5.1.1, the property known municipally as 2337 Laurier Street may be developed as a medium density residential apartment building. Policies associated with commercial development do not apply.*

The Official Plan identifies other policies which may be supported by the implementation of the CIP:

- *Urban Design Guidelines – Section 10.17.1 of the Official Plan establishes high-level design guidelines for streetscapes, street layouts, public utilities, parking, placement of buildings and landscaping;*
- *Cultural Heritage – Section 4.3 of the Official Plan establishes policies for the identification and protection of potential significant built heritage resources and significant cultural heritage landscapes; and*
- *Intensification – Section 5.6.6 of the Official Plan establishes policies that support opportunities for the intensification of vacant or underutilized within a developed area.*

The City of Clarence-Rockland Zoning By-law was adopted by Council in May of 2016 and implements the City's Official Plan by zoning each property within the Municipal boundary in order to establish permitted uses and built forms. Parcels within the CIPA are zoned Urban Core Area under Part 8 of the Zoning By-law. Figure 3 is an extract from Schedule B of the Clarence-Rockland Zoning By-law showing the Urban Core Area (CA) Zone along Laurier Street.



4.0 COMMUNITY CONSULTATION

In order to understand the strengths, weaknesses, opportunities and threats (SWOT) to redevelopment within the Commercial Core Area of Clarence-Rockland, the policies, and, programs that could be used to ensure a successful revitalization, several site visits were held during the summer months. A public meeting was held with the Planning Committee on August 11, 2016 to present the project, its goals and objectives as well as the proposed work plan. In addition, community information sessions (and public meeting) were held to present the draft document to the public.

4.1 CIP Information Sessions

Two (2) information sessions were planned as part of the CIP with directed invitations sent out to members of the business community and advertised on the City's website.

In this respect, the opinions, attitudes and advice of individuals and groups were actively sought as a part of the plan-making process for this plan through a variety of techniques, including:

- Mail out invitations;
- Announcements in the local print media;
- Start-up Meeting at a Planning Committee; and
- Website link.

Open House September 1, 2016 – CIPA and INCENTIVES

The initial Open House included a presentation on the CIP project and focussed on refining the CIPA. Those in attendance, including members of Council, examined maps of the proposed project area to identify target categories for improvements and refine the CIPA. The priorities for the area were determined to be façade improvements, signage, accessibility, and parking and landscaping. Attendance of the session was very low.

Open House November 17, 2016 – IMPROVEMENT GRANTS and PROGRAMS

A second Open House was held to present the potential project area improvements using conceptual renderings and other visualizations highlighting the proposed CIP design guidelines and CIP incentive programs. On the night of the public consultation, over 25 citizens were in attendance and provided useful comments and feedback. Overall, the CIP was well received and there was a general agreement that it would be supported and used by the business community.

Public Meeting December 7, 2016

A statutory public meeting was held on December 7, 2016.

Council Adoption February 22, 2017

Council adopted the Community Improvement Plan and Community Improvement Area By-laws on February 22, 2017.

5.0 CIP DESIGN GUIDELINES

The following design guidelines will be used by the City of Clarence-Rockland to help evaluate applications for financial incentives, and to provide design guidance for infill and redevelopment within the CIPA. While these guidelines are meant to provide design standards and benchmarks for development, they are also meant to provide a certain parameter of flexibility and to encourage distinction, variety and creative architectural and design responses.

A series of guidelines, illustrations and visualizations have been prepared with the goal of revitalizing the CIPA. The CIP design guidelines are organized in the following categories:

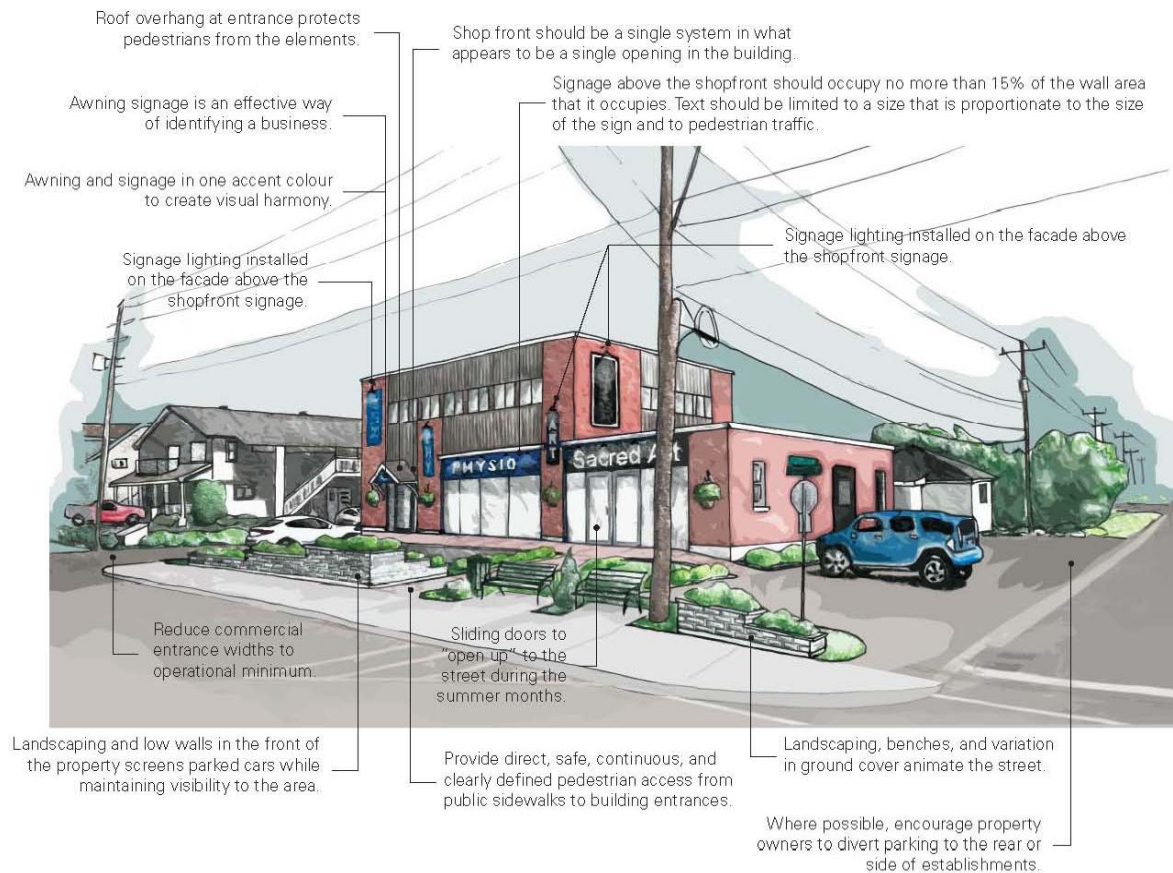
- Parking Area and Landscaping Improvements
- Built Form Improvements
- Entrance Improvements
- Signage Improvements
- Building Façade Improvements
- Accessibility Improvements
- Upper Floor Improvements
- Boulevard Elements (seating, planters, landscaping, etc.)
- Public Art
- New Developments
- Energy Efficiencies

5.1 Parking Area and Landscaping Improvements

The intent of these guidelines is to provide ways to improve the appearance of parking areas while increasing safety and security for users. Screening and street edge treatments need to balance between blocking views to parked vehicles, while allowing sufficient sightlines for pedestrian safety and ensure efficient movement of vehicles and people.

The following guidelines are recommended for parking and landscaping improvements:

- Encourage property owners to landscape the front of their property, preferably contained within a raised curb or planter, effectively defining the edge of the sidewalk;
- Reduce commercial entrance widths to operational minimum - this can be enforced through site plan approval for new developments or redevelopments;
- Promote permeable paving for parking lots as part of a sustainability strategy for on-site stormwater management for new developments, as well as redevelopments;
- Plant trees, shrubs and ground cover on any unbuilt portions of the site that are not required to meet minimum parking requirements;
- Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances;
- Provide a consistent width of landscape and pedestrian areas across the front of the site;
- Trees species should be appropriate for Eastern Ontario, and could include a mixture of Maple, Oak, White Spruce and White Pine, for example, which are indigenous to the region and are robust by nature. MNR's Tree Atlas may be consulted for other examples of native trees; and
- Planting materials should be hardy perennial species, which are appropriate for the Eastern Ontario climate. The City of Clarence-Rockland is located in plant hardiness zone 5a, and plants that are hardy to Zone 5 or lower should be selected.



(source: J.L. Richards & Associates Limited)



Landscaping hides parking (source: NNECAPA.org)



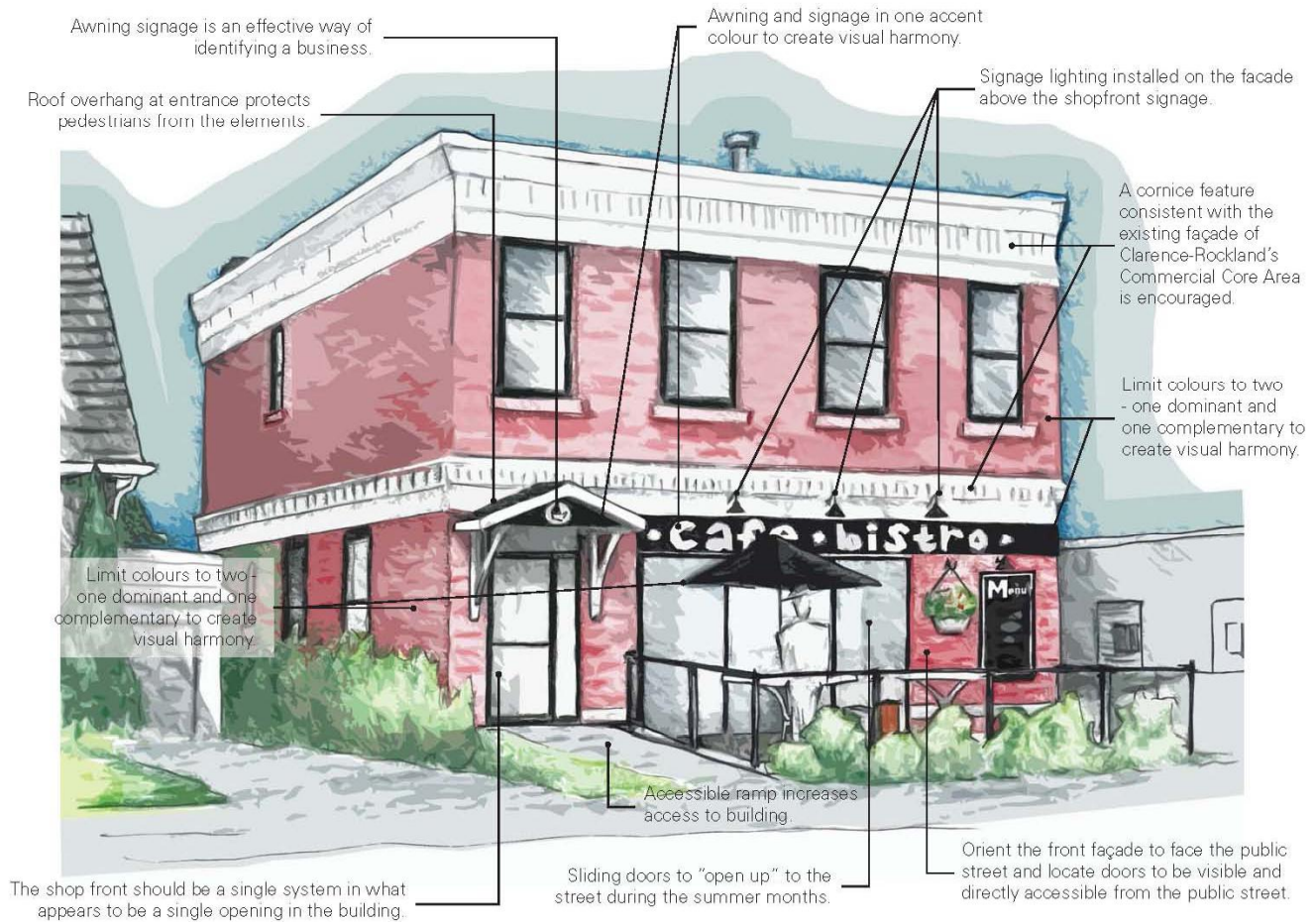
Singular large planters mark corners and help define the edges of sidewalks.
(source: 20thstreetblockparty.com)

5.2 Built Form Improvements

Development in the Commercial Core Area should incorporate architectural elements, massing, and height so as to create a more pedestrian oriented environment and to establish an identity.

The following guidelines are recommended for built form improvements:

- New developments or redevelopments should respect the existing built form by following the build-to line of adjacent buildings as well as any zoning or by-law regulations. In essence, new projects in the Commercial Core Area should be designed and built to have a street presence and contribute to the public-related frontage at grade as a whole;
- Where commercial buildings are set back significantly from the street, it is the treatment of the driveway and front edge of the property that becomes the de facto 'face' to the street and, therefore, should be properly landscaped, as described in the Parking and Landscaping section;
- Where new developments require accessibility ramps, they should be integrated into the building design, as well as the site design, rather than appearing as 'add-ons'.
- New commercial developments should be commercial in appearance and avoid residential-style structures that are not appropriate;
- Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street;
- Design richly detailed buildings that create visual interest, a sense of identity and a human scale along the public street; and
- Locate active uses along the street at grade, such as restaurants, specialty in-store boutiques, food concessions, seating areas, offices and lobbies.



source: J.L. Richards & Associates Limited)

5.3 Shopfront and Entrance Improvements

A commercial shopfront and its various elements can have an enormous impact on unifying a street. To reinforce the sense of place on a main street, building fronts should act as a continuous 'face', and as an extension of the streetscape with spaces that will activate and energize the street. This goal is also appropriate for rear courtyards and mid-block linkages. Where development occurs on vacant lots, continuous façades should be introduced that maintain the setbacks of the adjacent buildings. Where this is unlikely to occur, the voids should be treated to support street vitality and complement the public realm.

The following guidelines are recommended for shopfronts and entrances:

- Entrances should express individuality as well as maintain continuity with the area;
- Entrances should be well proportioned, of human scale, and oriented to the pedestrian;
- The shopfront should be a single system in what appears to be a single opening in the building;
- The entrance should occupy a minimum of 1/3 of the entire width and height of a ground floor, where possible, creating a higher degree of transparency, enhancing the connection between inside and outside activity; and
- The shopfront should occupy the entire width and height of a ground floor, where possible, creating a higher degree of transparency, enhancing the connection between inside and outside activity.

- Hospitality establishments, such as restaurants and cafés, are encouraged to have sliding doors to 'open up' to the street during the summer months.
- Small, individual windows on the ground floor should be avoided as they relate to a residential character, creating a sense of privacy that is inappropriate for commercial building façades. Glazing and entrance system should use large panes of glass as much as possible.
- Shopfronts should take advantage of opportunities for marketing and promoting themselves, but should avoid being filled with merchandise or obsolete signage and displays. Any displays or signage on the window should obscure views as little as possible and be of proportion and scale that is appropriate to the window and shopfront.
- Shopfronts should be composed of materials of enduring quality and considered detailing.
- Roof overhangs are appropriate and encouraged. Aside from providing further moisture protection to the building itself, overhangs protect pedestrians from the elements as they enter and exit the building, making it more inviting and approachable.



Garage-style door that 'opens up' to the street during the summer months.
(source: milkytrace.com)

5.4 Signage Improvements

Signage has as much impact on the impression of the façade as the shopfront does and can usually be added to an existing façade without significant downtime for the business. Signage can be integrated into a façade, using the building material as a background to letters, or can be applied as a "band" across the façade. In either case, signage should be carefully considered and designed such that the signage and building complement each other. Lighting should focus on signage and creating a sense of place.

Awnings and lighting, together, have as much impact on the impression of the façade as the shopfront. They have the added benefit that they can usually be added to the existing façade without any significant downtime for the business. Awnings can be added to an existing building and help create a welcoming feeling as they provide shelter from rain and provide shade on South-facing facades, reducing cooling loads in the summer months. Awnings can provide an additional signage opportunity for businesses.

Lighting should focus on signage and creating a sense of place. Additional lighting mounted to the exterior of the building and designed to a pedestrian scale should be considered. This type of lighting provides a sense of safety for pedestrians and cyclists. A good balance of lighting levels creates an atmosphere and maintains public safety.

The following guidelines are recommended for signage:

- Signage above the shopfront should occupy no more than 15% of the wall area that it occupies. Text should be limited to a size that is proportionate to the size of the sign and to pedestrian traffic;
- Signage in the Commercial Core Area can cater to the travelling / vehicular public, but should not be garish or distracting;
- Signage lighting is traditionally installed on the façade above the shopfront signage to illuminate the signage. Where additional lighting is desired, it can be installed into the soffit of the overhang as a downlight. For emphasizing entrances, discrete wall mounted lights should provide light downwards to avoid light-washing at eye-level;
- Backlit signage boxes may be appropriate in the Commercial Core Area but should be contained within a single horizontal band;
- Awning signage is an effective way of identifying a business. Business names, logos and their placement on the awning are important to the character of the street and should be integral to the design of the façade; and
- Services and products offered should be on a separate, lower order of signage below the brand or company signage, such as on windows or ground floor walls using smaller text sizes, for pedestrian viewing.



Signage lighting installed above the shopfront signage to illuminate the signage.
(source: montysbeefco.com)

5.5 Building Façade Improvements

Storefronts can be used as a marketing tool to effectively promote a business and should be considered as an integral part of any façade improvement or new development.

The majority of buildings within the Commercial Core Area were constructed to satisfy the basic needs of the community. If there is an overarching character to the buildings in Rockland, perhaps it could be described as modest and practical, but the absence of a prominent architectural heritage is noted. Heritage buildings are rare, generally isolated and should be maintained and preserved.

The majority of the buildings structures, styles, and uses within Commercial Core Area differ significantly, posing a challenge in creating a set of specific design guidelines for façade improvements. Future developments and façade improvements could create new character to develop cohesion throughout the Commercial Core Area without modifying existing building typologies.

The following guidelines are recommended for building façade improvements:

- The use of quality materials and workmanship should be considered as one of the standards for approval;
- Consider colour not only within a scheme for a single façade or building but also as part of the street context;
- It is important to limit the number of colours to two - one dominant and one complementary. Shades and tints of a colour are not considered an additional colour and can add depth to a colour scheme but should be subtle and not diminish the simplicity of a colour scheme;
- The façade material may count as one colour if it is strong enough, in which case it should be an integral part of colour selection;
- Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent;
- Entrances should be composed of materials of enduring quality and considered detailing; and
- Use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls.



Building façade materials limited to two colours.
(source: differentbikes.ca)

5.6 Accessibility Improvements

Accessibility in the context of buildings and streetscapes is defined as the ease with which all individuals, including those who are disabled, can safely access or move within buildings and the public realm.

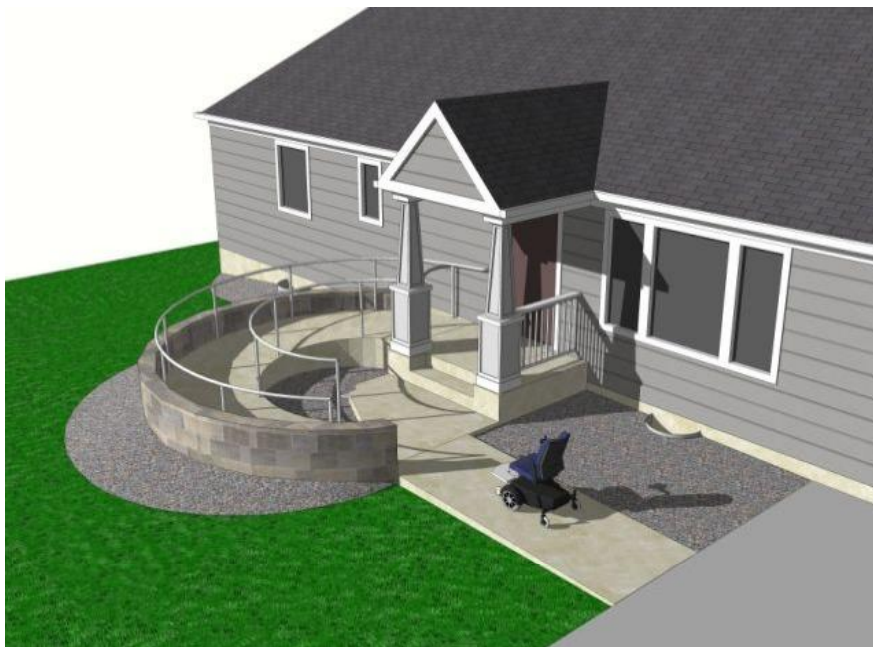
All new development is reviewed for accessibility under the Ontario Building Code (OBC). Many of the existing buildings were built during a time when their relationship to the street and accessibility was not a priority. As a result, the height of the ground floor in relationship to the current sidewalk varies from building to building, which poses a challenge for accessibility. This condition cannot be remedied with one solution for all cases and, therefore, should be dealt with on a case-by-case basis.

The following guidelines are recommended accessibility improvements:

- Where the distance between the ground floor and the sidewalk is one step or less, the difference in height could be accommodated in the form of a ramp within the building's entrance area, depending on the setback of the door from the sidewalk. In the case where the door is not set back, the entrance may be reconfigured to allow for a setback of the door;
- Where the difference is two to three steps, a more complex modification to the storefront and entrance would be required, increasing the cost significantly. This condition may require a ramp that is parallel to the sidewalk in order to minimize the impact to the interior space, provided the storefront is wide enough;
- Some of the ground floors are four or five steps higher than the sidewalk, making the problem difficult to deal with in a standard way. These cases would likely require a portion of the height difference to be accommodated outside of the building, on the sidewalk, in the form of a front porch with a ramp, as well as a portion similar to the less extreme cases. The portion outside depends entirely on the ability for the sidewalk to accommodate it, and is likely not realistic without significant modification to the streetscape;
- Where a building has a side or rear door, or has the potential to introduce a side or rear door, an owner may elect to provide a ramp on the side of their building from the door to the sidewalk; and
- Where new developments require accessibility ramps, they should be integrated into the building design, as well as the site design, rather than appearing as 'add-ons'.



A ramp that runs parallel to the sidewalk helps to minimize the impact on available space.
(source: smckee.com)



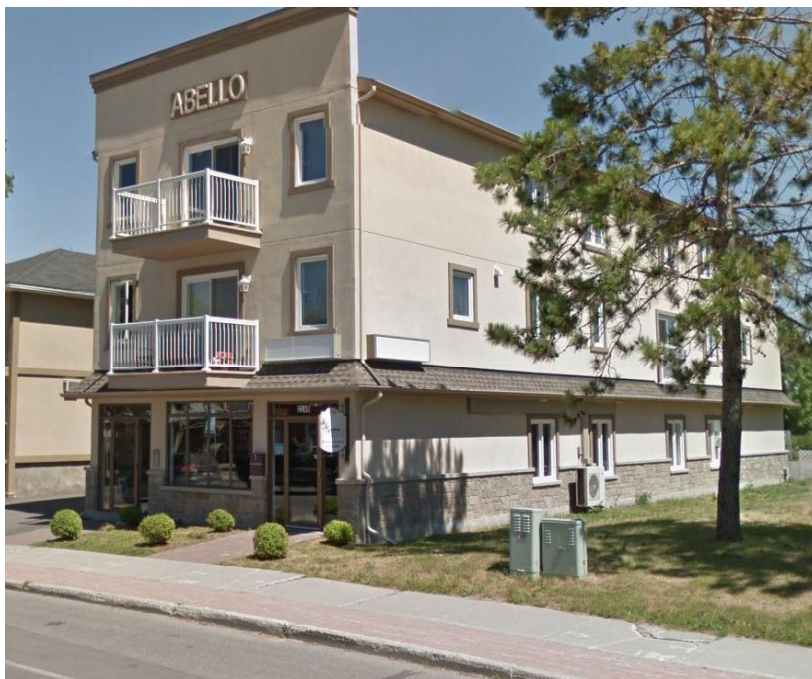
Accessibility ramp integrated into the building design rather than appearing as an 'add-on'.
(source: houzz.com)

5.7 Upper Floor Improvements

Generally, upper floors feel more private than ground floors, but should still consist of windows regardless of their use. The number of windows, their size, proportion, and location should be considered in relation to the width, height, and proportion of the exterior wall, all of which contribute to a balanced façade.

Recommendations for upper floor openings and details include:

- A cornice feature consistent with existing façades in the Commercial Core Area is encouraged;
- Although a cornice on a façade is more appropriate on buildings, roof overhangs are appropriate and encouraged. Aside from providing further moisture protection to the building itself, overhangs protect pedestrians from the elements as they enter and exit the building, making it more inviting and approachable;
- New single-storey developments should consider a façade with a tall parapet that extends partially towards the average 2-storey building height, complete with a strong cornice line at the top; and
- As a measure to maintain uniformity in the Commercial Core Area, flat roofs are preferred, pitched roofs are discouraged and shed roofs should slope towards the back so that the highest point is at the front.



A façade with a tall parapet that extends towards the average building height, complete with a strong cornice line at the top. (source: Google Street View)

5.8 Boulevard Elements

Seating, planters, and landscaping attract pedestrians by reducing the barrier between interior space and exterior space. They animate the street, breathing life into the public realm. When seating and landscaping are integrated with a shopfront's façade, they extend the activities from within the building to the outside, making the street more inviting and alive.

Trees, landscaping and urban design amenities are important in creating a successful streetscape. People are naturally attracted to green streets because of the protection and ambiance they offer, making them essential for a downtown street where walking, shopping, dining, and relaxing are desired and encouraged. Trees and plantings impact the pedestrian experience by providing protection from weather (wind, sun, rain, and snow), and the provision of cleaner air.

Salt and snow removal are hazards to tree growth and survival and should be a consideration in selecting the location and species of trees. Where possible, the use of local and salt tolerant plant species should be selected.

The following guidelines are recommended for boulevard elements:

- Displays and spill-out activities, such as sidewalk cafés, should respect space for pedestrian movement;
- Boulevard elements should be integrated into the design of any new building to avoid the impression of an 'add-on';
- Boulevard elements shall comply with all relevant building codes, By-laws, and standards.
- All work that is beyond the property line should be coordinated with the City of Clarence-Rockland, and any necessary permits should be obtained;
- The quality and character of boulevard elements should be consistent with that of the building to which they are associated; and
- Introduction of a row of trees in the zone between the sidewalk and the street curb where the right-of-way allows is encouraged. Increased sidewalk widths provide better tree planting conditions, which promote better canopy growth.

- Property owners should be encouraged to plant a tree at the street edge of their property to help “green” the Commercial Core Area.
- Planter type and design should complement the quality and character of other street furnishings and optimize sidewalk space. Planters could incorporate a seat or perch for casual stops and informal conversations.
- Planting materials should be hardy perennial species, which are appropriate for the Eastern Ontario climate. The City of Clarence-Rockland is located in plant hardiness zone 5a, and plants that are hardy to Zone 5 or lower should be selected.



Boulevard elements on Main Street, Elkhart, Indiana.
(source: dlz.com)

5.9 Public Art

The inclusion of public art within a City is a strategy that helps boost local culture while at the same time, encourages visitors to stop and spend time within the community. Some municipalities have successfully incorporated public art within their downtowns and main streets including Huntsville, Ontario (Group of Seven murals); and Hope, B.C. (chainsaw carvings), for example. Large blank walls could easily become surfaces to permanently display public art. Fences, often an unsightly element in the urban character of a town, could be readily transformed into works of art.

The following guidelines are recommended for the display of public art:

- The City, local businesses, and arts groups should look for funding opportunities through arts funding agencies and/or partnerships with art institutions;
- Public art should be related to a single theme to provide consistency throughout the Commercial Core Area;
- Public art should tie into existing themes and local history. Themes could relate to the area's cultural heritage;
- Public art projects should be combined with successful community events that already exist;
- Infrastructure should be put in place to protect public art (i.e. small overhangs, selection of materials, etc.);
- Lighting should be provided for public art pieces; and
- Marketing materials could be produced that indicate the location and description of public art works throughout the City.

Public art reflecting the natural heritage of Revelstoke, British Columbia. (source: seerevelstoke.com)



5.10 New Developments

The following guidelines are recommended for new developments:

- Displays and spill-out activities, such as cafés, should complement sidewalk movement, such as walking and shopping;
- All boulevard elements should be integrated into the design of any new building to avoid the impression of an 'add-on';
- New developments requiring accessibility ramps should consider them to be integral to the building design and should occupy the full width of a façade where appropriate and technically feasible;
- All boulevard elements shall comply with all relevant building codes, By-laws and standards.
- Coordinate all work that is beyond the property line with public works; and
- The quality and character of any boulevard element should be consistent with that of the building to which it is associated.

5.11 Energy Efficiency

Many of the existing buildings within the Commercial Core Area are older and are behind on the latest practices of energy efficiency and preservation. Eligible improvements under the Energy Improvement Grant Program will include:

- Energy efficiency upgrades including the replacement of windows, doors and LED lighting; and
- The incorporation of design elements of passive solar design, electric vehicle charging stations, and improvements to insulation and heating systems.

6.0 CIP INCENTIVES AND TOOLS

The following incentives and tools were specifically developed to promote improvements in the Community Improvement Project Area. These community improvement needs are based on the results of the background study, and input from the public, stakeholders and the City staff. These financial incentive programs are designed to encourage private sector investment, rehabilitation, adaptive reuse, redevelopment, and construction activity along this stretch of the Commercial Core Area. The purpose, type, duration, eligibility criteria, and application requirements for each of the financial incentive programs are described in detail below.

GENERAL PROGRAM REQUIREMENTS

The general and program specific requirements contained in this CIP are not necessarily exhaustive and the City reserves the right to include other requirements and conditions as necessary on a property specific basis. All of the financial incentive programs contained in this CIP are subject to the following general requirements, as well as the individual requirements specified under each program.

- a) The City reserves the right to audit the cost of project feasibility studies approved under any of the financial incentive programs, at the expense of the applicant.
- b) The City is not responsible for any costs incurred by an applicant in relation to any of the programs, including, without limitation, costs incurred in anticipation of a grant.
- c) If the applicant is in default of any of the general or program specific requirements, or any other requirements of the City, the City may delay, reduce, or cancel the approved grant.
- d) The City may discontinue any of the programs at any time, but applicants with approved grants will still receive said grant, subject to meeting the general and program specific requirements.
- e) If during the grant period, a building/property designated under the Ontario Heritage Act receiving a grant is demolished or any of the heritage features are altered in any way that would compromise the reasons for designation, all grant payments shall cease and the City reserves the right to require repayment of the grant payments;
- f) All proposed works approved under the incentive programs and associated improvements to buildings and/or land shall conform to all Municipal By-laws, policies, procedures, standards, guidelines, including applicable Official Plan and Zoning requirements, and approvals.
- g) The improvements made to buildings and/or land shall be made pursuant to a Building Permit and/or other required permits, and constructed in accordance with the Ontario Building Code and/or other municipal requirements.
- h) Outstanding charges from the City (including tax arrears), work orders, and/or orders or requests to comply must be satisfactorily addressed prior to application processing and grant payment.
- i) City staff, officials, and/or agents of the City may inspect any property that is the subject of an application for any of the financial incentive programs offered by the City.
- j) The total of all grants provided shall not exceed the cost of the improvements.
- k) In all cases, if the applicant is not the owner of the property, the applicant must provide written consent from the owner of the property to make the application and undertake the works.

- l) Proposed building and/or site improvements must comply with the CIP design guidelines and must not have commenced prior to approval(s).
- m) Applicants may be required to enter into a maintenance agreement with the City and shall undertake to keep the property and specifically those parts of the property subject to the CIP improvement project in good condition.
- n) Projects must be completed within one year of approval, but recipients may apply for a grant extension.

Council retains the right, in its sole and absolute discretion, to extend, revise, or alter this CIP, subject to the objectives of Council and the satisfactory performance of the Plan in the opinion of Council. However, the following amendments to the CIP will require a formal amendment process:

- 1. A change or expansion in the geography to which financial programs outlined in the CIP apply;
- 2. A change in the criteria to which area wide CIPs apply;
- 3. Addition of new municipal assistance programs involving grants, loans, tax assistance or land; or
- 4. An increase in the proportion of a financial incentive to be offered within the municipal CIP program.

The following programs are being offered as part of this CIP. However, Council will review its municipal budget on a yearly basis and decide on which programs are in effect on a yearly basis.

Building and Site Improvement Programs

- 1. Façade Improvement Grant Program
- 2. Signage Improvement Grant Program
- 3. Accessibility Improvement Grant Program
- 4. Residential to Commercial Conversion Grant Program
- 5. Parking Area and Landscaping Improvement Grant Program
- 6. Architectural / Engineering Design Grant Program
- 7. Heritage Improvement Grant Program
- 8. Energy Efficiency Improvement Grant Program

Municipal Fee Reduction Grant Program

- 9. Municipal Application / Permit Fees Rebate

The following table presents a summary of the recommended CIP programs:

Program	Grant Amount
Façade Improvement Grant Program	Up to maximum of 50% of eligible costs up to a maximum grant of \$7,000
Signage Improvement Grant Program	Up to a maximum of 50% of eligible costs up to a maximum grant of \$1,000
Accessibility Improvement Grant Program	Up to a maximum of 50% of eligible costs up to a maximum grant of \$1,000
Residential to Commercial Conversion Grant Program	Up to a maximum of 50% of eligible costs up to a maximum grant of \$5,000
Parking Area and Landscaping Improvement Grant Program	Up to a maximum of 50% of eligible costs up to a maximum grant of \$3,000
Architectural / Engineering Design Grant Program	Up to a maximum of 50% of eligible costs up to a maximum grant of \$1,000
Heritage Improvement Grant Program	Up to a maximum of 50% of eligible costs up to a maximum grant of \$10,000
Energy Efficiency Improvement Grant Program	Up to a maximum of 50% of eligible costs up to a maximum grant of \$3,000
Municipal Application/Permit Fees Rebate	Building Permit Fees: up to 50% reduction in building permit fees; up to a maximum of \$1,000 Planning Application Fees, Signage Permit Fees, Demolition Permit Fees: up to 50% reduction in permit fees; up to a maximum of \$400
Total amount per Property	\$10,000 per property (excluding tax increment grant, building permit and planning fee rebates)

6.1 Façade Improvement Grant Program

Purpose	To stimulate private investment in the existing built-up commercial areas of the Community Improvement Project Area and to promote the undertaking of building façade improvements in accordance with the CIP Design Guidelines.
Grant Amount & Disbursement	<p>Matching grant of up to a maximum of 50% of eligible costs up to a maximum grant of \$7,000, whichever is less, per property.</p> <p>The Grant will be disbursed as follows:</p> <ul style="list-style-type: none"> - 100% on Final Completion
Eligible Costs	<p>Improvements to the Front or Exterior Façades designed specifically to enhance the look and appearance of these elevations of the property including:</p> <ul style="list-style-type: none"> - Restoration of the brickwork or cladding, including exterior painting; - Replacement or repair of cornices, eaves, parapets, windows, doors, and other significant architectural details; - Repair, replacement, or addition of awnings, marquees, and canopies; - Repair, replacement, or addition of exterior lighting; - Street furniture related to the façade; - Modifications to the entranceway; and - Any other work as approved by the City.
Additional Requirements	<p>Minimum improvement costs: \$1,000</p> <p>Applicants will submit design drawings, architectural/engineering plans, and a work plan indicating proposed improvements, and a cost estimate for the works.</p> <p>The grant will be paid based on the actual cost of the work, up to the amount approved in the application.</p> <p>All completed drawings/plans must comply with the description of the work plan as provided in the grant application form.</p>

6.2 Signage Improvement Grant Program

Purpose	To promote the undertaking of signage improvements in accordance with the CIP Design Guidelines.
Grant Amount & Disbursement	<p>Matching grant of up to a maximum of 50% of eligible costs up to a maximum grant of \$1,000, whichever is less, per property.</p> <p>The Grant will be disbursed as follows:</p> <ul style="list-style-type: none"> - 100% on Final Completion
Eligible Costs	<p>Improvements to or placement of new building signage including:</p> <ul style="list-style-type: none"> - Graphic design of signage; - Sign materials and construction; - Sign lighting; and - Any other signage-related work as approved by the City.
Additional Requirements	<p>May apply to multiple signs, up to the maximum allotted per property.</p> <p>Applicants will submit design drawings indicating proposed signage improvements, and a cost estimate for the works.</p> <p>The grant will be paid based on the actual cost of the work, up to the amount approved in the application.</p>

6.3 Accessibility Improvement Grant Program

Purpose	To promote the undertaking of commercial building accessibility improvements in Community Improvement Project Areas in accordance with CIP design guidelines.
Grant Amount & Disbursement	<p>Matching grant of up to a maximum of 50% of eligible costs up to a maximum grant of \$1,000, whichever is less, per property.</p> <p>The Grant will be disbursed as follows:</p> <ul style="list-style-type: none"> - 100% on Final Completion
Eligible Costs	<p>Provision of accessibility improvements, including:</p> <ul style="list-style-type: none"> - Installation of wheelchair ramps; - Installation of automatic doors; - Installation of other accessibility improvements external to the building; and - Any other related work as approved by the City. - Any other signage-related work as approved by the City.
Additional Requirements	<p>Minimum improvement costs: \$1,000 (i.e., minimum grant of \$500).</p> <p>Applicants will submit design drawings, architectural/engineering plans, a work plan indicating proposed improvements, and a cost estimate for the works.</p> <p>The grant will be paid based on the actual cost of the work, up to the amount approved in the application.</p> <p>All completed drawings/plans must comply with the description of the work plan as provided in the grant application form.</p>

6.4 Residential Conversion to Commercial Use Grant Program

Purpose	To promote residential conversion to commercial use in accordance with CIP Design Guidelines.
Grant Amount & Disbursement	<p>Matching grant of up to a maximum of 50% of eligible costs up to a maximum grant of \$5,000, whichever is less, per property.</p> <p>The Grant will be disbursed as follows:</p> <ul style="list-style-type: none"> - 100% on Final Completion
Eligible Costs	<p>Site improvement works/materials, including the following:</p> <ul style="list-style-type: none"> - Restoration of the brickwork or cladding, including exterior painting; - Replacement or repair of cornices, eaves, parapets, windows, doors, and other significant architectural details; - Repair, replacement, or addition of awnings, marquees, and canopies; - Repair, replacement, or addition of exterior lighting; - Street furniture related to the façade; - Modifications to the entranceway; and - Professional fees; - Purchase and/or installation of landscaping materials (excluding annual planting materials); and - Any other related work as approved by the City.
Additional Requirements	<p>Minimum improvement costs: \$1,000</p> <p>Applicants will submit a rezoning and site plan application including design drawings, landscaping/site plans, a work plan indicating proposed improvements, and a cost estimate for the works.</p> <p>The grant will be paid based on the actual cost of the work, up to the amount approved in the application.</p> <p>All completed drawings/plans must comply with the description of the work plan as provided in the grant application form.</p> <p>The City reserves the right to request additional plans or studies, such as lot grading plans, drainage plans, and stormwater management plans.</p>

6.5 Parking Area and Landscaping Improvement Grant Program

Purpose	To promote a greener and more aesthetically pleasing streetscape by providing for landscaping and parking area improvements in accordance with CIP Design Guidelines.
Grant Amount & Disbursement	<p>Matching grant of up to a maximum of 50% of eligible costs up to a maximum grant of \$3,000, whichever is less, per property.</p> <p>The Grant will be disbursed as follows:</p> <ul style="list-style-type: none"> - 100% on Final Completion
Eligible Costs	<p>Site improvement works/materials, including the following:</p> <ul style="list-style-type: none"> - Resurfacing and line painting; - Street furniture for the parking area or landscaped areas; - Labour; - Professional fees; - Design and construction of low impact development stormwater management - Purchase and/or installation of landscaping materials (excluding annual planting materials); and - Any other related work as approved by the City.
Additional Requirements	<p>Minimum improvement costs: \$1,000</p> <p>Applicants will submit design drawings, landscaping/site plans, a work plan indicating proposed improvements, and a cost estimate for the works.</p> <p>The grant will be paid based on the actual cost of the work, up to the amount approved in the application.</p> <p>All completed drawings/plans must comply with the description of the work plan as provided in the grant application form.</p> <p>The City reserves the right to request additional plans or studies, such as lot grading plans, drainage plans, and stormwater management plans.</p>

6.6 Architectural / Engineering Design Grant Program

Purpose	To promote the undertaking of planning concepts, urban design drawings, and architectural plans, and/or engineering studies for site development and building façade improvements in preparation for site/building redevelopment and improvement in accordance with the CIP design guidelines.
Grant Amount & Disbursement	<p>Matching grant of up to a maximum of 50% of eligible costs up to a maximum grant of \$1,000, whichever is less, per property.</p> <p>The Grant will be disbursed as follows:</p> <ul style="list-style-type: none"> - 100% on Final Completion of the CIP project improvement.
Eligible Costs	<p>May include the following professional fees:</p> <ul style="list-style-type: none"> - Architectural services, engineering consulting services, and/or planning consulting services; - Concept plans; - Design drawings; - Building façade plans; - Any other related study as approved by the City.
Additional Requirements	<p>This grant will apply to a maximum of one study per property.</p> <p>Applicants will submit a work plan for the study indicating proposed improvements and a cost estimate for the study from a qualified consultant.</p> <p>The grant will be paid based on the actual cost of the study, up to the amount approved in the application.</p> <p>All completed drawings/plans must comply with the description of the work plan as provided in the grant application form.</p> <p>Since this grant is disbursed only upon completion of the related works, it may be used in combination with another CIP incentive program.</p>

6.7 Heritage Improvement Grant Program

Purpose	To promote the restoration of heritage features via engineering studies and/or architectural plans building façade and structural improvements in accordance with the CIP design guidelines.
Grant Amount & Disbursement	<p>Matching grant of up to a maximum of 50% of eligible costs up to a maximum grant of \$10,000, whichever is less, per property.</p> <p>The Grant will be disbursed as follows:</p> <ul style="list-style-type: none"> - 100% on Final Completion of the CIP project improvement.
Eligible Costs	<p>Improvements to the Front or Corner Side Façades designed specifically to enhance the look and appearance of heritage features of the property including:</p> <ul style="list-style-type: none"> - Restoration of the brickwork or cladding, including exterior painting; - Repair of cornices, eaves, parapets, windows, doors, and other significant architectural details; - Modifications to the entranceway; and - Any other work as approved by the City. <p>And may include the following professional fees:</p> <ul style="list-style-type: none"> - Architectural services, engineering consulting services, and/or planning consulting services; - Concept plans; - Design drawings; - Building façade plans; - Any other related study as approved by the City.
Additional Requirements	<p>Applicants will submit design drawings, architectural/engineering plans, and a work plan indicating proposed improvements, and a cost estimate for the works.</p> <p>The grant will be paid based on the actual cost of the work, up to the amount approved in the application.</p> <p>All completed drawings/plans must comply with the description of the work plan as provided in the grant application form.</p> <p>Applicants will submit a work plan for the study indicating proposed improvements and a cost estimate for the study from a qualified consultant.</p> <p>This grant will apply to a maximum of one study per property.</p> <p>The grant will be paid based on the actual cost of the study, up to the amount approved in the application.</p> <p>All completed drawings/plans must comply with the description of the work plan as provided in the grant application form.</p> <p>Since this grant is disbursed only upon completion of the related works, it may be used in combination with another CIP incentive program.</p>

6.8 Energy Efficiency Improvement Grant Program

Purpose	To promote the renovation of specific features in accordance with the CIP design guidelines.
Grant Amount & Disbursement	<p>Matching grant of up to a maximum of 50% of eligible costs up to a maximum grant of \$3,000, whichever is less, per property.</p> <p>The Grant will be disbursed as follows:</p> <ul style="list-style-type: none"> - 100% on Final Completion of the CIP project improvement.
Eligible Costs	<p>Site improvement works/materials, including the following:</p> <ul style="list-style-type: none"> - Replacement of windows; - Replacement of doors; - Replacement of lighting; - Any other related study as approved by the City. <p>And may include the following professional fees:</p> <ul style="list-style-type: none"> - Architectural services, engineering consulting services, and/or planning consulting services; - Concept plans; - Design drawings; - Building façade plans; - Any other related study as approved by the City.
Additional Requirements	<p>Applicants will submit design drawings, architectural/engineering plans, and a work plan indicating proposed improvements, and a cost estimate for the works.</p> <p>The grant will be paid based on the actual cost of the work, up to the amount approved in the application.</p> <p>All completed drawings/plans must comply with the description of the work plan as provided in the grant application form.</p> <p>Applicants will submit a work plan for the study indicating proposed improvements and a cost estimate for the study from a qualified consultant.</p> <p>This grant will apply to a maximum of one study per property.</p> <p>The grant will be paid based on the actual cost of the study, up to the amount approved in the application.</p> <p>All completed drawings/plans must comply with the description of the work plan as provided in the grant application form.</p> <p>Since this grant is disbursed only upon completion of the related works, it may be used in combination with another CIP incentive program.</p>

6.9 Municipal Application / Permit Fees Rebate

Purpose	To stimulate private investment in properties in the Community Improvement Project Area by reducing applicable municipal fees related to a CIP improvement project which improves the façade, signage, accessibility, parking areas, or landscaping, or provides residential units
Grant Amount & Disbursement	<p>Building Permit Fees: up to 50% reduction in building permit fees; up to a maximum of \$1,000</p> <p>Planning Application Fees: up to 50% reduction in planning fees; up to a maximum of \$400</p> <p>Demolition Permit Fees: up to 50% reduction in demolition permit fees; up to a maximum of \$400</p>
Eligible Costs	<p>Grant applies to:</p> <ul style="list-style-type: none"> - Building permit fees for improvements related to a CIP improvement - Signage permit fees - Demolition permit fees for demolitions related to CIP improvements.

7.0 IMPLEMENTATION

7.1 Application Review Process

Applications for the CIP incentive programs will be processed as follows:

1. Pre-application consultation with the City.
2. Completion of application forms and submissions of any supporting documentation.
3. Screening of applications by the City to ensure compliance with minimum eligibility requirements and design guidelines outlined in the CIP.
4. Evaluation by the City.
5. The City may require the signing of an agreement for certain programs which outline terms and conditions.
6. Prior to release of funds, the City will require proof of all costs submitted by the applicant

Evaluation and approval of applications will be coordinated by a Committee formed by the Manager of Development, the Chief Building Official and the Director of Finance and Economic Development with assistance by other members of City Council, and Staff, if required.

Applications that require annual funding under the following programs will be accepted, evaluated, and determined on a 'first-come first-served' basis:

- Façade Improvement Grant Program
- Signage Improvement Grant Program
- Accessibility Improvement Grant Program
- Residential to Commercial Conversions Grant Program
- Parking Area and Landscaping Improvement Grant Program
- Architectural / Engineering Design Grant Program
- Heritage Improvement Grant Program
- Energy Efficiency Grant Program

For the above programs, all funds allocated during a calendar year will be taken from the annual budget for the CIP during the year of approval for funding, even where funds are disbursed in the following calendar year. Projects must be completed within one year of approval, but recipients may apply for a grant extension. Application intake for budgeted programs will occur until annual budgets are exhausted. These programs will be "closed" until the following year's municipal budget is approved.

The following are also considered as grants however are not part of the annual budgets. Intake will occur on an ongoing basis, however applications will still need to be reviewed and approved by the City:

- Municipal Application/Permit Fees Rebate (Grant)

Applications are encouraged for projects which are eligible for funding under more than one program, up to the maximum of \$10,000 per property (excluding the permit fee rebates). However, the total of all grants provided shall not exceed the eligible costs of the improvements of the property.

Council reserves the right to limit access to funding from multiple programs if, in its determination, there is a degree of overlap of funding that is not an appropriate use of scarce resources or the value of individual project funding is deemed to unduly limit the availability of community improvement funding to other projects in the City.

The principle of matched funding implies that Council will not fund more than 50% of eligible costs or stated maximums.

The amount of the grants provided shall not exceed eligible costs of the improvements to the property.

Council may extend, revise, or alter this CIP subject to funding, the objectives of Council, and the performance of the CIP. The following amendments to the CIP will require a formal amendment process:

1. A change or expansion in the geography to which financial programs outlined in the CIP apply;
2. A change in the criteria to which area wide CIPs apply;
3. Addition of new municipal assistance programs involving grants, loans, tax assistance or land; or
4. An increase in the proportion of a financial incentive to be offered within the municipal CIP program.to funding, the objectives of Council, and the performance of the CIP.

7.2 Administration and Financial Implications

This Community Improvement Plan will be administered by the City of Clarence-Rockland as part of the implementation of the Community Improvement Policies of the City's Official Plan.

For a CIP to be successful, it requires support from the business community and support from the municipality in the form of funding and implementation. It is recommended that the City allocate \$100,000 per year towards grant incentive programs during the initial years of the CIP. This represents potential assistance to ten (10) properties per year with a \$10,000 maximum funding amount per property. The City will be expected to provide assistance via foregone revenues (municipal tax increases and permit fees). This would result in a significant improvement to the appearance of the CIPA, and is meant to encourage further investments in properties and buildings in the community. As the private and public sectors increase their investment in the community, with the assistance of the CIP, the overall benefits will be significant.

The recommended funding is based on the anticipated level of development interest in the Community Improvement Project Area, recognition of the likely limitations on capital funds available to the City, and scale of funding of incentives programs in comparable communities. It is not possible to accurately predict the number and scale of applications in advance of implementing the Plan. The recommended funds are minimums that should be approved in order to meet the goals of the Plan over the five-year term. These funding levels can then be evaluated and adjusted in future years of the Plan.

Funding allocations contained in this Plan are subject to review and approval by City Council. Financial incentives proposed in this CIP are based on a five year cycle, but are also subject to the Township's fiscal situation and will be determined on a yearly basis during Council's annual budget allocation.

7.3 County Funding Participation

The United Counties of Prescott and Russell is considering including Community Improvement Policies in their Official Plan that will allow the County to provide grants and loans to local municipalities for the purpose of carrying out local municipal CIPs. Therefore, once this CIP is adopted and approved and the County's policies are in effect, the enabling mechanism will be in place for the County to participate with the City of Clarence-Rockland in funding one or more of the incentive programs contained in the CIP. If the County were to partner with the City in funding some of the incentive programs contained in this CIP, this would increase the ability of the City to fund more grant/loan applications in the Project Area, thereby improving the effectiveness of this CIP.

8.0 MONITORING AND AMENDMENTS

City Staff will conduct periodic reviews of the CIP programs and activities relating to Community Improvement to determine their effectiveness and provide an update to Council. Council may amend this Plan as is necessary to ensure that the goals and objectives outlined in this Plan are achieved. Any increase in program financing permitted under Section 28 of the Planning Act will require an amendment to this Plan. An extension to any program for up to an additional five years and any decrease in program financing due to Municipal budgetary constraints in any given year will not require amendments to this Plan.

The CIP will be monitored by the City by reviewing the following performance measures:

- total amount of funding committed annually;
- uptake of each program (applications submitted, applications granted, amount of funding provided);
- total value of private sector investments related to CIP programs;
- vacant lands in the City;
- property assessments;
- applicant satisfaction with application process and other materials.

Following the first year of the program, the City should evaluate the effectiveness of the organizational and funding structure of the CIP process, the evaluation process, and the amount of staff resources and other resources to administer, monitor, and market the Plan.

An amendment to the Community Improvement Plan requires a statutory public meeting with notice requirements in accordance with the Planning Act.

9.0 MARKETING STRATEGY

9.1 Key Objectives

It is very important to the successful implementation of this CIP that the City's incentive programs and the leadership role being taken by the City through implementation of the streetscape improvements and other initiatives be effectively communicated to property owners, business owners, developers, potential end users, and residents within the Project Area, within the rest of the City, within the County, and beyond. The purpose of this Marketing Strategy is to proactively and regularly educate, advertise and market the City's incentive programs and the planned improvements being taken by the City to actively support vitalization within the Community Improvement Project Area.

It is recommended that the City budget for and implement a Marketing Strategy that:

- a) Provides direction on how to obtain information on available incentive programs, including program guides and application forms, as well as assistance and advice from municipal staff on making application for the incentive programs;
- b) Informs property, business owners and developers with regard to actions planned by the City to improve the investment environment and conditions within the Project Area;
- c) Publicizes recent development and business activity and success stories within the Project Area in order to further bolster the image of the area as both a place to invest and a place to live.

9.2 Reaching the Target Audience

The long-term success of the CIP will depend on investment from both within (existing property and business owners) and outside the Project Area. Therefore, it is important to market to both these target audiences. However, the best ambassadors (marketers) for the Project Area are the residents and business and property owners already located in the area. The impact of what existing business and property owners and residents tell potential investors and business owners cannot be underestimated. Therefore, it will be very important for the City to regularly reach out to these groups using the marketing tools and inform them about planned public realm improvements, available incentive programs, and any revitalization and development projects.

The Marketing Strategy should be targeted to:

- a) Existing property owners and business owners within the Project Area;
- b) Business owners outside the Project Area, including members of the Chamber of Commerce;
- c) Developers and builders;
- d) Support professional, including real estate professionals, lending institutions such as banks and trust companies, planning consultants, architects, and others; and,
- e) Residents within and outside the Project Area, as well as the general public.

9.3 Marketing Tools

The marketing of the CIP incentive programs and streetscape improvements should include an extensive multi-media campaign containing information, education and advertising components.

The following key tools are recommended to implement the Marketing Strategy:

- a) An online and hardcopy Brochure outlining the CIP initiative and financial incentive programs available from the City, including information on program requirements and how to apply;
- b) Inclusion of the brochure in the City's annual property tax billing for properties within the Project Area;
- c) A regular newsletter (e.g., annually or semi-annually) containing a description of the financial incentive programs, highlights of streetscape improvements (planned, underway, and completed), and updates and profiles of projects and new/expanded businesses that take advantage of the CIP incentive programs;
- d) Profiling of the incentive programs and downtown revitalization success stories in planning and economic development publications, newsletters and other publications published by the City and the Region;
- e) Addition to the City's web page via addition of direct (one-click) access to information on the available incentive programs and the aforementioned brochure and newsletter;
- f) Periodic presentations/sessions with property and business owners and support professionals wishing to apply for the incentive programs to outline available incentives and how to apply, City activities/ streetscape improvements, and business and redevelopment success stories in the Project Area;
- g) Stories in local media (newspaper, radio, web) on the CIP, streetscape improvements and vitalization success stories in the Project Area;
- h) Media Releases and profiles of successful projects and initiatives should be sent to local and outside media; and,
- i) Requiring recipients of CIP grants and loans to post a sign (supplied by the City) that indicates that the project is taking advantage of the Town's CIP incentive programs.

10.0 CONCLUSION

This CIP is based on planning policies and is in line with the City's strategic plan goal of revitalizing its downtown core. The incentive programs and other actions contained in this CIP have been developed specifically to address the key community improvement needs in the Project Area. The preparation of this CIP has benefitted greatly from community consultation through input provided by property and business owners, residents and other stakeholders at the public meeting/open house sessions.

The adoption and approval of this CIP will provide the legislative basis and a framework to guide the municipal incentive programs and other actions needed to achieve the vision for the Project Area. Successful implementation of this CIP will require a commitment by Council to funding for implementation of the incentive programs and the streetscape improvements. A financial and staffing resource commitment will also be required to implement, administer and monitor the incentive programs.

Early and effective implementation of the Marketing Strategy will help to make property and business owners in the Project Area aware of the City's plans and the available incentive program opportunities. This will result in a more successful CIP. Ongoing monitoring of the performance of the incentive programs and adjustment of the programs as required will also help to ensure the effectiveness of this CIP.

Finally, the vitalization and redevelopment of the Project Area will benefit not only business and property owners in the Project Area, but also residents, business and property owners all across the City and County as a whole.

APPENDIX A

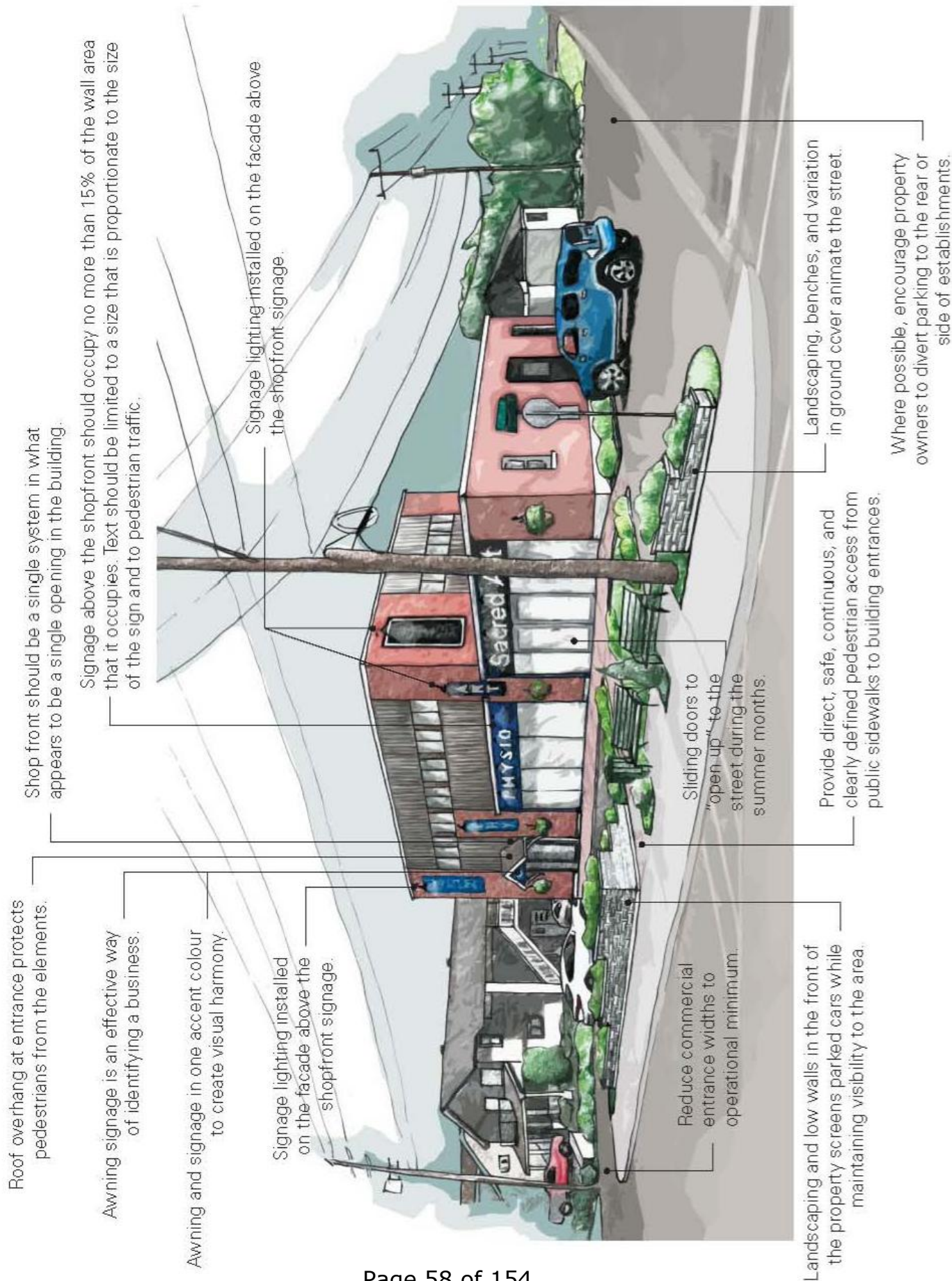
Community Improvement Project Area

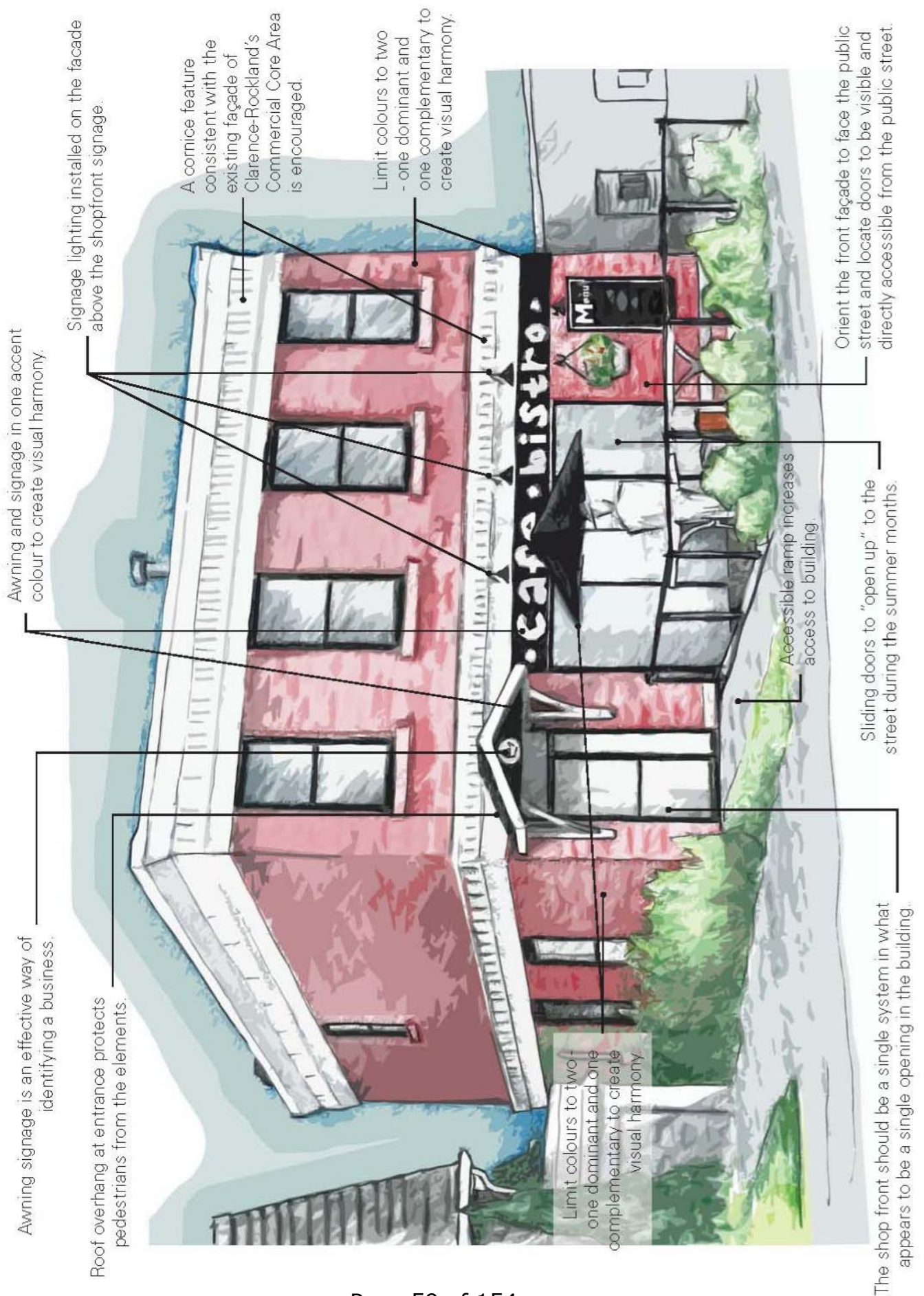


**Cité de - City of
Clarence-Rockland**

**SECTEUR COMMERCIAL CENTRE-VILLE ET ZONE
D'AMÉLIORATIONS COMMUNAUTAIRES PROPOSÉE
COMMERCIAL CORE AREA & PROPOSED
COMMUNITY IMPROVEMENT PROJECT AREA**

APPENDIX B
Conceptual Drawings





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J.L. Richards
ENGINEERS • ARCHITECTS • PLANNERS

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From: [Christine Sarault](#)
To: [Monique Ouellet](#)
Subject: programmation Festival de la rivière
Date: February-08-18 10:59:29 AM

Salut Monique

Martin m'a demandé de t'envoyer notre programmation pour le Festival de la rivière pour le comité d'accessibilité.

Jeudi le 28 juin - film familial sous les étoiles

Vendredi le 29 juin – Hommage au rock classique CCR et Eagle

Samedi le 30 juin – Souper spectacle d'humour (activités durant le jour)

Dimanche le 1^{er} juillet Fête du Canada (activités durant le jour)

Si tu as des questions, n'hésites pas à communiquer avec moi.

Christine Sarault

Coordonnatrice des activités culturelles et communautaires

Community and Cultural Activities Coordinator

csarault@clarence-rockland.com <<mailto:csarault@clarence-rockland.com>>

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Corporation de la Cité de / of the City of Clarence-Rockland

PLAN D'ACCESSIBILITÉ 2013-2017 2013 – 2017 ACCESSIBILITY PLAN

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PARTIE I LOIS ET RÈGLEMENTS

Loi de 2001 sur les personnes handicapées de l'Ontario

L'accessibilité permet tout simplement aux personnes de toutes capacités d'avoir la possibilité de participer pleinement aux activités de la vie quotidienne.

La *Loi sur l'accessibilité pour les personnes handicapées de l'Ontario* a été adoptée en 2005. Elle a pour but de rendre l'Ontario accessible pour les personnes handicapées d'ici à 2025.

Définition d'une personne avec un handicap

La *Loi de 2001 sur les personnes handicapées de l'Ontario* définit les handicaps de la façon suivante et selon le *Code des droits de la personne*.

A « Handicap » signifie :

- a) tout degré d'incapacité physique, d'infirmité, de malformation ou de défigurement dû à une lésion corporelle, une anomalie congénitale ou une maladie, et, notamment, le diabète sucré, l'épilepsie, un traumatisme crânien, tout degré de paralysie, une amputation, l'incoordination motrice, la cécité ou une déficience visuelle, la surdité ou une déficience auditive, la mutité ou un trouble de la parole, ou la nécessité de recourir à un chien-guide ou à un autre animal, à un fauteuil roulant ou à un autre appareil ou dispositif correctif;
- b) une déficience intellectuelle ou un trouble du développement;
- c) une difficulté d'apprentissage ou un dysfonctionnement d'un ou de plusieurs des processus de la compréhension ou de l'utilisation de symboles ou de la langue parlée;
- d) un trouble mental;
- e) une lésion ou une invalidité pour laquelle des prestations ont été demandées ou

PART I LEGISLATION AND REGULATIONS

Ontarians with Disabilities Act, 2001

Accessibility means giving people of all abilities the opportunity to fully participate in everyday life activities.

The *Accessibility for Ontarians with Disabilities Act* was passed in 2005. Its goal is to make Ontario accessible for people with disabilities by 2025.

Definition of Persons with Disabilities

The *Ontarians with Disabilities Act, 2001* defines persons with disabilities in the following manner, which is the same definition used in the *Ontario Human Rights Code*.

A "disability" is:

- a) Any degree of physical disability, infirmity, malformation or disfigurement caused by bodily injury, birth defect or illness, and includes, but is not limited to diabetes mellitus; epilepsy; a brain injury; any degree of paralysis; amputation; lack of physical co-ordination; blindness or visual impediment; deafness or hearing impediment; muteness or speech impediment; or physical reliance on a guide dog or other animal, or on a wheelchair or other remedial appliance or device;
- b) A condition of mental impairment or a developmental disability;
- c) A learning disability, or a dysfunction in one or more of the processes involved in understanding or using symbols or spoken language;
- d) A mental disorder; or
- e) An injury or disability for which benefits were claimed or received under the

reçues dans le cadre du régime d'assurance créé aux termes de la *Loi de 1997 sur la sécurité professionnelle et l'assurance contre les accidents du travail*.

insurance plan established under the *Workplace Safety and Insurance Act, 1997*.

Obstacle pour une personne handicapée

La *Loi de 2001 sur les personnes handicapées de l'Ontario* entend par «obstacle» toute chose qui empêche une personne handicapée de participer pleinement à toutes les facettes de la société en raison de son handicap. S'entend notamment d'un obstacle physique ou architectural, d'un obstacle au niveau de l'information ou des communications, d'un obstacle comportemental, d'un obstacle technologique, d'une politique ou d'une pratique.

Barriers to Persons with Disabilities

The *Ontarians with Disabilities Act, 2001* defines a "barrier" as anything that prevents a person with a disability from fully participating in all aspects of society because of his or her disability, including a physical barrier, an architectural barrier, an information or communications barrier, an attitudinal barrier, a technological barrier, a policy or a practice.

Loi de 2005 sur l'accessibilité pour les personnes handicapées de l'Ontario

En 2005, le gouvernement a adopté la *Loi sur l'accessibilité pour les personnes handicapées de l'Ontario*. Cette loi établit un cadre de travail pour l'élaboration de normes d'accessibilité dans les domaines du service à la clientèle, l'emploi, l'information et communications, le transport et la conception de lieux publics le ou avant le 1^{er} janvier 2025.

Accessibility for Ontarians with Disabilities Act, 2005

The *Accessibility for Ontarians With Disabilities Act, 2005* (AODA) was adopted in 2005. The Act provides for the development of standards in order to achieve accessibility for Ontarians with disabilities with respect to goods, services, facilities, accommodation, employment, buildings, structures and premises on or before January 1, 2025.

Il y aura une période de transition pendant laquelle le gouvernement et divers organismes du secteur parapublic devront continuer à respecter leurs obligations, notamment en matière de planification, au titre de la *Loi de 2001 sur les personnes handicapées de l'Ontario* (LPHO). Les dispositions relatives à ces obligations resteront en vigueur jusqu'à ce qu'elles soient abrogées et remplacées par des normes conformes à la nouvelle loi.

There will be a transition period during which government and parts of the broader public sector will continue to have planning and other obligations under the *Ontarians with Disabilities Act, 2001* until they are repealed. The planning requirements of the ODA, 2001 will not be repealed until they have been replaced by standards under the new act.

Le ministre responsable de la LPHO, est tenu d'établir un processus pour développer et mettre en œuvre toutes les normes d'accessibilité nécessaires pour satisfaire les

The Minister responsible for the AODA is required to establish a process to develop and implement all accessibility standards necessary to achieving the purposes of this

besoins de la loi. Les comités d'élaboration des normes sont constitués par le Ministère pour développer les normes d'accessibilité.

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Le plan pluriannuel de la Cité de Clarence-Rockland présente une stratégie progressive visant à prévenir et éliminer les obstacles et répond aux exigences actuelles et futures de la LPHO. La Cité préparera un rapport annuellement sur les progrès et la mise en œuvre du plan, affichera les informations sur son site Web et fournira un autre format sur demande. Le plan sera révisé et mis à jour au moins une fois tous les cinq ans.

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INTEGRATED ACCESSIBILITY STANDARDS REGULATION

The Integrated Accessibility Standards Regulation (O.Reg 191/11) came into force on July 1, 2011.

To help make Ontario accessible to people with disabilities, the Integrated Accessibility Standards regulation requires that designated public sector organizations and large organizations shall establish, implement, maintain and document a multi-year accessibility plan, which outlines the organization's strategy to prevent and remove barriers and meet its requirements under this Regulation

The City of Clarence-Rockland's Multi-Year Accessibility Plan outlines a phased-in strategy to prevent and remove barriers and addresses the current and future requirements of the AODA. The City will report annually on the progress and implementation of the plan, post the information on its website and will provide it in alternative formats upon request. The plan will be reviewed and updated at least once every five years.

PARTIE II COMITÉ CONSULTATIF SUR L'ACCESSIBILITÉ

Mandat du comité

En janvier 2003, le Conseil de la Cité de Clarence-Rockland a établi un Comité consultatif sur l'accessibilité ayant pour mission d'adresser les exigences de la *Loi de 2001 sur les personnes handicapées de l'Ontario*. Le comité, tel qu'établi, peut comprendre jusqu'à huit (8) membres de la communauté incluant un (1) membre du Conseil.

Le Comité consultatif sur l'accessibilité est mandaté, entre autres, de :

- Fournir un forum pour les personnes ayant un handicap afin qu'elles puissent soulever des questions et préoccupations;
- Offrir leurs avis à la Cité de Clarence-Rockland, par l'intermédiaire du bureau de la greffe, sur des questions relatives aux politiques, pratiques ou programmes qui ont un impact sur les personnes ayant un handicap;
- Assurer la défense des intérêts des personnes ayant un handicap;
- Informer le Conseil de l'efficacité des politiques et des pratiques de la Cité qui affectent les personnes ayant un handicap;
- Suivre l'évolution et donner des conseils sur l'élaboration et de mise en œuvre des règlements de la Corporation qui ont un impact sur la vie des personnes ayant un handicap (ex. stationnement, trottoirs, etc.) et collaborer étroitement avec le personnel de la Cité et/ou le Conseil municipal, selon le cas.

PART II ACCESSIBILITY ADVISORY COMMITTEE

Committee's Mandate

In January 2003, the Council of the City of Clarence-Rockland established an Accessibility Advisory Committee to address the requirements of the Ontarians with Disabilities Act, 2001. The Accessibility Advisory Committee may comprise of up to eight (8) members of the general public including one (1) member of Council. At least the majority of the appointed members shall represent

Among other items, the mandate of the Accessibility Advisory Committee includes:

- provide a forum for persons with disabilities to raise issues and concerns;
- Provide advice and guidance to the City of Clarence-Rockland Council, through the clerk's office, on matters pertaining to the City's policies, practices and programs that impact on persons with disabilities;
- Conduct advocacy on behalf of persons with disabilities;
- Provide feedback to Council on the effectiveness of the City's policies and practices as they affect citizens with disabilities;
- Monitor and provide advice on the development and implementation of by-laws which have an impact on citizens with disabilities (e.g., parking, sidewalks, etc.) and work closely with City staff and/or City Council as appropriate;

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| <ul style="list-style-type: none"> ▪ Soulever des questions et faire des recommandations relativement aux politiques et aux programmes qui font la promotion de l'égalité d'accès aux services pour les personnes ayant un handicap; ▪ Coordonner la diffusion de l'information auprès des personnes handicapées et du public en général, de renseignements sur les décisions du Comité consultatif d'accessibilité et toutes décisions corporatives pertinentes; ▪ Consulter la communauté, les groupes et organisations afin de capturer et communiquer les questions émergentes au Conseil municipal et l'administration de la Cité. ▪ Sensibiliser les citoyens de la Cité de Clarence-Rockland et le secteur public sur les questions ayant une incidence sur les personnes ayant un handicap. | <ul style="list-style-type: none"> ▪ Raise issues and make recommendations concerning policies and programs that promote equal access to municipal services for citizens with disabilities; ▪ Coordinate the dissemination of information to persons with disabilities and the public at large regarding the Advisory Committee and any pertinent corporate decisions; ▪ Consult with the community, groups and organizations to capture and communicate emerging issues to City Council and the City administration; ▪ Raise the awareness of the citizens of the City of Clarence-Rockland and the public sector on issues impacting on persons with disabilities. |
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PARTIE III PORTRAIT DE LA CITÉ DE CLARENCE-ROCKLAND

Aperçu général

La Cité de Clarence-Rockland est une communauté bilingue avec plus de 22 000 habitants. Environ 68 % de la population est francophone et 32 % anglophone. La ville est située à environ 30 kilomètres à l'est d'Ottawa et elle borde la rivière des Outaouais au nord et la forêt Larose au sud. La Cité de Clarence-Rockland offre une grande variété de services ; Il a un parc d'affaires important et son parc industriel est en développement. Les deux parcs bordent la route 174. La municipalité compte environ 500 entreprises. Il a une structure sociale forte et d'excellentes installations récréatives. La Cité de Clarence-Rockland est un endroit idéal pour vivre et élever une famille.

PART III PORTRAIT OF THE CITY OF CLARENCE-ROCKLAND

General Overview

The City of Clarence-Rockland is a bilingual community with more than 22,000 residents. Approximately 68% of the population is francophone and 32% Anglophone. The City is located approximately 30 kilometres east of Ottawa and it borders the Ottawa River to the North and the Larose forest to the South. The City of Clarence-Rockland offers a wide variety of services; it has an important business park and its industrial park is in development. Both parks border highway 174. The municipality counts approximately 500 businesses. It has a strong social structure and excellent recreational facilities. The City of Clarence-Rockland is an ideal place to live and raise a family.

La Cité de Clarence-Rockland offre aux citoyens de tous âges un environnement agréable et enrichissant. La ville combine les avantages d'un milieu urbain et rural, avec ses activités de plein air et ses facilités.

Gouvernement municipal

Le conseil municipal de la Cité de Clarence-Rockland est composé de neuf membres, incluant le Maire.

La Cité de Clarence-Rockland offre une grande variété de services pour ses citoyens. Les départements et les services sont divisés comme suit :

Services administratifs

Les services administratifs comprennent quatre divisions :

- Direction générale
- Greffe
- Ressources humaines
- Développement économique

Finances

Le département des Finances est responsable des affaires financières de la Corporation dont, entre autres, le budget, et les états financiers.

Services communautaires

Les Services communautaires comprennent quatre divisions :

- Parcs et installations récréatives
- Loisirs et culture
- Garderie
- Transport en commun

Service de la réglementation

Le Service de la réglementation est responsable de la protection de la santé, la sécurité et la paix dans la communauté en faisant respecter les règlements municipaux.

The City of Clarence-Rockland offers to citizens of all ages a pleasant and enriching environment. The City combines the advantages of both an urban and rural setting, with its outdoor activities and city amenities.

Municipal Government

The Council of the City of Clarence-Rockland is composed of nine members, including the Mayor.

The City of Clarence-Rockland provides a wide range of services for its citizens. The different departments and services are organized as follows:

Administrative Services

The Administrative Services comprise four divisions:

- Administration
- Clerk's Office
- Human Resources
- Economic Development

Finance

The Finance Department is in charge of the Corporation's financial affairs, including amongst others, the budget and the financial statements.

Community Services

The Community Services comprise of four divisions:

- Parks and Recreation
- Leisure and Culture
- Daycare
- Public transit

By-law enforcement

The By-law enforcement Department is responsible for protecting health, safety and peace within the community by enforcing municipal by-laws.

Service d'incendies

Le Service d'incendies protège la vie, les propriétés et l'environnement des citoyens.

Infrastructure et ingénierie

Le Service des infrastructures et de l'ingénierie est responsable de la maintenance des routes, de l'ingénierie, des systèmes d'aqueduc et d'égouts, ainsi que de l'environnement qui inclut les déchets solides et le recyclage.

Urbanisme

Le rôle du département est de gérer l'aménagement du territoire dans un esprit de planification efficace et respectueuse de l'environnement. Le principal outil de gestion est le Plan officiel.

L'engagement de la Cité de Clarence-Rockland en matière d'accessibilité

La Cité s'est engagée à enlever et à prévenir tous les types d'obstacles afin de devenir plus accessible pour les personnes handicapées. Afin de réaliser cet objectif, la Cité :

- Met en œuvre des politiques, pratiques et procédures régissant la fourniture de biens et services aux personnes handicapées. Tous les efforts sont faits pour assurer que ces politiques soient conformes aux principes d'indépendance, de dignité, d'intégration et d'égalité des chances
- Permet aux personnes handicapées d'être accompagnées de leurs animaux d'assistance dans les lieux qui sont ouverts au public.
- Permet aux personnes de soutien qui accompagnent les personnes handicapées de rester avec eux dans les lieux qui sont ouverts au public.

Fire Department

The Fire Department protects the lives, properties and environment of citizens.

Infrastructure and engineering

The Infrastructure and engineering department is responsible for road maintenance, the engineering, water and sewer systems and the environment which includes solid waste and recycling.

Planning

The department's role is to effectively manage the land use of its territory, while keeping in mind a respect for the environment. The main policy framework is the Official Plan.

The City of Clarence-Rockland's Commitment to Accessibility

The City is committed to the removal and prevention of all types of barriers, in order to achieve full accessibility for persons with disabilities. To help realize this goal, the City:

- Implements policies, practices and procedures on the provision of goods and services to people with disabilities. Every effort is made to ensure that these policies are consistent with the principles of independence, dignity, integration and equal opportunity.
- Welcomes people with disabilities to keep their service animals with them in all areas which are open to the public.
- Welcomes support persons for people with disabilities to remain with them in all areas which are open to the public,

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| <ul style="list-style-type: none"> • Affiche sur les portes d'entrée et sur le site web confirmant toute perturbation dans les établissements ou les services utilisés par les personnes handicapées. • Reçoit et répond aux commentaires sur la façon dont ses produits et services sont offerts aux personnes handicapées. • Assure la formation du personnel et des bénévoles sur la fourniture de services aux personnes handicapées, sur les normes d'accessibilité intégrées et le Code des droits de la personne. • Initie l'amélioration de l'accessibilité physique dans le cadre des travaux de rénovation ou des projets spéciaux. Ceci inclut l'amélioration de portes, les toilettes, les couloirs et les salles intérieures, rampes, signalisation, etc. • Assure que l'emploi est accessible aux personnes handicapées tout au long de l'emploi. • Offre de l'aide individuelle au personnel, s'il y a lieu. • Prend en considération l'accessibilité pour les personnes handicapées dans les plans d'urgence. • Surveille et révisé régulièrement son site Web pour assurer l'accessibilité. • Tient compte des caractéristiques d'accessibilité lors de l'acquisition ou l'achat de biens, des services ou des installations. | <ul style="list-style-type: none"> • Posts notices on entrance doors and the City's website of any disruptions in facilities or services that are usually used by people with disabilities. • Receives and responds to feedback on how its goods and services are provided to people with disabilities. • Provides training to all staff and volunteers on the provision of the City's services to people with disabilities, on the Integrated Accessibility Standards and the Human Rights Code. • Initiates physical accessibility improvements as part of renovations or as special projects. This includes improvements to doors, washrooms, interior hallways and rooms, ramps, signage, etc. • Ensures employment is accessible for persons with disabilities throughout the employment relationship. • Provides individual accommodations to members of staff when necessary. • Considers accessibility for persons with disabilities in the Emergency Plans. • Monitors and reviews its website regularly to ensure accessibility. • Has regard for accessibility features when acquiring or purchasing goods, services or facilities. |
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PARTIE V

OBJECTIFS DU PLAN PLURI-ANNUEL

Ce plan prévoit un certain nombre d'améliorations spécifiques au cours des cinq prochaines années, visant à rendre les programmes et services de la Cité plus accessibles pour les personnes handicapées.

2013-2014

- ❖ Rendre le site Internet de la Cité et le contenu Web conformes aux Règles pour l'accessibilité des contenus Web (WCAG) et du Consortium World Wide Web;
- ❖ Rendre les documents publics dans un format accessible sur demande et aviser le public;
- ❖ Modifier les politiques et les procédures d'approvisionnement afin de répondre aux exigences du RNAI;
- ❖ Modifier les politiques et les procédures des Ressources humaines afin de répondre aux exigences du RNAI;
- ❖ Modifier le règlement régissant les taxis afin de répondre aux exigences du RNAI ;
- ❖ Continuer de former les employés et les bénévoles qui fournissent des services au nom de la Cité ;
- ❖ Continuer d'évaluer et d'améliorer les bâtiments et propriétés dans le but d'éliminer les barrières et de les rendre plus accessibles ;
- ❖ Continuer d'incorporer l'accessibilité dans les processus d'aménagement ;

PART V

FIVE YEAR OBJECTIVES

This plan sets out a number of specific improvements over the next five years, aimed at making the City's programs and services more accessible for people with disabilities.

2013-2014

- ❖ Make the City's website and web content conform to the Worldwide Web Consortium's Web Content Accessibility Guidelines;
- ❖ Make public documents available in accessible formats upon request and notify the public;
- ❖ Amend the procurement policies and procedures in order to address the requirements of the IASR;
- ❖ Amend the Human Resources policies and procedures in order to address the requirements of the IASR;
- ❖ Amend the Taxi By-law in order to address the requirements of the IASR;
- ❖ Continue to provide training to employees and volunteers who provide services on behalf of the City;
- ❖ Continue to evaluate and improve City buildings and properties with the objective of removing barriers and to make them more accessible;
- ❖ Continue to incorporate accessibility into planning processes;

2015-2016

- ❖ Renouveler l'entente pour les services de transport en commun avec une clause additionnelle faisant référence aux exigences du RNAI;
- ❖ Continuer de former les employés et les bénévoles qui fournissent des services au nom de la Cité ;
- ❖ Continuer d'évaluer et d'améliorer les bâtiments et propriétés dans le but d'éliminer les barrières et de les rendre plus accessibles ;
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2017

- ❖ Continuer de former les employés et les bénévoles qui fournissent des services au nom de la Cité ;
- ❖ Continuer d'évaluer et d'améliorer les bâtiments et propriétés dans le but d'éliminer les barrières et de les rendre plus accessibles ;
- ❖ Continuer d'incorporer l'accessibilité dans les processus d'aménagement ;

2015-2016

- ❖ Renew the agreement for public transit services with an additional section to make reference to the requirements of the IASR;
- ❖ Continue to provide training to employees and volunteers who provide services on behalf of the City;
- ❖ Continue to evaluate and improve City buildings and properties with the objective of removing barriers and to make them more accessible;
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- ❖ Continue to provide training to employees and volunteers who provide services on behalf of the City;
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Corporation de la Cité de / of the City of Clarence-Rockland

PLAN D'ACCESSIBILITÉ 2018-2022 2018 – 2022 ACCESSIBILITY PLAN

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PARTIE I LOIS ET RÈGLEMENTS

Loi de 2001 sur les personnes handicapées de l'Ontario

L'accessibilité permet tout simplement aux personnes de toutes capacités d'avoir la possibilité de participer pleinement aux activités de la vie quotidienne.

La *Loi sur l'accessibilité pour les personnes handicapées de l'Ontario* a été adoptée en 2005. Elle a pour but de rendre l'Ontario accessible pour les personnes handicapées d'ici à 2025.

Définition d'une personne avec un handicap

La *Loi de 2001 sur les personnes handicapées de l'Ontario* définit les handicaps de la façon suivante et selon le *Code des droits de la personne*.

A « Handicap » signifie :

- a) tout degré d'incapacité physique, d'infirmité, de malformation ou de défigurement dû à une lésion corporelle, une anomalie congénitale ou une maladie, et, notamment, le diabète sucré, l'épilepsie, un traumatisme crânien, tout degré de paralysie, une amputation, l'incoordination motrice, la cécité ou une déficience visuelle, la surdité ou une déficience auditive, la mutité ou un trouble de la parole, ou la nécessité de recourir à un chien-guide ou à un autre animal, à un fauteuil roulant ou à un autre appareil ou dispositif correctif;
- b) une déficience intellectuelle ou un trouble du développement;
- c) une difficulté d'apprentissage ou un dysfonctionnement d'un ou de plusieurs des processus de la compréhension ou de l'utilisation de symboles ou de la langue parlée;
- d) un trouble mental;
- e) une lésion ou une invalidité pour laquelle des prestations ont été demandées ou

PART I LEGISLATION AND REGULATIONS

Ontarians with Disabilities Act, 2001

Accessibility means giving people of all abilities the opportunity to fully participate in everyday life activities.

The *Accessibility for Ontarians with Disabilities Act* was passed in 2005. Its goal is to make Ontario accessible for people with disabilities by 2025.

Definition of Persons with Disabilities

The *Ontarians with Disabilities Act, 2001* defines persons with disabilities in the following manner, which is the same definition used in the *Ontario Human Rights Code*.

A "disability" is:

- a) Any degree of physical disability, infirmity, malformation or disfigurement caused by bodily injury, birth defect or illness, and includes, but is not limited to diabetes mellitus; epilepsy; a brain injury; any degree of paralysis; amputation; lack of physical co-ordination; blindness or visual impediment; deafness or hearing impediment; muteness or speech impediment; or physical reliance on a guide dog or other animal, or on a wheelchair or other remedial appliance or device;
- b) A condition of mental impairment or a developmental disability;
- c) A learning disability, or a dysfunction in one or more of the processes involved in understanding or using symbols or spoken language;
- d) A mental disorder; or
- e) An injury or disability for which benefits were claimed or received under the

reçues dans le cadre du régime d'assurance créé aux termes de la *Loi de 1997 sur la sécurité professionnelle et l'assurance contre les accidents du travail*.

insurance plan established under the *Workplace Safety and Insurance Act, 1997*.

Obstacle pour une personne handicapée

La *Loi de 2001 sur les personnes handicapées de l'Ontario* entend par «obstacle» toute chose qui empêche une personne handicapée de participer pleinement à toutes les facettes de la société en raison de son handicap. S'entend notamment d'un obstacle physique ou architectural, d'un obstacle au niveau de l'information ou des communications, d'un obstacle comportemental, d'un obstacle technologique, d'une politique ou d'une pratique.

Barriers to Persons with Disabilities

The *Ontarians with Disabilities Act, 2001* defines a “barrier” as anything that prevents a person with a disability from fully participating in all aspects of society because of his or her disability, including a physical barrier, an architectural barrier, an information or communications barrier, an attitudinal barrier, a technological barrier, a policy or a practice.

Loi de 2005 sur l'accessibilité pour les personnes handicapées de l'Ontario

En 2005, le gouvernement a adopté la *Loi sur l'accessibilité pour les personnes handicapées de l'Ontario*. Cette loi établit un cadre de travail pour l'élaboration de normes d'accessibilité dans les domaines du service à la clientèle, l'emploi, l'information et communications, le transport et la conception de lieux publics le ou avant le 1^{er} janvier 2025.

Accessibility for Ontarians with Disabilities Act, 2005

The *Accessibility for Ontarians With Disabilities Act, 2005* (AODA) was adopted in 2005. The Act provides for the development of standards in order to achieve accessibility for Ontarians with disabilities with respect to goods, services, facilities, accommodation, employment, buildings, structures and premises on or before January 1, 2025.

Il y aura une période de transition pendant laquelle le gouvernement et divers organismes du secteur parapublic devront continuer à respecter leurs obligations, notamment en matière de planification, au titre de la *Loi de 2001 sur les personnes handicapées de l'Ontario* (LPHO). Les dispositions relatives à ces obligations resteront en vigueur jusqu'à ce qu'elles soient abrogées et remplacées par des normes conformes à la nouvelle loi.

There will be a transition period during which government and parts of the broader public sector will continue to have planning and other obligations under the *Ontarians with Disabilities Act, 2001* until they are repealed. The planning requirements of the ODA, 2001 will not be repealed until they have been replaced by standards under the new act.

Le ministre responsable de la LPHO, est tenu d'établir un processus pour développer et mettre en œuvre toutes les normes d'accessibilité nécessaires pour satisfaire les

The Minister responsible for the AODA is required to establish a process to develop and implement all accessibility standards necessary to achieving the purposes of this

besoins de la loi. Les comités d'élaboration des normes sont constitués par le Ministère pour développer les normes d'accessibilité.

Toute personne ou organisation peut avoir à répondre à plus d'une norme en vertu de la LPHO.

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Pour rendre l'Ontario accessible aux personnes avec un handicap, le règlement sur les normes d'accessibilité intégrées demande que les organisations désignées du secteur public et les grandes organisations établissent, mettent en œuvre, tiennent à jour et documentent un plan d'accessibilité pluriannuel qui décrit sommairement leur stratégie pour, d'une part, prévenir et supprimer les obstacles et, d'autre part, satisfaire aux exigences que leur impose le présent règlement.

Le plan pluriannuel de la Cité de Clarence-Rockland présente une stratégie progressive visant à prévenir et éliminer les obstacles et répond aux exigences actuelles et futures de la LPHO. La Cité préparera un rapport annuellement sur les progrès et la mise en œuvre du plan, affichera les informations sur son site Web et fournira un autre format sur demande. Le plan sera révisé et mis à jour au moins une fois tous les cinq ans.

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- Offrir leurs avis à la Cité de Clarence-Rockland, par l'intermédiaire du bureau de la greffe, sur des questions relatives aux politiques, pratiques ou programmes qui ont un impact sur les personnes ayant un handicap;
- Assurer la défense des intérêts des personnes ayant un handicap;
- Informer le Conseil de l'efficacité des politiques et des pratiques de la Cité qui affectent les personnes ayant un handicap;
- Suivre l'évolution et donner des conseils sur l'élaboration et de mise en œuvre des règlements de la Corporation qui ont un impact sur la vie des personnes ayant un handicap (ex. stationnement, trottoirs, etc.) et collaborer étroitement avec le personnel de la Cité et/ou le Conseil municipal, selon le cas.

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- Provide advice and guidance to the City of Clarence-Rockland Council, through the clerk's office, on matters pertaining to the City's policies, practices and programs that impact on persons with disabilities;
- Conduct advocacy on behalf of persons with disabilities;
- Provide feedback to Council on the effectiveness of the City's policies and practices as they affect citizens with disabilities;
- Monitor and provide advice on the development and implementation of by-laws which have an impact on citizens with disabilities (e.g., parking, sidewalks, etc.) and work closely with City staff and/or City Council as appropriate;

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| <ul style="list-style-type: none"> ▪ Soulever des questions et faire des recommandations relativement aux politiques et aux programmes qui font la promotion de l'égalité d'accès aux services pour les personnes ayant un handicap; ▪ Coordonner la diffusion de l'information auprès des personnes handicapées et du public en général, de renseignements sur les décisions du Comité consultatif d'accessibilité et toutes décisions corporatives pertinentes; ▪ Consulter la communauté, les groupes et organisations afin de capturer et communiquer les questions émergentes au Conseil municipal et l'administration de la Cité. ▪ Sensibiliser les citoyens de la Cité de Clarence-Rockland et le secteur public sur les questions ayant une incidence sur les personnes ayant un handicap. | <ul style="list-style-type: none"> ▪ Raise issues and make recommendations concerning policies and programs that promote equal access to municipal services for citizens with disabilities; ▪ Coordinate the dissemination of information to persons with disabilities and the public at large regarding the Advisory Committee and any pertinent corporate decisions; ▪ Consult with the community, groups and organizations to capture and communicate emerging issues to City Council and the City administration; ▪ Raise the awareness of the citizens of the City of Clarence-Rockland and the public sector on issues impacting on persons with disabilities. |
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PARTIE III PORTRAIT DE LA CITÉ DE CLARENCE-ROCKLAND

Aperçu général

La Cité de Clarence-Rockland est une communauté bilingue avec plus de 22 000 habitants. Environ 68 % de la population est francophone et 32 % anglophone. La ville est située à environ 30 kilomètres à l'est d'Ottawa et elle borde la rivière des Outaouais au nord et la forêt Larose au sud. La Cité de Clarence-Rockland offre une grande variété de services ; Il a un parc d'affaires important et son parc industriel est en développement. Les deux parcs bordent la route 174. La municipalité compte environ 500 entreprises. Il a une structure sociale forte et d'excellentes installations récréatives. La Cité de Clarence-Rockland est un endroit idéal pour vivre et élever une famille.

PART III PORTRAIT OF THE CITY OF CLARENCE-ROCKLAND

General Overview

The City of Clarence-Rockland is a bilingual community with more than 22,000 residents. Approximately 68% of the population is francophone and 32% Anglophone. The City is located approximately 30 kilometres east of Ottawa and it borders the Ottawa River to the North and the Larose forest to the South. The City of Clarence-Rockland offers a wide variety of services; it has an important business park and its industrial park is in development. Both parks border highway 174. The municipality counts approximately 500 businesses. It has a strong social structure and excellent recreational facilities. The City of Clarence-Rockland is an ideal place to live and raise a family.

La Cité de Clarence-Rockland offre aux citoyens de tous âges un environnement agréable et enrichissant. La ville combine les avantages d'un milieu urbain et rural, avec ses activités de plein air et ses facilités.

Gouvernement municipal

Le conseil municipal de la Cité de Clarence-Rockland est composé de neuf membres, incluant le Maire.

La Cité de Clarence-Rockland offre une grande variété de services pour ses citoyens. Les départements et les services sont divisés comme suit :

Services administratifs

- Direction générale
- Greffe
- Ressources humaines

Finances et Développement économique

- Finances
- Développement économique

Services communautaires

- Relations communautaires
- Parcs et installations récréatives
- Loisirs et culture
- Garderie
- Transport en commun

Service de la protection

- Service de la réglementation
- Service d'incendies

Infrastructure et aménagement

- Maintenance des routes
- Ingénierie
- Environnement
- Aménagement du territoire

The City of Clarence-Rockland offers to citizens of all ages a pleasant and enriching environment. The City combines the advantages of both an urban and rural setting, with its outdoor activities and city amenities.

Municipal Government

The Council of the City of Clarence-Rockland is composed of nine members, including the Mayor.

The City of Clarence-Rockland provides a wide range of services for its citizens. The different departments and services are organized as follows:

Administrative Services

- Administration
- Clerk's Office
- Human Resources

Finance & Economic Development

- Finance
- Economic Development

Community Services

- Community relations
- Parks and Recreation
- Leisure and Culture
- Daycare
- Public transit

Protective Services

- By-law enforcement
- Fire Department

Infrastructure and planning

- Road maintenance
- Engineering
- Environment
- Planning

L'engagement de la Cité de Clarence-Rockland en matière d'accessibilité

La Cité s'est engagée à enlever et à prévenir tous les types d'obstacles afin de devenir plus accessible pour les personnes handicapées. Afin de réaliser cet objectif, la Cité :

- Met en œuvre des politiques, pratiques et procédures régissant la fourniture de biens et services aux personnes handicapées. Tous les efforts sont faits pour assurer que ces politiques soient conformes aux principes d'indépendance, de dignité, d'intégration et d'égalité des chances
- Permet aux personnes handicapées d'être accompagnées de leurs animaux d'assistance dans les lieux qui sont ouverts au public.
- Permet aux personnes de soutien qui accompagnent les personnes handicapées de rester avec eux dans les lieux qui sont ouverts au public.
- Affiche sur les portes d'entrée et sur le site web confirmant toute perturbation dans les établissements ou les services utilisés par les personnes handicapées.
- Reçoit et répond aux commentaires sur la façon dont ses produits et services sont offerts aux personnes handicapées.
- Assure la formation du personnel et des bénévoles sur la fourniture de services aux personnes handicapées, sur les normes d'accessibilité intégrées et le Code des droits de la personne.
- Initie l'amélioration de l'accessibilité physique dans le cadre des travaux de rénovation ou des projets spéciaux. Ceci inclut l'amélioration de portes, les toilettes, les couloirs et les salles intérieures, rampes, signalisation, etc.

The City of Clarence-Rockland's Commitment to Accessibility

The City is committed to the removal and prevention of all types of barriers, in order to achieve full accessibility for persons with disabilities. To help realize this goal, the City:

- Implements policies, practices and procedures on the provision of goods and services to people with disabilities. Every effort is made to ensure that these policies are consistent with the principles of independence, dignity, integration and equal opportunity.
- Welcomes people with disabilities to keep their service animals with them in all areas which are open to the public.
- Welcomes support persons for people with disabilities to remain with them in all areas which are open to the public.
- Posts notices on entrance doors and the City's website of any disruptions in facilities or services that are usually used by people with disabilities.
- Receives and responds to feedback on how its goods and services are provided to people with disabilities.
- Provides training to all staff and volunteers on the provision of the City's services to people with disabilities, on the Integrated Accessibility Standards and the Human Rights Code.
- Initiates physical accessibility improvements as part of renovations or as special projects. This includes improvements to doors, washrooms, interior hallways and rooms, ramps, signage, etc.

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| <ul style="list-style-type: none"> • Assure que l'emploi est accessible aux personnes handicapées tout au long de l'emploi. • Offre de l'aide individuelle au personnel, s'il y a lieu. • Prend en considération l'accessibilité pour les personnes handicapées dans les plans d'urgence et dans la communication des situations d'urgence. • Surveille et révisé régulièrement son site Web pour assurer l'accessibilité. • Tient compte des caractéristiques d'accessibilité lors de l'acquisition ou l'achat de biens, des services ou des installations. • Encourage l'intégration d'environnements exempts d'odeur. • Assure l'application de la réglementation sur le stationnement réservé aux personnes handicapées. | <ul style="list-style-type: none"> • Ensures employment is accessible for persons with disabilities throughout the employment relationship. • Provides individual accommodations to members of staff when necessary. • Considers accessibility for persons with disabilities in the Emergency Plans and in the communication of emergency situations. • Monitors and reviews its website regularly to ensure accessibility. • Has regard for accessibility features when acquiring or purchasing goods, services or facilities. • Encourages the integration of scent free environments • Ensures the enforcement of the reserved parking for persons with disabilities. |
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PARTIE V

OBJECTIFS DU PLAN PLURI-ANNUEL

Ce plan prévoit un certain nombre d'améliorations spécifiques au cours des cinq prochaines années, visant à rendre les programmes et services de la Cité plus accessibles pour les personnes handicapées.

2018

- ❖ Faire une révision complète de la politique sur l'accessibilité des services à la clientèle ;
- ❖ Faire une révision complète des services de transport en commun pour répondre aux exigences en matière d'accessibilité;
- ❖ Faire la promotion du programme d'amélioration communautaire (PIC) à la

PART V

FIVE YEAR OBJECTIVES

This plan sets out a number of specific improvements over the next five years, aimed at making the City's programs and services more accessible for people with disabilities.

2018

- ❖ Conduct a complete review of the Accessible Customer Service Policy;
- ❖ Conduct a complete review of the public transportation service in order to ensure that the service is fully compliant;
- ❖ Promote the Community Improvement Program (CIP) available to businesses

disposition des commerces sur la rue Laurier à Rockland.

- ❖ Faire la révision du règlement sur la circulation et le stationnement.
- ❖ Faire la rénovation des salles de toilettes à la salle communautaire de Clarence Creek
- ❖ Faire des améliorations à l'aménagement du Parc naturel Lavigne (stationnement, lumières, développement de pistes).
- ❖ Faire la construction d'un sentier accessible pour accéder au parc Alphonse Carrière
- ❖ Faire la construction d'un sentier accessible au parc de jeux d'eau à Bourget
- ❖ Faire la construction d'un sentier accessible aux jeux d'eau au parc Jules Saumure
- ❖ Améliorer l'accès aux structures de jeux au Parc Laviolette en remplaçant le sable par des matériaux acceptables
- ❖ Faire la construction d'un trottoir du côté Est de la rue St-Jean à partir de l'entrée du Carrefour Jeunesse jusqu'au boulevard Docteur Jérôme Corbeil.
- ❖ Apporter des améliorations au centre-ville (rue Laurier).

2019

- ❖ Améliorer l'accès aux structures de jeux dans un parc en remplaçant le sable par des matériaux acceptables.
- ❖ Compléter un plan directeur pour le transport.
- ❖ Continuer d'évaluer et d'améliorer les bâtiments et propriétés dans le but

on Laurier Street in Rockland.

- ❖ Conduct a complete review of the traffic and parking by-law.
- ❖ Renovate the Clarence Creek Community Centre washrooms.
- ❖ Improve the Lavigne Natural Park site (parking lot, lighting, path development).
- ❖ Construct an accessible path to access the Alphonse Carrière Park.
- ❖ Construct an accessible path for the splash pad in Bourget.
- ❖ Construct an accessible path for the splash pad at the Jules Saumure Park.
- ❖ Improve accessibility to the Laviolette Park play structures by replacing the sand with acceptable material.
- ❖ Construct a sidewalk on the East side of St-Jean Street from the Carrefour Jeunesse to the Docteur Jérôme Corbeil Boulevard
- ❖ Improve the downtown core (Laurier Street)

2019

- ❖ Improve accessibility to play structures in a park by replacing the sand with acceptable material.
- ❖ Complete a master transportation plan.
- ❖ Continue to evaluate and improve City buildings and properties with the

d'éliminer les barrières et de les rendre plus accessibles.



2020

- ❖ Améliorer l'accès aux structures de jeux dans un parc en remplaçant le sable par des matériaux acceptables.
- ❖ Projet d'amélioration du Parc duMoulin le long de la rivière des Outaouais.
- ❖ Continuer d'évaluer et d'améliorer les bâtiments et propriétés dans le but d'éliminer les barrières et de les rendre plus accessibles.



2021

- ❖ Améliorer l'accès aux structures de jeux dans un parc en remplaçant le sable par des matériaux acceptables
- ❖ Projet d'expansion des espaces récréatives intérieures.
- ❖ Continuer d'évaluer et d'améliorer les bâtiments et propriétés dans le but d'éliminer les barrières et de les rendre plus accessibles.



2022

- ❖ Améliorer l'accès aux structures de jeux dans un parc en remplaçant le sable par des matériaux acceptables.
- ❖ Continuer d'évaluer et d'améliorer les bâtiments et propriétés dans le but d'éliminer les barrières et de les rendre plus accessibles.



objective of removing barriers and to make them more accessible.



2020

- ❖ Improve accessibility to play structures in a park by replacing the sand with acceptable material.
- ❖ Improvements to the duMoulin Park along the Ottawa River.
- ❖ Continue to evaluate and improve City buildings and properties with the objective of removing barriers and to make them more accessible.



2021

- ❖ Improve accessibility to play structures in a park by replacing the sand with acceptable material.
- ❖ Interior recreational space expansion project.
- ❖ Continue to evaluate and improve City buildings and properties with the objective of removing barriers and to make them more accessible.



2022

- ❖ Improve accessibility to play structures in a park by replacing the sand with acceptable material.
- ❖ Continue to evaluate and improve City buildings and properties with the objective of removing barriers and to make them more accessible.



DRAFT

CORPORATION de la Cité de / of the City of Clarence-Rockland		Politique <i>Policy No.:</i>	ADM2018-02 <i>Repeals LOI2009-02</i>
		Sujet <i>Subject:</i>	Accessible Customer Service Accessibilité des services à la clientèle
		Categorie <i>Category:</i>	Administration
Date:	January 2018	Résolution <i>Resolution No:</i>	
Auteur <i>Author:</i>	Monique Ouellet, Clerk	Règlement <i>By-law No:</i>	

1.0 Énoncé de politique

La Cité de Clarence-Rockland s'engage à fournir un accès équitable à tous ses programmes, services et installations à tous ses résidents, incluant les personnes handicapées.

1.0 Policy Statement

The City of Clarence-Rockland is committed to providing equal access to its programs, services and facilities, to its residents, including people with disabilities.

2.0 But/Objectif

Le but de cette politique est d'établir des lignes directrices sur la fourniture de biens et services aux personnes handicapées tout en prévoyant une opportunité d'intégration, d'indépendance, de dignité et d'équité.

Cette politique a été préparée suivant les exigences et l'information fournie par le *Règlement de l'Ontario 429/07* fait en vertu de la *Loi de 2005 sur l'accessibilité pour les personnes handicapées de l'Ontario* (LAPHO).

2.0 Purpose/Objective

The purpose of this Policy is to establish guidelines on providing goods and services to persons with disabilities while providing an opportunity for integration, independence, dignity and equal opportunity.

This Policy has been prepared pursuant to requirements and information provided in the *Ontario Regulation 429/07* made under the *Accessibility for Ontarians with Disabilities Act, 2005* (AODA).

3.0 Définitions

« **Appareils fonctionnels** » sont des équipements supplémentaires tel que des appareils de communication, connaissance, mobilité personnelle et médicale (i.e. cannes, béquilles, fauteuil roulant, scooter ou appareils auditifs).

« **Handicap** », conformément au *Code des droits de la personne de l'Ontario* signifie :

- Tout degré d'handicap physique, d'infirmité, malformation ou défigurement qui est causé par une lésion corporelle, anomalie

3.0 Definitions

“**Assistive Devices**” are auxiliary aids such as communication aids, cognition aids, personal mobility aids and medical aids (i.e. canes, crutches, wheelchairs, scooters or hearing aids).

“**Disabilities**” as per the *Ontario Human Rights Code*, disability means:

- any degree of physical disability, infirmity, malformation or disfigurement that is caused by bodily injury, birth defect or illness and, without limiting the generality of the

<p>congénitale ou maladie et sans restreindre la portée générale de ce qui précède, une lésion au cerveau, tout degré de paralysie, amputation, manque de coordination physique, cécité ou trouble visuel, surdité ou trouble auditif, mutisme ou trouble de la parole, ou la nécessité d'utiliser un chien guide ou tout autre animal ou d'un fauteuil roulant ou tout autre appareil ou dispositif ;</p> <ul style="list-style-type: none"> • Une condition de déficience intellectuelle ou de trouble du développement ; • Un trouble de l'apprentissage ou un dysfonctionnement de la compréhension ou de l'utilisation des symboles ou de la langue parlée ; • Un trouble mental ; ou • Une lésion ou une invalidité pour lesquels des bénéfices ont été réclamées ou reçus conformément au plan d'assurance établi sous la <i>Loi de 1997 sur la sécurité professionnelle et l'assurance contre les accidents du travail</i>. <p>« Employés » sont des personnes qui traitent avec des gens du public ou des tiers au nom de la Corporation de Cité de Clarence-Rockland, peu importe si la personne agissant de la sorte est un employé, un agent, un bénévole ou autre.</p> <p>« Personnes avec un handicap » sont des individus étant affectés par un handicap tel que décrit dans le <i>Code des droits de la personne de l'Ontario</i>.</p> <p>« Professionnel de la santé réglementé » inclut : audiologistes et orthophonistes, chiropraticiens, infirmières, ergothérapeutes, optométristes, médecin et chirurgiens, physiothérapeutes, psychologues, psychothérapeutes enregistrés et thérapeutes enregistrés en santé mentale.</p> <p>« Animaux d'assistance » sont tout animal individuellement entraîné pour</p>	<p>foregoing, includes diabetes mellitus, epilepsy, a brain injury, any degree of paralysis, amputation, lack of physical coordination, blindness or visual impediment, deafness or hearing impediment, muteness or speech impediment, or physical reliance on a guide dog or other animal or on a wheelchair or other remedial appliance or device;</p> <ul style="list-style-type: none"> • a condition of mental impairment or a developmental disability; • a learning disability or a dysfunction in one or more of the processes involved in understanding or using symbols or spoken language; • a mental disorder; or • an injury or disability for which benefits were claimed or received under the insurance plan established under the <i>Workplace Safety and Insurance Act, 1997</i>. <p>“Employees” are person(s) who deal with members of the public or other third parties on behalf of the Corporation of the City of Clarence-Rockland, whether the person does so as an employee, agent, volunteer or otherwise.</p> <p>“Persons with Disabilities” are individuals who are afflicted with a disability as defined under the <i>Ontario Human Rights Code</i>.</p> <p>“Regulated health professional” include the following: Audiologists and Speech-Language Pathologists, Chiropractors, Nurses, Occupational Therapists, Optometrists, Physicians and Surgeons, Physiotherapists, Psychologists, Registered Psychotherapists and Registered Mental Health Therapists.</p> <p>“Service Animals” are any animal individually trained to do work or perform</p>
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<p>effectuer des tâches pour le bénéfice d'une personne avec un handicap.</p> <p>« Personnes de soutien » sont toute personne étant soit un professionnel rémunéré, bénévole, membre de la famille ou un ami qui accompagne la personne atteinte d'un handicap afin de l'aider avec les communications, les soins personnels ou médicaux, ou avec l'accès aux biens et services.</p>	<p>tasks for the benefit of a person with a disability.</p> <p>“Support Persons” are any person whether a paid professional, volunteer, family member, or friend who accompanies a person with a disability in order to help with communications, personal care or medical needs, or with access to goods or services.</p>
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4.0 Portée

Cette politique s'applique à tous les employés de la Cité et tous les bénévoles, et toute personne ou organisation faisant affaire avec le public au nom de la Cité.

4.0 Scope

This policy applies to all City employees, and all volunteers, and to any individual or organization that deal with the public on behalf of the City.

5.0 Procédures et ligne directrices

Dispositifs d'assistance

Les gens atteints d'un handicap peuvent utiliser leur dispositifs d'assistance lorsque qu'ils accèdent à leurs biens, services ou installations.

Dans les cas où le dispositif d'assistance présente une préoccupation importante pour la santé ou la sécurité ou ne peut être utilisé pour d'autres raisons, d'autres mesures doivent être prises pour assurer que la personne atteinte d'un handicap peut accéder à nos biens, services ou installations.

Communication

Lorsque la communication doit se faire avec une personne atteinte d'un handicap, les employés doivent prendre en considération le handicap de cette personne. Ceci peut inclure les communications par courrier, courriel, et/ou le téléphone.

Les employés devront discuter avec la personne atteinte d'un handicap afin de déterminer le moyen de communiquer qui leur convient le mieux.

Animaux d'assistance

Les gens atteints d'un handicap peuvent

5.0 Policy Procedure/Guidelines

Assistive devices

People with disabilities may use their personal assistive devices when accessing our goods, services or facilities.

In cases where the assistive device presents a significant and unavoidable health or safety concern or may not be permitted for other reasons, other measures will be used to ensure the person with a disability can access our goods, services or facilities.

Communication

When communicating with people with disabilities, employees will do so in a manner that takes into account the person's disability. This may include regular mail, email, and/or telephone communications.

Employees will discuss with the person with a disability to determine what method of communication works best for them.

Service Animals

People with disabilities may be

<p>être accompagnés de leur animal d'assistance dans les espaces de la Cité qui sont ouverts au public, à condition que la personne maintienne le contrôle de l'animal en tout temps.</p> <p>Un animal est un animal d'assistance pour une personne avec un handicap si :</p> <ul style="list-style-type: none"> • Il est clairement indiqué sur l'animal qu'il est utilisé à des fins reliées à son handicap; ou • Si la personne fournit une lettre d'un professionnel de la santé réglementé confirmant que la personne a besoin d'un animal pour les raisons reliées à son handicap. <p>Si un animal d'assistance est exclu par la loi, la Cité doit s'assurer que des moyens alternatifs sont accessibles pour permettre à la personne atteinte d'un handicap d'obtenir des biens et services, de les utiliser et de les mettre à profit.</p> <p>Si un client ou un membre du personnel a une allergie aux animaux, la Cité doit faire tous les efforts afin de rencontrer les besoins de chaque individu.</p> <p>Personnes de soutien</p> <p>Les gens atteints d'un handicap peuvent être accompagnés par une personne de soutien et la Cité doit s'assurer que chacune de ces personnes sont autorisées à entrer ensemble et que la personne atteinte d'un handicap puisse avoir accès à la personne de soutien pendant qu'elle se trouve dans ces lieux.</p> <p>Si la Cité exige un droit d'entrée à la personne de soutien accompagnant une personne handicapée à un événement ou une activité, un avis doit être donné à l'avance le montant qu'il faudra déboursier à cet égard sur le site web de la Cité ainsi que de toute autre façon jugé opportune.</p> <p>Dans les situations où la Cité a des obligations en vertu des lois sur la vie privée ou des enjeux de confidentialité ou</p>	<p>accompanied by their service animal in the areas of the City premises that are open to the public, provided that he/she maintains care and control of the animal at all times.</p> <p>An animal is a service animal for a person with a disability:</p> <ul style="list-style-type: none"> • If it is readily apparent that the animal is used by the person for reasons relating to his or her disability; or • If the person provides a letter from a regulated health professional confirming that the person requires the animal for reasons relating to the disability. <p>If a service animal is excluded by law, the City shall ensure that alternate means are available to enable the person with a disability to obtain, use or benefit from the goods and services.</p> <p>If a customer or a staff member has an allergy to animals, the City shall make every reasonable effort to meet the needs of all individual.</p> <p>Support Persons</p> <p>People with disabilities may be accompanied by a support person and the City shall ensure that both persons are permitted to enter the premises together and that the person with a disability is not prevented from having access to the support person while on the premises.</p> <p>If an amount is payable by a support person for admission to the premises or in connection with a support person's presence at the premises, notice shall be given in advance by including same on the City's website and in any other manner deemed appropriate.</p> <p>In situations where the City has obligations under privacy laws or has issues of confidentiality or professional obligations,</p>
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<p>d'obligations professionnelles, la personne de soutien peut être demandée de se conformer aux exigences de service comme la personne atteinte d'un handicap doit faire.</p> <p>La Cité peut demande qu'un visiteur avec un handicap soit accompagné d'une personne de soutien lorsqu'une personne de soutien est nécessaire pour protéger la santé ou la sécurité de la personne atteinte d'un handicap ou celle des autres. Dans ce cas, la Cité ne doit pas exiger de paiement de la part de la personne de soutien.</p> <ul style="list-style-type: none"> • Avant de prendre une décision à ce sujet, la Cité doit consulter la personne atteinte de handicap pour comprendre ses besoins; considérer les raisons de santé et de sécurité, basé sur les preuves tangibles; et déterminer s'il y a un autre moyen raisonnable de protéger la santé ou la sécurité de la personne ou des autres. <p>Avis de perturbation temporaire</p> <p>Si, dans le but d'obtenir, d'utiliser ou de bénéficier d'un bien ou service de la Cité les personnes atteintes d'un handicap utilisent des installations ou des services particuliers de la Cité et s'il y a une perturbation temporaire de ces installations ou services en toute ou en partie, la Cité doit donner un avis de perturbation temporaire au public.</p> <p>L'avis de perturbation doit inclure l'information suivante :</p> <ul style="list-style-type: none"> • La raison de la perturbation • La durée anticipée • Une description des services ou installations alternatifs étant disponibles, s'il y a lieu. <p>Un avis doit être donné par le formulaire autorisé d'avis de perturbation en affichant l'information à un endroit apparent à l'endroit de la perturbation, lequel doit inclure toutes les entrées et en affichant l'information sur le site web de la Cité ou</p>	<p>a support person may be requested to agree to requirements of service just as the person with a disability does.</p> <p>The City may require a visiting person with a disability to be accompanied by a support person when on the premises, but only if a support person is necessary to protect the health or safety of the person with a disability or the health or safety of others on the premises. In this case, the City shall not charge the amount payable for the support person.</p> <ul style="list-style-type: none"> • Before making a decision in this regard, the City shall consult with the person with a disability to understand their needs; consider health or safety reasons based on available evidence; and determine if there is no other reasonable way to protect the health or safety of the person or others on the premises. <p>Notice of Temporary Disruption</p> <p>If, in order to obtain, use or benefit from the City's goods or services, persons with disabilities usually use particular facilities or services of the City and if there is a temporary disruption in those facilities or services in whole or in part, the City shall give notice of the disruption to the public.</p> <p>Notice of the disruption must include the following information:</p> <ul style="list-style-type: none"> • the reason for the disruption • the anticipated duration • a description of what alternative facilities or services are available, if any. <p>Notice shall be given on the approved Notice of Disruption Form by posting the information at a conspicuous place at the location of the disruption which may include any or all entrances and by posting it on the City's website or by such other</p>
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<p>par n'importe quel moyen jugé raisonnable dans les circonstances.</p> <p>Le formulaire de perturbation temporaire est joint en Annexe A à cette politique.</p> <p>Formation La Cité doit fournir de la formation à tous les membres de l'organisation, incluant les employés, les bénévoles, les agents, entrepreneurs et autres faisant affaire avec le public ou les tierces parties et ceux impliqués dans le développement des politiques, pratiques et procédures de service à la clientèle, vont recevoir une formation sur la sensibilisation à l'accessibilité dans les six mois de leur entrée en fonction.</p> <p>La Cité fournira également de la formation continue relativement aux changements à ses politiques, pratiques et procédures aux individus demandant une formation le plus rapidement possible.</p> <p>La Cité conservera un registre de tout le personnel ayant reçu de la formation (i.e. dates, formateur, etc.)</p> <p><i>Formation sur la sensibilisation à l'accessibilité</i> inclut ce qui suit :</p> <ul style="list-style-type: none"> • Comment fournir les biens et services de façon à respecter la dignité et l'indépendance des personnes atteintes d'un handicap; • Comment interagir et communiquer avec les personnes en prenant conscience de leur handicap; • La procédure pour les gens de fournir leurs commentaires à la Cité, leur offre de biens et services aux personnes atteintes d'un handicap et comment la Cité répond aux commentaires et prends action suite à toute plainte; • Comment interagir avec les personnes atteintes d'un handicap utilisant un dispositif d'assistance ou requérant l'assistance d'un animal d'assistance ou d'une personne de soutien pour accéder aux biens et services; 	<p>method as is reasonable in the circumstances.</p> <p>Temporary Disruption Form is attached hereto as Schedule "A" to this Policy.</p> <p>Training The City shall provide training to all members within the organization, including employees, volunteers, agents, contractors and others who deal with the public or other third-parties and those involved in developing customer service policies, practices, and procedures, will receive Accessibility Awareness Training within six months of beginning their duties.</p> <p>The City will also provide ongoing training with respect to changes in its policies, practices, and procedures to those individuals who require such training as soon as practicable.</p> <p>The City will keep records of all staff who have received training (e.g., dates, trainer, etc.).</p> <p><i>Accessibility Awareness Training</i> will include the following:</p> <ul style="list-style-type: none"> • How to provide goods and services in a manner that respects the dignity and independence of persons with disabilities; • How to interact and communicate with persons in a manner that takes into account their disabilities; • The process for people to provide feedback to the City, its provision of goods and services to persons with disabilities, and how the City responds to the feedback and takes action on any complaint; • How to interact with persons with disabilities who use an assistive device or require the assistance of a service animal or a support person to access goods and services;
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<ul style="list-style-type: none"> • L'information sur les autres politiques, pratiques et procédures municipales faisant affaire avec la LAPHO; • Une révision des objectifs de la LAPHO et les exigences liées aux normes de service à la clientèle; • Comment utiliser l'équipement ou les dispositifs disponibles dans les lieux de la Cité ou fournis par la Cité pouvant aider avec la prestation de biens et de services; et • Quoi faire si une personne atteinte d'un handicap a de la difficulté à avoir accès aux biens et services de la Cité. <p>La formation doit également être fournie sur une base régulière en conjonction avec les changements apportés aux politiques, pratiques et procédures gouvernant la fourniture de biens et de services aux personnes atteintes d'un handicap.</p> <p>Le contenu de la formation peut varier en fonction de la personne qui reçoit la formation et de la nature des services fournis et dépendant les exigences requises par les départements.</p> <p>Le format de la formation peut inclure une session en ligne avec un questionnaire, une auto-formation à l'aide d'un manuel et d'un questionnaire ou de toute autre format requis.</p> <p>Processus de rétroaction</p> <p>Un processus de cueillette et de réponse aux commentaires à l'égard de l'accessibilité des biens et services fournis par la Cité a été établi.</p> <p>Les clients désirant fournir des commentaires ou des suggestions peuvent le faire en personne, par téléphone, par écrit, par courriel, en ligne ou par d'autres moyens accessibles sur demande.</p> <p>Le formulaire de commentaire est joint en Annexe B à cette politique.</p>	<ul style="list-style-type: none"> • Information on other Municipal policies, practices, and procedures dealing with the AODA; • A review of the purposes of the AODA and the requirements of the customer service standard; • How to use equipment or devices available on City premises or provided by the City that may help with the provision of goods and services; and • What to do if a person with a disability is having difficulty accessing the City's goods and services. <p>The training shall also be provided on an ongoing basis in connection with changes to the policies, practices and procedures governing the provision of goods or services to persons with disabilities.</p> <p>The training content may vary depending on who is receiving the training and the nature of the services provided and depending on the individual Departmental requirements.</p> <p>Training format may include an eLearning Session with Questionnaire, a Self-Training Manual with Questionnaire, or other formats as required.</p> <p>Feedback process</p> <p>A process for receiving and responding to feedback in regards to the accessibility of the goods and services provided by the City has been established.</p> <p>Customers who wish to provide feedback or suggestions may do so in person, by telephone, in writing, by email, online via the City's website, or other accessible formats upon request.</p> <p>Feedback Form is attached hereto as Schedule "B" to this Policy.</p>
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<p>Disponibilité des documents</p> <p>Ce document doit être disponible sur le site web de la Cité et doit être disponible pour quiconque en fait la demande.</p>	<p>Availability of documents</p> <p>This document shall be made available on the City's website and shall be made available to anyone upon request.</p>
<p>Modification à cette ou d'autres politiques</p> <p>Toute politique de la Cité qui ne respecte pas la dignité, l'indépendance, l'intégration et une opportunité équitable aux gens atteints d'un handicap sera modifiée ou révoquée ou interprétée et appliquée de façon à inclure ces principes.</p>	<p>Modification to this or other Policies</p> <p>Any policy of the City that does not respect and promote the dignity, independence, integration and equal opportunity for people with disabilities will be modified or removed or interpreted and applied in order to include those principles.</p>

Review and Amendments

<i>Date:</i>	<i>Révisé par : / Reviewed by:</i>	<i>Rapport No. / Staff Report No.</i>



NOTICE OF DISRUPTION AVIS D'INTERRUPTION

Type d'interruption:		Type of disruption:
Raison de l'interruption:		Reason for Disruption:
Durée de l'interruption:		Duration of Disruption:
Installations et services alternatifs:		Alternative Facilities and Services:
Informations additionnelles :		Additional information :
Contact :		Contact :



ACCESSIBLE CUSTOMER SERVICE FEEDBACK FORM

Providing Goods and Services to People with Disabilities

Thank you for visiting the City of Clarence-Rockland. We value all of our customers and strive to meet everyone’s needs. This feedback form may be submitted by mail, fax, email or dropped off at the City Hall.

Please tell us about your visit:
Date: _____ Time : _____
Location: _____

Did we respond to your customer service needs on this visit?
☐ YES ☐ SOMEWHAT ☐ NO

Was our customer service provided to you in an accessible manner?
☐ YES ☐ SOMEWHAT ☐ NO (please explain below)

Did you have any problems accessing our goods and/or services?
☐ YES (please explain below) ☐ SOMEWHAT (please explain below) ☐ NO

Please add any other comments you may have.

☐ I provide my comments as information only and do not wish to receive a response
☐ I wish to receive a response
Contact information :

This information is collected by The Corporation of the City of Clarence-Rockland under the *Freedom of Information and Protection of Privacy Act R.S.O. 1990, c. F.31, s. 39 (2)* for the purposes of improving accessible customer service. Questions about the collection of this information can be addressed to the Clerk’s Office, 1560 Laurier Street, Rockland, Ontario K4K 1P7, 613-446-6022.

This document is available in alternative formats upon request.

For Office Use Only

Date Feedback was received	Date forwarded
Responsible Department	Contact Person(s)
Follow-up Actions	



**FORMULAIRE DE COMMENTAIRES CONCERNANT
L'ACCESSIBILITÉ DU SERVICE À LA CLIENTÈLE**

Fournissant des biens et services aux personnes atteintes d'un handicap

Merci d'avoir visité la Cité de Clarence-Rockland. Nous apprécions chacun de nos clients et aspirons à combler les besoins de chacun. Ce formulaire de commentaires peut être soumis par courrier, télécopieur, courriel ou déposé à l'hôtel de ville.

Svp dites-nous en plus sur votre visite:
Date: _____ Heure : _____
Emplacement: _____

Avons-nous répondu à vos besoins de service à la clientèle durant cette visite?
☐ OUI ☐ UN PEU ☐ NON

Est-ce que notre service à la clientèle vous a été donné de manière accessible?
☐ OUI ☐ UN PEU ☐ NON (veuillez expliquer ci-dessous)

Avez-vous eu des problèmes à accéder à vos biens et/ou services?
☐ OUI (veuillez expliquer ci-dessous) ☐ UN PEU (veuillez expliquer ci-dessous) ☐ NON

Veuillez ajouter tout autre commentaire que vous pouvez avoir:

☐ Je donne mes commentaires à titre informatif seulement et ne désire pas recevoir de réponse
☐ J'aimerais obtenir une réponse
Coordonnées : _____

Cette information est recueillie par la Corporation de la Cité de Clarence-Rockland selon la *Loi sur l'accès à l'information et la protection de la vie privée, L.R.O. 1990, chap. F.31, a. 39 (2)* dans le but d'améliorer l'accessibilité au service à la clientèle. Les questions à propos de la cueillette de cette information peut être adressée au bureau de la Greffe, 1560 Laurier Street, Rockland, Ontario K4K 1P7, 613-446-6022.

Ce document est disponible dans des formats alternatives sur demande..

Réservé à l'usage du bureau	
Date que le commentaire a été reçu	Date transféré
Département responsable	Personne(s) ressource
Actions de suivi	

THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND

TRAFFIC AND PARKING

BY-LAW NUMBER 2007-01

Entitled a by-law to regulate traffic and parking on the highways, private and municipal property within the City of Clarence-Rockland.

WHEREAS section 27.(1) of the Municipal Act, 2001, c. 25, provides that a municipality may pass by-laws for the purpose of regulating and prohibiting traffic and parking upon the highways under its jurisdiction;

AND WHEREAS section 49 of the Municipal Act, 2001, c. 25, provides that a municipality may pass a by-law to establish a system to regulate disabled parking on highways in a manner as to identify vehicles who display a disabled parking permit in accordance to the Highway Traffic Act and the regulations made to it;

AND WHEREAS section 63.(1) of the Municipal Act, 2001, c. 25, provides that a municipality may provide for the removal and impounding or restraining and immobilising of vehicles placed, stopped, standing or parked on a highway in contravention of the by-law and subsection 170 (15) of the Highway Traffic Act applies to the by-law;

AND WHEREAS section 100 to 100.1(1) to (5) of the Municipal Act, 2001, Chap. c.25, provides that a local municipality may regulate and prohibit parking on private or municipal property;

AND WHEREAS section 102 (a) to (b) of the Municipal Act, 2001, Chap. c.25, provides that a local municipality may require owners or operators of parking lots or other parking facilities to which public has access, to provide designated parking spaces for vehicles displaying a disabled parking permits and shall prescribe conditions of the use of disabled parking permits and prohibit the improper use of such permits;

AND WHEREAS Council desires to regulate traffic and parking on private and municipal property upon the highways within the municipality of the City of Clarence-Rockland;

AND WHEREAS Council of the City of Clarence-Rockland deems it expedient to regulate traffic and parking;

NOW THEREFORE Council of the City of Clarence-Rockland enacts as follows:

THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND

BY-LAW NO. 2007-01

A By-Law regulating traffic and parking on highways within the limits of the Corporation.

DEFINITIONS AND INTERPRETATION

DEFINITIONS

1. In this By-law:

- (1) "**bicycle**" includes a tricycle and unicycle but does not include a motor-assisted bicycle.
- (2) "**boulevard**" means all the parts of the highway save and except any roadway, shoulder or sidewalk.
- (3) "**bus stop**" means a part of a highway designated as a point at which buses will stop to take on or let off passengers.
- (4) "**Chief of Police**" means the Chief of Police of the Police Force or authorized representative and includes the officer in charge of any detachment of the Ontario Provincial Police either providing police services to an area municipality by agreement.
- (5) "**commercial motor vehicle**" means a motor vehicle having permanently attached thereto a truck or delivery body and includes ambulances, hearses, casket wagons, fire apparatus, buses and tractors used for hauling purposes on the highways.
- (6) "**corner**" with reference to a highway intersection means the point of intersection of the prolongation of the lateral curb lines or in the absence of curbs the prolongation of the edges of the roadways.
- (7) "**Corporation**" means the Corporation of the City of Clarence-Rockland.
- (8) "**crosswalk**" means:
 - (a) that part of a highway at an intersection that is included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges

of the roadway; or

- (b) any portion of a roadway at an intersection or elsewhere distinctly indicated or pedestrian crossing by signs or by lines or other markings on the surface.
- (9) "**curb**" means the edge of the travelled portion of the highway.
- (10) "**designated parking space**" means a parking space designated under this by-law for the exclusive use of a vehicle displaying a permit in accordance with the requirements of the Highway Traffic Act and the regulations made there under and this by-law.
- (11) "**driveway**" means a part of a highway improved to provide vehicular access from the roadway to a laneway or a parking area on adjacent land.
- (12) "**engineer**" means the engineer designated by Council of the Corporation of the City of Clarence-Rockland for the time being or such other person or persons designated by the Council of the Corporation of the City of Clarence-Rockland.
- (13) "**gross weight**" means the combined weight of vehicle and load.
- (14) "**heavy truck**" means a motor vehicle having a carrying capacity in excess of 2 tonne and any vehicle having a gross weight in excess of 4.5 tonnes, but does not include an ambulance, fire truck or school bus.
- (15) "**highway**" includes a common and public highway, street, avenue, parkway, driveway, square, place, bridge, viaduct, the general public for the passage of vehicles and includes the area between the lateral property lines thereof.
- (16) "**highway, one-way**" means a highway upon which the movement of vehicular is limited to one direction.
- (17) "**holiday**" includes Sunday, New Year's Day, Good Friday, Easter Monday, Victoria Day, Canada Day, the Day proclaimed as a Civic holiday by the Corporation, Labour Day, Thanksgiving Day, Remembrance Day, Christmas Day, Boxing Day, the Day proclaimed as the Birthday or day fixed by proclamation of the reigning sovereign, and any day appointed by proclamation of the Governor-General or the Lieutenant-Governor-in-Council as a public holiday or for a general fast or Thanksgiving, and the next following day when such holiday; except Remembrance Day, falls on a Sunday.

- (18) "**intersection**" means the area embraced within the prolongation or connection of the lateral curb lines or, if none, then of the lateral boundary lines of two or more highways which join one another at an angle, whether or not one highway cross the other.
- (19) "**King's Highway**" includes the secondary highways and tertiary roads designated under the **Public Transportation and Highway Improvement Act**.
- (20) "**laneway**" means improved land adjacent to the highway which provides access from the highway to a parking area on adjacent land.
- (21) "**loading zone**" means the part of a highway, private property or property of the Corporation, set apart for the exclusive purpose of parking a vehicle to load or unload the same.
- (22) "**mobile canteen**" includes all vehicles of any kind in or from which any food or other edible substance or any beverage is offered for sale or sold.
- (23) "**motor assisted bicycle**" means a bicycle,
- (a) that is fitted with pedals which are operable at all times to propel the bicycle,
 - (b) that weighs not more than Fifty-five (55) kilograms,
 - (c) that has no hand or foot operated clutch or gearbox driven by the motor and transferring power to the driven wheel,
 - (d) that has an attached motor driven by electricity or having a piston displacement of not more than fifty cubic centimetres, and
 - (e) that does not have sufficient power to enable the bicycle to attain a speed greater than 50 kilometres per hour on level ground within a distance two kilometres from a standing start.
- (24) "**motorcycle**" means a self-propelled vehicle having a seat or saddle for the use of the driver and designed to travel on not more than three wheels in contact with the ground, and includes a motor scooter but does not include a motor-assisted bicycle.
- (25) "**motor vehicle**" includes an automobile, motorcycle, motor-assisted bicycle unless otherwise indicated in the **Highway Traffic Act**, and any other vehicle propelled or driven otherwise than by muscular power, but does not include a streetcar, or other

motor vehicles running only upon rails, or a motorized snow vehicle, traction engine, farm road-building machine within the meaning of the **Highway Traffic Act**.

- (26) **"Municipal law enforcement officer"** means a peace officer for the purpose of enforcing municipal by-law, as set out in the **Police Services Act**.
- (27) **"municipal or private property"** means any open area or portion of a structure, other than a street or highway, intended for the temporary parking of vehicles and on which there are designated parking space, whether their use involves the payment of a fee or otherwise.
- (28) **"park"** or **"parking"** when prohibited means the standing of a vehicle, whether occupied or not, except when standing temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers.
- (29) **"peace officer"** means a municipal law enforcement officer for the purpose of enforcing this By-Law.
- (30) **"pedestrian"** means
 - (a) a person on foot; or
 - (b) a person using an assistive device for his mobility, such as a wheel chair or a walker, a baby carriage, or play vehicle.
- (31) **"pedestrian crossover"**, means any portion of a roadway, designated by this by-law, at an intersection or elsewhere, distinctly indicated for pedestrian crossing by signs on the highway and lines or other markings on the surface of the roadway as prescribed by regulations made under the **Highway Traffic Act**.
- (32) **"permit"** means an accessible parking permit which is issued under the Highway Traffic Act and is currently valid or a permit or other marker or device which is issued by another jurisdiction, is currently valid and recognized under the Highway Traffic Act and the regulations there under.
- (33) **"physically disabled person"** means an individual who is unable to walk unassisted for more than 200 metres without great difficulty or danger to his or her health or safety.
- (34) **"Police Force"** means the Police Force of the Area Municipality and includes any detachment of the Ontario Provincial Police providing police services to an area municipality by agreement.

- (35) **"Police Officer"** means a chief of police or any other police officer, but does not include a special constable, a First Nation Constable, a Municipal-law enforcement officer or an auxiliary member of a police force.
- (36) **"Police vehicle"** means a vehicle owned or operated by the Police Commission of an area municipality, the Ontario Provincial Police or the Royal Canadian Mounted Police.
- (37) **"public parking area"** means an open area or structure, other than a street, used for the temporary parking of more than four (4) motor vehicles and available for public use whether free, for compensation, or as an accommodation for clients, customer or visitors.
- (38) **"public vehicle"** means a motor vehicle operated on a highway by, for or on behalf of any person for the transportation for compensation of passengers, or passengers and express freight that might be carried in a passenger vehicle, but does not include the cars of electric or steam railways running only upon rails, taxicabs, nor motor vehicles operated solely within the corporate limits of one urban municipality.
- (39) **"roadway"** means that part of the highway that is improved, designed or ordinarily used for vehicular traffic, but does not include the shoulder, and, where a highway includes two or more separate roadways, the term "roadway" refers to any one roadway separately and not to all of the roadways collectively.
- (40) **"roadway, lane"** means a highway which has been divided into separate lanes for vehicular traffic which lanes are indicated by lines or other markings on the surface of the roadway or in any other manner.
- (41) **"shoulder"** means that part of the highway immediately adjacent to the travelled portion of the roadway and having a surface which has been improved for the use of vehicles with asphalt, concrete or gravel.
- (42) **"side, approach"** means the side of a part of a highway to which vehicular traffic may lawfully approach.
- (43) **"side, leaving"** means the side of a part of highway opposite the approach side.
- (44) **"sidewalk"** means that portion of a highway between the curb lines or the lateral lines of a roadway and the adjacent property lines intended for the use of pedestrians.
- (45) **"sign, authorized"** means any sign or roadway, curb or sidewalk marking or other

device placed or erected on a highway under the authority of this by-law for the purpose of regulating, warning or guiding traffic.

- (46) **"sign, official"** means a sign approved by the Ministry of Transportation of Ontario.
- (47) **"stand"** or **"standing"** when prohibited, means the halting of a vehicle, whether occupied or not, except for the purpose of and while actually engaged in receiving or discharging passengers.
- (48) **"stop"** or **"standing"** when prohibited, means the halting of a vehicle, even momentarily, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a peace officer or other Police Officer or of a traffic control sign or signal.
- (49) **"through highway"** means any highway or part of a highway so designated by this by-law.
- (50) **"traffic"** includes pedestrians, animals which are ridden, led or herded, vehicles, and other conveyances either singly or together while using a highway for the purposes of travel.
- (51) **"traffic control device"** means any sign, signal or other roadway, curb, or sidewalk marking, or any other device erected or placed under the authority of this by-law for the purpose of warning, regulating, guiding or directing traffic.
- (52) **"traffic control signal"** means any device operated manually, electrically, mechanically or electronically for the regulation or control of traffic.
- (53) **"traffic, one-way"** means movement by vehicles upon a highway in one direction only.
- (54) **"trailer"** means a vehicle that is at any time drawn upon a highway by a motor vehicle, except an implement of husbandry, a mobile home, another designed to transport persons or property, temporarily drawn, propelled or moved upon such highway, and except a side car attached to a motorcycle, and shall be considered a separate vehicle and not part of the motor vehicle by which it is drawn.
- (55) **"U-turn"** means the turning of a vehicle within the highway so as to proceed in the opposite direction to that in which the vehicle was travelling immediately prior to making the turn.
- (56) **"vehicle"** includes a motor vehicle, trailer, traction engine, farm tractor, road-building machine, bicycle and any vehicle drawn, propelled or driven by any kind of

power, including muscular power, but does not include a motorized snow vehicle, or the cars of electric or steam railways running only upon rails.

- (57) "**vending vehicle**" includes all vehicles of any kind in or from which goods, produce, food or beverage are offered for sale or sold.

INTERPRETATION - GENERAL

2. (1) In this by-law:

- (a) words importing the singular number or the masculine gender only, include more persons, parties or things of the same kind than one and females as well as males and the converse.
- (b) a word interpreted in the singular number has a corresponding meaning when used in the plural.
- (c) "may" shall be construed as permissive.
- (d) "shall" shall be construed as imperative.

(2) Abbreviations

In the schedules to this by-law, the following abbreviations, definitions and symbols stand for the words respectively set forth opposite thereto as follows:

- | | | | |
|-----|-------|---|------------|
| (a) | Ave. | - | Avenue |
| | Blvd. | - | Boulevard |
| | Ct. | - | Court |
| | Cres. | - | Crescent |
| | Dr. | - | Drive |
| | Hts. | - | Heights |
| | Gdns. | - | Gardens |
| | Hwy. | - | Highway |
| | Pl. | - | Place |
| | Priv. | - | Private |
| | Rd. | - | Road |
| | Sq. | - | Square |
| | St. | - | Street |
| | Terr. | - | Terrace |
| (b) | cm | - | centimetre |
| | m | - | metre |
| | km | - | kilometre |

km/h - kilometre per hour

- | | | | |
|-----|------|---|---------------|
| (c) | N. | - | North |
| | S. | - | South |
| | E. | - | East |
| | W. | - | West |
| (d) | a.m. | - | Ante Meridian |
| | p.m. | - | Post Meridian |

(3) **Distances**

Where a distance is used in this by-law as part of a prohibition of parking or stopping within a specified distance of an object, structure, land or a part of a highway, such distance shall be measured:

- (a) along the curb or edge of the roadway from a point in such curb or edge of roadway opposite such object, structure, land or part of a highway, unless the context otherwise requires, and
- (b) from such object, structure, land or part of a highway in all directions.

(4) **Severability**

It is declared that if any section, subsection or part or parts thereof be declared by any Court of Law to be bad, or parts shall be deemed to be severable and all parts hereof are declared to be separate and independent and enacted as such.

(5) **Order Prohibiting**

Where any provisions of this by-law is contravened and a conviction entered, the court in which the conviction has been entered and any court of competent jurisdiction thereafter may make an order prohibiting the continuation or repetition of the offence by the person convicted.

PART "A"

PART I - REGULATIONS

SPECIAL CIRCUMSTANCE

3. (1) If the Chief of Police or the Engineer is of the opinion that for some temporary period to ensure the safety of the public, the proper movement of traffic, the parking of vehicles, or the proper and safe performance of some vital function of the Corporation, special regulations are required for the movement, parking or stopping of vehicles on a highway under the jurisdiction of the Corporation, such person is authorized to make special regulations to prohibit or regulate the movement, parking or stopping of vehicles on such highway during such times and days as such person deems proper and necessary and such person shall erect official signs or otherwise give reasonable notice to indicate such special regulations.
- (2) When official or authorized signs have been erected or notice has otherwise been given under subsection (1), every person shall obey the instructions or directions on any sign so erected and the signs deemed to have been erected pursuant to the section that normally regulates or prohibits the matter and the appropriate schedule is deemed to have been amended to implement the regulation and those provisions apply to any act or failure to Section

PART II - PARKING AND STOPPING

GENERAL REGULATIONS

4. Two-Way highways and Right side of One-Way Highways

- (1) Subject to subsections 2 and 3, no person shall park or stop any vehicle or permit a vehicle or permit a vehicle to remain parked or stopped on any highway except as follows:
 - (a) where there is a raised curb, on the right side of the travelled portion of the highway, having regard to the direction in which the vehicle was travelling, with its right front and rear wheels parallel to and not more than fifteen (15cm) centimetres away from such curb; or

- (b) where there is no curb or a rolled curb, on the right side of the highway having regard to the direction in which the vehicle was travelling, with the right front and rear wheels parallel to and as near to the right hand limit of the highway as is practicable without stopping over any part of a highway which is landscaped or which is not intended for the use of vehicles.

(2) **One-Way Highways**

Subject to subsection 3, where parking is permitted on the left side of a highway designated for one-way traffic, a person may park or stop any vehicle provided the vehicle is parked:

- (a) where there is a raised curb, on the left side of the travelled portion of the highway having regard to the direction in which the vehicle was travelling, with its left front and rear wheels parallel to and not more than fifteen (15 cm) centimetres away from such curb; or
- (b) where there is no curb or a rolled curb, on the left side of the highway having regard to the direction in which the vehicle was travelling, with the left front and rear wheels parallel to and as near to the left hand limit of the highway as is practicable without stopping over any part of a highway as is practicable landscaped or which is not intended for use of vehicles.

(3) **Exemption - Angle Parking**

Subsections 1 and 2 do not apply where angle parking is permitted under this by-law.

VENDING VEHICLES

- 5. (1) No person who is selling or offering for sale goods, produce, food or beverage from a vending vehicle on a highway shall park the vehicle or permit the vehicle to remain parked in such a manner as to obstruct traffic.

HEAVY TRUCKS, TRAILERS AND BUSES

- 6. No person shall park any heavy truck, trailer or bus or permit any of them to be parked on any highway within the City of Clarence-Rockland for any continuous period of time exceeding two (2) hours.

PARKING PROHIBITED WITH SIGNS

7. When official signs have been erected, no person shall park a vehicle or permit a vehicle to remain parked on any highway,
- (a) in front of or within six (6 m) metres of the entrance on which there is a fire hall, on the side of the highway on which the fire hall is located;
 - (b) within six (6 m) metres of an intersection;
 - (c) within six (6 m) metres of an intersection controlled by a traffic control signal;
 - (d) in front of the main entrance to, or any emergency exit from any hotel, hospital, nursing home, theatre, auditorium or other building or enclosed space in which persons may be expected to congregate in large numbers;
 - (e) within eight (8m) metres of the approach side of a crosswalk that is controlled by a traffic control signal and not located at an intersection;
 - (f) within eight (8m) metres of the leaving side of a crosswalk that is controlled by a traffic control signal and not located at an intersection;
 - (g) so as to interfere with the formation of a funeral procession.
 - (h) within a reserved taxicab parking zone and: (Bylaw 2009-36)
 - (i) within a reserved loading zone. (Bylaw 2009-36)

PARKING PROHIBITED WITHOUT SIGNS

8. No person shall park a vehicle or permit a vehicle to remain parked on any highway:
- (a) within six (6 m) metres of an intersection;
 - (b) within three (3 m) metres of a fire hydrant;
 - (c) in front of or within one and one-half (1.5 m) metres of a laneway or driveway;
 - (d) so as to obstruct a vehicle in the use of any laneway or driveway;
 - (e) in such a position that will prevent the convenient removal of any other vehicle

previously parked or standing;

- (f) for the purpose of displaying the vehicle for sale;
- (g) for the purpose of greasing, or repairing the vehicle except for such repairs as has been necessitated by an emergency.
- (h) for the purpose of stripping or partially stripping the vehicle except for such stripping as has been necessitated by an emergency;
- (i) on a driveway within one (1 m) metre of a sidewalk or if there is no sidewalk within two (2 m) metres of the roadway.
- (j) so as to obstruct vehicular traffic.
- (k) on any highway where the width is six metres (6m) or less.

**PARKING REGULATIONS - HIGHWAY CLEARING,
SNOW REMOVAL AND HIGHWAY CLEANING**

9. No person shall park a vehicle or permit a vehicle to remain parked on any highway so as to interfere in any manner with the work of,
- (a) removing snow;
 - (b) removing ice;
 - (c) clearing of snow; or
 - (d) cleaning operations.

**PARKING PROHIBITED - SPECIFIED TIMES
AND PLACES - SIGNS - SCHEDULE "I"**

10. When official signs have been erected, no person shall park a vehicle or permit a vehicle to remain parked on any highway at the side and between the limits set out respectively in columns 1, 2 and 3 of Schedule "I" to this by-law during the times or days set out in column 4 of Schedule "I".

STOPPING PROHIBITED IN SPECIFIED PLACES - NO SIGNS

11. (1) Establishment - School Crosswalk Zone

The parts of the highway,

- (a) that are within fifteen (15 m) metres of the approach side of a school crosswalk designated by markings and authorized school crosswalk signs; and
- (b) that are within fifteen (15 m) metres of the leaving side of a school crosswalk designated by markings and authorized school crosswalk signs, are hereby established as a school crosswalk zone.

(2) Offences

No person shall stop a vehicle or permit a vehicle to remain stopped on any highway:

- (a) on or partly on or over a sidewalk;
- (b) within an intersection or crosswalk;
- (c) between the hours of 7:00 a.m. and 5:00 p.m. within a school crosswalk zone;
- (d) adjacent to or across from any excavation or obstruction in the roadway when the free flow of traffic would thereby be impeded;
- (e) on the roadway side of any stopped or parked vehicle;
- (f) upon any bridge or elevated structure or within any tunnel or underpass or within thirty (30 m) metres of either end of any such structure except where parking in these locations is otherwise permitted by this by-law;

STOPPING PROHIBITED WITH SIGNS

12. (1) Establishment - Pedestrian Crossover Zone

The parts of the highway,

- (a) that are within fifteen (15 m) metres of the approach side of a pedestrian crossover; and
- (b) that are within fifteen (15 m) metres of the leaving side of a pedestrian crossover, are hereby established as a pedestrian crossover zone.

(2) **Offences**

When official signs have been erected, no person shall stop a vehicle or permit a vehicle to remain stopped on any highway,

- (a) within a pedestrian crossover;
- (b) within a pedestrian crossover zone; or
- (c) within the turning basin of a cul de sac.

**STOPPING PROHIBITED IN SPECIFIED
PLACES - SIGNS - SCHEDULE "II"**

13. (1) When official signs have been erected, no person shall stop a vehicle or permit a vehicle to remain stopped on any highway, at the side and between the limits set out respectively in columns 1, 2 and 3 of Schedule "II" to this by-law during the times or days set out in column 4 of Schedule "II".
- (2) The provisions of Sections 12(2) and 13(1) of this by-law relating to stopping do not apply to prevent the stopping of a taxi cab, provided:
- (a) it is operated under a valid taxi licence;
 - (b) its stopping does not last thirty (30) seconds; and
 - (c) it is in the process of receiving or discharging passengers.
- (3) The provisions of Section 12(2) and 13(1) of this by-law relating to stopping do not apply to prevent the stopping of a motor vehicle for the purpose of and while actually engaged in receiving or discharging a physically disabled person provided that such motor vehicle has a valid physically disabled permit displayed upon its dashboard or on the sun visor in accordance with the provisions of the Highway Traffic Act.

PARKING, STANDING AND STOPPING EXEMPTIONS -FUNERAL CORTEGES

14. The provisions of this by-law relating to parking, standing and stopping do not apply to prevent the parking, standing or stopping:
- (a) of passenger motor vehicles forming part of any funeral cortege, provided that all such vehicles are parked or stopped on only one side of a highway at one time.

MAXIMUM PARKING LIMIT

15. (1) **Specified Parking Period - Specified Highways - Schedule "III"**

When official signs have been erected, no person shall park a vehicle or permit a vehicle to remain parked on a highway at the side and between the limits set out respectively in columns 1, 2 and 3 of Schedule "III" to this by-law during the times or days set out in column 4 of the said Schedule for a longer period of time than is set out in column 5 of the said Schedule.

(2) **General Limit**

Subject to the other provisions of this by-law, no person shall park a vehicle or permit a vehicle to remain parked on a highway for a period of time longer than three (3) hours between 7:00 a.m. of one day and 7:00 p.m. of the same day.

(3) **Parking Limitation on Adjacent Areas**

No person shall park a vehicle or permit a vehicle to remain parked on a highway within one (1) hour from the time of its removal from part of highway referred to in subsections 1, 2, and 4 within three hundred (300 m) metres of such part of highway.

(4) **Overnight Winter Parking Prohibition**

No person shall park a vehicle or permit a vehicle to remain parked on a highway at any time between 1:00 a.m. and 7:00 a.m. from November 15 to April 1.

- (5) On or after the 1st day of March in any year, the Roads Superintendent may, by his order,
- (a) suspend the operation of subsection 4, provided that in his opinion, the fall or accumulation of snow, ice or snow and ice removal functions, regular

- highway maintenance or the proper use and movement of vehicles on the highway; or
- (b) reinstate the operation of subsection 4.

ANGLE PARKING

16. (1) Pavement Markings

Where an angle parking space is designated by lines or other markings on the roadway, or otherwise, no person shall stop, stand or park a vehicle or permit a vehicle to remain parked or standing therein except entirely within the area so designated as a parking space.

(2) Angle

Where angle parking is permitted on a highway, no person shall stop, stand or park any vehicle or permit a vehicle to remain parked or standing except at the angle designated by signs or markings on the roadway.

(3) Method of Parking

Where angle parking on a highway other than at an angle of 90 degrees to the curb or edge of roadway is permitted, no person shall park a vehicle or permit a vehicle to remain parked on such highway except with the front end of the vehicle at the curb or edge of the roadway.

(4) Highways for angle Parking - Schedule "IV"

No person shall park a vehicle or permit a vehicle to remain parked at an angle on a highway except on the highways, at the sides and between the limits set out respectively in columns 1, 2 and 3 of the Schedule "IV"

PART III - LOADING ZONE - SCHOOL BUS LOADING ZONE

LOADING ZONES

17. (1) Establishment - Schedule "V"

The part of a highways at the side having the length and between the limits set out respectively in columns 1, 2, 3 and 4 of Schedule "V" are hereby established as loading zones during the times or days set out in column 5 of the said Schedule.

(2) **Regulation of Use**

When authorized signs have been erected, no person shall park or stop a vehicle or permit a vehicle to remain parked or stopped in a loading zone except for the purpose of, and while actually engaged in, loading thereon or unloading there from, passengers, freight or merchandise.

SCHOOL BUS LOADING ZONES

18. (1) **Designation**

The Engineer is hereby authorized to establish school bus loading zones on highways, adjacent to schools, museums or other public buildings. A school bus loading zone shall be conclusively deemed to have been established when an official sign or marker has been erected in the accordance with the **Highway Traffic Act** and regulations passed thereunder.

(2) **Stopping Prohibited**

No person shall stop a vehicle or permit a vehicle to remain stopped, other than a school bus, in an area designated as a school bus loading zone.

DISABLED PERSON PARKING ZONES

19. (1) **Establishment - Schedule "VI"**

The parts of highways at the side and between the limits set out respectively in columns 1, 2 and 3 of Schedule "VI" are hereby established as disabled person parking zones during the time and day set out in column 4 of the said schedule.

(2) **Regulation of Use**

When official signs have been erected no person shall park or stop a vehicle or permit a vehicle to remain parked or stopped in a disabled parking zone other than a person displaying a valid physically disabled permit upon the dashboard or on the sun visor

of his/her vehicle in accordance with the provisions of the **Highway Traffic Act**.

PHYSICALLY DISABLED PERSONS - EXEMPTIONS

20. (1) The provisions of Sections 10, 15(1) and 15(2) of this by-law shall not apply to a motor vehicle displaying a valid physically disabled permit upon its dashboard or on the sun visor in accordance with the provisions of the Highway Traffic Act, for an uninterrupted parking period of four (4) hours.
- (2) The provisions respecting the display of a valid physically disabled permit referred to in Sections 13(3) of this by-law shall be deemed to be satisfied in the case of a physically disabled person being received by a motor vehicle displaying a valid physically disabled permit upon its dashboard or on the sun visor in accordance with the provisions of the Highway Traffic Act.

PART IV - DRIVING AND RELATED RULES

BARRICADED HIGHWAYS

21. No person shall drive, operate or park a vehicle or permit a vehicle to remain parked on any highway barricaded and marked by signs showing that its use for the time is prohibited or restricted.

COASTING ON ROADWAYS

22. No person shall coast on a roadway, whether on a sleigh, skateboard, roller skate, roller blade, cart, children's wagon or toboggan.

TRAFFIC CONTROL AT FIRES

23. (1) No person shall drive or park a vehicle other than a Peace officer or Fire Department vehicle on any highway within ninety (90m) metres of a fire scene, fire apparatus or fire-fighting equipment, except as directed by a peace officer, police officer or officer of the Fire Department.
- (2) Unless directed by a peace officer, police officer or officer of the Fire Department, no person shall drive a vehicle over a fire hose on any highway.

EMERGENCY AND SPECIAL REGULATIONS

24. Notwithstanding any provisions of this by-law to the contrary, a police officer, peace officer or the Engineer may, during any emergency or special circumstance, by the erection of appropriate signs or signals, prohibit or regulate the movement of vehicles on any highway or part of a highway and no person shall drive or operate a vehicle in contravention of any such sign or signal.

**VEHICLES CROSSING SIDEWALKS,
BOULEVARDS AND CURBS**

25. (1) **Vehicles on Sidewalks Prohibited**

No person shall drive a vehicle, or ride upon a skateboard, roller blade or roller skate, on a sidewalk except for the purpose of directly crossing the sidewalk.

(2) **Curb and Sidewalk Depressions**

No person shall drive a vehicle over a raised curb or sidewalk except at a place where there is a ramp, rolled curb depressed curb.

(3) **Exemptions**

Subsections 1 and 2 shall not apply to a person using an assistive device for his mobility, such as a wheel chair or a walker, baby carriages, tricycles wagons.

(4) **Bicycles on Sidewalks Permitted Schedule "VII"**

Subsection 1 shall not apply to prevent the driving of bicycles on the sidewalks indicated in column 2 of Schedule "VII" on the highway set out in column 1 of said Schedule between the limits set out in column 3 of said Schedule in the direction set out in column 4 of said Schedule.

(5) **Bicycles to Yield**

Notwithstanding Subsection 4, a person driving a bicycle on a sidewalk shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian.

(6) **Pedestrian Obligation**

Nothing in this section shall relieve the pedestrian from obligation of taking all due care to avoid an accident.

BOARDING AND ALIGHTING FROM MOVING VEHICLES

26. No person shall board or alight from any vehicle while such vehicle is in motion.

MUNICIPAL VEHICLES PERFORMING WORK ON HIGHWAYS - EXEMPTION

27. The provisions of Section 25 do not apply to municipal vehicles that are engaged in the performance of cleaning, clearing, maintenance, repair, construction or other work on any highway.

EMERGENCY VEHICLES - MUNICIPAL LAW ENFORCEMENT VEHICLES EXEMPTION

28. Parts I, II and III and Section 21, 23 and 25 shall not, in the case of emergency, apply to ambulances, police, fire, emergency measures department vehicles and municipal law enforcement vehicle in the performance of there duties

PART V - NO HEAVY TRUCK ROUTE

HEAVY TRUCK PROHIBITED ON CERTAIN HIGHWAYS SCHEDULE VIII

29. No person shall drive or cause to be driven a heavy truck on a highway or part of a highway where “no heavy truck signs “ are erected or are on display on any highway between the limits set out respectively in column 1,2 and 3 of Schedule “VIII” to this By-law .

30. **EXEMPTIONS**

- (a) deliveries to a location on a no heavy truck route;
- (b) the performance of services on a no heavy truck route;
- (c) proceeding to or from a garage or the relocation for the purpose of housing, storing or repairing a heavy truck on a heavy truck route;
- (d) public services by the Corporation;

- (e) a privately owned vehicle(s) driven to or from the owner's residence
- (f) emergency services which may require otherwise, prohibited use of vehicle.

DEVIATION TO BE DIRECT

31. Every deviation onto a no heavy truck route as set out in section 30 of this By-law shall be made from a highway which is not bound by a no heavy truck route to the nearest point of distance to the premises or location of performance of services.

PART VI- PEDESTRIANS

PEDESTRIAN PROHIBITED ON ROADWAY

32. Except for the purpose of crossing a roadway, where there is a sidewalk that is reasonably passable on one side or on both sides of a roadway, no person shall walk on the roadway.

PEDESTRIAN BARRIERS

33. No person shall go over or under a pedestrian barrier installed on a sidewalk, or at any other location within a highway.

PLAYING ON ROADWAY PROHIBITED

34. (1) No person shall play or take part in any game or sport upon a roadway.
- (2) Where there are sidewalks, no person on or riding in or by means of any children's wagon, toboggan, or similar device shall go upon a roadway, except for the purpose of crossing it, and when so crossing, such person shall have the rights and be subject to the obligations of pedestrian.

PART VII- BICYCLES

BICYCLES

35. (1) A person driving a bicycle upon a roadway shall
- (a) drive as near the right-hand side of the roadway as practicable
 - (b) exercise due care when passing a parked, stopped or standing vehicle or one proceeding in the same direction.
- (2) A person driving a bicycle upon a highway designated for one-way traffic shall:
- (a) drive as near the right-hand or left-hand side of the roadway as practicable.
 - (b) exercise due care when passing a parked, stopped or standing vehicle or one proceeding in the same direction.
- (3) Persons driving bicycles upon a roadway shall do so in single file.
- (4) No person driving a bicycle upon a highway shall carry any package, bundle or article which prevents the rider from keeping both hands on the handles bars.
- (5) No person driving a bicycle upon a highway shall remove his feet from the pedals while the bicycle is in motion.
- (6) No person shall place a bicycle upon a highway except in such a manner as to cause the least possible obstruction to pedestrian or vehicular traffic.

PART VIII - SIGNS

ERECTION OF SIGNS, TRAFFIC CONTROL SIGNALS, ETC.

36. The Engineer is hereby authorized and directed to erect and maintain such signs, traffic control signals, markings, barricades, traffic control devices and other structures, plant and equipment as are required to give effect to this by-law and as are required to regulate, direct, warn or guide pedestrian and vehicular traffic for the safety and convenience of the public.

CONFLICTING PRIVATE SIGNS

37. No person shall place, maintain or display upon, or visible from, any highway, any sign, signal, marking or device which,
- (a) conceals a traffic control device, traffic control signal from view,
 - (b) interferes with the effectiveness of a traffic control device, traffic control signal.
 - (c) purports to be or is an imitation of or resembles any official or authorized sign, traffic control signal or traffic control device.

DEFACING SIGNS AND TRAFFIC CONTROL SIGNALS

38. No person shall move, remove, deface or in any manner interfere with any authorized or official sign, traffic control signal, marking or other traffic control device placed, erected or maintained under this by-law.

FRESHLY PAINTED LINES ON ROADWAY

39. (1) No person shall drive any vehicle over any marking on the roadway where markers are in place to indicate that the marking material has been freshly applied.
- (2) No person shall drive any vehicle onto over any marker placed on the roadway.

PART IX - OFFENCES AND PENALTIES

OFFENCES AND PENALTIES

40. (1) Any person who contravenes any of the provisions of Part “A” of this By-law is guilty of an offence and is subject to the provisions of the **Provincial Offences Act**, R.S.O. 1990, Chapter P.33, and amendments thereto;

- (2) Any person who contravenes the provision of section 19(2) of Part “A” of this By-law is guilty of an offence and is subject to the provisions of the **Municipal Act**, S.O. 2001, c.25.

(3) **Exemption - Physically Disabled Parking Permit**

Any person who is issued a Parking Infraction Notice for alleged violation of Sections 10, 12(2)(c), 13(1), 15(1) and 15(2) of this by-law because a valid physically disabled permit was not displayed, and who within thirty (30) days (exclusive of Saturdays, Sundays and Public Holidays) from the date of issue of the Parking Infraction Notice obtains a physically disabled permit, upon presentation of the said notice and the said permit at the office of the issuer of the said notice, shall not be required to pay the penalty for the alleged violation of the provisions of the said notice.

VEHICLES SUBJECT TO REMOVAL WHEN ILLEGALLY PARKED

41. In addition to any other penalties provided by this by-law, upon discovery of any vehicle parked, stopped or standing on any highway in contravention of the provisions of this by-law, a police officer, police cadet, municipal law enforcement officer or an officer appointed for the carrying out of the provisions of this By-law, may cause such vehicle to be moved or taken to and placed or stored in a suitable place and all costs and charges for the removing, care and storage thereof, if any, are a lien upon the vehicle being released and may be enforced in the manner provided by the **Repair and Storage Liens Act, R.S.O. 1990, Chapter R.25**.

LIABILITY OF OWNER

42. (1) The owner of a vehicle that is parked, stopped or left standing in contravention of this by-law is guilty of an offence unless the owner proves to the satisfaction of the court that at the time of the offence, the vehicle was in the possession of another person without the owner's consent, express or implied.
- (2) The owner of a vehicle shall incur the penalties provided for any contravention of this by-law unless, at the time of the contravention, the vehicle was in the possession of some person other than the owner or his chauffeur without the owner's consent and the driver or operator of a vehicle not being the owner shall also incur the penalties provided for any such contravention.

PART X - APPLICATION AND ADMINISTRATION

ENFORCEMENT

43. (1) This by-law shall be enforced by the Chief of Police and the Municipal Law Enforcement Officers of the Corporation.
- (2) The Chief of Police and the Municipal Law Enforcement Officers are exempt from complying with the provisions of this by-law while actively engaged in its enforcement on the parts thereof that they have been appointed to enforce when no suitable parking is available.
- (3) No person shall obstruct, hinder or interfere with the Municipal Law Enforcement Officer in the lawful performance of his duties.

APPLICATION OF BY-LAW

44. This by-law applies to all highways under the jurisdiction of the Corporation.

CONDITIONS OF USE OF PHYSICALLY DISABLED PERMIT

45. (1) A displayed physically disabled permit shall not be valid when the motor vehicle in or on which it is displayed is not actually used for the purpose of transporting a physically disabled person.
- (2) No person other than the person to whom it was issued, or a person conveying the person to whom it was issued, or a person conveying a disabled person for a corporation or organization that provides transportation services primarily to disabled persons and has been issued a permit, shall use or display a physically disabled permit to enjoy the privileges or avoid the restrictions set out in subsection (1) hereof, Section 13(1), or Section 20 of this by-law.

BY-LAW SUBJECT TO THE HIGHWAY TRAFFIC ACT

46. The provisions of this by-law are subject to the provisions of the **Highway Traffic Act**.

SCHEDULES ADOPTED

47. The Schedules referred to in this by-law and shall form part of this by-law and each entry in a column of such a Schedule shall be read in conjunction with the entry or entries across there from, and not otherwise.

FORMER BY-LAWS REPEALED

48. By-law number 1998-85, regulating "traffic and parking on roads") is hereby repealed.

PART "A" OF BY-LAW IN FORCE

49. Part "A" of this By-law shall come into force and take effect on June 1st, 2007.

PART "B"

PROPERTY - PRIVATE PROPERTY AND PROPERTY OF THE MUNICIPALITY

50. In this part:

- (a) "owner", when used in relation to property, means,
 - (i) the registered owner of the property,
 - (ii) the registered owner of a condominium unit whose consent shall extend only to the control of the unit of which he is owner and any parking spaces allotted to him by the condominium corporation or reserved for his exclusive use in the declaration or description of the property,
 - (iii) the spouse of a person described in subparagraph (i) or (ii) hereof,
 - (iv) where the property is included in description registered under The Condominium Act, the board of directors of the condominium corporation,
 - (v) a person authorized in writing by the property owner as defined in subparagraph (i), (ii) or (iii) or (iv) hereof to act on the owner's behalf for requesting the enforcement of this part of the by-law;
- (b) "occupant" means,

- (i) the tenant of the property or part thereof whose consent shall extend only to the control of the land of which he is tenant and any parking spaces allotted to him under his lease or tenancy agreement,
- (ii) the spouse of a tenant,
- (iii) a person or a municipality, or a local board thereof having an interest in the property under an easement or right of way granted to or local board whose consent shall extend only to the part of the property that is subject to the easement or right of way,
- (iv) a person authorized in writing by an occupant as defined in subparagraph (i), (ii) or (iii) to act on the occupant's behalf for requesting the enforcement of this part of the by-law.

- 51.**
- (1) The driver of a motor vehicle, not being the owner of a motor vehicle is also liable to such a penalty, unless at the time the offence was committed, the motor vehicle was in the possession of a person other than the owner, without the owner's consent;
 - (2) Subject to subsection 4, the driver or owner of a motor vehicle parked or left on private property is not liable to any penalty or to have the motor vehicle removed from such property or impounded under this part of the by-law, except upon the written complaint of the owner or occupant of the property given to a constable or officer appointed for the carrying out of the provisions of this part of the by-law;
 - (3) Where an owner or occupant of property affected by this part of the by-law has posted signs stating conditions on which a motor vehicle may be parked or left on the property or prohibiting the parking or leaving of a motor vehicle on the property, a motor vehicle parked or left on the property contrary to such conditions or prohibition shall be deemed to have been parked or left without consent;
 - (4) If it is alleged in a proceeding that a provision of Part "B" of this by-law has been contravened, the oral or written evidence as proof, in the absence of evidence to the contrary, of the facts stated therein in respect of,
 - (a) the ownership of occupancy of the property,
 - (b) the absence of the consent of the owner or occupant, and
 - (c) whether any person is an owner or an occupant as defined in Section 50.
 - (5) A document offered as evidence under subsection (4) shall be admitted without

notice under the **Evidence Act.**

52. No person shall park or leave any motor vehicle on private property without the consent of the owner or occupant of the property.
53. Whenever a motor vehicle is parked or left on private property without the express authority of the owner or occupant of such property, a police officer, police cadet, municipal law enforcement officer or an officer appointed for the carrying out of this By-law, upon the written complaint of the owner or occupant of the property, shall cause the said motor vehicle to be moved or taken to and placed or stored in a suitable place and all costs and charges for removing, care and storage thereof, if any, shall be paid by the owner of the said motor vehicle and such costs and charges shall be a lien upon the said motor vehicle which may be enforced in the manner provided by the **Repair and Storage Liens Act, R.S.O. 1990, Chapter R.25**
54. No person shall park or leave any motor vehicle on property of the Corporation where parking is by sign designated as an area in which parking is prohibited.
55. No person shall park or leave any motor vehicle on property of the Corporation where an area is by sign designated as reserved, unless the area is reserved for such person or class of persons.
56. No person shall park or leave any motor vehicle on property of the Corporation where parking is by sign regulated by time limits for a longer period of time than that set out on the sign.
57. No person shall park or stop a motor vehicle or permit a motor vehicle to remain parked or stopped on property of the Corporation in an area designated by sign as a loading zone, except for the purpose of and while actually engaged in loading thereon or unloading therefrom, passenger's freight or merchandise.
58. Whenever a motor vehicle is parked or left in an unauthorized area on property of the Corporation and is in contravention of any provision of part "B" of this by-law, a police officer, police cadet, municipal law enforcement officer or an officer appointed for the carrying out of the provisions of this By-law, shall upon the written complaint of an authorized employee of the Corporation cause the said motor vehicle to be moved or taken to and placed or stored in a suitable place and all costs and charges for removing, care and storage thereof, if any, shall be paid by the owner of the said motor vehicle and such costs and charges shall be a lien upon the said motor vehicle, which may be enforced in the manner provided by the **Repair and Storage Liens Act, R.S.O. 1989, Chapter R. 25.**

OFFENCES AND PENALTIES

59. Any person who contravenes any of the provisions of part "B" of this by-law is guilty of an offence and is subject to the provisions of the **Provincial Offences Act**, R.S.O. 1990, Chapter P.33, and amendments thereto.

PART "B" OF BY-LAW - APPLICATION

60. Part "B" of this by-law does not apply to motor vehicles that do not have a number plate, issued by an authority having jurisdiction to require registration of motor vehicles, displayed on it as the time the offence was committed.

PART "B" OF BY-LAW IN FORCE

61. Part "B" of this by-law shall come into force and take effect on June 1st, 2007.

PART "C"

PARKING FOR THE PHYSICALLY DISABLED

PARKING REQUIRED FOR THE PHYSICALLY DISABLED

62. Every owner and operator of a public parking area shall provide reserved parking spaces for the exclusive use of physically disabled persons, or persons conveying physically disabled persons, to park their motor vehicles, in at least the amount prescribed by the following table:

<u>Capacity of Public Parking Area (number of parking spaces)</u>	<u>Minimum Number of Spaces to be Reserved for Physically Disabled Persons</u>
1- 19	1
20- 99	2
100-199	3
200-299	4
300-399	5
400-499	6
500 and more	7

PARKING SPACE REQUIREMENTS

63. The reserved parking spaces referred to in Section 62 shall be:

- (a) of a width,
 - (i) of three point nine (3.9 m) metres each, or
 - (ii) as specified on a plan approved by the Corporation in accordance with **Zoning By-law**, as amended.
- (b) of a length so as to be the same length as the other parking spaces in the same parking facility,
- (c) hard surfaced,
- (d) level,
- (e) placed so as to be accessible to physically disabled persons whether via ramps, depressed curbs, or other appropriate means, and so placed as to permit easy access by such persons to or from a motor vehicle parked therein, and;
- (f) identified by authorized signs as prescribed in Section 64(1).

AUTHORIZED SIGNS

- 64.** (1) The authorized signs shall comply with the signs described under Section 11 of Ontario Regulation 166/90 made under the Highway Traffic Act.
- (2) The public parking area owner and operator shall be jointly responsible for the procurement and installation of the authorized signs referred to in Section 63(f).
- (3) The public parking area owner and operator shall be jointly responsible:
- (a) for the maintenance of the authorized signs referred to in Section 63(f), and,
 - (b) for ensuring that the shape, symbols and colours of the authorized signs referred to in Section 63(f) conform to the provisions of subsection (1).

APPROPRIATE FEE

- 65.** Physically disabled persons shall not be required to pay an amount in excess of the normal fee paid by other users of the same public parking facility.

PROHIBITED PARKING

PROHIBITED USE OF PERMIT

- 66.** (1) No person shall park or leave a motor vehicle in a public parking area in a parking space reserved for physically disabled persons and identified by authorized signs as prescribed by Section 64(1) of this by-law, unless a valid physically disabled permit is displayed upon its dashboard or on the sun visor in accordance with the provisions of the Highway Traffic Act.
- (2) The provisions respecting the placement of a valid physically disabled permit referred to in subsection (1) hereof shall be deemed to be satisfied if a valid physically disabled permit is placed on the dashboard or on the sun visor of the motor vehicle at the request of a constable, municipal law enforcement officer of a public parking area owner or operator.
- (3) Whether public parking area owners nor operators shall authorize any person, other than a physically disabled person or a person conveying a physically disabled person, to park a motor vehicle in any space reserved for physically disabled persons and identified by authorized signs as prescribed by Section 64(1) of this by-law.
- (4) No person, other than the person to whom it was issued or a person conveying the person to whom it was issued, or a person providing transportation services for a corporation or organization to whom it was issued to provide transportation services primarily to disabled persons shall use or display a physically disabled permit issued to a physically disabled person to enjoy the privileges or avoid the restrictions set out in Subsection (1) thereof.
- (5) Notwithstanding the other provisions of this by-law, a municipal law enforcement officer, a constable or an officer appointed for carrying out the provisions of Part "C" of this by-law does not require the written complaint of the public parking area owner or operator to enforce the provisions of subsection (1) hereof.
- (6) The appointment of municipal law enforcement officers to enforce Part "C" of this by-law shall be deemed to be sufficient authority to enforce the provisions of subsection (1) hereof.
- (7) A displayed physically disabled permit shall not be valid when the motor vehicle in or on which it is displayed is not actually being used for the purposes of transporting a physically disabled person.

FREE ACCESS

67. Public parking area owners and operators shall maintain unobstructed access to each parking space identified by authorized signs as prescribed by Section 64(1) of this by-law and each space shall be kept free of snow or otherwise maintained to the same standards as all other parking spaces in the same parking facility.

OFFENCES AND PENALTIES

68. (1) Any person who contravenes the provisions of Part "C" of this By-law is guilty of an offence and is subject to the provisions of the **Provincial Offences Act**, R.S.O.1990, Chapter P.33, and amendments thereto.

- (2) Any person who contravenes the provisions of Part "C" of this By-law is guilty of an offence and is subject to the provisions of the **Municipal Act**, S.O. 2001, c.25.

- (3) **Exemption - Physically Disabled Permit**

Any person who is issued a Parking Infraction Notice for alleged violation of Section 68(1) hereof because a valid physically disabled permit was not displayed and who within thirty (30) days (exclusive of Saturdays, Sundays and Public Holidays) from the date of issue of disabled permit, upon presentation of the said Notice and the said permit at the office of the issuer of the said Notice, shall not be required to pay the penalty for the alleged violation of the provisions of the said Notice.

PART "C" OF BY-LAW IN FORCE

69. Part "C" of this by-law shall come into force and take effect on June 1st, 2007.

READ, DONE AND PASSED IN OPEN COUNCIL THIS 8TH DAY OF JANUARY 2007.

Richard Lalonde, Mayor

Daniel Gatien, Clerk

THE CORPORATION OF THE CITY OF CLARENCE**BY-LAW NUMBER 2007-01****INDEX OF SCHEDULES**

<u>SCHEDULE</u>	<u>ENABLING SECTION</u>	<u>NATURE OF SECTION</u>
I	Section 10	Parking Prohibited
II	Section 13(1)	Stopping Prohibited
III	Section 15(1)	Specified Periods of Time
IV	Section 16(4)	Angle Parking
V	Section 17(1)	Loading Zone
VI	Section 19(1)	Physically Disabled Parking
VII	Section 25(4)	Bicycles on Sidewalk
VIII	Section 29	Heavy Truck Prohibited

THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND
BY-LAW NO. 2007-01

SCHEDULE "I"
PARKING PROHIBITED
Section 10

<u>Column 1</u> <u>Highway</u>	<u>Column 2</u> <u>Side</u>	<u>Column 3</u> <u>Between</u>	<u>Column 4</u> <u>Prohibited</u> <u>Times or days</u>	
Albert St.	South	1925 Albert St. and Edwards St.	Anytime	(1998-90)
Alma St.	North & South Bound	Gilles St. to Lawrence St.	December 15 to March 15	(2001-93)
Beauchamp Street	West Bound	Lemay Street and Landry Road	Anytime	(2015-09)
Beauchamp Street	East Bound	Landry Road and Lemay Street	December 15 to March 15	(2015-09)
Bonavista St.	West Bound	Thirty (30) meters along part of 290 and 296 Bonavista St.	Anytime	(2008-134)
Bonavista St.	West Bound	Fifteen (15) meters along part of 308 and 314 Bonavista St.	Anytime	(2008-134)
Catherine St.	North	Edwards St. & Terr. Riviera	Anytime	
Catherine St.	East Bound	Chateau Avenue intersection to 2015 Catherine St.	Anytime	(2006-118)
Catherine St.	North & South Bound	Wood St. to Edwards St.	December 15 to March 15	(2001-93)
Catherine St.	West Bound	Fifty (50) feet along 2078 Catherine St.	Anytime	(2012-73)

THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND-ROCKLAND**BY-LAW NO. 2007-01**
SCHEDULE "1" (cont'd)**PARKING PROHIBITED****Section 10**

<u>Column 1</u> <u>Highway</u>	<u>Column 2</u> <u>Side</u>	<u>Column 3</u> <u>Between</u>	<u>Column 4</u> <u>Prohibited</u> <u>Times or days</u>	
Catherine St.	West Bound	2098 & 2100 Catherine st. distance of fifty (50) feet	Anytime	(2012-73)
Catherine St.	West Bound	2110 & 2120 Catherine St. distance of fifty (50) feet	Anytime	(2012-73)
Catherine St.	West Bound	Edwards Street and Du Château Avenue	December 1 st to March 31 st	(2011-216)
Chateau Ave.	South Bound	Catherine St. and Wood St.	Anytime	(2006-118)
Chené St.	West & East Bound	(45) metres from St-Joseph St.	Monday to Friday 7:00 a.m. - 5 p.m. Sept-June	(1999-83)
Côté Street	West Bound	Caron Street and up to three (3) meters pass fire hydrant along 741 Côté St.	Anytime	(2012-47)
Côté Street	West Bound	Twenty Five (25) meters along 830 Côté St.	Anytime	(2012-47)
Côté Street	West Bound	Eighteen (18) meters Along 1062 Côté St.	Anytime	(2012-47)
Côté Street	East Bound	Twenty one (21) meters along 1133 Côté St.	Anytime	(2012-47)
Du Parc Ave.	West Bound	Forty (40) metres east of St-Joseph Street	Anytime	(2003-35)

THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND-ROCKLAND**BY-LAW NO. 2007-01**
SCHEDULE "1" (cont'd)**PARKING PROHIBITED****Section 10**

<u>Column 1</u> <u>Highway</u>	<u>Column 2</u> <u>Side</u>	<u>Column 3</u> <u>Between</u>	<u>Column 4</u> <u>Prohibited</u> <u>Times or days</u>	
DuParc Ave.	East Bound	St-Joseph Street to Simoneau Street Intersection	Anytime	
DuParc Ave.	West Bound	(200) metres west Of Simoneau St.	Anytime	
Edwards St.	North Bound	125 Edwards St. & 117 Edwards St.	Anytime	(2009-137)
Edwards St.	North Bound	233 Edwards St. & 263 Edwards St.	Anytime	(2009-137)
Edwards St.	South Bound	136 Edwards St. & 142 Edwards St.	Anytime	(2009-137)
Edwards St.	South Bound	Woods St. & Catherine St.	Anytime	(2009-137)
Edwards St.	South Bound	County Rd. #17	Anytime	
Edwards St.	East	Hwy 17 & Wallace St.	Anytime	
Edwards St.	West	Highway 17 & Victoria St.	Anytime	
Edwards Street	South Bound	(98) metres in a northerly direction from Laurier Street	Anytime	(2015-09)
Gareau St.	East	Wallace St. & Laurier St.	Anytime	

THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND-ROCKLAND**BY-LAW NO. 2007-01**
SCHEDULE "1" (cont'd)**PARKING PROHIBITED****Section 10**

<u>Column 1</u> <u>Highway</u>	<u>Column 2</u> <u>Side</u>	<u>Column 3</u> <u>Between</u>	<u>Column 4</u> <u>Prohibited</u> <u>Times or days</u>
Gareau St.	West	Wallace St. & McCall St.	Anytime
Heritage Dr.	East & West	Laurier St.& Sylvain and Raymond streets	Anytime
Laporte St.	North Bound	(12) metres South of Laurier St.	Anytime
Laporte St.	South Bound	(50) feet North from Yvette St.	Anytime
Laurier St.	East Bound	(4) metres East of the 2 nd entrance of 1039 Laurier	Anytime
Laurier St.	East Bound	(9) metres West of the 2 nd Entrance of 1039 Laurier	Anytime
Laurier St.	South	Giroux St. & Simon Park entrance	Anytime
Laurier St.	North	1930 Laurier St. & Edwards St.	Anytime
Laurier St.	South	6 meters West & East of entrance at 2169 Laurier St.	Anytime
Laurier St.	East Bound	(10) metres in the Westerly direction starting at the	Anytime

entrance at 1005 Laurier St.

THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND-ROCKLAND**BY-LAW NO. 2007-01****SCHEDULE "1" (cont'd)****PARKING PROHIBITED****Section 10**

<u>Column 1</u> <u>Highway</u>	<u>Column 2</u> <u>Side</u>	<u>Column 3</u> <u>Between</u>	<u>Column 4</u> <u>Prohibited</u> <u>Times or days</u>	
Laurier St.	East Bound	(26) metres in the Easterly direction starting at the entrance at 1005 Laurier St.	Anytime	
Laurier St.	West Bound	Twenty (21) meters East starting at Laviolette St. intersection	Anytime	(2010-134)
Laurier Street	East Bound	(21) metres in the easterly direction starting at entrance of 2303 Laurier Street	Monday to Friday 4:00 p.m. to 7:00 p.m	(2015-09)
Laval St.	North	Infront of Bourget Nursing Home Civic No. 2279	Anytime	
Laval St.	North & South	15 meters from Champlain St. Intersection	Anytime	
Laviolette St.	West	18 meters from Laurier St.	Anytime	
Lemay Circle	North Bound	Fifteen (15) meters Along 3149 Lemay Circle	Anytime	(2008-134)
Lemay Circle	North Bound	3150 & 3154 Lemay Circle	Anytime	(2008-151)
Lemay Street	South Bound	250 feet south of Beauchamp Street	Anytime	(2009-36)

Intersection

THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND-ROCKLAND**BY-LAW NO. 2007-01**
SCHEDULE "1" (cont'd)**PARKING PROHIBITED****Section 10**

<u>Column 1</u> <u>Highway</u>	<u>Column 2</u> <u>Side</u>	<u>Column 3</u> <u>Between</u>	<u>Column 4</u> <u>Prohibited</u> <u>Times or days</u>	
Lemay Street	North Bound	50 feet on each side of the entrance at 417 Lemay Street	Anytime	(2009-36)
Lemay Street	North Bound	411 and 435 Lemay Street	Anytime	(2012-47)
Martin St.	West Bound	Thirty (30) metres West from St-Joseph Intersection	Anytime	(2007-149)
Martin St.	East Bound	Thirty (30) metres West from St-Joseph Intersection	Anytime	(2007-149)
McCall St.	North	Gareau St. & Edwards St.	Anytime	
Morris St.	South/West	In front of 726 Morris St.	Anytime	
Notre-Dame St.	South & North Bound	Laurier St. & Alma St.	Anytime	
Notre-Dame St.	East & West Bound	Laurier St. to Tania St. Intersection	December 15 to March 15	
Notre-Dame St.	East & West Bound	Laurier St. to cul de sac	December 15 to March 15	

THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND-ROCKLAND**BY-LAW NO. 2007-01**
SCHEDULE "1" (cont'd)**PARKING PROHIBITED****Section 10**

<u>Column 1</u> <u>Highway</u>	<u>Column 2</u> <u>Side</u>	<u>Column 3</u> <u>Between</u>	<u>Column 4</u> <u>Prohibited</u> <u>Times or days</u>	
Old Highway 17	East	15 meters from Highway 17 Intersection	Anytime	
Payer Street	North Bound	711 & 675 Payer Street	Anytime	(2008-151)
Pouliotte St.	East	Laurier St. & Wallace inter.	Anytime	
Powers St.	East	Chene St. & Laurier St	Anytime	
Powers St.	West	Chene St. Laurier St.	Anytime	
Russell Rd.	North	Drouin Rd. & Civic No. 655	Anytime	
Sandra Cres.	East Bound	Twenty (20) meters along 174 Sandra Cres.	Anytime	(2008-134)
Sandra Cres.	East Bound	Thirty (30) meters along 202 Sandra Cres.	Anytime	(2008-134)
St-Jacques Street	East Side	763 St-Jacques Street and Laurier Street	Anytime	(2015-09)
St Jacques Street	West	West Juliette St. and Laurier Street	Monday to Friday 8:00 a.m. to 4:00 p.m.	(2015-09)

THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND-ROCKLAND**BY-LAW NO. 2007-01**
SCHEDULE "1" (cont'd)**PARKING PROHIBITED****Section 10**

<u>Column 1</u> <u>Highway</u>	<u>Column 2</u> <u>Side</u>	<u>Column 3</u> <u>Between</u>	<u>Column 4</u> <u>Prohibited</u> <u>Times or days</u>
St-Jacques Street	East	Laurier St. and 855 St-Jacques St.	Monday to Friday 8:00 a.m. to 4:00 p.m. (2015-09)
St-Jean St.	East	175 feet South of Laurier St.	Anytime
St-Jean St.	West	175 feet South of Laurier St.	Anytime
St-Joseph St.	East	Laurier St. DuParc Ave.	Anytime
St-Joseph St.		175 feet starting at Du Parc Ave. in an Southerly direction	Anytime (2010-11)
Victor St.	East	Laurier St. to Dead End	Anytime
Victor St.	West	Laurier St. to Dead End	Anytime
Wallace St.	South	Pouliotte St. to Gareau St.	Anytime
Wallace St.	North	(6) metres each side of Laneway of 1644 Wallace St.	Anytime
Woods St.	North & South Bound	Edwards St. & Terrace Riviera Entrance	December 15 to March 15

THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND**BY-LAW NO. 2007-01****SCHEDULE "II"****STOPPING PROHIBITED****Section 13 (1)**

<u>Column 1</u> <u>Highway</u>	<u>Column 2</u> <u>Side</u>	<u>Column 3</u> <u>Between</u>	<u>Column 4</u> <u>Prohibited</u> <u>Times or days</u>	
Laurier St.	West Bound & East Bound	2720 Laurier St. & Laporte St.	Anytime	
Laurier St.	West Bound	30 metres from	Anytime	
St. Joseph St.	West	Martin Cr. to Chene St.	Anytime	
St-Joseph St.	South Bound	Chéné Street to St-Laurent Street	Anytime	(2014-106)
St-Joseph St.	North Bound	Silver Lane and intersection of Chéné Street	Anytime	(2014-106)

THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND**BY-LAW NO. 2007-01**
SCHEDULE "III"**PARKING - SPECIFIED PERIOD OF TIME****Section 15 (1)**

<u>Column 1</u> <u>Highway</u>	<u>Column 2</u> <u>Side</u>	<u>Column 3</u> <u>Between</u>	<u>Column 4</u> <u>Time & day</u> <u>Permitted</u>	<u>Column 5</u> <u>Max. Period</u>
Champlain Rd	South	(15) meters in front of 3796 Champlain Rd.	Anytime	15 min
Edwards Street	East	in front of 255 Edwards St	Anytime	15 min (2017-63)
Laurier St.	North	St-Jean & St-Louis	Mon - Fri 8am - 9pm Saturday 8pm - 6pm	2 Hrs 2 Hrs
Laurier St.	South	St-Jacques & St-Jean	Mon - Fri. 8am - 9pm Saturday 8pm - 6pm	2 Hrs 2 Hrs
Laurier St.	North Bound	St-Jean St. & Edwards St.	Mon - Fri 8 a.m.- 9 p.m. Saturday 8 a.m. - 6 p.m.	2 Hrs 2 Hrs
Laurier St.	South	St-Jean St. & Giroux St.	Mon - Fri 8 a.m. - 9 p.m. Saturday	2 Hrs 2 Hrs
Parc Avenue	West Bound	End of no parking area easterly to the	Mon-Fri 8am – 4pm	2 Hrs (2009-93)

start of the no parking
area westerly

THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND**BY-LAW NO. 2007-01**
SCHEDULE "III" (cont'd)**PARKING - SPECIFIED PERIODE OF TIME****Section 15 (1)**

<u>Column 1</u> <u>Highway</u>	<u>Column 2</u> <u>Side</u>	<u>Column 3</u> <u>Between</u>	<u>Column 4</u> <u>Time & day</u> <u>Permitted</u>	<u>Column 5</u> <u>Max. Period</u>
St- Jacques Street	South Bound	Laurier Street and entrance to 750 St-Jacques Street	2hrs	(2015-09)
St-Joseph St.	North Bound	Fifteen (15) meter northerly of the school crosswalk	7:30am-8:30am & 2:30pm-3:30pm Sept to June Monday to Friday	(2011-07)
St-Joseph St.	North Bound	Thirty (30) meters southerly of the school	7:30am-8:30am & 2:30pm-3:30pm Sept to June Monday to Friday	(2011-07)

THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND

BY-LAW NO. 2007-01

SCHEDULE "IV"

ANGLE PARKING PERMITTED

Section 16 (4)

**Column 1
Highway**

**Column 2
Side**

**Column 3
Between**

St-Jacques Street

South Bound

Laurier Street and
entrance to
750 St-Jacques Street **(2015-09)**

THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND

BY-LAW NO. 2007-01

SCHEDULE "V"

LOADING ZONES

Section 17 (1)

Column 1	Column 2	Column 3	Column 4	Column 5
<u>Highway</u>	<u>Side</u>	<u>Zone lenght</u>	<u>Between</u>	<u>Time & days</u>
(Reserved)				

THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND

BY-LAW NO. 2007-01

SCHEDULE "VI"

DISABLE PERSON PARKING ZONES

SECTION 19 (1)

<u>Column 1</u> <u>Highway</u>	<u>Column 2</u> <u>Side</u>	<u>Column 3</u> <u>Between</u>	<u>Column 4</u> <u>Time & Days</u>
DuParc Ave.	North	Two entrances of Rockland arena	Anytime
Laurier St.	North	In front of 1756 Laurier St.	Anytime (2011-195)
Lemay St.	North Bound	(5) metres from northern entrance	Anytime

THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND

BY-LAW NO. 2007-01

SCHEDULE "VII"

BICYCLE ON SIDEWALKS PERMITTED

SECTION 25(4)

**Column 1
(reserved)**

Column 2

Column 3

THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND

BY-LAW NO. 2007-01
SCHEDULE "VIII"

HEAVY TRUCKS PROHIBITED ON HIGHWAYS

SECTION 29

<u>Column 1</u> <u>Highways</u>	<u>Column 2</u> <u>Between</u>	<u>Column 3</u> <u>Time & Day</u>	
Baseline Road	Landry Street and Rollin Road	Anytime	
Baseline Road	Division Road to Rollin Road	Anytime	
Baseline Rd.	Division Rd. and Rollin Rd.	Anytime	
Bouvier Road	Vinette Road and Lacroix Road	Anytime	
Bouvier Road	Golf Road and Lacroix Road	Anytime	
Canaan Road	Baseline Road and Du Golf Road	Anytime	
Caron St.	Baseline Rd. and David Rd.	Anytime	
David Road	Tucker Road and Caron Road	Anytime	
Dollard Street	Champlain Street to cul-de-sac	Anytime	
Drouin Road	Russell Rd. & Emilia Street	Anytime	(2009-113) (2009-174)
Du Lac Road	Baseline Road and G. Pilon's s and entrance pit	Anytime	
Gagné Road	Concession 8 PT Lot 15 RP50R7360 Part & Lacroix Road	Anytime	(2009-113)
Henrie Road	Champlain Street and Du Lac Road	Anytime	
Henrie Road	Landry Street to Champlain Street	Anytime	
Labonté Street	Bouvier Street and Landry Street	Anytime	

THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND

BY-LAW NO. 2007-01
SCHEDULE “VIII” (cont’d)

HEAVY TRUCKS PROHIBITED ON HIGHWAYS

SECTION 29

<u>Column 1</u> <u>Highways</u>	<u>Column 2</u> <u>Between</u>	<u>Column 3</u> <u>Prohibited</u> <u>Times & Days</u>
Landry Street	Du Golf Road to Labonté Street	Anytime
Landry Rd.	Du Golf Rd. and Labonté St.	Anytime
Landry Rd.	Du Golf Rd. and Labonté Rd.	Anytime
Laporte Street	South of Laurier Street to Sylvain Street	Anytime
Laurier Street	Laporte Street & Montée Poupart	Anytime (2015-63)
Lemery Street	Champlain Street to Marcil Street	Anytime
Lévis Street	Champlain Road and Marcil Road	Anytime
Marcil Road	Russell Road and Lavigne Road	Anytime
Montcalm Street	Laval Street to Potvin St.	Anytime
Montée Outaouais	Laurier Street And Tucker Rd.	Anytime
Montée Outaouais	Tucker Road to	Anytime

Laurier St.

THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND

BY-LAW NO. 2007-01
SCHEDULE "VIII" (cont'd)

HEAVY TRUCKS PROHIBITED ON HIGHWAYS

SECTION 29

<u>Column 1</u> <u>Highways</u>	<u>Column 2</u> <u>Between</u>	<u>Column 3</u> <u>Time & Day</u>	
Montée Poupart	Laurier Street & Richelieu Street	Anytime	(2015-63)
Nolan Road	Du Golf Road and Vinette Rd.	Anytime	
Notre Dame St.	Laurier Street and Cul de sac	Anytime	
Old Highway 17	Dallaire Street and Division Road	Anytime	
Pago Road	Highway 17 to cul-de-sac	Anytime	
Patricia	Heritage to Giroux Street	Anytime	(2007-108)
Pouliotte St.	Highway 17 and Laurier St.	Anytime	
Potvin Street	Champlain Street to Montcalm Street	Anytime	
Poupart Rd.	Laurier St. and St-Jean St.	Anytime	
Ramage Road	Old Highway 17 and Highway 17	Anytime	
Richelieu Street	Elie Crescent & Montée Poupart	Anytime	(2015-63)
Rollin Rd.	County Rd. 17 and Baseline Rd.	Anytime	
Sicard Street	Champlain Street to Montcalm	Anytime	
Tucker Road	Montée Outaouais and Landry Road	Anytime	

THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND

BY-LAW NO. 2007-01
SCHEDULE "VIII" (cont'd)

HEAVY TRUCKS PROHIBITED ON HIGHWAYS

SECTION 29

<u>Column 1</u> <u>Highways</u>	<u>Column 2</u> <u>Between</u>	<u>Column 3</u> <u>Time & Day</u>
Vinette Road	Labonté Street and Canaan Road	Anytime
Wilson Road	Old Highway 17 to cul-de-sac	Anytime