



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

October 9, 2019, 7:00 pm

Council Chambers

415 rue Lemay Street, Clarence Creek, Ont.

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

COMITÉ DE L'AMÉNAGEMENT

le 9 octobre 2019, 19 h 00

Council Chambers

415 rue Lemay Street, Clarence Creek, Ont.

	Pages
1. Ouverture de la réunion	
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Declaration of pecuniary interest Déclaration d'intérêt pécuniaire

Date of meeting Date de la réunion:	
Item Number Numéro de l'item:	
Subject of the item: Sujet de l'item :	
Name of Council Member Nom du membre du conseil	

I, _____, hereby declare a pecuniary interest in the matter identified above for the following reason :

Je, _____, déclare un intérêt pécuniaire en ce qui concerne l'article ci-haut mentionné, pour la raison suivante :

Name (print)	Signature	Date

This declaration is filed in accordance with the *Municipal Conflict of Interest Act* and will be recorded in the meeting minutes and will be made available in a public registry. / Cette déclaration est soumise sous la *Loi sur les conflits d'intérêt municipaux* et sera enregistrée dans le procès-verbal de la réunion et sera disponible dans un registre public.

Excerpt from the Municipal Conflict of Interest Act, R.S.O. 1990, c. M.50

DUTY OF MEMBER

When present at meeting at which matter considered

5 (1) Where a member, either on his or her own behalf or while acting for, by, with or through another, has any pecuniary interest, direct or indirect, in any matter and is present at a meeting of the council or local board at which the matter is the subject of consideration, the member,

- (a) shall, prior to any consideration of the matter at the meeting, disclose the interest and the general nature thereof;
- (b) shall not take part in the discussion of, or vote on any question in respect of the matter; and
- (c) shall not attempt in any way whether before, during or after the meeting to influence the voting on any such question. R.S.O. 1990, c. M.50, s. 5 (1).

Where member to leave closed meeting

(2) Where the meeting referred to in subsection (1) is not open to the public, in addition to complying with the requirements of that subsection, the member shall forthwith leave the meeting or the part of the meeting during which the matter is under consideration. R.S.O. 1990, c. M.50, s. 5 (2).

Extrait de la Loi sur les conflits d'intérêts municipaux, L.R.O. 1990, chap. M.50

OBLIGATIONS DU MEMBRE

Participation à une réunion où l'affaire est discutée

5 (1) Le membre qui, soit pour son propre compte soit pour le compte d'autrui ou par personne interposée, seul ou avec d'autres, a un intérêt pécuniaire direct ou indirect dans une affaire et participe à une réunion du conseil ou du conseil local où l'affaire est discutée, est tenu aux obligations suivantes :

- a) avant toute discussion de l'affaire, déclarer son intérêt et en préciser la nature en termes généraux;
- b) ne pas prendre part à la discussion ni voter sur une question relative à l'affaire;
- c) ne pas tenter, avant, pendant ni après la réunion, d'influencer de quelque façon le vote sur une question relative à l'affaire. L.R.O. 1990, chap. M.50, par. 5 (1).

Exclusion de la réunion à huis clos

(2) Si la réunion visée au paragraphe (1) se tient à huis clos, outre les obligations que lui impose ce paragraphe, le membre est tenu de quitter immédiatement la réunion ou la partie de la réunion où l'affaire est discutée. L.R.O. 1990, chap. M.50, par. 5 (2).



Énoncé de l'urbaniste / Planner's Statement





Énoncé de l'urbaniste / Planner's Statement

- Toute personne présente peut soumettre ses observations et ses commentaires sur les présentes propositions d'ébauche de plan de lotissement ou de la modification au plan officiel ou de la modification au règlement de zonage.
- Toute personne peut obtenir des renseignements sur la ou les présentes demandes en s'adressant au Département d'infrastructure et de l'aménagement du territoire de la Cité de Clarence-Rockland, au 1560 rue Laurier à Rockland (édifice de l'Hôtel de ville) aux heures habituelles de bureau, soit de 8h30 à 16h30 du lundi au vendredi.
- Anyone present at the meeting may submit their concerns or comments in respect to the proposed draft plan of subdivision or to the Official Plan amendment or to the Zoning By-Law amendment.
- Anyone may obtain additional information relating to the present requests by contacting the Infrastructure and Planning Department at the City Hall, located at 1560 Laurier Street in Rockland, between 8:30 A.M. and 4:30 P.M., from Monday to Friday.





Énoncé de l'urbaniste / Planner's Statement

- Si une personne ou un organisme public avait par ailleurs la capacité d'interjeter appel de la décision de du conseil de la Corporation de la Cité de Clarence-Rockland devant le Tribunal d'appel de l'aménagement local, mais que la personne ou l'organisme public ne présente pas d'observations orales lors d'une réunion publique ou ne présente pas d'observations écrites à la Corporation de la Cité de Clarence-Rockland avant l'adoption du règlement municipal ou du plan de lotissement, la personne ou l'organisme public n'a pas le droit d'interjeter appel de la décision.
- If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of Clarence-Rockland to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to Corporation of the City of Clarence-Rockland before the by-law is passed or the approval of a Draft plan of Subdivision, the person or public body is not entitled to appeal the decision.





Énoncé de l'urbaniste / Planner's Statement

- Si une personne ou un organisme public ne présente pas d'observations orales lors d'une réunion publique ou ne présente pas d'observations écrites à la Corporation de la Cité de Clarence-Rockland avant l'adoption du règlement municipal ou du plan de lotissement, la personne ou l'organisme public ne peut pas être joint en tant que partie à l'audition d'un appel dont est saisie le Tribunal d'appel de l'aménagement local à moins qu'il n'existe, de l'avis de ce dernier, des motifs raisonnables de le faire.
- If a person or public body does not make oral submissions at a public meeting, or make written submissions to Corporation of the City of Clarence-Rockland before the by-law is passed or the Draft Plan of Subdivision is approved, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.





Énoncé de l'urbaniste / Planner's Statement

- SI VOUS DÉSIREZ être avisé(e) de la décision de la Corporation de la Cité de Clarence-Rockland relativement au présent plan de lotissement proposé ou de la décision relativement à l'amendement au plan officiel ou au règlement de zonage proposé, vous devez présenter une demande écrite à la: Greffière, Cité de Clarence-Rockland, 1560 rue Laurier, Rockland (Ontario) K4K 1P7.
- IF YOU WISH to be notified of the decision of the Corporation of the City of Clarence-Rockland in respect of the proposed plan of subdivision or of the decision in respect of the proposed Official Plan or Zoning Amendment, you must make a written request addressed to the Clerk, City of Clarence-Rockland, 1560 Laurier Street, Rockland, Ontario K4K 1P7.





Énoncé de l'urbaniste / Planner's Statement

- Une personne ou un organisme public dispose d'un délai de 20 jours pour interjeter appel devant le Tribunal d'appel de l'aménagement local (TAAL) suite à l'envoi de l'avis d'adoption. Pour ce faire, la personne ou l'organisme public doit déposer à la Cité un avis d'appel qui explique son opposition au règlement municipal, les motifs à l'appui de son appel, en plus de payer les droits prescrits.
- A person or public body may submit an appeal within 20 days of the receipt of the notice of adoption before the Local Planning Appeal Tribunal (LPAT). However, the person or public body has to file an appeal with the City explaining the reasons supporting the objection to the by-law in addition to paying the required fees.





REPORT N° AMÉ-19-89-R Secondary Plan

Date	09/10/2019
Submitted by	Marie-Eve Bélanger
Subject	Secondary Plan – 2nd public meeting
File N°	D-09-83

1) **NATURE/GOAL :**

The nature of this report is to present the Secondary Plan of the Expansion Lands, being Amendment No. 13 to the urban area of the City of Clarence-Rockland.

2) **DIRECTIVE/PREVIOUS POLICY :**

Following the submission of a Comment letter from SANCORE, the Planning Committee requested that the letter be reviewed by the City, prior to making a recommendation.

3) **DEPARTMENT'S RECOMMENDATION :**

THAT the Planning Committee recommends to Council the approval of By-law 2019-72, being the Amendment No. 13 to the Official Plan of the Urban Area of the City of Clarence-Rockland (Secondary Plan for the Expansion Lands).

QUE le comité d'aménagement recommande au conseil l'approbation du règlement 2019-72, soit l'amendement no. 13 au Plan Officiel de la Cité de Clarence-Rockland (plan secondaire).

4) **BACKGROUND :**

On September 5th, 2019, the City presented the Secondary Plan to the Planning Committee. The owner SANCORE submitted a comment letter at the end of the public meeting. Consequently, staff was asked to review the letter in order to provide a response. The file was deferred to October 9th to allow enough time to review the letter.

5) **DISCUSSION :**

The discussion included under the report AMÉ-19-80-R, that was presented to the September 5th Planning Committee meeting, is still valid and will be considered to form part of this report.

As indicated in my previous report, the Expansion Lands Secondary Plan will promote a sustainable urban development that will accommodate Clarence-Rockland's projected growth over the next 20 years. The Expansion Lands is a vast area and will become a small community on its own. Our consultants completed a Market Study and multiple engineering studies to support the project. They carefully

planned for low, medium and high residential as well as planned for the collector roads, parks location and commercial/community areas. The basis of the secondary plan is to plan for the long-term and to maximize the infrastructure to reduce the maintenance cost in the future. A Secondary Plan is a detailed planning document, which contains specific policies and guidelines for a precise study area.

Under the Secondary Plan, a 5-hectare park is proposed adjacent to the existing fish habitat and future stormwater pond. The consultant is proposing a bigger park to service a wider community. A commercial block is also proposed near Caron Street and future Street No. A. As stipulated above, a market study was completed to determine if this new community would require a commercial hub. As such, it was determined that the amount of population in the Expansion Lands and in the vicinity would benefit from a commercial area. The intent of providing commercial land uses is to ensure the creation of a community where people are able to meet some, or all, of their everyday needs in proximity to their homes.

To conclude, Council has decided to invest more than \$140,000 into this project in 2017. We have been working on this plan for over a year and have had multiple open houses and a few meetings with SANCORE to try to provide as much flexibility in the plan as we can. We need to focus on the goal and basis of the Secondary Plan, being a more detailed plan for the development of the Expansion Land's community. This plan removes the piecemeal development that we have been seeing in the last 10 years as it provides a framework for a more efficient and orderly growth. The well-defined grid-network will promote a strong connectivity throughout the neighbourhood while providing a safe access to amenities, including parks and schools.

6) **CONSULTATION:**

The City met with SANCORE and its consultant planner on September 25th, 2019 to discuss the letter that was submitted at the September 5th Planning Committee meeting. The City's consultant, Fotenn, as well as the Senior Planner from the United Counties attended the meeting with the City to provide some advice on the comments received.

The comment letter from SANCORE is included under Schedule A of this report. The Department also prepared with its consultant a table to address the comments (See Schedule B). The table was not submitted to the developer but was discussed point by point at the meeting.

After working with SANCORE, we believe that the final version of the Secondary Plan provides a lot of flexibility under Section 9.5.1 "Minor

Amendment” of the Plan. We have made changes that provides them with the proper tools to design and plan their Subdivision accordingly.

7) **RECOMMENDATIONS OR COMMENTS FROM COMMITTEE/ OTHER DEPARTMENTS :**

n/a

8) **FINANCIAL IMPACT (expenses/material/etc.):**

n/a

9) **LEGAL IMPLICATIONS :**

n/a

10) **RISK MANAGEMENT :**

n/a

11) **STRATEGIC IMPLICATIONS :**

n/a

12) **SUPPORTING DOCUMENTS:**

Amendment No. 13

By-law 2019-72

Schedule A : Comments from SANCORE

Schedule B : Response from the City

Schedule C: Comments from the United Counties of Prescott-Russell
Vision, Guiding Principales and Objectives Report

Existing Conditions Report

Environmental Constraints Report

Master Servicing Study

Transportation Impact Assessment

Retail Market Study



**AMENDMENT NUMBER 13 TO THE OFFICIAL PLAN
OF THE URBAN AREA OF THE CITY OF CLARENCE-ROCKLAND**

**Prepared by
the Infrastructure and Planning Department
of the City of Clarence-Rockland
1560 Laurier Street
Rockland (Ontario)
K4K 1P7
(613) 446-6022**

October 2019

**AMENDMENT NO. 13 TO THE OFFICIAL PLAN OF THE
URBAN AREA OF THE CITY OF CLARENCE-ROCKLAND**

TABLE OF CONTENTS

STATEMENT OF COMPONENTS

Part A - The Preamble does not constitute part of the Amendment

- i. Purpose
- ii. Lands Affected
- iii. Basis

Part B - The Amendment consisting of the following text constitutes Amendment No. 13 to the Official Plan of the Urban Area of the City of Clarence-Rockland

- 1. Introduction
- 2. Details of the Amendment
- 3. Schedules and Document to Amendment No. 13 – Official Plan of the urban Area of the City of Clarence-Rockland

Part C - Implementation and Interpretation

PART A - THE PREAMBLE

i. Purpose

The purpose of the proposed Official Plan Amendment No. 13 is to implement the Expansion Lands Secondary Plan (ELSP). The ELSP provides a planning framework to ensure that future development within the Expansion Lands occurs in an efficient, orderly and sustainable manner.

ii. Land affected

The lands affected by this Amendment include certain lands bounded to the north by David Street and to the east by the Clarence Creek. The Expansion Lands are situated primarily east of Caron Street with the exception of an area of approximately 23 hectares on the west side of Caron Street in the southwest corner. In total, the Expansion Lands study area comprises approximately 133.5 hectares of land.

iii. Basis

Background

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

The Expansion Lands are currently designated “Urban Policy Area” in the United Counties of Prescott and Russell (UCPR) Official Plan and have not previously been designed in the Official Plan of the Urban Area of the City of Clarence-Rockland. The lands are currently zoned “Special Study Area (SSA)” pursuant to Zoning By-law 2016-10.

The City initiated the Expansion Lands Secondary Plan (ELSP) in 2017 to establish a policy framework for the lands and to provide the basis for future development to ensure the efficient use of the land and infrastructure. The Secondary Plan establishes a connected network of streets and pathways to increase connectivity and guide future development.

Rationale

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

The Expansion Lands Secondary Plan is a new Secondary Plan that will be added to Section 8 of the Official Plan of the Urban Area for the City of Clarence-Rockland. The ELSP will provide area-specific policy direction to guide development within the Expansion Lands Area over the next 20 years and ensuring that future growth occurs in an efficient, orderly, and sustainable manner.

Amendment No. 13 will revise the Official Plan schedules to add the Expansion Lands to the Official Plan of the Urban Area of the City of Clarence-Rockland.

PART B - THE AMENDMENT

1. Introduction

This part of the document in its entirety, entitled **PART B - THE AMENDMENT**, consisting of the following text and schedules, constitute Amendment No. 13 to the Official Plan of the Urban Area of the City of Clarence-Rockland, as amended, and shall be known as the “Expansion Lands Secondary Plan”.

2. Details of the Amendment

The Official Plan of the Urban Area of the City of Clarence-Rockland is hereby amended as set out in the table below and in the attached schedules and documents:

Item	Section	Details of Amendment						
1	1.3 – The Official Plan	<p>Amend 1.3 – The Official Plan by:</p> <ul style="list-style-type: none">• Modifying the first sentence of “Section 1.3” to add “Document 1” after “Schedule B”.• Adding the following paragraph at the end of “Section 1.3”: “Document 1 – Expansion Lands Secondary Plans is the document that provides policies specific to the Expansion Lands Area.”						
2	7.3.2 – Policies – Major Collector Roads	<p>Amend 7.3.2 – Policies – Major Collector Roads by:</p> <ul style="list-style-type: none">• Adding Street A and moving Caron Street to the Major Collector table in sub-section 4 as follows: <table><tr><th>Street Name</th><th>From – To</th></tr><tr><td>Street A (Expansion Lands)</td><td>Caron Street to David Street</td></tr><tr><td>Caron Street</td><td>Baseline Road to County Road No. 17</td></tr></table>	Street Name	From – To	Street A (Expansion Lands)	Caron Street to David Street	Caron Street	Baseline Road to County Road No. 17
Street Name	From – To							
Street A (Expansion Lands)	Caron Street to David Street							
Caron Street	Baseline Road to County Road No. 17							
3	7.3.3 – Policies – Minor Collector Roads	<p>Amend 7.3.3 – Policies – Minor Collector Roads by:</p> <ul style="list-style-type: none">• Adding Street B and David Street in the table in sub-section 4 as follows: <table><tr><th>Street Name</th><th>From – To</th></tr><tr><td>Street B (Expansion Lands)</td><td>David Street to Urban Boundary</td></tr><tr><td>David Street</td><td>Caron Street to Tucker Road</td></tr></table> <ul style="list-style-type: none">• Remove Caron Street from the table in sub-section	Street Name	From – To	Street B (Expansion Lands)	David Street to Urban Boundary	David Street	Caron Street to Tucker Road
Street Name	From – To							
Street B (Expansion Lands)	David Street to Urban Boundary							
David Street	Caron Street to Tucker Road							

4	8 – Special Study Area	<p>Amend 8 – Special Study Area by:</p> <ul style="list-style-type: none"> • Amending the title of Section 8 from “Special Study Area” to “Secondary Plans and Special Study Areas” • Amending the title of Section 8.1 from “Special Study Area 1” to “Special Study Areas” and moving the title to be before the first paragraph of Section 8. • That the current Section 8.1 (titled “Special Study Area 1”) be renumbered to Section 8.1.1. • That the current Section 8.1.1 (titled “Development Plan”) be renumbered to Section 8.1.1.1.
5	8.2 (new section)	<p>Amend Section 8 of the Official Plan by:</p> <ul style="list-style-type: none"> • Adding a new section following 8.1.1.1 – Development Plan, as follows: <p>8.2 Secondary Plans</p> <p>Secondary plans provide specific policies for areas identified within an Official Plan as requiring more detailed direction on topics such as land use, infrastructure, the natural environment, transportation and urban design. Listed below are the secondary plans</p> <p>8.2.1 Expansion Lands Secondary Plan</p> <p>The Expansion Lands Secondary Plan provides area-specific policy direction to guide development within the Expansion Lands over the next 20 years. The Plan is intended to ensure that future growth occurs in an efficient, orderly, and sustainable manner.</p> <p>The Expansion Lands Secondary Plan forms part of this Official Plan and is attached as “Document 1” hereto.</p>
6	Schedule A – Land Uses and Constraints (amended schedule)	<p>Schedule A to the Official Plan of the Urban Area of the City of Clarence-Rockland is hereby amended by adding the lands described as the “Expansion Lands” to the Urban Area and including the following notation on the Expansion Lands “See Schedule A1 – Expansion Lands Land Use and Road Network”, as shown in Item 3, Schedule A of Part B.</p>

7	Schedule B – Road Network and Community Linkages (amended schedule)	Schedule B to the Official Plan of the Urban Area of the City of Clarence-Rockland is hereby amended by adding the lands described as the “Expansion Lands” to the Urban Area, as shown in Item 3, Schedule B of Part B.
8	Document 1 – Expansion Lands Secondary Plan (new document)	Document 1 – Expansion Lands Secondary Plan, included as Item 3, Document 1 of Part B, is hereby added to the Official Plan of the Urban Area of the City of Clarence-Rockland. The Secondary Plan provides area-specific policy direction to guide development within the Expansion Lands over the next 20 years. The Document is to be inserted following the last Schedule of the Official Plan of the Urban Area of the City of Clarence-Rockland.
9	Schedule A1 – Expansion Lands Land Uses and Road Network (new schedule)	Schedule A1 – Expansion Lands Land Uses and Road Network, included as Item 3, Schedule C of Part B, is hereby added to the Official Plan of the Urban Area of the City of Clarence-Rockland.

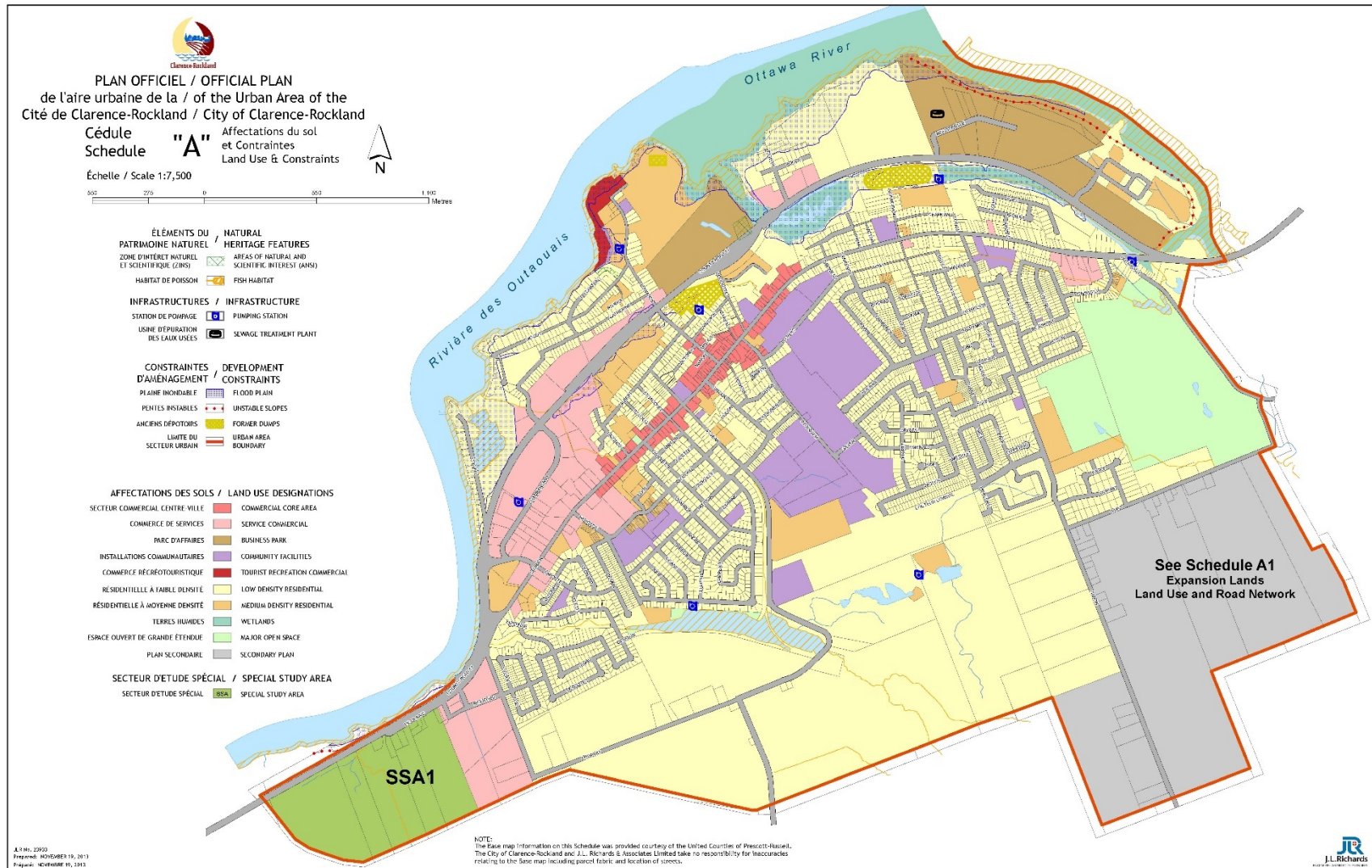
3. Schedules and Document to Amendment No. 13 – Official Plan of the Urban Area of the City of Clarence-Rockland

The following schedules A and B support the amendment to Schedules A and B of the Official Plan of the Urban Area of the City of Clarence-Rockland.

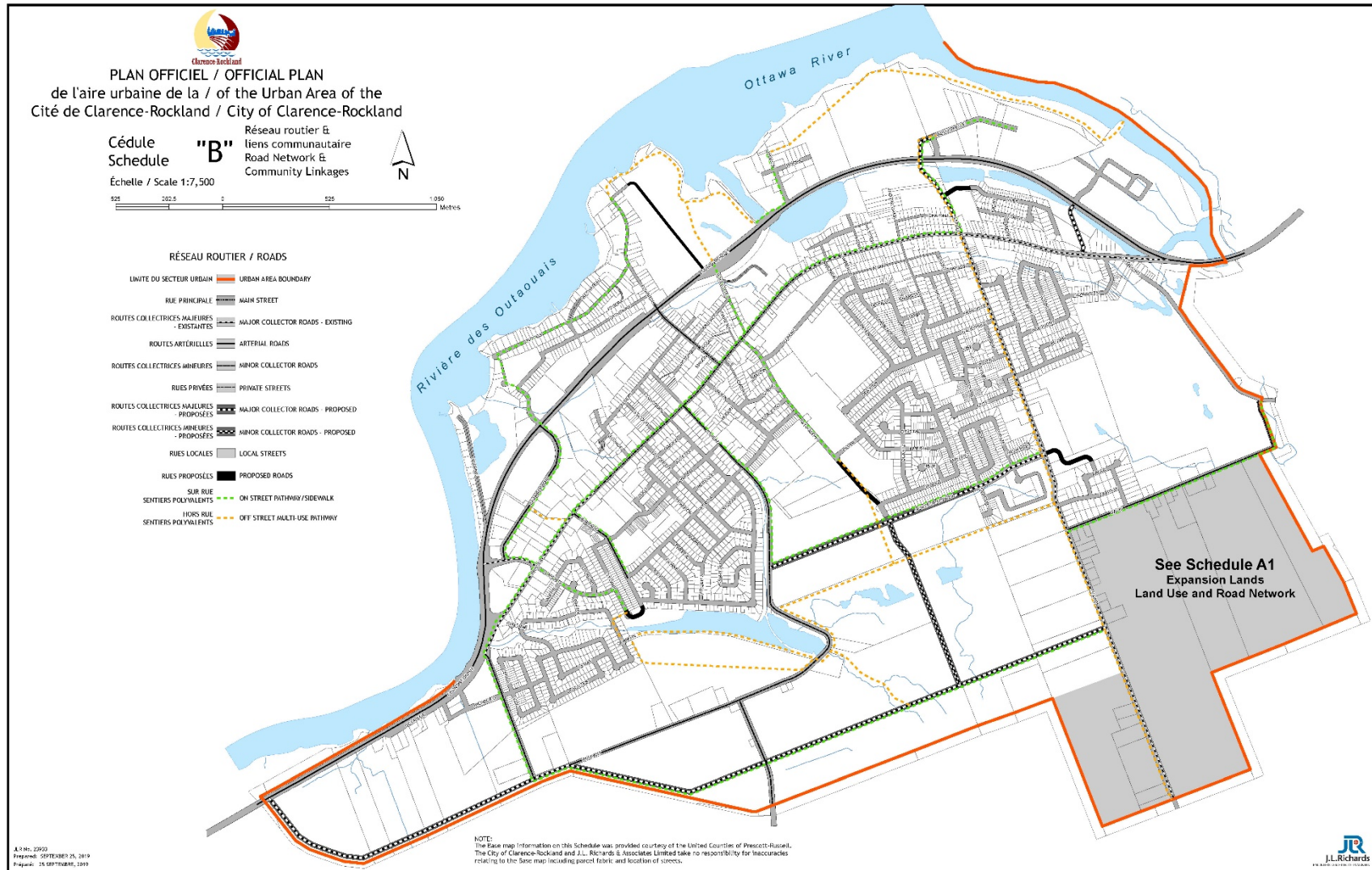
Schedule C is a new schedule to be added to the Official Plan of the Urban Area of the City of Clarence-Rockland as Schedule A1. The new schedule is specific to the Expansion Lands Secondary Plan area and will provide land use and road network information.

Document 1 is the Expansion Lands Secondary Plan and provides an area-specific development framework to guide development within the Expansion Lands. The new Document 1 will be added to the Official Plan of the Urban Area of the City of Clarence-Rockland.

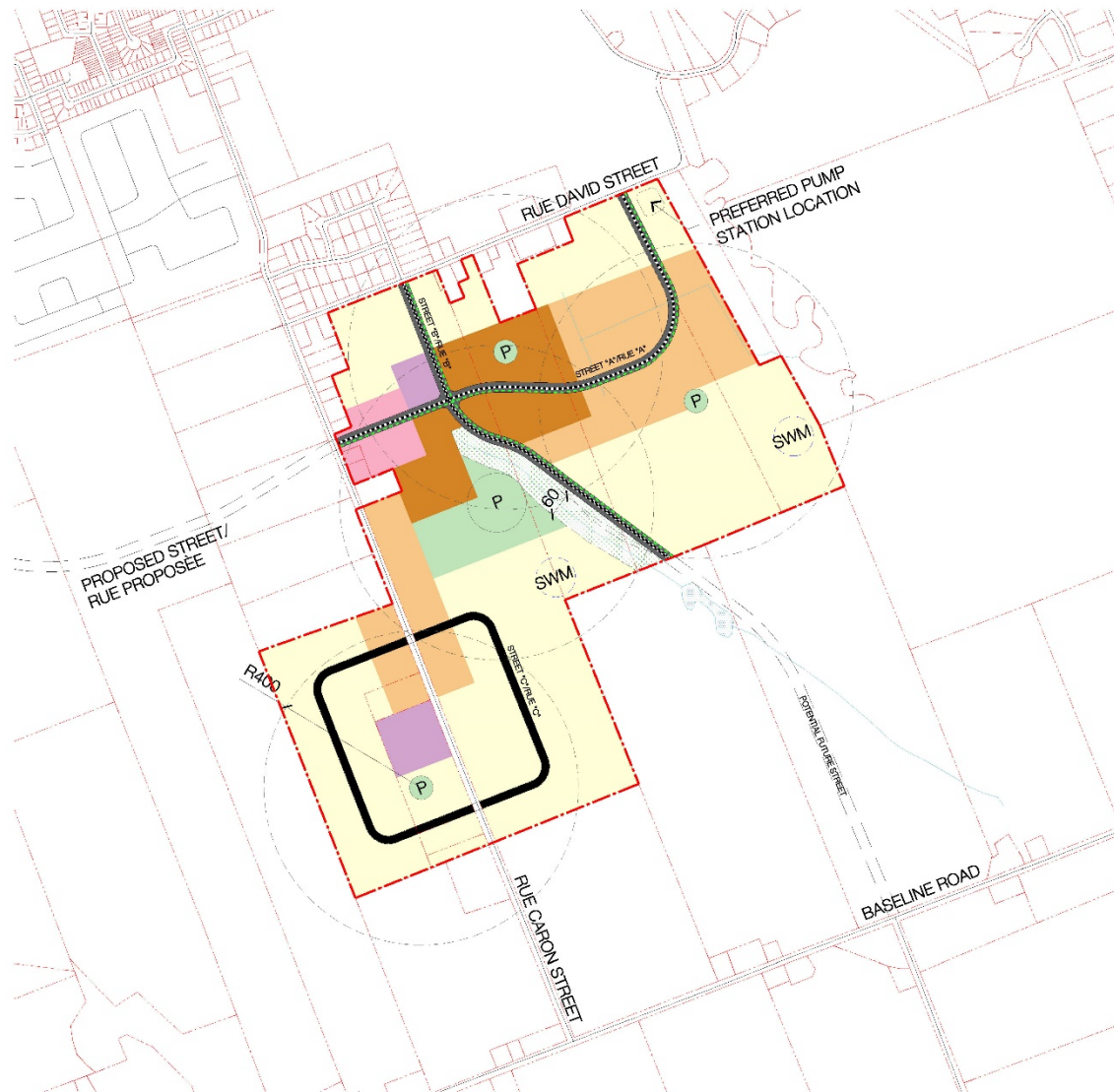
Schedule A of Amendment No. 13 – Amended Official Plan Schedule A – Land Use and Constraints



Schedule B of Amendment No. 13 – Amended Official Plan Schedule B - Updated Road Network and Community Linkages



Schedule C of Amendment No. 13 – New Schedule A1 to the Official Plan - Expansion Lands Land Uses and Road Network



NOTES

1. The base plan (lot lines, existing roads and surrounding areas) is based on the City's Open Data and aerial images. The site area is approximate and all dimensions need to be confirmed by a proper survey.
2. Assume 30.0m setback from centreline of stream.
3. Assume road ROW for Street "A" and "B" of 26.0m. Assume road ROW for Street "C" of 20.0m.
4. A second sanitary pump station is permitted in the Expansion Lands, subject to a development application, to address phasing and/or interim conditions.

EXPANSION LANDS SECONDARY PLAN SCHEDULE A1 - EXPANSION LANDS LAND USE AND ROAD NETWORK



LEGEND/LÉGENDE

- LOW DENSITY RESIDENTIAL /
RESIDENCES À FAIBLE DENSITÉ
- MEDIUM DENSITY RESIDENTIAL
RESIDENCES À DENSITÉ MOYENNE
- HIGH DENSITY RESIDENTIAL
RESIDENCES À HAUTE DENSITÉ
- COMMERCIAL
- COMMUNITY FACILITIES
INSTALLATIONS COMMUNAUTAIRES
- ENVIRONMENTAL PROTECTION AREA
ZONE DE PROTECTION ENVIRONNEMENTALE
- WATER
EAU
- OPEN SPACE/PARKLAND
PARCS ET ESPACES OUVERTS
- APPROXIMATE LOCATION OF
STORMWATER MANAGEMENT POND
EMPIRICAL APPROXIMATION DU SYSTÈME DE
GESTION DES EAUX PLUVIALES
- PROPERTY LINE
LIMITES DE PROPRIÉTÉ
- NEIGHBOURHOOD SIZE (400m RADIUS)
TAILLE DU QUARTIER (RAYON DE 400 MÈTRES)
- PROPOSED LOCAL ROAD
- PROPOSED MAJOR COLLECTOR ROAD
- PROPOSED MINOR COLLECTOR ROAD

0 125m 250m 500m

13	REVISIONS	2019.09.30	BL
12	REVISIONS	2019.09.27	BL
11	REVISIONS	2019.08.02	BL
No.	REVISION	DATE	BY

CLIENT
CITY OF
CLARENCE/ROCKLAND

FOTENN
Planning + Design

223 McLeod Street, Ottawa ON K2P 0Z8
613.730.5708 www.fotenn.com

DESIGNED	BL
REVIEWED	UMG
DATE	2018.11.20

A1

Document 1 of Amendment No. 13 – Expansion Lands Secondary Plan

1.0 Introduction

The City of Clarence-Rockland Expansion Lands Secondary Plan is a land use planning policy document adopted by City Council under authority of Section 16 of the Planning Act. The purpose of this Secondary Plan is to provide area-specific policy direction to guide development within the Expansion Lands Area over the next 20 years.

The Expansion Lands were identified for development during the 2015 United Counties of Prescott and Russell (UCPR) Official Plan. The review identified a localized shortage of residential land supply in the City of Clarence-Rockland and to address the shortage, added approximately 133.5 hectares of land to the Rockland Urban Policy Area. These lands became known as the “Expansion Lands.”

Following the addition of the lands to the Urban Policy Area designation, the City of Clarence-Rockland rezoned the lands to “Special Study Area (SSA)”. The intent of the SSA zone is for lands to be developed in accordance with the results and recommendations of a Secondary Plan. In the interim, existing uses are permitted to continue, but no new uses are permitted.

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

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

1.1 Integrated Municipal Class Environmental Assessment

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

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

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

2.0 Planning Area

This Secondary Plan applies to the Expansion Lands, an irregularly shaped parcel comprising 133.5 hectares of land southeast of Rockland’s existing Urban Area Boundary. The area is bounded to the north by David Street and to the east by Clarence Creek. The Expansion Lands are situated primarily east of Caron Street, except for an area of approximately 23 hectares on the west side of Caron Street in the southwest corner.

3.0 Vision & Guiding Principles

Balancing rural charm with urban vitality, the Expansion Lands Secondary Plan promotes sustainable urban development that will accommodate Clarence-Rockland's projected growth over the next 20 years, while protecting and enhancing the natural character and established woodlots that define the area.

As the City evolves, new growth and development will enhance the quality of life for both current and future residents, and will reinforce a vibrant, active community for people of all ages and abilities. A mix of housing options, including single and semi-detached, townhouses and apartment buildings, will promote diversity, increase access to affordable housing, and provide additional density to support local commercial uses and alternative modes of transportation.

Founded on a well-defined grid-network, the Expansion lands Secondary Plan will promote strong connectivity throughout the neighbourhood, and to adjacent destinations via Caron Street and David Road. A mix of Local and Collector Roads will provide safe, direct access to neighbourhood amenities, including parks and schools, for all users, including pedestrian, cyclists and drivers.

A mix of open spaces and amenities, located within close walking distance of all residents, will provide convenient and exciting places to gather and socialize, while supporting and promoting community events and broader City activities.

Through high quality urban design, the Expansion Lands will be a pillar of urban design in the City of Clarence-Rockland, and a place that new residents and visitors will be proud to call home.

3.1 Guiding Principles

1. Promote sustainable and contemporary development that respects and enhances the existing rural and natural fabric of the Expansion Lands.
2. Ensure new development responds to the surrounding context, including streets, development patterns, dwelling styles, topography and natural heritage features.
3. Establish strong connections throughout the community, and to the broader City, through the creation of a strong grid network, and short, permeable blocks.
4. Create a complete community with a mix of residential typologies, community amenities, and parks and open spaces that will provide opportunities to live, work and play.
5. Provide a variety of housing types and tenures to support affordable housing options and promote a diverse and vibrant community.
6. Protect and celebrate the natural setting through careful links to a safe, highly visible and well-connected network of parks, trails and public spaces.
7. Promote active transportation, including walking, cycling and transit, through compact development with a continuous network of sidewalks, cycling facilities and trails.
8. Ensure all elements of the public realm, including streets, parks, trails, and public destinations are welcoming and accessible for people of all ages and abilities.

4.0 Land Use and Built Form

The Land Use Plan for the Expansion Lands, shown in Schedule A1, illustrates the approximate location of Collector Roads, development areas, environmental protection, and stormwater management infrastructure.

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

4.1 Land Use Designations

The following land use policies refer to Schedule A1 – Expansion Lands Land Use and Road Network and provide specific directions for various land use character areas. These policies, together with the design guidelines outlined in section 5.0, the Official Plan, and other Council-approved planning documents, will ensure that the final build-out of the Expansion Lands is an attractive, liveable, and healthy community composed of well-designed structuring elements.

The policies of Section 4.0 are specific and should be considered compulsory in future subdivision design. The Design Guidelines of Section 5.0 are less specific and, although every effort should be made to achieve them, there is an understanding that this is not possible in all instances through future subdivision design. Policies are numbered to provide ease of reference, and there is no implied precedence of any policy based on numbering.

4.1.1 Residential Areas

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

In all Residential Area designations, the following policies apply:

1. Access from Local Roads to Collector Roads will be restricted.
2. Rear-lotting and associated fencing is discouraged. Notwithstanding Section 7.3.2(3) of the Official Plan, residential lots will be permitted to front on Collector Roads except in proximity to major intersections.
3. A variety of housing densities and designs will be encouraged to enhance the streetscapes in the Expansion Lands.
4. Front entrances should generally face and be visible from the street.
5. Building designs shall reduce or avoid projecting garages.
6. Stormwater management facilities may be permitted within the Residential designations.
7. Minimum densities are provided in each designation. The densities should be interpreted as a minimum density, not a target. Higher densities of permitted building types in each designation shall be encouraged, provided that servicing and transportation capacity is confirmed through the Plan of Subdivision process.

4.1.1.1 Low Density Residential

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

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

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

4.1.1.2 Medium Density Residential

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

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

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

4.1.1.3 High Density Residential

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

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

1. Permitted uses include townhouse dwellings, back-to-back townhouse dwellings, stacked townhouse dwellings, apartment dwellings, and group homes.
2. Residential land uses in the High-Density Residential designation shall be provided at a minimum density of 75 units per net hectare for apartments and 55 units per hectare for all other permitted uses.
3. High-density residential buildings shall be set back an appropriate distance from the public street to maintain a consistent streetscape and ensure safety for users and motorists.
4. The Zoning By-law will permit the envisioned land uses through application of the Urban Residential Third Density (R3) zone.

4.1.2 Commercial

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

The following policies apply to the Commercial designation:

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

4.1.3 Community Facilities

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

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

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

4.1.4 Environmental Protection Area

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

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

4.1.5 Open Space

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

1. Permitted uses within the Open Space designation include community parks, neighbourhood parks, open space linkages, sports and recreation facilities, conservation uses, and similar uses supportive of active and passive recreation activities.
2. The Community Park identified on Schedule A1 should have a minimum area of 2.0 hectares while Neighbourhood Parks identified on Schedule A1 should have a minimum area of 0.5 hectares.
3. Open Space/Parkland should include a variety of active recreation facilities, as determined through the Plan of Subdivision process. Examples of facilities include sports fields, public washrooms, picnic facilities, splash pads, and seating areas. All facilities shall be located in safe and functional areas.
4. Development along the Open Space/Parkland designation shall provide a minimum of two (2) public frontages to enhance access, visibility, and safety. Road frontages along the designation shall be landscaped with street trees to provide a natural interface between the open space/park and the urbanized area.
5. Where direct street frontage is not provided, development adjacent to the Open Space/Parkland designation shall provide opportunities for direct pedestrian access to the open space and parkland.
6. The Zoning By-law will regulate development within the Open Space/Parkland designation through application of the Parks and Open Space (OS) Zone.

5.0 Transportation

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

5.1 Street Network

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

5.2 Cycling and Walking

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

6.0 Servicing and Infrastructure

A Master Servicing Study has been completed as part of the Secondary Planning process. The study indicates that the major infrastructure in the area is expected to support the projected development build-out of the Expansion Lands community, subject to planned upgrades to the City's Water Treatment Plant. It is expected that servicing requirements can be managed on a property by property basis through the normal development review process.

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

7.0 Design Guidelines

The following community design guidelines are intended to complement the compulsory policies by providing design guidance for select elements of the community. While achievement of the guidelines is not mandatory, they provide a tool for evaluation of development applications.

7.1 Guidelines for Residential Development

7.1.1 General

1. Dwellings should be designed to individually and collectively contribute to the character of the various neighbourhoods within the community.
2. Individual dwellings should have appropriate façade detailing, materials and colours consistent with its architectural style.
3. For corner units, both street facing elevations should be given a similar level of architectural treatment. Main entries for these dwellings are encouraged to be oriented to the flanking lot line.
4. Dwelling designs with covered front porches or porticos are encouraged, where appropriate to the architectural style.
5. Attached street-facing garages should be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape. Street-facing garage sizes should be in relation to lot size as follows:
 - a. Dwellings on lots with frontage less than 10.5 metres should be restricted to a single-car garage or 1-1/2 car garage; and
 - b. Dwellings on lots with frontage of 10.5 metres or greater will be permitted to have up to a two-car garage.
6. Variations in the siting of residential dwellings will be encouraged for variety and visual interest.
7. Building facades should provide visual interest through use of materials, colours, ample fenestration, sophisticated wall articulation and style-appropriate architectural detailing.
8. The use of high quality, durable building materials should be selected as the main cladding materials to support the intended architectural character of buildings.
9. Two to three exterior materials per building should be used to introduce texture and visual diversity to building surfaces.
10. Streetscapes should provide a variety of colours in simple and effective ways that will contribute to a vibrant and rich residential neighbourhood. The overuse of similar colours is not permitted.
11. Front building projections such as porches, canopies, and stairs are encouraged as transitional elements that provide access, amenity space, weather protection, and visual interest from the street.
12. Front entries of single storey buildings should be emphasized with gables, dormers, or other roof and entry treatments
13. Front porch dimensions should be large enough to accommodate furnishings, seating areas, and active use (minimum depth of 1.5 metres).
14. Driveways should be designed to avoid conflict with the driveways of adjacent uses, such as schools, parks, and commercial blocks.
15. Separate driveway locations to enable at least one street parking space between private approaches.
16. Where possible, pair driveways to maximize on-street parking capacity and provide ample space for street trees.
17. Where possible, utility elements and equipment should be located away from publicly exposed views and are discouraged from being located in the front yard or flanking yard. Where provided, utilities should be screened with landscaping or similar mechanisms.

7.1.2 Semi-Detached Dwellings

1. Both halves of semi-detached dwellings should be compatible in terms of design expression. Elevations may be symmetrical or asymmetrical.

2. Semi-detached dwellings should have 2 storey massing. Bungalow forms are generally discouraged for this housing type.
3. Semi-detached dwellings should be fully attached above grade.

7.1.3 Townhouse Dwellings

1. Townhouse block sizes may range from 3 to 8 units and should be no longer than 40 metres.
2. Individual Townhouse blocks should be separated by public streets or mid-block connections. A mix of townhouse block sizes along the street helps to provide visual diversity in the streetscape.
3. Townhouse and Semi-detached dwellings should be fully attached above grade.
4. Enliven façades and the roofs of buildings with decks and private outdoor amenity areas for residents to inhabit.
5. Articulate the massing and materiality of Townhouses to express each individual unit.
6. Activate the transition zone between private living spaces and the public realm with stoops, stairs, yards and porches.
7. Locate the main façade parallel to the street and set it in line with adjacent buildings.
8. Dwellings should typically be sited in close relation to the street with minimal setbacks, wherever feasible.
9. Townhouses should have a walkway linking the front door to the public sidewalk.

7.1.4 Apartment Buildings

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

7.2 Guidelines for Community Facilities and Commercial Uses

1. Buildings should generally be sited to align with streets, parks and accessible open spaces, framing these areas with building mass.
2. For Commercial frontages, 50% of wall surface on the ground floor fronting the public street should be occupied by windows.
3. Ground levels should be free of any significant grade changes to promote barrier-free access and retail activity.
4. The scale of buildings should be compatible with adjacent development.
5. Provide pedestrian and cycling connections to sites and to surrounding sidewalks.
6. Surface parking areas should be located at the side or rear of the buildings. Where located adjacent to public streets, surface parking areas should be screened with landscaping.
7. Surface parking areas should be organized into small bays, rather than large surface lots. Planting strips, landscaped traffic islands and/or paving articulation should be used to define

vehicle routes and smaller parking courts that provide pedestrian walkways, improve edge conditions and minimize the aesthetic impact of surface parking.

8. Driveway widths and corner radii should be minimized to reduce vehicle speed, while accommodating expected vehicles.
9. Bicycle parking should be located in convenient and visible locations.
10. Loading, waste facilities and other service functions and utilities should be located away from the street and screened from public view.

7.3 Parks and Open Space Guidelines

1. Community Parks should include a range of passive and recreational uses and may include sports fields, tennis courts, multi-purpose courts, ice rinks, skateboard parks, splash pads, children's play areas, open play spaces, pedestrian walkways, and seating areas.
2. Neighbourhood Parks should include a range of active and passive recreation opportunities which may include shade structures, seating, play equipment, a multi-purpose court, a splash pad, an outdoor rink, mini sports fields or similar facilities.
3. Access points to designated park spaces should be well connected to surrounding transportation networks such as sidewalks, pedestrian pathways and cycling routes.
4. Locate parks facilities such as playing fields and surface parking lots to facilitate the sharing of facilities.
5. Where possible, provide view corridors terminating at the parks in street network design.
6. Incorporate shade trees, greenery, and shade structures into park design.

7.4 Streetscape Guidelines

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

7.5 Stormwater Management Facilities Guidelines

1. Design the stormwater management ponds with naturalized features, such as slopes and contours.
2. Edges of stormwater management areas may feature hard edges as part of a public realm plan that incorporates stormwater ponds as a water feature in a public space.
3. Stormwater ponds should be designed with native plants materials, where possible.

4. Where possible, provide safe and accessible pathways around the stormwater management pond.

8.0 Interpretation

1. The boundaries of land use designations in this Secondary Plan are flexible and subject to minor variation without amendment to the Official Plan. The location of land uses and rights-of-way are included to represent the facilities and services required and are not intended to represent exact locations.
2. Where lists of examples of permitted uses are provided in this Secondary Plan, they are intended to illustrate the possible range and type of uses that are to be considered. Specific uses that are not listed but are considered by the City to be similar to the listed uses and to conform to the general intent of the applicable land use category, may be recognized as a permitted use in the implementing Zoning By-law.
3. Interpretation of the Expansion Lands Secondary Plan will be made having regard to all applicable policies established in the City of Clarence-Rockland Official Plan.

9.0 Implementation

The policies of this Secondary Plan provide a framework for the future development and transformation of the Expansion Lands community. The success of these policies depends on effective implementation. This section reinforces and augments the implementation policies of the Official Plan and describes the principal tools and actions that the City intends to use to implement the objectives and policies of the plan. The principal mechanisms include:

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

9.1 Official Plan Amendment

The Expansion Lands Secondary Plan will be approved by Council as an Amendment to the City of Clarence-Rockland Official Plan. The Amendment will address the following matters:

- / Schedule A – Amend the Schedule to add the Expansion Lands into to the urban boundary and add a notation on the Expansion Lands “See Schedule A1 – Expansion Lands Land Use and Road Network”;
- / Schedule B – Amend the Schedule to add the Expansion Lands into to the urban boundary;
- / Amend Section 7 to add the road designation changes to the appropriate sections;
- / Amend Section 8 to address Special Study Areas and Secondary Plans, and to reference the Expansion Lands Secondary Plan;
- / Add the Secondary Plan policies as “Document 1 – Expansion Lands Secondary Plan”;
- / Add “Schedule A1 – Expansion Lands Land Use and Road Network” to the Official Plan;

9.2 Development Approvals

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

1. The goals, objectives and policies of this Secondary Plan will direct all development applications within the Expansion Lands. The urban design guidelines will be used by the City to inform the development review process and provide specific guidance but are not considered policy.
2. All development applications shall include a description and/or illustration as to how the development proposal meets the policies of this Secondary Plan, Master Plans, and related design guidelines.

3. Development approvals for lands within the Secondary Plan area will generally proceed by Plan of Subdivision to secure the necessary road network, servicing infrastructure and parkland dedication. Development applications shall include all information required under the Official Plan.
4. All development in the Expansion Lands community is subject to site plan control in accordance with the City's Site Plan Control By-law.
5. The City will impose conditions on the development of the land through the Plan of Subdivision or Site Plan Control process. These conditions will address provision of matters such as, but not necessarily limited to:
 - a. Parks, open space and environmental features;
 - b. Water, wastewater collection, and stormwater management facilities;
 - c. Construction of streets and infrastructure;
 - d. Road widenings and the provision of daylight triangles; and
 - e. Other utilities.
6. Zoning By-law Amendments will be required to permit the development established by the Land Use Plan in conjunction with Plan of Subdivision and/or Site Plan approval. It is anticipated that Zoning By-laws will amend the zoning to the zones indicated in the policies for each respective land use policy designation. The City may also use Holding Zones to specify the future uses of lands that, at the present time, are considered premature for development due to inadequate road, servicing or community facilities infrastructure being available within a reasonable period.

9.3 Phasing

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

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

It is anticipated that within each individual phase, development will occur incrementally through Plans of Subdivision with associated infrastructure and services being installed.

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

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

Infrastructure Requirement	Development Capacity
Servicing	
Caron Street Booster Station (Water)	To be evaluated on prior to the approval of each phase of development
Expansion Lands Pump Stations (Sanitary)	Prior to the first phase of development
Upgrades to Pump Station 1 (Sanitary)	Prior to the first phase of development
Upgrades to the Wastewater Treatment Plan (Sanitary)	Prior to the first phase of development
Stormwater Management Facilities (Stormwater)	On a sub-watershed basis

Infrastructure Requirement	Development Capacity
Transportation	
Caron/CR17 – Turn movement upgrades	352 residential units
Caron/CR17 – Widen westbound through movement to two lanes	991 residential units
Caron/Françoise – Implement Traffic Signal Control	991 residential units
Caron/Cote/Potvin – Implement Traffic Signal Control	991 residential units

9.4 Parkland and Greenspace Acquisition

The network of community and neighbourhood parks are identified on Schedule A1. The majority of greenspace will ultimately be dedicated to the City for public ownership.

- Schedule A1 identifies the general location of all proposed public parkland within the Expansion Lands. The City will acquire this parkland through a variety of measures, including:
 - Parkland and/or open space dedication through the development approvals process;
 - Conveyance of completed stormwater management facilities; and,
 - Conveyances of other open spaces through the development approvals process.
- Lands utilized for stormwater management facilities, designated environmental protection area, or lands within the floodplain will not be taken as part of the parkland dedication requirement as per the Planning Act.
- Parks are to be built concurrently with the development of the lands that the parks are intended to serve.
- Should any subdivision or site plan application result in a decrease in total units anticipated, no compensation will be given for over dedication. Should any subdivision or site plan application result in an increase in the total units from what was anticipated, the corresponding additional parkland will be an obligation of, and is to be dealt with by, the landowner through the dedication of additional parkland or cash-in-lieu contribution to the City.
- Cash in lieu of parkland collected within the Expansion Lands will be used to develop the parks identified on Schedule A1.

9.5 Amendments

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

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

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

9.5.1 Minor Changes

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

Minor changes to Schedule A1 such as:

- A minor realignment of the network of Collector Roads or Local Roads;
- The location of parkland;
- The location, size, shape and/or area of Residential Land Use Designations, provided it can be demonstrated that the target for 70% low, 20% medium, and 10% high density residential can still be achieved;
- The location, size, shape and/or area of Community Facilities or Commercial blocks; or
- The location of stormwater management facilities.

These minor modifications will generally be made through Plan of Subdivision or Site Plan Control applications. Affected landowners and appropriate stakeholders will be notified of any proposed modifications through the standard application circulation process established in the Planning Act.

9.5.2 Major Changes

Major changes are those which change the intent of the EAs or appreciably change the expected net impacts or outcomes associated with the project. Major changes to the Land Use Plan or changes requiring amendments to schedules of the Official Plan, such as:

- A major realignment in the network of Collector Roads or Local Roads;
- A reduction in the number of parks;
- A change to the location of the proposed sanitary Pumping Stations;
- A change to the number of proposed sanitary Pumping Station resulting in there being three (3) or more pump stations within the Expansion Lands; or
- A change to the number of stormwater management facilities resulting in there being three (3) or more stormwater management facilities within the Expansion Lands.

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

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

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

9.6 Affordable Housing

Affordable housing will be accommodated in accordance with the United Counties of Prescott and Russell Official Plan, and the City of Clarence-Rockland Official Plan. The Expansion Lands Secondary Plan encourages affordable housing through the provision of a range of housing types.

1. Encourage a minimum of 10% of new residential units to be affordable housing units.
2. Where 25 or more single and/or semi-detached dwelling units or 50 or more multi-family dwelling units are proposed, encourage an affordable housing component within the project.
3. Ensure cost-effective development within the Expansion Lands to reduce the costs associated with housing.
4. Alternative housing types including garden suites and secondary (accessory) dwelling units are permitted within all residential designations in the Expansion Lands.

10.0 Schedules

Schedule A1 – Expansion Lands Land Use and Road Network

Part C - Implementation and interpretation

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

Commentaires, inquiétudes, questions et objections
présentés par SANCORE Development Inc. (7075863 Canada Inc.)
auprès du Comité d'urbanisme de la Cité de Clarence-Rockland
5 septembre 2019.

Comments, concerns, questions and objections
presented by SANCORE Development Inc. (7075863 Canada Inc.)
before the Council of the City of Clarence-Rockland on Thursday
September 5th, 2019

<p style="text-align: center;">Amendment Number 13 to the Official Plan of the Urban Area of the City of Clarence-Rockland.</p> <p>Comments, concerns, questions and objections presented by SANCORE Development Inc. (7075863 Canada Inc.), before the Planning Committee of the City of Clarence-Rockland on Thursday, September 5th, 2019.</p> <p>1. Schedule A of Amendment No. 13 – Amended Official Plan Schedule A – Land Use and Constraints VS Schedule C of Amendment No. 13 – New Schedule A1 to the Official Plan – Expansion Land Uses and Road Network:</p> <p>Schedule A illustrates the various land uses which reflects the currently existing land occupations within the Urban Area of the City of Clarence-Rockland.</p> <p><i>SANCORE Development Inc. wishes to emphasize the fact that most of the remaining vacant lands along the southern limit of the urban area, which extends from Poupart Road in the west to Caron Street in the east, is identified under the “Low Residential Density” designation. The other designations are not identified on Schedule A for this portion of the territory.</i></p> <p><i>However, all land uses identified for the Expansion zone are delineated fairly precisely in Appendix C. This schedule appears to be more like a schedule for a zoning by-law than one for an Official Plan Amendment.</i></p> <p><i>Furthermore, schools, institutions, parks, open spaces and stormwater retention ponds are identified under the “Community Facilities” on Schedule A while the parks are identified under the “Open Space/Parkland” designation on Schedule C.</i></p>	<p style="text-align: center;">Modification Numéro 13 au Plan Officiel du Secteur Urbain de la Cité de Clarence-Rockland.</p> <p>Commentaires, inquiétudes, questions et objections présentés par SANCORE Development Inc. (7075863 Canada Inc.), auprès du Comité d’urbanisme de la Cité de Clarence-Rockland le jeudi, 5 septembre 2019.</p> <p>1. Annexe A de la modification No. 13 – Annexe A amendée au Plan Officiel – Utilisations du sol et Contraintes VS Annexe C de la modification No. 13 – Nouvelle Annexe À1 au Plan officiel – Utilisations du sol et réseau routier - Secteur d’expansion:</p> <p>L’Annexe A illustre les différentes utilisations du sol qui correspondent aux occupations du sol actuellement existantes sur le territoire du secteur urbain de la Cité de Clarence-Rockland.</p> <p><i>SANCORE Development Inc. tient à souligner que la majeure partie du territoire encore vacante située le long de la limite sud de l’aire urbaine, qui s’étends du chemin Poupart à l’ouest jusqu’à la rue Caron à l’est, est identifiée sous l’affectation « Résidentiel Faible Densité ». Les autres affectations du sol ne sont pas identifiées à l’Annexe A pour cette partie du territoire.</i></p> <p><i>Cependant, toutes les utilisations du sol identifiées pour la zone d’expansion sont délimitées de façon relativement précise à l’Annexe C. Cette annexe apparaît plus comme étant une annexe à un règlement de zonage qu’à un amendement au Plan officiel.</i></p> <p><i>De plus, les écoles, les institutions, les parcs, les espaces verts et les bassins de rétention des eaux de surface sont identifiés sous l’affectation « Installations communautaires » à l’Annexe A tandis que les parcs sont identifiés sous l’affectation « Espaces verts/Parcs » à l’Annexe C.</i></p>
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<p>Objections and Comments:</p> <p><i>SANCORE Development Inc. is of the opinion that the land uses for the expansion area should be symbolically identified on Schedule C in order to provide as much flexibility as possible in terms of land development and avoid further amendments to the Official Plan.</i></p> <p><i>SANCORE Development Inc. objects to the fact that Schedule C accurately identifies the areas allocated to the various land use designations and their location within the expansion area.</i></p> <p><i>The areas and ultimate boundaries of the various land use designations can be determined with precision at the conclusion of the approval process for the draft plan of subdivision and the proposed zoning by-law amendment.</i></p> <p><i>SANCORE Development Inc. also objects to the following facts:</i></p> <p>a) Identifying specific areas intended for low, medium and high densities residential designations.</p> <p><i>This exercise compares with the establishment of zoning by-law and does not provide the latitude and flexibility for a development proposal. SANCORE Development Inc. wishes to obtain this flexibility since it was indicated that once the amendment is adopted, no new request for an amendment to the Official Plan would be considered for the next three years;</i></p> <p>b) Identifying part of the property under the "Commercial" designation.</p> <p><i>SANCORE Development Inc. is of the opinion that a sector intended for commercial development for the expansion area is premature. The commercial sector on Laurier Street, County Road 17 and Richelieu Street (Walmart and RoNa) can</i></p>	<p>Objections et commentaires:</p> <p><i>SANCORE Development Inc. est d'opinion que les utilisations du sol pour l'aire d'expansion devraient être identifiées à l'Annexe C de façon symbolique afin d'offrir plus de flexibilité en termes de développement et éviter d'autres amendements au Plan officiel.</i></p> <p><i>SANCORE Development Inc. s'objecte au fait que l'Annexe C identifie avec précision les superficies attribuables aux différentes affectations du sol ainsi que leur localisation à l'intérieur de l'aire d'expansion.</i></p> <p><i>Les superficies ainsi que les limites définitives des différents secteurs de développement pourront être établies avec précision à la conclusion du processus d'approbation du plan préliminaire de lotissement et du projet de modification au règlement de zonage.</i></p> <p><i>SANCORE Development Inc. s'objecte également aux faits suivants:</i></p> <p>a) À l'identification de secteurs spécifiques destinés aux affectations de faible, moyenne et forte densité résidentielle.</p> <p><i>Cet exercice se compare à l'établissement des zones d'un règlement de zonage et n'offre pas de latitude et de flexibilité pour une proposition de développement. SANCORE Development Inc. souhaite obtenir cette flexibilité puisqu'il a été indiqué qu'une fois l'amendement adopté, aucune nouvelle demande d'amendement au Plan officiel ne serait considérée pour les trois prochaines années;</i></p> <p>b) À l'identification d'une partie de la propriété sous l'affectation « Commerciale ».</p> <p><i>SANCORE Development Inc. est d'opinion qu'un secteur destiné au développement commercial pour l'aire d'expansion est prématuré. Le secteur commercial de la rue Laurier, celui de la route 17 et de la rue Richelieu (Walmart et RoNa) répond</i></p>
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<p><i>accommodate the needs of the community. The attraction of Walmart is still very strong on consumers in the region. In addition, the municipality intends to encourage commercial development in the western sector of the urban area (SSA1) and the volume of traffic on Caron Street is not sufficient to justify the establishment of new businesses, a new gas station or a convenience store by the oil companies. Finally, during the last review of the UCPR Official Plan, it was demonstrated that there was sufficient land for commercial development to meet the needs of the next 20 years. If a corporation wishes to establish itself in the Expansion Area, it may submit an application for an amendment to the Official Plan and the Zoning By-law when the time comes.</i></p>	<p><i>aux besoins de la communauté. L'attraction exercée par le Walmart est encore très forte sur les consommateurs de la région. De plus, la municipalité se propose d'encourager le développement commercial dans le secteur ouest de la zone urbaine (SSA1) et le volume de circulation sur la rue Caron n'est pas suffisant pour justifier l'implantation de commerces, d'une nouvelle station d'essence ou d'un dépanneur par les pétrolières. Enfin, lors de la dernière révision du Plan officiel des CUPR, il a été démontré qu'il y avait suffisamment de terrains destinés au développement commercial pour répondre aux besoins des 20 prochaines années. Si une corporation souhaite s'établir dans le secteur de l'aire d'expansion, elle pourra soumettre une demande d'amendement au Plan officiel et au règlement de zonage le moment venu.</i></p>
<p>c) The preferred pumping station location at the northeast corner of the expansion zone.</p> <p><i>The choice of this preferred location involves the establishment of an easement on neighboring properties, the construction of a sanitary sewer line at a depth and at a significant distance from SANCORE's property and the construction of a sanitary sewer forcemain extending from the east end of David Street all the way west to Caron Street. In addition, this preferred location is in contradiction with the study produced in 2013 by engineering consulting firm Genivar concerning the location of pumping stations and their catchment area.</i></p> <p><i>This topic was discussed with representatives of the City at a meeting held on August 27th last. SANCORE Development Inc. has obtained clarifications and assurances that a pumping station could be proposed on its property as part of the application for approval of its draft plan of subdivision without the need to amend the Official Plan.</i></p>	<p>c) À la localisation préférée pour la station de pompage au coin nord-est de l'aire d'expansion.</p> <p><i>Le choix de cette localisation préférentielle pour la station de pompage implique l'établissement d'une servitude sur les propriétés voisines, la construction d'une conduite d'égout sanitaire à une profondeur et sur une distance importante depuis la propriété de SANCORE et à la construction d'un égout sanitaire sous-pression depuis l'extrémité est de la rue David jusqu'à la rue Caron. Cette localisation préférée est en contradiction avec l'étude produite en 2013 par la firme d'ingénieurs-conseils Genivar concernant la localisation des stations de pompage et leurs bassins de desserte.</i></p> <p><i>Ce sujet a été discuté avec les représentants de la Cité lors d'une réunion tenue le 27 août dernier. SANCORE Development Inc. a obtenu des clarifications et des assurances qu'une station de pompage pourrait être proposée sur sa propriété dans le cadre de la demande d'approbation du plan préliminaire de lotissement sans qu'il soit requis d'amender le Plan officiel.</i></p>
<p>d) The affection of a large area intended for "Park" purposes in the center of the property.</p>	<p>d) À l'affectation d'une grande superficie destinée aux fins de « Parc » au centre de sa propriété.</p>

<p><i>The location and area intended for park purposes will be negotiated during the approval process of the draft plan of subdivision in accordance with the provisions and requirements of the Planning Act;</i></p> <p>e) The establishment of a 60-meter-wide strip under the "Environmental Protection" designation.</p> <p>SANCORE Development Inc. objects to this 60 meter wide strip.</p> <p>f) The identification of a portion of the land under the "Community Facilities" allocation.</p> <p><i>SANCORE Development Inc. is of the opinion that a sector intended for Community Facilities for the expansion area is premature. If a corporation wishes to establish itself in the Expansion Area, it may submit an application for an amendment to the Official Plan and the Zoning By-law when the time comes.</i></p> <p>g) The location of the stormwater retention ponds for the expansion area.</p> <p><i>SANCORE Development Inc. will be required to develop a stormwater retention pond on its property as part of the approval for its draft plan of subdivision. According to the report, the location of the stormwater retention pond will not involve an amendment to the Official Plan, but an amendment will be required if the number of ponds is changed downward or upward. This topic was discussed with representatives of the City at a meeting held on August 27th last.</i></p> <p><i>SANCORE Development Inc. has obtained clarifications and assurances that the symbol identifying the location of the stormwater retention pond on Schedule C would be enlarged onto SANCORE's property and that its final location could be determined as part of the application for approval of the draft plan of subdivision.</i></p>	<p><i>La localisation et la superficie destinée à des fins de parc pourront être négociés lors du processus d'approbation du plan préliminaire de lotissement conformément aux dispositions et aux exigences prévues à la Loi sur l'aménagement du territoire;</i></p> <p>e) À l'établissement d'une bande de 60 mètres de large inscrite sous l'affectation « Protection environnementale ».</p> <p><i>SANCORE Development s'objecte à cette bande de 60 mètres.</i></p> <p>f) À l'identification d'une partie de terrain sous l'affectation « Installations communautaires ».</p> <p><i>SANCORE Development Inc. est d'opinion qu'un secteur destiné au développement d'installations communautaires pour l'aire d'expansion est prématuré. Si une corporation souhaite s'établir dans le secteur de l'aire d'expansion, elle pourra soumettre une demande d'amendement au Plan officiel et au règlement de zonage le moment venu.</i></p> <p>g) La localisation des bassins de rétention des eaux de surface de l'aire d'expansion.</p> <p><i>SANCORE Development Inc. devra aménager un bassin de rétention des eaux de surface sur sa propriété dans le cadre de l'approbation de son plan préliminaire de lotissement. Selon le rapport, la localisation du bassin n'impliquera pas d'amendement au Plan officiel mais un amendement sera requis si le nombre de bassin est modifié à la baisse ou à la hausse. Ce sujet a été discuté avec les représentants de la Cité lors d'une réunion tenue le 27 août dernier.</i></p> <p><i>SANCORE Development Inc. a obtenu des clarifications et des assurances que le symbole identifiant la localisation du bassin de rétention des eaux de surface sur l'Annexe C serait élargie pour toucher à la propriété de SANCORE et que sa localisation définitive pourrait être déterminée dans le cadre de la demande d'approbation du plan préliminaire de lotissement.</i></p>
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<p>2. The third paragraph of Section 3 entitled “Vision & Guiding Principles”, states the following:</p> <p>“Founded on a <u>well-defined grid-network</u>, the Expansion lands Secondary Plan will promote strong connectivity throughout the neighborhood, and to adjacent destinations via Caron Street and David Road. A mix of Local and Collector Roads will provide safe, direct access to neighbourhood amenities, including parks and schools, for all users, including pedestrians, cyclists and drivers.”</p> <p><i>SANCORE Development Inc. is seeking clarification as to the meaning and scope of the words "well-defined grid network". Do these words mean that there will be no possible alternative or modification for the proposed road links as shown on Schedule C?</i></p> <p><i>According to the Development Charges Act, SANCORE Development Inc. is required to provide and assume the cost for the construction of local roads within its plan of subdivision. All additional requirements for the construction and facilities of a collector road (additional granular, asphalt, sidewalks, bicycle path, etc) and the necessary width for its right-of-way (26 meters) are the responsibility of the municipality.</i></p> <p>3. Point 3 of Section 3.1 entitled “Guiding Principles”, states the following:</p> <p>“Establish strong connections throughout the community, and to the broader City, through the creation of a strong grid network, and short, permeable blocks.”</p> <p><i>SANCORE Development Inc. is seeking clarification as to the meaning and scope of the words "the creation of a strong grid network, and short, permeable blocks".</i></p> <p>4. Point 7 of Section 3.1 entitled “Guiding Principles”, states the following:</p>	<p>2. Au troisième paragraphe de la Section 3 rapport intitulée « Vision & Guiding Principles », il est indiqué ce qui suit:</p> <p>« Founded on a <u>well-defined grid-network</u>, the Expansion lands Secondary Plan will promote strong connectivity throughout the neighborhood, and to adjacent destinations via Caron Street and David Road. A mix of Local and Collector Roads will provide safe, direct access to neighbourhood amenities, including parks and schools, for all users, including pedestrians, cyclists and drivers. »</p> <p><i>SANCORE Development Inc. souhaite obtenir des précisions quant à la signification et la portée des mots « well-defined grid network ». Est-ce que ces mots signifient qu'il n'y aura pas d'alternative ou de modification possible quant aux tracés des liens routiers proposés tel qu'ils apparaissent à l'Annexe C?</i></p> <p><i>En vertu de la Loi sur les redevances de développement, SANCORE Development Inc. est requise de pourvoir et d'assumer les coûts de construction des voies locales à l'intérieur de son plan de lotissement. Toutes les exigences additionnelles pour la construction et l'aménagement d'une voie collectrice (granulaire, asphalte, trottoirs, piste cyclable, etc.) et la sur largeur nécessaire pour son emprise sont à la charge de la municipalité.</i></p> <p>3. Le point 3 de la Section 3.1 intitulée « Guiding Principles », il est indiqué ce qui suit :</p> <p>« Establish strong connections throughout the community, and to the broader City, through the creation of a strong grid network, and short, permeable blocks. »</p> <p><i>SANCORE Development Inc. souhaite obtenir des précisions quant à la signification et la portée des mots « the creation of a strong grid network, and short, permeable blocks ».</i></p> <p>4. Le point 7 de la Section 3.1 intitulée « Guiding Principles », il est mentionné ce qui suit :</p>
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<p>« Promote active transportation, including walking, cycling and transit, through compact development with a continuous network of sidewalks, cycling facilities and trails. »</p> <p><i>According to the Development Charges Act, SANCORE Development Inc. is required to provide and assume the cost for the construction of local roads. All additional requirements for the construction of sidewalks, cycling facilities and trails are the responsibility of the municipality.</i></p> <p>5. The first paragraph of Section 4.0 entitled “Land Use and Built Form”, states the following:</p> <p>“The Land Use Plan for the Expansion Lands, shown in Schedule B, illustrates the <u>approximate</u> location of arterial and collector streets, development areas, environmental protection, and stormwater management infrastructure.”</p> <p><i>The text of the first paragraph of Section 4 refers to Schedule B of Amendment No. 13 to the Official Plan but this schedule is entitled “Updated Road Network and Community Linkages” for the City’s Urban Area. The text should refer to Schedule C.</i></p> <p>Other mentions appear in the report contradict the previous text. For example, the text appearing in the second paragraph of Section 4.1: “The policies of Section 4.0 are specific and should be considered compulsory in future subdivision design.”</p> <p><i>This topic was discussed with representatives of the City at a meeting held on August 27th last.</i></p> <p><i>SANCORE Development Inc. understands but objects to the proposed model of development that the Infrastructure and Planning Department wishes to implement for the Expansion Area. This model does not reflect the reality of the real estate market within the urban area of the City of Clarence-Rockland.</i></p>	<p>« Promote active transportation, including walking, cycling and transit, through compact development with a continuous network of sidewalks, cycling facilities and trails. »</p> <p><i>En vertu de la Loi sur les redevances de développement, SANCORE Development Inc. est requise de pourvoir et d’assumer les coûts de construction des voies locales. Toutes les exigences additionnelles pour la construction de trottoir, de piste cyclable et de sentier sont à la charge de la municipalité.</i></p> <p>5. Au premier paragraphe de l’article 4.0 intitulé « Land Use and Built Form », il est stipulé ce qui suit :</p> <p>« The Land Use Plan for the Expansion Lands, shown in Schedule B, illustrates the <u>approximate</u> location of arterial and collector streets, development areas, environmental protection, and stormwater management infrastructure. »</p> <p><i>Le texte du premier paragraphe de l’article 4.0 réfère à l’Annexe B de l’amendement No. 13 au Plan officiel mais cette annexe est intitulée « Réseau routier révisé et liens communautaires » pour l’aire urbaine de la Cité. Le texte devrait faire référence à l’Annexe C.</i></p> <p>D’autres mentions apparaissent au rapport qui contredisent la mention précédente. Par exemple, le texte apparaissant au deuxième paragraphe de la Section 4.1: « The policies of Section 4.0 are specific and should be considered compulsory in future subdivision design. »</p> <p><i>Ce sujet a été abordé avec les représentants de la Cité lors d’une réunion tenue le 27 août dernier.</i></p> <p><i>SANCORE Development Inc. comprends mais s’objecte au modèle de développement que le Service des Infrastructures et de l’Urbanisme souhaite implanter pour l’Aire d’expansion. Ce modèle de développement ne reflète pas la réalité du marché immobilier à l’intérieur de l’aire urbaine de la Cité de Clarence-Rockland.</i></p>
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<p><i>This model requires the construction of collector roads whose façades will be intended for the development of certain types of medium and high-density housing only (e.g. triplex, group homes, apartment, etc.) in order to limit the number of driveway lanes fronting these public roads.</i></p> <p><i>Low and medium-density residential buildings (e.g. single-family, semi-detached, linked, row buildings) will need to be built on adjacent local roads. Lots backing onto collector roads (rear-lotting) is discouraged.</i></p> <p><i>The development model recommended for the Expansion Area by the Infrastructure and Urban Planning Department represents an average land use per hectare which is typically as follows:</i></p> <p><i>For one hectare of land (10,000 m²), 5% (500 m²) is allocated for park purposes, 40.8% (4,080 m²) is allocated for public road rights-of-way (collector and local) and 54.2% (5,420 m²) is allocated for the construction of residential buildings.</i></p> <p><i>According to this model, the developer would need to build a collector road and one local road on both side of the collector road (66 meters wide right-of-way) before being able to create lots intended for the construction of residential buildings.</i></p> <p><i>The development model advocated by the Infrastructure and Urban Planning Department provides for the widening of David and Caron Streets (collector roads) and the construction of four new collector lanes within the Expansion Area.</i></p> <p><i>Three of these four new collector roads occupy and traverse, in whole or in part, SANCORE Development Inc.'s property.</i></p>	<p><i>Ce modèle commande la construction de voies collectrices dont les façades seront destinées à l'implantation de certains types d'habitation de moyenne et forte densité uniquement (ex. bâtiments de type triplex, de groupe, appartement, etc.) afin de limiter le nombre d'allées charretières (driveway) qui bordent ces voies publiques.</i></p> <p><i>Les bâtiments d'habitation de faible et moyenne densité (ex. unifamilial, jumelé, lié, en rangée) devront être construits sur les voies locales adjacentes. Les terrains adossés aux voies collectrices sont découragés.</i></p> <p><i>Le modèle de développement préconisé pour l'Aire d'Expansion par le Service des Infrastructures et de l'Urbanisme représente une occupation du sol moyenne par hectare qui s'établit typiquement comme suit :</i></p> <p><i>Pour un hectare de terrain (10,000 m²), 5% (500 m²) est alloué aux fins de parc, 40.8 % (4,080 m²) est alloué aux emprises des voies publiques (collectrice et locale) et 54.2% (5,420 m²) est alloué aux fins de construction des bâtiments d'habitation.</i></p> <p><i>Selon ce modèle, le promoteur serait requis de construire une voie collectrice et une voie locale de chaque côté de la voie collectrice (emprise de 66 mètres de largeur) avant de pouvoir créer des lots destinés à la construction des bâtiments résidentiels.</i></p> <p><i>Le modèle de développement préconisé par le Service des Infrastructures et de l'Urbanisme prévoit l'élargissement des rues David et Caron (voies collectrices) et la construction de quatre nouvelles voies collectrices à l'intérieur de l'Aire d'Expansion.</i></p> <p><i>Trois de ces quatre nouvelles voies collectrices occupent et traversent, en tout ou en partie, la propriété de SANCORE Development Inc.</i></p>
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<p><i>The model proposed by SANCORE Development Inc. has an average land use per hectare, which is typically as follows:</i></p> <p><i>For one hectare of land (10,000 m²), 5% (500 m²) is allocated for park purposes, between 20% (2,000 m²) is allocated for local public road rights-of-way and 75% (7,500 m²) is allocated for the construction of residential buildings.</i></p> <p><i>The model proposed by SANCORE Development Inc. allocates half as much area for public roads compared to the model recommended by the Infrastructure and Urban Planning Department.</i></p> <p><i>SANCORE Development Inc. proposes to develop its property with local streets that would connect to Caron street.</i></p> <p><i>SANCORE Development Inc.'s property covers an area of over 72 hectares (178.4 acres) of which 51.4 hectares (127 acres) are within the boundaries of the Expansion Area.</i></p> <p><i>SANCORE Development Inc. wishes to indicate that the extent of the urban area bounded by Laurier Street to the north, Morris and Jasper Crescent to the west, Docteur Corbeil Boulevard to the south and Caron Street to the east, covers an area of 52.6 hectares (130 acres) and contains approximately 900 dwelling units of various types. This sector is not occupied or crossed by collector roads. The latter are located around its perimeter (Laurier, Caron and Dr. Corbeil).</i></p> <p><i>Ultimately, SANCORE Development Inc.'s property could contain nearly 1,000 housing units of various types (single-family, semi-detached, linked, duplex, row, triplex and apartment) that could be built in phases under a horizon of 20 to 40 years if all conditions of the real estate market are favorable.</i></p>	<p><i>Le modèle que SANCORE Development Inc. présente une occupation du sol moyenne par hectare qui s'établit typiquement comme suit :</i></p> <p><i>Pour un hectare de terrain (10,000 m²), 5% (500 m²) est alloué aux fins de parc, entre 20% (2,000 m²) est alloué aux emprises des voies publiques locales et 75% (7,500 m²) est alloué aux fins de construction des bâtiments d'habitation.</i></p> <p><i>Le modèle proposé par SANCORE Development Inc. alloue deux fois moins de superficie pour les voies publiques comparativement au modèle préconisé par le Service des Infrastructures et de l'Urbanisme.</i></p> <p><i>SANCORE Development Inc. propose de développer sa propriété avec des rues locales qui se raccorderaient à la rue Caron (voie collectrice).</i></p> <p><i>La propriété de SANCORE Development Inc. couvre une superficie de plus de 72 hectares de terrain (178.4 acres), dont 51.4 hectares (127 acres) sont situés à l'intérieur des limites de l'Aire d'Expansion.</i></p> <p><i>SANCORE Development Inc. tient à indiquer que le quadrilatère du secteur urbain délimité par la rue Laurier au nord, les rue Morris et Jasper Crescent à l'ouest, le boulevard Docteur Corbeil au sud et la rue Caron à l'est, couvre une superficie de 52.6 hectares (130 acres) et renferme au-delà de 900 unités d'habitation de types variés. Ce secteur n'est pas occupé ou traversé par des voies collectrices. Ces dernières sont situées au pourtour du quadrilatère (Laurier, Caron et Docteur Corbeil).</i></p> <p><i>Ultimement, la propriété de SANCORE Development Inc. pourrait contenir près de 1,000 unités d'habitation de types variés (unifamilial, jumelé, lié, duplex, en rangée, triplex et appartement) qui pourront être construites en plusieurs phases en vertu d'un horizon de 20 à 40 ans si toutes les conditions du marché immobilier sont favorables.</i></p>
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<p><i>The real estate market in the City of Clarence-Rockland urban area differs from that of the City of Ottawa in having a purchase cost of approximately \$100,000 less for a single-family dwelling house.</i></p> <p><i>If the Expansion Area is developed according to the model proposed by the Infrastructure and Planning Department, this advantage could be lost.</i></p> <p>6. Points 1, 2 and 7 of Section 4.1.1 entitled « Residential Areas », states the following: 1.: « Access from local roads to arterial and collector roads will be restricted. »; 2.: « Rear-lotting and associated fencing is discouraged. Residential lots will be permitted to front on collector roads except in proximity to major intersections. » and 7.: «Higher density of permitted building types in each designation <u>shall</u> be encouraged, provided that servicing and transportation capacity is confirmed through the Plan of Subdivision process.</p> <p><i>SANCORE Development Inc. objects to the development model that the Infrastructure and Planning Department intends to implement for the Expansion Area. This model does not reflect the reality of the real estate market within the urban area of the City of Clarence-Rockland (see comments issued previously in this document).</i></p> <p><i>SANCORE Development Inc. also objects to the use of the word “shall” which express an obligation. This word should be replaced by the word “should” which provides more flexibility.</i></p> <p>7. In the first paragraph of Section 4.1.1.1 entitled “Low Density Residential”, it is stated that: “This designation is intended to act as a transition between the adjacent low-rise neighbourhoods and the core of the Expansion Lands community that features a mix of uses and higher densities.</p> <p><i>SANCORE Development Inc. objects to this statement. The ultimate location of the low, medium and high density areas</i></p>	<p><i>Le marché immobilier de l’aire urbaine de la Cité de Clarence-Rockland se distingue de celui de la Ville d’Ottawa par un coût d’achat inférieur de \$100,000 approximativement pour une maison d’habitation de type unifamilial.</i></p> <p><i>Si l’Aire d’Expansion est développée selon le modèle proposé par le Service des Infrastructures et de l’Urbanisme, cet avantage risque d’être réduit à néant.</i></p> <p>6. Les points 1, 2 et 7 de la Section 4.1.1 intitulée « Residential Areas », indiquent ce qui suit: 1.: « Access from local roads to arterial and collector roads will be restricted. »; 2 : « Rear-lotting and associated fencing is discouraged. Residential lots will be permitted to front on collector roads except in proximity to major intersections. » et 7.: «Higher density of permitted building types in each designation <u>shall</u> be encouraged, provided that servicing and transportation capacity is confirmed through the Plan of Subdivision process.»</p> <p><i>SANCORE Development Inc. s’objecte au modèle de développement que le Service des Infrastructures et de l’Urbanisme souhaite implanter pour l’Aire d’expansion. Ce modèle de développement ne reflète pas la réalité du marché immobilier à l’intérieur de l’aire urbaine de la Cité de Clarence-Rockland (voir commentaires émis précédemment dans ce document).</i></p> <p><i>SANCORE Development Inc. s’objecte également à l’utilisation du mot “shall” qui signifie une obligation. Ce mot devrait être remplacé par le mot « should » qui offre plus de flexibilité.</i></p> <p>7. Au premier paragraphe de l’article 4.1.1.1 intitulé « Low Density Residential », il est mentionné: « This designation is intended to act as a transition between the adjacent low-rise neighbourhoods and the core of the Expansion Lands community that features a mix of uses and higher densities. »</p> <p><i>SANCORE Development Inc. s’objecte à cette mention. La localisation ultime des secteurs destinés à la faible, moyenne et forte densité devraient être déterminés lors du processus</i></p>
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<p><i>should be determined during the draft plan of subdivision approval process and zoning bylaw.</i></p> <p>8. In the first paragraph of Section 4.1.1.2 entitled “Medium Density Residential”, it is stated that: “The Medium Density Residential designation generally abuts collector roads and is intended to provide a transition between the Low Density Residential designation and the higher densities within the Expansion lands community.”</p> <p><i>SANCORE Development Inc. objects to this statement. The ultimate location of the low, medium and high density areas should be determined during the draft plan of subdivision approval process and zoning bylaw.</i></p> <p>9. In the first paragraph of Section 4.1.1.3 entitled “High Density Residential”, it is stated that: “The High Density Residential designation is intended to contribute to the creation of a community core within the Expansion Lands, offering opportunities for people to walk to retail uses and community facilities.”</p> <p><i>SANCORE Development Inc. objects to this statement. The ultimate location of the low, medium and high density areas should be determined during the draft plan of subdivision approval process and zoning bylaw.</i></p> <p><i>SANCORE Development Inc. wishes to be able to build a variety of low, medium and high density buildings within the expansion area that will contribute to the creation of a community core for this area of the municipality.</i></p> <p>10. Sections 4.1.2 and 4.1.3 respectively entitled “Commercial” and “Community Facilities”.</p> <p><i>SANCORE Development Inc. objects to the identification of a “Commercial” and a “Community facilities” designation within</i></p>	<p><i>d’approbation du plan préliminaire de lotissement et du règlement de zonage.</i></p> <p>8. Au premier paragraphe de l’article 4.1.1.2 intitulé « Medium Density Residential », il est mentionné: « The Medium Density Residential designation generally abuts collector roads and is intended to provide a transition between the Low Density Residential designation and the higher densities within the Expansion lands community. »</p> <p><i>SANCORE Development Inc. s’objecte à cette mention. La localisation ultime des secteurs destinés à la faible, moyenne et forte densité devraient être déterminés lors du processus d’approbation du plan préliminaire de lotissement et du règlement de zonage.</i></p> <p>9. Au premier paragraphe de l’article 4.1.1.3 intitulé « High Density Residential », il est mentionné: « The High Density Residential designation is intended to contribute to the creation of a community core within the Expansion Lands, offering opportunities for people to walk to retail uses and community facilities. »</p> <p><i>SANCORE Development Inc. s’objecte à cette mention. La localisation ultime des secteurs destinés à la faible, moyenne et forte densité devraient être déterminés lors du processus d’approbation du plan préliminaire de lotissement et du règlement de zonage.</i></p> <p><i>SANCORE Development Inc. souhaite pouvoir construire une variété de bâtiments de faible, moyenne et forte densité à l’intérieur de l’aire d’expansion qui contribueront à la création d’un noyau communautaire pour ce secteur de la municipalité.</i></p> <p>10. Les articles 4.1.2 et 4.1.3 intitulés respectivement « Commercial » et « Community Facilities ».</p> <p><i>SANCORE Development Inc. s’objecte à l’identification d’un secteur destiné à l’affectation « Commerciale » et d’un secteur destiné à l’affectation « Installations communautaires »</i></p>
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<p><i>the Expansion Lands. See comments provided previously at items b) and f) of this document.</i></p> <p>11. Sections 4.1.4 and 4.1.5 respectively entitle “Environmental Protection Area” and “Open Space”.</p> <p><i>SANCORE Development Inc. objects to the identification of these designations given the facts that these designations do not appear in the legend of Schedule A of the Urban Area. The parks and the stormwater retention ponds are identified under the "Community Facilities" designation on Schedule A.</i></p> <p><i>The size and location intended for park and stormwater retention pond purposes can be determined through the draft plan approval process.</i></p> <p>12. Section 5.0 entitled “Transportation “, states: “The intent of the transportation network within the Expansion Lands area is to provide an integrated, multi-modal transportation network that is safe, convenient, and affordable.”</p> <p><i>SANCORE Development Inc. is seeking clarification as to the meaning and scope of the words "integrated, multi-modal transportation network that is safe, convenient and affordable.”</i></p> <p>13. Section 5.1 entitled “Street Network”, states at the following items:</p> <p>1. “The proposed Collector Street network within the Expansion Lands is identified on Schedule A1.”</p> <p><i>The text should be corrected to refer to Schedule C.</i></p>	<p><i>à l’intérieur de l’aire d’expansion. Voir les commentaires émis précédemment aux points b) et f) de ce document.</i></p> <p>11. Les articles 4.1.4 et 4.1.5 intitulés respectivement « Environmental Protection Area » et « Open Space ».</p> <p><i>SANCORE Development Inc. s’objecte à l’identification de ces affectations compte tenu du fait que ces affectations n’apparaissent pas à la légende de l’Annexe A de l’aire urbaine. Les parcs et les bassins d’épuration des eaux de surface sont identifiés sous l’affectation « Installations communautaires » à l’Annexe A.</i></p> <p><i>La dimension et la localisation du parc et du bassin de rétention des eaux de surface pourront être déterminées dans le cadre du processus d’approbation du plan préliminaire de lotissement.</i></p> <p>12. À la Section 5.0 intitulée « Transportation », il est mentionné: « The intent of the transportation network within the Expansion Lands area is to provide an integrated, multi-modal transportation network that is safe, convenient, and affordable. »</p> <p><i>SANCORE Development Inc. souhaite obtenir des précisions quant à la signification et la portée des mots : « integrated, multi-modal transportation network that is safe, convenient, and affordable. »</i></p> <p>13. À la Section 5.0 intitulée « Street Network », il est mentionné aux points:</p> <p>1. « The proposed Collector Street network within the Expansion Lands is identified on Schedule A1. »</p> <p><i>Le texte devrait être corrigé pour faire référence à l’Annexe C.</i></p>
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<p><i>Furthermore, SANCORE Development Inc. objects to the development model that the Infrastructure and Planning Department intends to implement for the Expansion Area.</i></p> <p><i>This model does not reflect the reality of the real estate market within the urban area of the City of Clarence-Rockland.</i></p> <p>2. "The ultimate location of the collector streets and local streets is to be determined through the Plan of Subdivision process. Minor adjustments to the location and alignments of collector streets will not require an amendment to the Secondary Plan."</p> <p><i>SANCORE Development Inc. objects to the development model that the Infrastructure and Planning Department intends to implement for the Expansion Area. This model does not reflect the reality of the real estate market within the urban area of the City of Clarence-Rockland.</i></p> <p>4. "Collector Streets within the Expansion Lands should have a right-of-way width of 26 meters and include sidewalks on both sides and dedicated cycling facilities."</p> <p><i>According to the Development Charges Act, SANCORE Development Inc. is required to provide and assume the cost for the construction of local roads within its plan of subdivision. All additional requirements for the construction and facilities of a collector road (additional granular, asphalt, sidewalks, bicycle path, etc) and the necessary width for its right-of-way (26 meters) are the responsibility of the municipality.</i></p> <p>5. "Traffic control at the intersection of Street A and Street B within the Expansion Lands will be encouraged in the form of a single-lane roundabouts at the intersection of collector streets."</p>	<p><i>De plus, SANCORE Development Inc. s'objecte au modèle de développement que le Service des Infrastructures et de l'Urbanisme souhaite implanter pour l'Aire d'expansion.</i></p> <p><i>Ce modèle de développement ne reflète pas la réalité du marché immobilier à l'intérieur de l'aire urbaine de la Cité de Clarence-Rockland.</i></p> <p>2. « The ultimate location of the collector streets and local streets is to be determined through the Plan of Subdivision process. Minor adjustments to the location and alignments of collector streets will not require an amendment to the Secondary Plan. »</p> <p><i>SANCORE Development Inc. s'objecte au modèle de développement que le Service des Infrastructures et de l'Urbanisme souhaite implanter pour l'Aire d'expansion. Ce modèle de développement ne reflète pas la réalité du marché immobilier à l'intérieur de l'aire urbaine de la Cité de Clarence-Rockland.</i></p> <p>4. « Collector Streets within the Expansion Lands should have a right-of-way width of 26 meters and include sidewalks on both sides and dedicated cycling facilities. »</p> <p><i>En vertu de la Loi sur les redevances de développement, SANCORE Development Inc. est requise de pourvoir et d'assumer les coûts de construction des voies locales avec à l'intérieur de son plan de lotissement. Toutes les exigences additionnelles pour la construction et l'aménagement d'une voie collectrice (granulaire, asphalte, trottoirs, piste cyclable, etc.) et la surlargeur nécessaire pour son emprise (26 mètres) sont à la charge de la municipalité.</i></p> <p>5. « Traffic control at the intersection of Street A and Street B within the Expansion Lands will be encouraged in the form of a single-lane roundabouts at the intersection of collector streets. »</p>
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<p><i>According to the Development Charges Act, SANCORE Development Inc. is required to provide and assume the cost for the construction of local roads within its plan of subdivision. All additional requirements for the construction of a single-lane roundabout are the responsibility of the municipality.</i></p> <p>6. "The cross-section of David Street shall be upgraded to a right-of-way width of 26 meters and include sidewalks and on both sides and dedicated cycling facilities."</p> <p><i>According to the Development Charges Act, SANCORE Development Inc. is required to provide and assume the cost for the construction of local roads within its plan of subdivision. David Street is an existing road located outside the limits of the draft plan of subdivision, any required upgrades (acquisition of an additional 6 meters right-of-way, stormwater sewers, sidewalks, etc.) to redesign this local street into a collector street are to be assumed and acquired by the municipality.</i></p> <p>City Council should reconsider the idea of changing David Street into a collector. The David Street was conceived as a local road with ditches on both sides of its right-of-way. It has twenty single detached residential units fronting along its course and ends at the intersection of Montée Outaouais and Tucker Street.</p> <p>7. "The cross-section of Caron Street shall be upgraded to a right-of-way width of 26 meters and extend the existing sidewalk and multi-use pathway south from David Street to the edge of the urban boundary."</p> <p><i>Caron Street is an existing collector road located outside the limits of the draft plan of subdivision, any required upgrades (acquisition of an additional 3 meters right-of-way on both sides of the ,current right-of-way, sidewalks, and multi-use pathway, etc.) to extend this collector street from David Street</i></p>	<p><i>En vertu de la Loi sur les Redevances de développement, SANCORE Development Inc. est requise de pourvoir et d'assumer les coûts de construction des voies locales à l'intérieur de son plan de lotissement. Toutes les exigences additionnelles pour la construction d'un carrefour giratoire sont à la charge de la municipalité.</i></p> <p>6. « The cross-section of David Street shall be upgraded to a right-of-way width of 26 meters and include sidewalks and on both sides and dedicated cycling facilities. »</p> <p><i>En vertu de la Loi sur les redevances de développement, SANCORE Development Inc. est requise de pourvoir et d'assumer les coûts de construction des voies locales à l'intérieur de son plan de lotissement. La rue David est une voie locale existante située à l'extérieur des limites du plan préliminaire de lotissement. Toutes les améliorations requises (acquisition d'une surlargeur de 6 mètres de largeur pour son emprise, l'égout pluvial, trottoirs, etc.) afin de transformer cette voie locale en voie collectrice devront être assumées et acquises par la municipalité.</i></p> <p><i>Le Conseil municipal devrait reconsidérer l'idée de transformer la rue David en voie collectrice. La rue David a été conçue comme une voie locale avec des fossés de part et d'autre de son emprise. Elle compte vingt unités d'habitation de type unifamilial en façade et se termine à l'intersection de la Montée Outaouais et de la rue Tucker.</i></p> <p>7. « The cross-section of Caron Street shall be upgraded to a right-of-way width of 26 meters and extend the existing sidewalk and multi-use pathway south from David Street to the edge of the urban boundary. »</p> <p><i>La rue Caron est une voie collectrice existante située à l'extérieur des limites du plan préliminaire de lotissement. Toutes les améliorations requises (acquisition d'une surlargeur de 3 mètres de largeur de chaque côté de l'emprise existante, trottoirs, sentier multi-usage, etc.) afin de prolonger cette voie collectrice depuis la rue David jusqu'à la</i></p>
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<p><i>to the edge of the urban boundary are to be assumed and acquired by the municipality.</i></p> <p>8. “On local streets, sidewalks should be provided to support pedestrian movements within the community (i.e. to/from Commercial areas, parks, etc.).”</p> <p><i>SANCORE Development Inc. objects to this requirement. If the municipality wishes to provide local streets with sidewalks, the costs of their construction must be borne by the municipality.</i></p> <p>9. “Along Commercial, Open Space/Parkland, and Community Facilities Designation frontages, on-street parking should be considered.”</p> <p><i>SANCORE Development Inc. is of the opinion that this requirement should be removed considering the previous comments provided in this document.</i></p> <p>14. At point 2 of Section 5.2, it is stated that: “Collector Streets shall include pedestrian sidewalks and dedicated cycling facilities on both sides of the street.”</p> <p><i>According to the Development Charges Act, SANCORE Development Inc. is required to provide and assume the cost for the construction of local roads within its plan of subdivision. All additional requirements for the construction and facilities of a collector road (additional granular, asphalt, sidewalks, bicycle path, etc.) and the necessary width for its right-of-way (26 meters) are the to be acquired and assumed by the municipality.</i></p> <p>15. Point 1 of Section 6.0 entitled “Servicing and Infrastructure”, states the following: “All development in the Expansion Lands community shall be undertaken in accordance with the Expansion Lands Master Servicing Study and shall conform to all other applicable standards of the City of Clarence-Rockland.”</p>	<p><i>limite de l’aire d’expansion devront être assumées et acquises par la municipalité.</i></p> <p>8. « On local streets, sidewalks should be provided to support pedestrian movements within the community (i.e. to/from Commercial areas, parks, etc.). »</p> <p><i>SANCORE Development Inc. s’objecte à cette exigence. Si la municipalité souhaite pourvoir les rues locales avec des trottoirs, les coûts de leur construction devront être assumés par la municipalité.</i></p> <p>9. « Along Commercial, Open Space/Parkland, and Community Facilities Designation frontages, on-street parking should be considered. »</p> <p><i>SANCORE Development Inc. est d’avis que cette mention devrait être soustraite compte tenu des commentaires émis précédemment dans ce document.</i></p> <p>14. Au point 2 de la Section 5.2, il est mentionné: « Collector Streets <u>shall</u> include pedestrian sidewalks and dedicated cycling facilities on both sides of the street. »</p> <p><i>En vertu de la Loi sur les redevances de développement, SANCORE Development Inc. est requise de pourvoir et d’assumer les coûts de construction des voies locales a l’intérieur de son plan de lotissement. Toutes les exigences additionnelles pour la construction et l’aménagement d’une voie collectrice (granulaire, asphalte, trottoirs, piste cyclable, etc.) et la surlargeur nécessaire pour l’emprise nécessaire (6 mètres) devront être acquises et assumées par la municipalité.</i></p> <p>15. Au point 1 de la Section 6.0 intitulée « Servicing and Infrastructure », il est mentionné ce qui suit : « All development in the Expansion Lands community shall be undertaken in accordance with the Expansion Lands Master Servicing Study and shall conform to all other applicable standards of the City of Clarence-Rockland. »</p>
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<p><i>SANCORE Development Inc. objects to this paragraph and proposes the following text:</i></p> <p><i>“The Expansion Lands Master Servicing Study and all other applicable standards of the City of Clarence-Rockland are to be considered when submitting a development proposal within the Expansion Lands community.”</i></p> <p>16. Point 4 of Section 9.2 entitled “Development Approvals” states the following: “All development in the Expansion Lands community is subject to site plan control in accordance with the City’s Site Plan Control By-Law.”</p> <p><i>SANCORE Development Inc. requires that the text be modified as follow: “Development proposals for residential dwelling houses containing three or more units, for row dwelling houses, and for apartment dwelling houses, for commercial and for institutional buildings in the Expansion Lands community shall be subject to Site Plan Agreement in accordance with the City’s Site Plan Control By-Law.”</i></p> <p>17. Point 5 of Section 9.2 states the following: “The City will impose conditions on the development of the land through the Plan of Subdivision or Site Plan Control process. These conditions will address provision of matters such as, but not necessarily limited to:</p> <ul style="list-style-type: none"> a. Parks, open space and environmental features; b. Water, wastewater collection, and stormwater management facilities; c. Construction of streets and infrastructure; d. Road widenings and the provision of daylight triangles; and e. Other utilities.” <p><i>SANCORE Development Inc. asks that the words “in compliance with the Planning Act, the Development Charges Act and all other applicable statutes.” be added at the end of the first sentence of item 5 of Section 9.2, after the words “Site Plan Control process.”</i></p>	<p><i>SANCORE Development Inc. s’objecte à cette mention et propose le texte suivant:</i></p> <p><i>« The Expansion Lands Master Servicing Study and all other applicable standards of the City of Clarence-Rockland are to be considered when submitting a development proposal within the Expansion Lands community. »</i></p> <p>16. Le point 4 de la Section 9.2 intitulée « Development Approvals » stipule ce qui suit: « All development in the Expansion Lands community is subject to site plan control in accordance with the City’s Site Plan Control By-Law. »</p> <p><i>SANCORE Development Inc. demande à ce que le texte soit modifié comme suit: « Development proposals for residential dwelling houses containing three or more units, for row dwelling houses, and for apartment dwelling houses, for commercial and for institutional buildings in the Expansion Lands community shall be subject to Site Plan Agreement in accordance with the City’s Site Plan Control By-Law. »</i></p> <p>17. Le point 5 de la Section 9.2 stipule ce qui suit : « The City will impose conditions on the development of the land through the Plan of Subdivision or Site Plan Control process. These conditions will address provision of matters such as, but not necessarily limited to:</p> <ul style="list-style-type: none"> a. Parks, open space and environmental features; b. Water, wastewater collection, and stormwater management facilities; c. Construction of streets and infrastructure; d. Road widenings and the provision of daylight triangles; and e. Other utilities. » <p><i>SANCORE Development Inc. demande à ce que les mots « in compliance with the Planning Act, the Development Charges Act and all other applicable statutes. » soient ajoutés à la fin de la première phrase du point 5 de la Section 9.2, après les mots « Site Plan Control process. »</i></p>
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<p>18. Section 9.5.2 entitled “Major Changes” states the following:</p> <p><i>“Major changes are those which change the intent of the EAs or appreciably change the expected net impacts or outcomes associated with the project. Major changes to the Land Use Plan or changes requiring amendments to schedules of the Official Plan, such as:</i></p> <ul style="list-style-type: none"> - <i>A major realignment in the network of collector streets;</i> - <i>A reduction in the extent of overall parkland or open space;</i> - <i>A change to the location of the proposed sanitary Pumping Stations;</i> - <i>A change to the number of proposed sanitary Pumping Stations; or</i> - <i>A change to the number of stormwater management facilities.”</i> <p><i>This topic was discussed with representatives of the City at a meeting held on August 27th last. SANCORE Development Inc. has obtained clarifications and assurances that a pumping station could be proposed on its property as part of the application for approval of its draft plan of subdivision without the need to further amend the Official Plan and that the stormwater management pond symbol would be enlarged to touch SANCORE’s property.</i></p> <p><i>Nevertheless, SANCORE Development Inc. objects to this article since, once adopted, it will not be possible to submit an application to amend the Official Plan for the next three years.</i></p>	<p>18. La Section 9.5.2 intitulée « Major Changes » indique ce qui suit :</p> <p><i>« Major changes are those which change the intent of the EAs or appreciably change the expected net impacts or outcomes associated with the project. Major changes to the Land Use Plan or changes requiring amendments to schedules of the Official Plan, such as:</i></p> <ul style="list-style-type: none"> - <i>A major realignment in the network of collector streets;</i> - <i>A reduction in the extent of overall parkland or open space;</i> - <i>A change to the location of the proposed sanitary Pumping Stations;</i> - <i>A change to the number of proposed sanitary Pumping Stations; or</i> - <i>A change to the number of stormwater management facilities. »</i> <p><i>Ce sujet a été discuté avec les représentants de la Cité lors d’une réunion tenue le 27 août dernier. SANCORE Development Inc. a obtenu des clarifications et des assurances qu’une station de pompage pourrait être proposée sur sa propriété dans le cadre de la demande d’approbation du plan préliminaire de lotissement sans qu’il soit requis d’amender à nouveau le Plan officiel et que le symbole du bassin de rétention des eaux de surface serait élargi de façon à toucher à la propriété de SANCORE.</i></p> <p><i>Néanmoins, SANCORE Development Inc. s’objecte à cet article étant donné, qu’une fois adopté, il ne sera plus possible de soumettre de demande d’amendement au Plan officiel pour les trois prochaines années.</i></p>
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Expansion Lands Secondary Plan

Response to Comments from Planning Committee Meeting

Comment (General)	Response
Too much detail on the Land Use Plan. There should be more flexibility.	<p>The intention of a Secondary Plan is to provide a more specific plan for the development of an area. This has always been the intent of the study.</p> <p>The Secondary Plan has been written to provide significant flexibility while still striving to ensure the initial direction of Council and desire for development, committed to as part of the urban boundary expansion, is achieved.</p> <p>The implementation section addresses that these land use designations can be adjusted and will be finalized through the draft plan of subdivision and/or site plan processes.</p>
Parks are identified differently on the Land Use Plan than in the Official Plan (where they are Community Facilities)	Noted. The intent of a Secondary Plan is to provide a more specific development concept for an area and identifying the park locations was part of this process.
Should not identify areas for low, medium and high density residential designations	The intent of a Secondary Plan is to provide a more specific development concept for an area. The location of each of the land use designation has been developed through public consultations and in consideration of the vision and guiding principles that were developed as part of this process.
Commercial land use designation is inappropriate	<p>As part of the background work, a Retail Market Demand Study was completed by Shore-Tanner and Associates. The report concluded that there was sufficient market for addition commercial uses in the Expansion Lands. The commercial lands shown are in response to these findings.</p> <p>The intent of providing the commercial land use area is to ensure the creation of a community where people are able to meet some, or all, of their everyday needs in proximity to their homes.</p>
Pump Station Location	The preferred location by the consultants (CIMA+) and the City is in the northeast corner. Language has been added to the servicing report and the Secondary Plan to offer flexibility to allow for a second, and/or interim pump station within the Expansion Lands to facilitate phased development.
Park Location	Noted. The park is intended to service the wider community. Per the implementation section of the Secondary Plan, it is expected that the final size and shape will be determined through the Plan of Subdivision process. The City prefers to maintain opportunities to tie the park into the environmental protection corridor around the creek and to offer future expansion opportunities when adjacent properties develop.
Object to the Environmental Protection Area Designation	This is an Official Plan requirement. As per the Official Plan policies (section 4.21), this setback may be reduced through an Environmental Impact Statement, if appropriate.
Location of the Community Facility	The proposed community facility is intended to support a complete community on the Expansion Lands. Should there be no interest in such a facility at the time of development, the Secondary Plan notes that this land could revert to Medium Density residential
Location of the Stormwater Ponds	The location of the ponds has been determined through a comprehensive study of the Expansion Lands. The location of the two stormwater facilities (ponds) has been proposed to facilitate phasing. As per the implementation

Comment (General)	Response
	section, the location of the ponds can change, however the number of ponds (maximum 2) cannot increase.
Identified Road Locations, Vision for a Grid Network	<p>The location of the identified Collector Roads has been developed through the consultation process. Modifications to the location of the connections were made based on comments received, opportunities for future planned (and desired) connections, and spacing between proposed intersections.</p> <p>Per the Implementation section of the Secondary Plan, the road network will be refined through the Plan of Subdivision and/or Site Plan processes.</p> <p>The vision and principles are not policies and therefore are intended to provide context and inform the Secondary Plan.</p>
Collector Road Construction	The intent of the Secondary Plan is to permit and encourage driveways and units fronting onto the Collector Roads. The policies have been revised to clarify this intent. There is no intention for the construction of “window streets” adjacent to the Collector Roads.
Clarification as to the meaning and scope of the words "the creation of a strong grid network, and short, permeable blocks".	<p>The intent is to avoid long blocks that make a community unwalkable. This is an urban design best practice and should be incorporated into all developments.</p> <p>Guiding principles are not policy and are intended to provide context for and to inform the Secondary Plan.</p>
Reference to Schedule B in Section 4.0	Noted. This reference has been revised.
Perceived Requirement for “Window Streets”	The Secondary Plan does not require, window streets. The Secondary Plan encourages units and driveways to be accessed directly from the network of Collector Roads shown on the Land Use Plan.
Clarify “integrated, multi-modal transportation network that is safe, convenient, and affordable”	The intent is to provide a transportation network that does not only serve cars, but also provides options for active transportation (walking, cycling) that are safe, convenient and affordable.
Section 5.1 reference to Schedule A1	This is correct as written. Schedule C of Official Plan Amendment No. 13 is Schedule A1 of the Secondary Plan.
David Street should be a Collector Road	The Amendment has been revised to include the designation of David Street as a Minor Collector between Caron Street and Tucker Road.
Widening of Caron Street	The Amendment has been revised to include the designation of Caron Street as a Minor Collector between David Street and Baseline Road.
Sidewalks on Local Roads	The language in the Secondary Plan states that local streets “should” include sidewalks. This is best practice. A Plan of subdivision may propose an alternative, which can be considered by the City. Sidewalks may be appropriate in specific areas.
Required Conformity with the Master Servicing Study	The language is clear as proposed.
Required Conformity with the Site Plan Control By-law	The language is clear as proposed. The Site Plan Control by-law regulates what forms of development are required to obtain Site Plan approval. There is no need to restate this in the Secondary Plan.

Comment (General)	Response
Section 9.5(5) - Compliance with the Planning Act	Approvals are always required to be consistent with the Planning Act. As such, this does not need to be restated.
Restrictions on Amendments to the Secondary Plan for 3 years	The restriction to amendments to the Secondary Plan is for 2 years per Section 22 of the Ontario Planning Act. The proposed Secondary Plan contains considerable flexibility without requiring an amendment to the Plan.

30 septembre 2019

Madame Marie-Eve Bélanger
Gestionnaire du développement
Cité de Clarence-Rockland

Envoyé par courriel à : mbelanger@clarence-rockland.com

OBJET : Plan secondaire – Modification n° 13 au Plan officiel de l'aire urbaine de la Cité

En 2015, la modification n° 27 au Plan officiel des Comtés unis de Prescott et Russell (CUPR) a permis un agrandissement d'une superficie d'environ 133,5 hectares de l'aire urbaine de Rockland afin d'accueillir une part importante de la croissance future des CUPR. Rapidement en 2016, la Cité a modifié son règlement de zonage afin d'inclure ces terres à l'intérieur d'une « Zone d'étude spéciale (SSA) ». Depuis maintenant plus d'un an, la Cité planche sur le Plan secondaire des terrains visé par l'agrandissement afin d'établir un cadre stratégique, d'accroître la connectivité et de guider le développement futur.

Le département d'Urbanisme et Foresterie des CUPR félicite la Cité de Clarence-Rockland d'avoir maintenu son engagement à réaliser un plan secondaire. Tout au long de l'élaboration de ce Plan secondaire, les CUPR ont participé au processus par l'entremise du comité consultatif technique.

La modification n° 13 proposée au Plan officiel de l'aire urbaine de la Cité de Clarence-Rockland vise à mettre en œuvre le Plan secondaire proposé. Cette modification permettra d'ajouter les terrains de l'agrandissement au Plan officiel de l'aire urbaine de la Cité.

Le Plan secondaire et les documents de supports qui l'accompagnent ont été préparés selon une analyse technique et une consultation publique. Puisqu'il n'est pas possible d'anticiper toutes les circonstances ou questions pouvant survenir au cours de la mise en œuvre du plan, nous apprécions le mécanisme de flexibilité intégré au Plan secondaire. Cet outil permettra au service de l'Aménagement de la Cité de travailler en collaboration avec les développeurs tout en maintenant la vision prévue pour ce secteur.

Nous sommes d'avis que la modification n° 13 au Plan officiel de l'aire urbaine de la Cité de Clarence-Rockland qui inclut le Plan secondaire est conforme à la Déclaration de principes provinciale 2014 et respecte les politiques du Plan officiel des CUPR.

Veuillez agréer, l'expression de mes sentiments les meilleurs.



Dominique Lefebvre, MICU, RPP
Urbaniste senior

PLAN
SECONDAIRE **pour les**
terrains qui ont
été ajouté à
l'aire urbaine

**VISION, GUIDING
PRINCIPLES, AND
OBJECTIVES REPORT**

July 13, 2018

**ROCKLAND EXPANSION LANDS SECONDARY
PLAN: VISION, GUIDING PRINCIPLES, AND
OBJECTIVES REPORT**

Prepared for the City of Clarence-Rockland

Prepared by:	Fotenn Planning + Design 223 McLeod Street Ottawa, ON K2P 0Z8
In conjunction with:	CIMA+ Shore-Tanner & Associates Inc.

July 13, 2018

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QUALITY CONTROL

Document	Vision, Guiding Principls, and Objectives Report
Date	July 13, 2018
Prepared for	City of Clarence-Rockland
Approved by	Paul Black
Prepared by	Fotenn Consultants Inc.

REVISION HISTORY

No.	QC	Date Issued
1	PB	July 13, 2018

1.0 INTRODUCTION

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2.0 VISION AND GUIDING PRINCIPLES

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1.0 INTRODUCTION



1.1 PROJECT OVERVIEW

The United Counties of Prescott and Russell (UCPR) Official Plan Review, completed in 2015 and adopted by the Ministry of Municipal Affairs in 2016, identified a localized shortage of residential land supply in the City of Clarence-Rockland. To address the shortage, the UCPR Official Plan identified approximately 133.5 hectares of lands to be added to the Rockland Urban Policy Area. These lands became known as the “Expansion Lands”.

Following the addition of the lands to the Urban Policy Area designation, the City of Clarence-Rockland rezoned the lands to “Special Study Area (SSA)”. The intent of the SSA zone is that lands will be developed in accordance with the results and recommendations of a Secondary Plan. In the interim, existing uses are permitted to continue, but no new uses are permitted.

In 2017, the City of Clarence-Rockland issued a Request for Proposals for the preparation of a Secondary Plan and Zoning By-law Amendment for the Expansion Lands to guide the future land uses, urban design, and

infrastructure in the area. The intent of this Secondary Planning process is to create a vibrant community that features a mix of uses and a range of housing options in an urban village context.

The Secondary Planning exercise will include a land use plan, built form policies, design guidelines and a phasing strategy, and will be supported by studies and plans from relevant disciplines including a Master Servicing Study, a Community Transportation Study, an Environmental Management Plan, and a Commercial Market Research Report.

The Secondary Planning process will be integrated with the Municipal Class Environmental Assessment (EA) process. EA approval is required for municipal infrastructure such as water, sanitary and storm sewers, and roads. The integrated process allows approvals, reviews, and public consultations to be coordinated and to meet the requirements of both the EA Act and the Planning Act.

1.2 PURPOSE OF THIS DOCUMENT

This report is intended to provide an overview of the vision, guiding principles, and objectives of the Expansion Lands Secondary Plan. The vision will express the long-term character of the lands, including its role in the City of Clarence-Rockland. The principles and objectives will expand on the vision and help form the foundation of the Secondary Plan. The principles will focus on: land use; built form and massing; parks and open space; and, access and circulation.



Image Source: P199

1.3 EXISTING PLANNING FRAMEWORK

PROVINCIAL POLICY STATEMENT (PPS)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Municipalities are required to “be consistent with” the PPS with respect to any planning decisions.

COUNTY OF PRESCOTT-RUSSELL OFFICIAL PLAN (1999, AS AMENDED)

The Official Plan for the United Counties of Prescott and Russell provides guidance for development, while stimulating economical growth and protecting the environment and public health. As the Upper-Tier, all land use planning decisions in the City of Clarence-Rockland are required to be consistent with the County Official Plan.

CLARENCE-ROCKLAND OFFICIAL PLAN (2014)

The City of Rockland Official Plan came into full force and effect on September 30, 2014, and is intended to direct the future development of the Urban Area of the City of Clarence-Rockland for a period of approximately 20 years to 2033.

The subject lands are located outside of the urban area of Clarence-Rockland. Accordingly, rural lands outside of the urban boundary are governed by the policies of the United Counties of Prescott Russell Official Plan. The intention of the Secondary Plan is to include the lands inside the urban boundary.

CLARENCE-ROCKLAND ZONING BY-LAW 2016-10

The study area is zoned Special Study Area (SSA) Zone. The intent of the zone is to preserve land for development or redevelopment in accordance with the results and recommendations of a Secondary Plan. In the interim, the use of lands within an SSA Zone should not be changed to the extent that the results of the Secondary Plan and supporting studies could be prejudiced.

The only permitted uses in the SSA Zone are those which were in existence on the date of passing of the By-law and any other uses may be authorized by Committee of Adjustment or City Council under the provision of the Planning Act.

2014 Provincial Policy Statement

Under the *Planning Act*

Ontario.ca/PPS



OFFICIAL PLAN

United Counties of Prescott and Russell
Planning Department
59 Court Street
P.O. Box 304
L'Orignal, Ontario K0B 1K0
Tel: (800) 667-6307
Fax: (613) 675-1007
www.prescott-russell.on.ca

OFFICE CONSOLIDATION - April 2016



OFFICIAL PLAN of THE URBAN AREA of THE CITY of CLARENCE-ROCKLAND



THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND ZONING BY-LAW NO. 2016-10

May 16, 2016

Prepared by



in collaboration with the
Planning Department of the
City of Clarence-Rockland
Rockland, Ontario
K4K 1P7

JLR-27025

2.0 VISION AND GUIDING PRINCIPLES



Image Source: Mattamy Homes

2.1 EXPANSION LANDS VISION

Balancing rural charm with urban vitality, the Expansion Lands Secondary Plan promotes sustainable, urban development that will accommodate Clarence-Rockland's projected growth over the next 20 years, while protecting and enhancing the natural character and established woodlots that define the area.

As the City evolves, new growth and development will enhance the quality of life for both current and future residents, and will reinforce a vibrant, active community for people of all ages and abilities. A mix of housing options, including single and semi-detached, townhouses and apartment buildings, will promote diversity, increase access to affordable housing, and provide additional density to support local commercial uses and alternative modes of transportation.

Founded on a well-defined grid-network, the Expansion Lands Secondary Plan will promote strong connectivity throughout the neighbourhood, and to adjacent destinations via Caron Street and David Road. A mix of Local and Collector Roads will provide safe, direct access to neighbourhood amenities, including parks and schools, for all users, including pedestrian, cyclists and drivers.

A mix of open spaces and amenities, located within close walking distance of all residents, will provide convenient and exciting places to gather and socialize, while supporting and promoting community events and broader City activities.

Through high quality urban design, the Expansion Lands will be a pillar of urban design in the City of Clarence-Rockland, and a place that new residents and visitors will be proud to call home.

2.2 GUIDING PRINCIPLES

The 8 principles on the following pages summarize the high-level planning and urban design strategies that will be further developed through the Expansion Lands Secondary Plan.



Image Source: University of Guelph



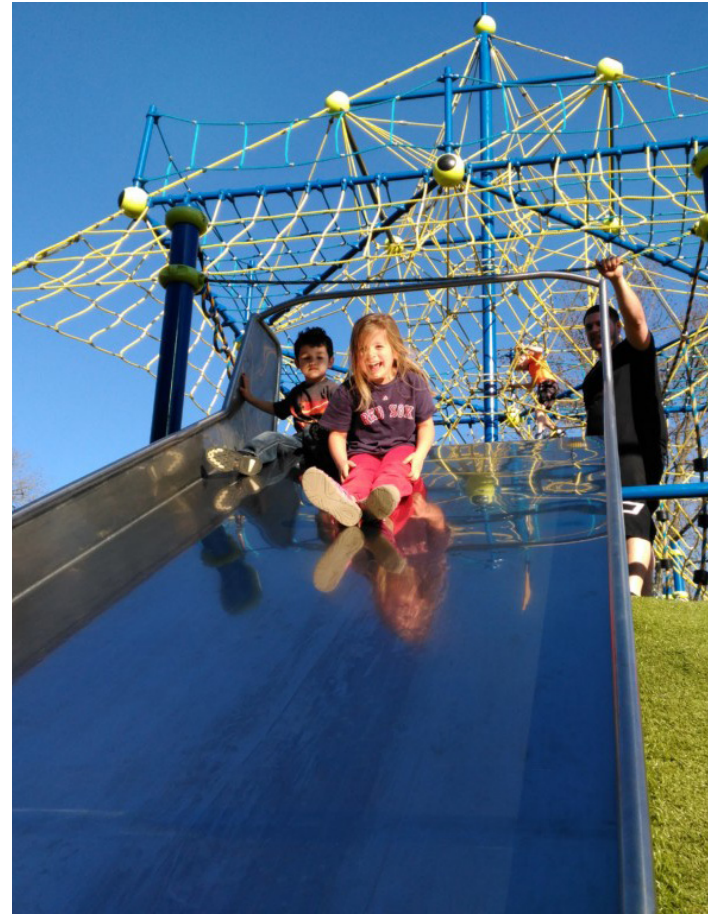
Image Source: Half Moon Bay Community Association

1

Promote sustainable and contemporary development that respects and enhances the existing rural and natural fabric of the Expansion Lands.

2

Ensure new development responds to the surrounding context, including streets, development patterns, dwelling styles, topography and natural heritage features.



3

Establish strong connections throughout the community, and to the broader City, through the creation of a strong-grid network, and short, permeable blocks.

4

Create a complete community with a mix of residential typologies, community amenities and parks and open spaces that will provide opportunities to live, work and play.



Image Source: Creative Green Living



Image Source: KI STUDIO

5
Provide a variety of housing types and tenures to support affordable housing options, and promote a diverse and vibrant community.

6
Protect and celebrate the natural setting through careful links to a safe, highly-visible and well-connected network of parks, trails and public spaces.



Image Source: Great Rivers Greenway

7
Promote active transportation, including walking, cycling and transit, through compact development with a continuous network of sidewalks, cycling facilities and trails.

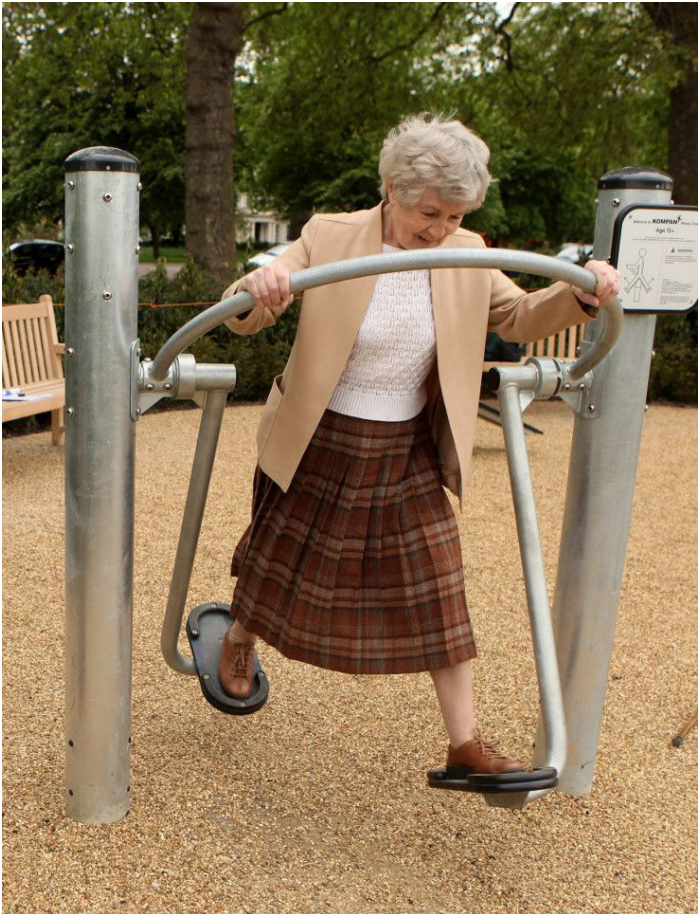


Image Source: Getty Images

8
Ensure all elements of the public realm, including streets, parks, trails, and public destinations are welcoming and accessible for people of all ages and abilities.

**expansion
lands** PLAN
SECONDARY
PLAN

PLAN
SECONDAIRE **pour les
terrains qui ont
été ajouté à
l'aire urbaine**

**RETAIL MARKET DEMAND
STUDY: CLARENCE-ROCKLAND
ONTARIO
FINAL REPORT**

Prepared for:
City of Clarence-Rockland

Prepared by:
Shore-Tanner & Associates

October 17, 2018

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I. EXECUTIVE SUMMARY

On behalf of the City of Clarence-Rockland, and as a member of a multi-disciplinary team of consultants under the direction of Fotenn Planning & Design, this study has been carried out by Shore-Tanner & Associates. Its purpose is to determine the scope of market demand for retail, service, and small office businesses in a new part of Rockland. The main findings of the study are summarized below, followed by more detailed substantiation in the main body of the report.

A. Subject Site

The Subject Site is approximately 133.5 hectares (320 acres) in size, located southeast of Rockland's existing Urban Area Boundary. It is proposed to be added to the City of Rockland through an Expansion Lands Secondary Plan.

For the purposes of this study, we estimated a total of approximately 3,200 housing units, and associated population of 8,000 on the Subject Site when fully developed.

B. Major Socio-Demographic Findings

1. Rockland is a major commercial hub in the United Counties of Prescott and Russell (UCPR) and its businesses attract customers from within this area and beyond.
2. The total population of Clarence-Rockland increased by an average of 372 or 1.8%, and in UCPR by 915 or 1.1% per year from 2006 to 2016 (Table 3.1).
3. The 2018 population of Clarence-Rockland is estimated at 26,746 and that of UCPR at 91,500. Their estimated average annual growth to the year 2028 is 598 or 2.4% and 1,620 or 1.8% respectively (Table 3.3).
4. Considering that an overall average annual population growth of 1% represents a growing and balanced economy, the past and future growth of both of these areas have exceeded this generally accepted growth standard.
5. Due to the development of many housing units over \$300,000 and attracting affluent families, including from Ottawa, incomes in both areas have significantly increased recently. As shown in Table 3.4, the 2016 **median** household incomes were:

- Clarence-Rockland \$88,823
- UCPR \$78,748
- City of Ottawa \$85,981

This is particularly important since the City of Ottawa's household incomes are often among the top three to five cities in Canada.

C. Retail Spending

1. On average, each resident of Clarence-Rockland is estimated to spend \$18,110, and those of UCPR as a whole, \$17,380 in 2018 at all retail and service businesses within and outside these areas (Table 5.1).
2. The total spending of UCPR residents is estimated at \$1.590 **billion** in 2018, and expected to increase by \$28.1 million or 1.8% annually by the year 2028, to \$1.871 **billion** (Table 5.2).
3. The estimated spending portion of the residents of Clarence-Rockland from UCPR's total is \$484.4 million in 2018, and \$592.6 million in 2028 (i.e., average annual growth in spending of \$10.82 million or 2.2% (Table 5.3).
4. At present, some of the spending of UCPR residents takes place at businesses in Ottawa and elsewhere. This leakage-out is due to the following factors:
 - a) Some of the UCPR residents work in Ottawa and spend some of their retail dollars there.
 - b) There are no senior department stores (i.e., Simons, The Bay, Nordstrom) or other new and popular/trendy stores (e.g., J. Crew, Michael Kors) within UCPR. These stores exist in Ottawa, and attract customers from UCPR and other cities and towns within 1-2 hours drive.
5. There are, as well, customers from outside UCPR who shop at businesses there, especially at those in Rockland (i.e., leakage-in).

As more, especially new, businesses are attracted to Rockland, the leakages of UCPR's shopping dollars to Ottawa will decrease, and the leakages into UCPR will increase.

D. Demand Estimation

1. The spending of the residents of Clarence-Rockland is estimated to support a minimum total of 967,000 sq. ft. of floor space in 2018, increasing by an average of 21,700 sq. ft. annually, to 1.184 million sq. ft. by 2028 (Table 6.1).

2. The supportable increase by time frame is (Table 6.1):
 - 2018-2020 45,000 sq. ft.
 - 2020-2023 64,000 sq. ft.
 - 2023-2028 108,000 sq. ft.
 - 2018-2028 217,000 sq. ft.
3. At present, some of the total supportable space is outside Clarence-Rockland since its residents do not spend 100% of their shopping dollars at Rockland businesses.

E. Inventory of Existing Businesses

As of May 2018, there were 146 retail and service businesses in Rockland, and they occupied an estimated total of 538,000 sq. ft. of floor space.

Including the limited number of such businesses in the Clarence part, the overall average floor space per capita in Clarence-Rockland is estimated to be 22 sq. ft.

Based on the industry standard of 30 to 40 sq. ft. of floor space per capita, **the City of Clarence-Rockland is under-stored for retail and service businesses.**

Of the 146 existing stores, a total of 14 with a combined size of 29,200 sq. ft. or **5.4% were vacant, and this rate is within the industry range of 4% to 8%.**

F. Recommendations For the Expansion Lands

An overall average of up to 40 sq. ft. of retail and service floor space is generally supportable on a per capita basis.¹ Due to leakages in and out, however, it is not always possible to accurately calculate the actual floor space supported by each resident by location of shopping.

At full development, the Subject Expansion Land is estimated to have approximately 8,000 residents. What would be most needed in this community of 8,000 residents are

¹ At a total population of 26,746 in Clarence-Rockland, the total supportable floor space of 967,000 in 2018 represents 36 sq. ft. per capita at businesses within, but also outside this city.

locally-oriented food, convenience, and service businesses in the first few years. Other businesses will also be in demand, but the risk of over-storing should be avoided. Based on these considerations, we recommend the businesses and sizes identified in Table 1.1 for the Subject Expansion Lands. Briefly, they include:

- 1. Total of approximately 100,000 sq. ft. of floor space.**
- 2. Food, convenience, personal services: approximately 60,000 sq. ft. of above.**
- 3. Specialty retail, fashion, gifts, others: approximately 40,000 sq. ft. of above.**
- 4. No businesses offering durable or semi-durable products which already exist in Rockland.**
- 5. Review of the supply-demand dynamics in the entire expanded Rocklands once every five years in order to revise 1-4 above based on market forces.**

Table 1.1 Recommended Businesses To Select For the Expansion Lands		
Business Type	No.	Approximate Size (sq. ft.)
Supermarket	1	40,000-50,000
Convenience Stores	3	5,000-6,000
Specialty Food Stores	3	4,000-6,000
Pharmacies	2	8,000-12,000
Computer Supply & Services	1	1,000-2,000
Hardware Store	1	3,000-8,000
Fashion Stores	2	3,000-8,000
Specialty Retail	3	3,000-7,000
Table Service Restaurants	3	5,000-7,000
Coffee Shops	2	3,000-4,000
Fast Food Eateries	3	5,000-8,000
Banks & Other Financial	3	6,000-10,000
Beauty Salons, Barber, Spa	3	4,000-6,000
Miscellaneous	5	5,000-8,000
Office	5	5,000-8,000
Total: Up to 40 Businesses		100,000-150,000

II. SUBJECT SITE AND ENVIRONS

A. Subject Site

The Subject Site is approximately 133.5 hectares (320 acres) in size, located southeast of Rockland's existing Urban Area Boundary. It is proposed to be added to the City of Rockland through an Expansion Lands Secondary Plan.

For the purposes of this study, we estimated total approximately 3,200 housing units, and associated population of 8,000 on the Subject Site when fully developed.

The expansion land is currently vacant and is owned by six private-sector individuals and companies. Its boundary at present is:

David Street to the north, Clarence-Creek to the east, close to Baseline Road to the south, and Carson Street to the west.

North of David Street is the residential neighbourhood of Rockland East and Rockland Golf Club. Along all other sides of the Subject Site are vacant lands, farms, and open spaces.

B. Development Potential

At present, the Subject Site is being considered for low-density residential development, and locally-oriented commercial businesses. Based on discussions with the study's Project Manager at Fotenn Planning and Design, the likely development densities on the Subject Site would be in the order of 10 to 12 units per acres, or an overall average of 11 units per acre. The estimated total number of units on the Subject 320 acres is thus approximately 3,200 units at full development. At the 2016 average household size of

2.63 persons (Table 3.2), the total number of residents associated with 3,200 housing units would be 8,416.

Some of the future residents on the expansion lands would be first-time buyers/renters, or otherwise consist of two persons. As well, the average household size has been on a declining trend and this trend is expected to continue. Therefore, to avoid over-estimation of population, we assume that the overall household size on the Subject Site would be 2.5 persons, or a total of 8,000. **For the purposes of this study, therefore, we have used a total population of 8,000 (rounded) on the Subject Expansion Lands when fully developed.**

III. SOCIO-DEMOGRAPHIC ANALYSIS

A. Trade Area

Based on the retail industry standards and practices, capture, market or trade area is one from which customers can be attracted for the purchase of the goods and services offered by the area's businesses. Primary Trade Area (PTA) typically provides at least 50% of the total sales of the businesses within. The rest of the area(s) which provide the balance of the total sales is called Secondary Trade Area (STA). There can also be Tertiary Trade Areas (TTA) for businesses which attract/capture at least 10% of their total sales from outside the PTA and STA combined.

Based on field research, our knowledge of the area, and past studies, we have defined the following as the effective Trade Area for the recommended businesses on the Subject Site:

The City of Clarence-Rockland as the Primary, and the rest of the United Counties of Prescott & Russell (UCPR) as the Secondary Trade Area.

Trade areas are not rigid, and change over time based on growth, transportation, competitive facilities, lifestyle, and other such changes and trends. A somewhat larger or smaller Trade Area would also be valid for the purposes of this study. However, we believe what we have defined is quite reasonable for the objectives of this study.

B. Total Population: 2006-2016

1. The City of Clarence-Rockland and the rest the UCPR have continued to grow. For the 10-year period 2006-2016, their average annual growth was (Table 3.1):

- Clarence-Rockland 372 or 1.8%
- UCPR 915 or 1.1%

2. As of mid-2016, Statistics Canada's Census data show total populations of:

- Clarence-Rockland 24,512
- UCPR 89,333

C. Households

1. The City of Clarence-Rockland has continued to experience higher growth rates and be more family-dominated than the rest of the UCPR.
2. In 2016, the median age of the residents of Clarence-Rockland was 42.2 years (44.3 in UCPR), its overall average household size was 2.63 (2.52 in UCPR), and 5.8 in 10 of its households (6.2 in UCPR) consisted of only one or two persons (Table 3.2).

D. Growth Forecasts

Since 2014-2015, residential and thus population growth have significantly accelerated in Clarence-Rockland, and to a lesser extent, in the rest of UCPR. Based on the actual growth since 2014, under construction, planned, and proposed housing developments, the City of Clarence-Rockland, and Hemson Consulting Ltd. Have provided population forecasts for both areas. Based on these forecasts, we have prepared **Table 3.3, which demonstrates the following average annual population increases for the period 2018-2028:**

- | | |
|-----------------------------|----------------------|
| 1. Clarence-Rockland | 598 or 2.4% |
| 2. UCPR | 1,620 or 1.8% |

Compared to the actual annual growth from 2006 to 2016, the figures in Table 3.3 appear to be too optimistic. However, for infrastructure planning purposes, it is prudent to use somewhat generous forecasts. As well, the actual 2016 population of UCPR was 89,333 (Table 3.3), whereas Hemson report's estimate was 88,700 (i.e., 633 or 0.7% lower than actual). Above all, as the City of Ottawa continues to expand eastward, and its housing costs continue to be much lower than in Rockland, growth in Rockland/UCPR will only further intensify. From this perspective, the forecasts in Table 3.3 seem quite reasonable, and may even be somewhat too low for the period 2023-2028.

Table 3.1 Historical Population Data		
Year	Clarence-Rockland	Prescott and Russell United Counties (UCPR)
2006	20,790	80,184
2011	23,185	85,381
2016	24,512	89,333
Average Annual Change: 2006-2016:		
Numeric	372	915
%	1.8	1.1

Notes:

¹ In 2016, the median age of the residents was 42.2 in Clarence-Rockland, and 44.3 in UCPR.

² Generally, economists and planners consider an average annual population growth of 1.0% to represent an economically growing area.

Source: Shore-Tanner & Associates based on Statistics Canada's census data.

Table 3.2 Households By Size: 2016				
Household Size	Clarence-Rockland		Prescott and Russell United Counties (UCPR)	
	No.	%	No.	%
Single Person	1,810	19.4	8,125	23.0
Two Persons	3,635	40.0	13,880	39.2
Three Persons	1,590	17.0	5,665	16.0
Four or More Persons	2,295	24.6	7,720	21.8
Total	9,330	100.0	35,390	100.0
Average Size	2.63	—	2.52	—
Single and Two Persons Combined	5,445	58.4	22,005	62.2

Source: Shore-Tanner & Associates based on Statistics Canada's census data.

Table 3.3 Population Forecasts		
Year	Clarence-Rockland	Prescott and Russell United Counties (UCPR)
2016	24,512	89,333
2018	26,746	91,500
2020	27,955	96,500
2021	28,524	99,000
2023	29,746	101,500
2028	32,723	107,700
Average Annual Change: 2018-2028:		
Numeric	598	1,620
%	2.4	1.8

Sources:

1. City of Clarence-Rockland for Clarence-Rockland
2. Shore-Tanner & Associates for UCPR based on the mid-estimates of population growth in *Growth Forecast and Land Needs Analysis*, by Hemson Consulting Ltd., December 2015. Population growth from about 2023 and thereafter is expected to be higher than 598 per years.

Table 3.4 Household Income Distribution: 2016				
Income Class (\$)	Clarence-Rockland		Prescott and Russell United Counties (UCPR)	
	No.	%	No.	%
Under 40,000	1,460	15.6	7,825	22.1
40,000-59,999	1,315	14.1	5,250	14.8
60,000-79,999	1,355	14.5	4,925	13.9
80,000-99,999	1,200	12.9	4,445	12.6
100,000-124,999	1,375	14.7	4,550	12.9
125,000-149,999	1,025	11.0	3,210	9.1
150,000 & over	1,600	17.1	5,185	14.6
Total	9,330	100.0	35,390	100.0
Median Household	88,823	—	78,748	—
Median Per Capita	33,773	—	31,249	—

Note: The 2016 median income for the City of Ottawa was \$85,981 and for the Province of Ontario it was \$74,287.

Source: Shore-Tanner & Associates based on Statistics Canada's census data.

IV. RETAIL MARKET TRENDS

This section presents a number of major trends and changes in shopping habits, patterns, and new retail facilities. While our recommended businesses for the Subject Site are mostly for the day to day local and convenience shopping, the knowledge of the retail industry trends provides additional understanding for this ever-changing and highly competitive industry.

A. Retail Stores

A number of new types of shopping facilities, most of which have their origins in the U.S., were introduced into the Canadian market in the late 1990s. The major new shopping facilities in this regard are:

1. **Box Stores:** Costco, Walmart, and The Home Depot fall into this category. These are often referred to as big-box stores, since they are typically larger than 100,000 sq. ft. There are also medium-sized box stores, such as Winner's (clothing), Staples (office products), and Globo shoes, which are typically between 20,000 to 50,000 sq. ft.;
2. **Large Format Stores** such as Canadian Tire and the Great Canadian Super Stores. These are mostly new versions of the same stores, but significantly larger (often between 70,000 to 150,000 sq. ft.), offering a much wider assortment of products and services;
3. **Dollar Stores** which are typically between 1,000 to 5,000 sq. ft., specializing in mostly low-cost imports priced at up to \$5.00 per item (e.g., Dollarama, A Buck or Two, The Dollar Store);
4. **Power Centres** are typically between 200,000 to 1,000,000 sq. ft., consist of a variety of box and traditional stores in open malls, with each store having its own pad and parking in front to the extent possible;
5. **Specialty Stores** such as Starbucks (coffee shop), Mountain Equipment Coop (outdoors store), Lululemon (Yoga wear), Sassy Beads (jewellery, craft), and Brio (shoes, clothing, accessories);

6. De-Malling

Another recent trend in the retail industry is the conversion of old and small enclosed shopping malls into open, uncovered shopping centres (referred to as de-malling). Malls which are over 20 years old and up to about 300,000 sq. ft. in size are usually targets for being de-malled. A de-malled shopping centre is less costly to operate since there are no indoor areas to be heated, cooled, cleaned or supervised. As well, the corridors and other public spaces are converted to leasable floor space.

7. Store Enlargements

Another significant trend in the retail industry is the enlargement of existing stores at the same or a new location. Large stores are in a much better position than small and medium-sized stores to offer one-stop-shopping opportunities. Many supermarkets, hardware, furniture, electronics, department, and home improvement stores have in recent years expanded their size in the same or a new location within the National Capital Region and elsewhere. In some cases, new stores from the same chain are built much larger.

8. Walmart Supercentres

In the early 2000s, the Walmart chain stores finally won the right to offer food products at their stores. Called Supercentres, these new Walmart stores have the equivalent of a 50,000 sq. ft. supermarket within them, including produce, fresh meat, deli, dairy, as well as general merchandise (i.e., canned and boxed food products). The food section is usually on one side of these huge stores, and clothing, furniture, and other non-food products on the other side.

At these stores, the cost of food and other products are generally lower, but more importantly, perceived to be lower due to effective advertising, than at competitive stores.

9. Recent Entries Into the Ottawa Market

Since many residents of the Trade Area shop at businesses in Ottawa, it is helpful to identify significant recent changes in the Ottawa market.

In September 2013, several (American) Target stores were opened in Ottawa in previously Zellers stores, and more were planned. Soon after, however, they were all closed down and to this date, some of them are still vacant. An H&M store was opened in Bayshore Shopping Centre in October 2013 and more since then elsewhere in Ottawa.

In February 2012, a Marshall's department store was opened in the Train Yards Shopping Centre, there are four of them now in Ottawa, and more are planned to open. In November 2011, the new and expanded IKEA store at approximately 410,000 sq. ft. was opened in Pinecrest Centre. In early 2011, a Forever 21 store was opened at the Rideau Centre. Since then, it has expanded and attracted a large number of luxury stores such as Michael Kors, Tiffany & Co., and Kate Spade.

A Whole Foods Supermarket and a large number of other retail and restaurants have opened at Lansdowne Park as part of its major redevelopment plan since 2014. Nordstrom, Topman, Simons and a few other American and European stores have also come to Ottawa in the last five years.

In addition to these new facilities, new methods of conducting business have been created. Purchasing through the Internet is one example. Twinning is another example which makes it possible for two businesses to complement each other, while saving on insurance, utilities, taxes, staff, and other costs. Examples in this regard include Chapter's book stores and Starbucks, Walmart and McDonald's restaurants, The Home Depot and Harvey's restaurants. **Online shopping has been growing very rapidly in the last five years, and is expected to grow further from its estimated total market share of approximately 4% of total spending in Ottawa.**

B. Reasons For Success of the New Store Types

There are many reasons for the introduction and successful operation of these new stores, as well as the new merchandising formats. Chief among these are:

1. Population growth, affluence, and especially ethnic and economic diversity, create demand for new products, services, and methods of buying and selling.
2. Many retail markets in Canada including in Ottawa are considered to be still offering a limited variety of shopping facilities with primarily average quality products at or above average prices. Choices at discount/value, as well as at upscale/high-quality ends of the shopping spectrum in particular, are still limited.
3. Power centres and stand-alone box stores have lower operating costs (e.g., little or no common-area charges compared to enclosed malls), provide ample parking situated very close to their entrances, offer one-stop-shopping opportunities, their prices are and/or are perceived to be lower than conventional stores, and they are very successful at selling large quantities of products.

4. For a wide variety of economic, demographic, and lifestyle reasons, many people seem to prefer shopping at these large, new-format and specialty stores.

C. Present Shopping Patterns and Habits

Based on knowledge, experience, observations, and **hundreds** of consumer research surveys, we believe that shopping patterns and habits are solidifying, as follows:

1. Power centres, big-box and other discount-oriented shopping facilities are here to stay. Their main advantages are real and/or perceived value, choice, and large quantities of products. Shoppers tend to go to these stores about once a month, and for the specific and pre-determined purpose of actual shopping (for household and/or office products), rather than for browsing, window shopping, socializing or just passing time. Typically, they prepare a list of what they want to buy ahead of time, follow it through, buy and bring home large quantities of products.

This type of shopping is rather arduous, especially for older people, those who do not have or wish to spend lots of time for shopping, and those who are affluent enough for whom discount/value is not that important. The amount of time, planning, and the energy required are the main reasons why shopping at these facilities is generally infrequent (although there are customers from all socio-economic classes who only or mostly shop at these stores).

2. **Shopping at regional, community shopping centres, and especially in downtown and on other pedestrian-friendly streets, is often for fashion, specialty products and services, meeting, dining, socializing, entertainment and cultural activities.** There is frequently comparison-shopping, browsing, and cross-shopping at these facilities, especially during holidays and for special occasions (birthdays, anniversaries, etc.). Trips to these facilities do not necessarily always result in purchases due to the entertainment/socializing/dining factors, and also for purposes of comparison shopping. **Thus, the fun and multi-purpose functions of these trips, combined with the far more diverse, attractive, and comfortable atmospheres of these facilities, attract shoppers there more frequently than power centres and big-box stores do.**
3. Shopping at **highway commercial** facilities is also destination oriented and closer in function to shopping at power centres and big-box stores, than to shopping at regional and community shopping centres, or on main streets. Furniture,

electronics, appliances, automotive, box stores, restaurants, and other services often dominate highway commercial strips. Shoppers typically go to these establishments for specific products and/or services, based on pre-determined shopping plan. While there may be comparison shopping, there is usually no window-shopping, socializing, browsing, or cross-shopping. Other than for restaurants, banks, gasoline, and other services, shopping at highway commercial stores is infrequent (furniture, electronics, appliances, and major auto repairs are normally needed less than once a year by most households).

4. The retail industry is dynamic and rapidly evolving. Shoppers demand choice, variety, convenience, value, and fun. In a healthy market, there is a balance between the traditional main street retail stores, suburban shopping centres, and the new and emerging retail facilities as described above.
5. **In the competitive environment of today, maintaining market share, and especially increasing it, is a major challenge for all shopping facilities and districts, requiring new thinking and approaches to merchandising and customer relationship. Targeted use of social media, online services, better understanding of the retail market trends, more awareness of competition from shopping centres and districts, and better recognition of the needs, preferences, and desires of the Trade Area residents are among the key elements of new thinking and approaches, which have to be considered for the planned retail market on the Subject Site in Rockland.**

V. EXPENDITURE ANALYSIS

Spending at retail and service businesses depends on numerous socio-demographic, lifestyle, and locational factors. Based on hundreds of retail market studies by our firm and other research organizations, income is the most influential factor. Often, the higher their income, the more people shop, spend, and thus support the continuation and/or expansion of businesses.

The estimation of demand for supportable floor space is highly analytical and therefore numerically oriented. The detailed results of the analytical part of the demand estimation are presented in the next chapter, after the estimation of expenditure potentials below.

A. Per Capita Expenditures

Statistics Canada is the primary source for expenditure data at retail and service stores across Canada. For this study's Trade Area, the data are estimated based on income comparisons, since they are not available for Clarence-Rockland.

The overall median per capita income in 2016 of Trade Area residents was \$33,773 and this was higher than Ontario's which was \$28,572 in 2016. Incomes in both areas are higher now.

In Table 5.1, we have provided estimates of per capita expenditures by the residents of the Trade Area for a number of trade groups which are standard in the retail industry. As noted, **we estimate the overall average per capita spending of the TA residents to be \$17,386 in 2018**. Of course, due to mortgages, family size and other factors, some individuals and families spend less, and others more than these averages, depending on their disposable income.

B. Total Retail and Service Expenditures

The estimated total expenditures of the residents of UCPR and Clarence-Rockland are provided in Tables 5.2 and 5.3.

Table 5.1		
Estimated Per Capita Retail and Service Spending: 2018		
Trade Group	UCPR Spending (\$)	Clarence-Rockland Spending (\$)
A. Retail Product Stores		
Supermarkets	2,290	2,400
Convenience Stores	220	235
Specialty Food	195	205
Beer, Wine & Liquor	670	700
Drugs & Patent Medicine*	1,105	1,160
Clothing	820	860
Shoes, Jewellery & Accessories	235	250
Home Furnishings	125	130
Electronics & Appliances	495	520
Furniture	285	300
Building Materials, Hardware & Garden Supplies	850	890
Sporting Goods, Hobbies, Music & Books	300	315
Used, Recreation & Other Vehicles	470	490
New Car Sales	2,800	2,900
Auto Parts & Accessories	190	200
Gasoline & Service Stations	1,410	1,400
General Merchandise	960	980
Department Stores	720	750
Other Retail Stores	350	370
Subtotal: Retail Products	14,490	15,055
B. Retail Service Businesses		
Restaurants, Bars & Other Eateries*	1,220	1,300
Personal Care Businesses*	215	225
Sports, Recreation & Entertainment*	1,455	1,530
Subtotal: Service Businesses	2,890	3,055
Grand Total: All Stores & Businesses	17,380	18,110

* Estimated

1. Online spending is **not** included.

Source: Shore-Tanner & Associates based on CANSIM Tables 080-0030 and other relevant Statistics Canada data.

Table 5.2 Estimates of Total Spending By UCPR Residents							
Trade Group	2018 (\$M)	2020 (\$M)	2021 (\$M)	2023 (\$M)	2028 (\$M)	Average Annual Change: 18-28	
Population	91,500	96,500	99,000	101,500	107,700	Numeric	%
A. Retail Product Stores							
Supermarkets	209.5	221.0	226.7	232.4	246.6	3.7	1.8
Convenience Stores	20.1	21.2	21.8	22.3	23.7	0.36	1.8
Specialty Food	17.8	18.8	19.3	19.8	21.0	0.32	1.8
Beer, Wine & Liquor	61.3	64.6	66.3	68.0	72.1	1.1	1.8
Drugs & Patent Medicine*	101.1	106.6	109.4	112.1	119.0	1.8	1.8
Clothing	75.0	79.1	81.2	83.2	88.3	1.3	1.8
Shoes, Jewellery & Accessories	21.5	22.7	23.3	23.8	25.3	0.4	1.8
Home Furnishings	11.4	12.1	12.4	12.7	13.5	0.2	1.8
Electronics & Appliances	45.3	47.8	49.0	50.2	53.3	0.8	1.8
Furniture	26.1	27.5	28.2	28.9	30.7	0.5	1.8
Building Materials, Hardware & Garden Supplies	77.8	82.0	84.1	86.3	91.5	0.8	1.8
Sporting Goods, Hobbies, Music & Books	27.4	29.0	29.7	30.4	32.3	1.4	1.8
Used, Recreation & Other Vehicles	43.0	45.3	46.5	47.7	50.6	0.5	1.8
New Car Sales	256.2	270.2	277.2	284.2	301.6	0.8	1.8
Auto Parts & Accessories	17.4	18.3	18.8	19.3	20.5	4.5	1.8
Gasoline & Service Stations	129.0	136.1	139.6	143.1	151.8	2.3	1.8
General Merchandise	87.8	92.6	95.0	97.4	103.4	1.6	1.8
Department Stores	65.9	69.5	71.3	73.1	77.5	1.2	1.8
Other Retail Stores	32.0	33.8	34.6	35.5	37.7	0.57	1.8
Subtotal: Retail Products	1,325.8	1,398.3	1,434.5	1,470.7	1,560.6	23.5	1.8

* Estimated

1. Online spending is **not** included.

Table 5.2, continued Estimates of Total Spending By UCPR Residents							
Trade Group	2018 (\$M)	2020 (\$M)	2021 (\$M)	2023 (\$M)	2028 (\$M)	Average Annual Change: 18-28	
						Numeric	%
B. Retail Service Businesses							
Restaurants, Bars & Other Eateries*	111.6	117.7	120.8	123.8	131.4	2.0	1.8
Personal Care Businesses*	19.7	20.7	21.3	21.8	23.1	0.3	1.8
Sports, Recreation & Entertainment*	133.1	140.4	144.0	147.7	156.7	2.4	1.8
Subtotal: Service Businesses	264.4	278.9	286.1	293.3	311.2	4.7	1.8
Grand Total: All Stores & Businesses	1,590.3	1,677.2	1,720.6	1,764.1	1,871.8	28.1	1.8

* Estimated

1. Online spending is **not** included.

Note: The average annual percentage increases in spending are identical to the estimated population growth of 1.8% in Table 3.3. The dollar figures above are all in the constant value of the Canadian dollar in 2018. In other words, neither inflation, nor actual growth are included in order to avoid possible over-estimation.

Source: Shore-Tanner & Associates.

Table 5.3 Estimates of Total Spending By Clarence-Rockland Residents							
Trade Group	2018 (\$M)	2020 (\$M)	2021 (\$M)	2023 (\$M)	2028 (\$M)	Average Annual Change: 18-28	
Population	26,746	27,955	27,524	29,746	32,723	Numeric	%
A. Retail Product Stores							
Supermarkets	64.2	67.1	68.4	71.4	78.5	1.4	2.2
Convenience Stores	6.3	6.6	6.7	7.0	7.7	0.14	2.2
Specialty Food	5.5	5.7	5.8	5.9	6.7	0.12	2.2
Beer, Wine & Liquor	18.7	19.6	20.0	20.8	22.9	0.42	2.2
Drugs & Patent Medicine*	31.0	32.4	33.1	34.5	38.0	0.70	2.2
Clothing	23.0	24.0	24.5	25.6	28.1	0.51	2.2
Shoes, Jewellery & Accessories	6.7	7.0	7.1	7.4	8.2	0.15	2.2
Home Furnishings	3.5	3.6	3.7	3.9	4.2	0.07	2.2
Electronics & Appliances	13.9	14.5	14.8	15.5	17.0	0.31	2.2
Furniture	8.0	8.4	8.6	8.9	9.8	0.18	2.2
Building Materials, Hardware & Garden Supplies	23.3	24.9	25.4	26.5	29.1	0.53	2.2
Sporting Goods, Hobbies, Music & Books	8.4	8.8	9.0	9.4	10.3	0.19	2.2
Used, Recreation & Other Vehicles	13.1	13.7	14.0	14.6	16.0	0.29	2.2
New Car Sales	77.6	81.1	82.7	86.3	94.9	1.73	2.2
Auto Parts & Accessories	5.3	5.6	5.7	5.9	6.5	0.13	2.2
Gasoline & Service Stations	37.4	39.1	40.0	41.6	45.8	0.84	2.2
General Merchandise	26.2	27.4	27.9	29.1	32.1	0.59	2.2
Department Stores	20.0	21.0	21.4	22.3	24.5	0.45	2.2
Other Retail Stores	9.9	10.3	10.6	11.0	12.1	0.22	2.2
Subtotal: Retail Products	402.3	420.9	429.4	447.8	492.6	9.03	2.2

* Estimated

1. Online spending is **not** included.

Table 5.3, continued Estimates of Total Spending By Clarence-Rockland Residents							
Trade Group	2018 (\$M)	2020 (\$M)	2021 (\$M)	2023 (\$M)	2028 (\$M)	Average Annual Change: 18-28	
						Numeric	%
B. Retail Service Businesses							
Restaurants, Bars & Other Eateries*	34.8	36.3	37.1	38.7	42.5	0.77	2.2
Personal Care Businesses*	6.0	6.3	6.4	6.7	7.4	0.14	2.2
Sports, Recreation & Entertainment*	40.9	42.8	43.6	45.5	50.1	0.92	2.2
Subtotal: Service Businesses	81.7	85.4	87.1	90.9	100.0	1.83	2.2
Grand Total: All Stores & Businesses	484.4	506.3	516.6	538.7	592.6	10.82	2.2

* Estimated

1. Online spending is **not** included.

Note: The average annual percentage increases in spending are identical to the estimated population growth of 1.8% in Table 3.3. The dollar figures above are all in the **constant** value of the Canadian dollar in 2018. In other words, neither inflation, nor actual growth are included in order to avoid possible over-estimation of demand for additional floor space.

Source: Shore-Tanner & Associates.

VI. DEMAND ESTIMATION

A. Productivity Rates

In Tables 5.1-5.3, we have provided estimates of the available spending by Trade Area residents and employees. The next steps involve the estimation of how much floor space these expenditures can support. For these steps, productivity rates or sales per sq. ft. are needed.

Based on over 100 retail studies in the last 15 years, including in-person confidential meetings and surveys of at least 2,000 business managers and/or owners, we have obtained actual and closely estimated sales data. Many of these studies have included presentations at the Ontario Municipal Board hearings where actual sales data were presented by opposing parties and analyzed. Based on these studies, ongoing research, and review of retail trends, we have provided realistic ranges of annual sales per sq. ft. for the types of retail and service businesses most likely to be viable on the Subject Site. As shown in Table 6.1, the average annual sales per sq. ft. at food stores, for example, is estimated to be between \$500 and \$700.

B. Total Supportable Floor Space

Table 6.1 presents the total supportable floor space for each business for the years 2018-2028. As demonstrated, **Clarence-Rockland's spending is estimated to be supporting a total of 967,000 to 1.277 million sq. ft. of retail and service business floor space in 2018, at businesses within, but also outside this area.** The total supportable space will, of course, increase each year, based on population growth and affluence.

In Table 6.2, we have identified the increase in supportable demand for each business. As demonstrated, **the supportable increase in the total floor space is as follows by time periods by the residents of Clarence-Rockland:**

- | | | | |
|----|-----------|-----------------|---------|
| 1. | 2018-2020 | 45,000-81,000 | sq. ft. |
| 2. | 2020-2023 | 64,000- 87,000 | sq. ft. |
| 3. | 2023-2028 | 108,000-144,000 | sq. ft. |
| 4. | 2018-2028 | 217,000-312,000 | sq. ft. |

In other words, the available spending potential of Clarence-Rockland is estimated to generate demand for 217,000 to 312,000 sq. ft. of additional retail and floor space by the year 2028.

The demand generated from the residents of UCPR is, of course, much larger. As in the past, many residents of UCPR outside the City of Clarence-Rockland are expected to do much of their shopping at businesses in Rockland. It is therefore necessary to address their spending, in addition to the spending of the Clarence-Rockland residents.

As demonstrated in Table 5.1, the overall average spending of each resident of UCPR is estimated to be \$17,380 in 2018. At this rate, the total spending of UCPR is estimated at \$1.59 **billion** in 2018, increasing by an average of \$28.1 million annually, to a total of 1.817 **billion** in 2028 (Table 5.2).

In view of the relative abundance of retail and service businesses in Rockland, and also in the City of Ottawa, much of the total spending of UCPR residents happens in these two cities. Regardless of where their spending takes place, it is necessary to first determine how much floor space can their spending support. Table 6.1 provides this answer by individual retail and service groups. As demonstrated in Table 6.1, the total spending of residents of Clarence-Rockland is estimated to support a total of at least 967,000 sq. ft. or 36 sq. ft. per capita within and outside this city (the spending of UCPR residents of course supports much more than 967,000 sq. ft.).

Table 6.1 Estimates of Total Supportable Floor Space in Clarence-Rockland: Square Feet						
Trade Group	2018	2020	2021	2023	2028	Average Annual Change: 18-28
A. Retail Product Stores						
Supermarkets						
• At \$700/sq. ft.	91,700	95,900	97,700	102,200	112,100	2,140
• At \$500/sq. ft.	128,400	134,200	136,800	142,800	157,000	2,860
Convenience Stores						
• At \$300/sq. ft.	21,000	22,000	22,300	23,300	25,700	470
• At \$250/sq. ft.	25,200	26,400	26,800	28,000	30,800	560
Specialty Food						
• At \$450/sq. ft.	12,200	12,700	12,900	13,100	14,900	270
• At \$350/sq. ft.	15,700	16,300	16,600	16,900	19,100	340
Beer, Wine & Liquor						
• At \$700/sq. ft.	26,700	28,000	28,600	29,700	32,700	600
• At \$500/sq. ft.	37,400	39,200	40,000	41,600	45,800	840
Drugs & Patent Medicine*						
• At \$1,000/sq. ft.	31,000	32,400	33,100	34,500	38,000	700
• At \$700/sq. ft.	44,300	46,300	47,300	49,300	54,300	1,000
Clothing						
• At \$350/sq. ft.	65,000	68,600	70,000	73,100	80,300	1,530
• At \$250/sq. ft.	92,000	96,000	98,000	102,400	112,400	2,040
Shoes, Jewellery & Accessories						
• At \$400/sq. ft.	16,700	17,500	17,700	18,500	20,500	380
• At \$300/sq. ft.	22,300	23,300	23,700	24,700	27,300	500

Table 6.1, continued Estimates of Total Supportable Floor Space In Clarence Rockland: Square Feet						
Trade Group	2018	2020	2021	2023	2028	Average Annual Change: 18-28
Home Furnishings						
• At \$350/sq. ft.	10,000	10,300	10,600	11,100	12,000	200
• At \$250/sq. ft.	14,000	14,400	14,800	15,600	16,800	280
Electronics & Appliances						
• At \$700/sq. ft.	19,900	20,700	21,100	22,100	24,300	440
• At \$500/sq. ft.	27,800	29,000	29,600	31,000	34,000	620
Furniture						
• At \$300/sq. ft.	26,700	28,000	28,700	29,700	32,700	600
• At \$250/sq. ft.	32,000	33,600	34,400	35,600	39,200	720
Building Materials, Hardware & Garden Supplies						
• At \$250/sq. ft.	95,200	99,600	101,600	106,000	116,400	2,120
• At \$175/sq. ft.	136,000	142,300	145,100	151,400	166,300	3,030
Sporting Goods, Hobbies, Music & Books						
• At \$300/sq. ft.	28,000	29,300	30,000	31,300	34,300	630
• At \$225/sq. ft.	37,300	39,100	40,000	41,800	45,800	850
Used, Recreation & Other Vehicles						
• At \$1,000/sq. ft.	13,100	13,700	14,000	14,600	16,000	290
• At \$700/sq. ft.	18,700	19,600	20,000	20,900	22,900	420
New Car Sales						
• At \$2,000/sq. ft.	38,800	40,000	41,300	43,200	47,500	870
• At \$1,400/sq. ft.	55,400	57,900	59,100	61,600	67,800	1,240

Table 6.1, continued Estimates of Total Supportable Floor Space In Clarence-Rockland: Square Feet						
Trade Group	2018	2020	2021	2023	2028	Average Annual Change: 18-28
Auto Parts & Accessories						
• At \$1,500/sq. ft.	3,500	3,600	3,800	3,900	4,300	80
• At \$1,000/sq. ft.	5,300	5,600	5,700	5,900	6,500	120
Gasoline & Service Stations						
• At \$1,200/sq. ft.	31,200	32,600	33,300	34,700	38,200	700
• At \$800/sq. ft.	46,700	48,900	50,000	52,000	57,200	1,050
General Merchandise						
• At \$350/sq. ft.	74,900	78,300	79,700	83,100	91,700	1,680
• At \$250/sq. ft.	104,800	109,600	111,600	116,400	128,000	2,320
Department Stores						
• At \$250/sq. ft.	80,000	84,000	85,600	89,200	98,000	1,800
• At \$200/sq. ft.	100,000	105,000	107,000	111,500	122,500	2,250
Other Retail Stores						
• At \$300/sq. ft.	33,000	34,300	35,300	36,700	40,300	730
• At \$250/sq. ft.	39,600	41,200	42,400	44,000	48,400	880
Subtotal: Retail Products	719,000	752,000	767,000	800,000	880,000	16,100
(rounded)	961,000	1,027,000	1,049,000	1,093,000	1,202,000	24,100

Table 6.1, continued Estimates of Total Supportable Floor Space In Clarence-Rockland: Square Feet						
Trade Group	2018	2020	2021	2023	2028	Average Annual Change: 18-28
B. Retail Service Businesses						
Restaurants, Bars & Other Eateries						
• At \$600/sq. ft.	58,000	60,500	61,800	64,500	70,800	1,280
• At \$450/sq. ft.	77,300	80,700	82,400	86,000	94,400	1,710
Personal Care Businesses						
• At \$225/sq. ft.	26,700	28,000	28,400	29,800	32,900	620
• At \$175/sq. ft.	34,300	36,000	36,600	38,300	42,300	800
Sports, Recreation & Entertainment ¹						
• At \$250/sq. ft.	163,600	171,200	174,400	182,000	200,400	3,680
• At \$200/sq. ft.	204,500	214,000	218,000	227,500	250,500	4,600
Subtotal: Retail Services	248,000	260,000	265,000	276,000	304,000	5,600
(rounded)	316,000	331,000	337,000	352,000	387,000	7,100
Grand Total:	967,000	1,012,000	1,032,000	1,076,000	1,184,000	21,700
All Stores & Businesses	1,277,000	1,358,000	1,386,000	1,445,000	1,589,000	31,200

¹ Includes cinemas, theatres, arenas and sports fields.

Source: Shore-Tanner & Associates.

Table 6.2 Estimated Demand For Additional Floor Space By the Spending of Clarence-Rockland Residents	
Time Period	Floor Space (sq. ft.)
2018-2020	45,000-81,000
2020-2021	20,000-28,000
2021-2023	44,000-59,000
2023-2028	108,000-144,000
2018-2028	217,000-312,000

Source: Table 6.1.

VII. SUMMARY OF EXISTING BUSINESSES

A. Scope of Research

Several days in May 2018 we carried out extensive field research in Rockland. Every retail and service business was visited, its name and type identified, and its size visually estimated.

The field research was started at the Smart Centre, then continued on Laurier Street in the eastern direction to Highway 17. From there, all businesses in the western direction to Laurier Street were visited. There are a few scattered businesses on the intersecting roadways which were also visited and their names, types, and estimated sizes recorded. The details of this research are presented in Appendix A.

B. Major Findings

As of May 2018, there was a total of 146 retail and service businesses in Rockland occupying an estimated 538,000 sq. ft. of floor space.

With the 2018 population of 26,746 in Clarence-Rockland, the overall average floor space per resident is 20.1 sq. ft. However, some of this space is supported by the spending of the other residents of the UCPR. Therefore, the effective floor space per resident is lower than 20.1 sq. ft. There are as well, a number of retail and service businesses in the Clarence part of the City of Clarence-Rockland and they may increase the per capita floor space to 21 or 22 sq. ft.

Based on the industry standard of 30 to 40 sq. ft. of floor space per capita, it is evident that the City of Clarence-Rockland is currently under-stored for retail and service businesses.

If the residents of Clarence-Rockland spend 100% of their shopping dollars at businesses within the City, at least 802,000 sq.ft. or 262,000 sq. ft. more floor space could be supported in 2018, and more in future years. Due to the proximity of Ottawa and its variety of businesses, there will always be some shopping there by the residents of Clarence-Rockland. However, as its population grows, more retail and service businesses

can be supported and will be attracted to Clarence-Rockland (as it has been the case in the 10-15 years).

At present, a total of 14 stores with a combined floor space of 29,200 sq. ft. or 5.4% of the total space of 538,000 sq. ft., are vacant in Rockland (industry standard vacancy rate is within 4% and 8%). .

VIII. OFFICE MARKET AND DEMAND

A. Overview of Office Market

In Clarence-Rockland, as in similar cities in size close to a major urban area, there is little office space, and not much data available. The existing space is almost entirely for local needs such as medical, insurance, and financial. To better address the supportable office space on the Subject Site, we have first analyzed Ottawa's rich office market.

Due to the presence of the Federal Government, the City of Ottawa's office market is unique. The various Federal Departments, Crown Corporations, and other government agencies own and occupy approximately 30 million sq. ft. of office space.

The privately-owned office space in the City of Ottawa is approximately 40 million sq. ft., most of which is also rented to and occupied by different Federal Government organizations. There are, as well, some 300 associations, major legal, accounting, auditing and consulting firms, most of whose work is government related.

At a total population of almost one million, the City of Ottawa is the fourth largest in Canada, but its total office floor space of approximately 70 million sq. ft. is the third largest after Toronto and Montreal.

The Ottawa office market has historically been strong and stable. In the last five years, a number of new, large office towers have been developed, pushing its overall total vacancy rate close to 11%.

B. Types of Office Space

Generally speaking, office spaces fall into the following categories:

- Government/Public Sector
- Corporate
- Professional
- Business

There is some overlap in the bottom three types.

A **Corporate** office is usually large, high quality, located in a Class A building in a prime location, and occupied by banks, insurance companies, other major and often national and/or international corporations. Prestige, visibility, luxury, access, status, and image are important for corporate occupants of this type of office space.

A **Professional** office can be of various sizes and locations, and mostly in a Class B or C building. Legal, accounting, medical, high technology, artificial intelligence, associations, and consultancies are typical occupants of this type of space. In terms of prestige, status, visibility, and access, this type of office is often between the corporate and the business types.

A **Business** office is typically small, occupied by locally-oriented companies, located in affordable areas, including business parks, and in Class B, C or lower buildings. Engineering, architectural, accounting, development, construction, transportation, retail, and other such businesses, mostly with up to about 10 employees, are typical occupants of this type of office space.

C. Most Viable Office Space on the Subject Site

Government, and to some extent, Corporate offices, are not dependent on the economy or population of a city. Most professional and business office enterprises, however, serve the residents and local economy of a given area. **We believe that for the Subject Site, the most market viable types of office businesses would be those that serve the larger area residents.** While government, corporate, or any specialty type office developments are also possible, they cannot be counted on.²

² The need for them is not locally or even city-wide generated. However, elected officials, business leaders, and/or connections may be able to influence the locational decisions of government and corporate officials.

D. Demand Analysis

Of the approximately 40 million sq. ft. of privately-owned office space in the City of Ottawa, we estimate that up to 8 million sq. ft. or 20.0% are used by professional and business tenants who primarily serve the residents and the local economy.³ These tenants, furthermore, are in Class B, C or lower buildings. The rest are occupied by various levels of governments, corporate, and prestigious professional/high technology tenants.

At 8 million sq. ft. of office space and a total City of Ottawa population of almost one million, the overall average office space associated per resident is about 8 sq. ft. Of course, parts of Ottawa have much higher, and others much lower averages.

In Clarence-Rockland, the total inventory of office space is now almost 0.3 million sq. ft., or approximately 12 sq. ft. per resident, based on a total population of over 26,000 (Table 3.1). Due to the mostly rural and agricultural characteristics of UCPR, its need for office space per capita is much less, and office businesses in Rockland tend to be used by its residents and employees. We have, therefore, used an estimate of 6 sq. ft. for UCPR. **The Trade Area is, therefore, concluded to generate average annual demand for total additional office space of 7,170 sq. ft. in Clarence-Rockland, and 9,700 sq. ft. in UCPR, including the 7,170 sq. ft. for Clarence-Rockland** (Table 7.1).

³ In other words, the combination of population and economic factors generate demand for 8 million sq. ft. of locally-oriented office floor space.

Table 7.1 Estimates of Total Supportable Office Space				
Year	Population		Office Space (sq. ft.)	
	Clarence-Rockland	UCPR	Clarence-Rockland (12 per resident)	UCPR (4 per resident)
2016	24,512	89,333	294,000	536,000
2018	26,746	91,500	321,000	549,000
2020	27,955	96,500	335,500	579,000
2021	28,524	99,000	342,300	594,000
2023	29,746	101,500	357,000	609,000
2028	32,723	107,700	392,700	646,200
Average Annual Increase: 2018-2028:				
Numeric	598	1,620	7,170	9,700
%	2.4	1.8	2.2	1.8

Note: UCPR's figures include the figures for Clarence-Rockland.

Source: Shore-Tanner & Associates

APPENDIX A

List of Retail and Service Businesses In Rockland		
Business Name	Type	Approximate Size (sq. ft.)
Smart Centre¹		
Rona	Hardware	40,000
Walmart	Department Store	110,000
• Quizno Subs		
• Hair Salon		
• Pharmacy		
• Garden Supplies		
• Grocery		
• Fashion		
Source	Electronics	2,000
Bulk Barn	Specialty Food	3,000
Boston Pizza	Table Service Restaurant	4,000
Dollarama	General Merchandise	6,000
LBCO	Liquor Store	3,000
Laurier Street		
Ford Dealership	Automotive	6,000
Snap Fitness	Fitness	3,000
Tim Horton's	Coffee Shop	1,800
Royal Plaza (on Laurier St.)		
Vapeking	Smoke Shop	2,000
Aqua Life	Sporting Goods	2,000
Rosalynn's	Table Service Restaurant	2,000
New Wave (pool accessories)	Sporting Goods	2,500
RBC	Financial	3,000
Vacant (2)	Vacant	4,000

¹ Started from this shopping centre, walked and/or drove eastward on Laurier Street to Highway 17, then westward on Laurier Street

List of Retail and Service Businesses In Rockland, continued		
Business Name	Type	Approximate Size (sq. ft.)
Laurier Street, continued		
First Choice	Barber	1,000
Rockland Sports	Sporting Goods	3,000
M&M Foods Market	Specialty Foods	1,500
Shawarma Rockland	Table Service Restaurant	1,500
Youngster Salon	Beauty Salon	1,500
Hitices	Clothing	1,500
La Bella Salon	Beauty Salon	1,500
Accent	Furniture	8,000
Touch of Distinction	Flooring Supplies	2,000
Rising Sun	Martial Arts	2,000
Vitrierie Glass & Mirror	Furnishings	2,000
Derma Skin Care	Beauty Salon	1,500
Vacant	Vacant	1,500
Domino's Pizza	Pizza Shop	1,500
Mortgage Intelligence	Financial	1,500
Chiro Fashion	Specialty Retail	1,500
Rockland Pharmacy	Pharmacy	3,000
Pronature Sporting	Sporting Goods	2,000
Tiny Hopper	Daycare	2,500
Salon Tete O Pieds	Beauty Salon	1,500
Shoppers Drug Mart	Pharmacy	4,000
Ultramar	Gas Station & Car Wash	2,000
Your Independent Grocer	Supermarket	50,000
Spartas	Mediterranean Restaurant	1,500
Scotiabank	Financial	3,000
Beer Store	Beer Store	3,000
Napa Auto	Automotive	2,500
McDonald's	Fast Food	2,200
Sullyteck	Phone Repair	600
Bytown Lumber	Building Supplies	10,000
The Thimble	Tailor	800
Envy	Spa	2,000
Vacant	Vacant	3,000
Jumbo Pizza	Pizza Shop	2,000

List of Retail and Service Businesses In Rockland, continued		
Business Name	Type	Approximate Size (sq. ft.)
Laurier Street, continued		
Dunn's Deli	Table Service Restaurant	2,500
Rama	Martial Arts	1,200
Royal Photo	Photo Shop	1,500
Rockland Music	Specialty Retail	1,500
Anne Travel	Travel Agency	1,500
Martel Mortgage	Financial	1,000
Sublime Salon	Beauty Salon	1,000
Christine Raymond Salon	Beauty Salon	1,000
Auto Morin	Automotive	3,000
Sienna Faming	Specialty Retail	2,000
Sacred Art	Tattoo Shop	1,000
The Brunet Funeral	Funeral Services	3,000
L'Atelier Salon	Beauty Salon	2,000
Vacant (several stores)	Vacant	5,000
Rockland Pizza	Pizza Shop	1,200
H & R Block	Financial	1,200
Rockland Variety	Convenience Store	1,500
Vacant	Vacant	1,500
Jean Coutu	Pharmacy	4,500
Post Office	Specialty Retail	2,000
Vacant	Vacant	1,500
Rockland Marine	Boating Supplies	3,000
Giant Tiger	General Merchandise	11,000
Fashion Sports	Clothing	2,000
New Ruby	Chinese Restaurant	3,000
Second Hand Centre	Clothing	1,500
Modelo Salon	Beauty Salon	1,500
Dalrymple Salon	Beauty Salon	1,500
Subway	Fast Food	1,500
Marie-Jo	Table Service Restaurant	2,000
RDS Laundromat	Laundromat	1,200
Chamberland Garage	Automotive	5,000
Rockland Optometry	Specialty Retail	2,000

List of Retail and Service Businesses In Rockland, continued		
Business Name	Type	Approximate Size (sq. ft.)
Laurier Street, continued		
Rockland Barber	Beauty Salon	600
Bourbonnais Electric	Electronic Shop	1,500
Vacant	Vacant	1,200
Friendly Restaurant	Table Service Restaurant	2,000
Big Boss Burgers	Table Service Restaurant	1,600
Vacant	Vacant	1,500
Sonx Plus	Electronics	1,500
National Bank	Financial	3,000
QV Spa	Beauty Salon	1,500
DCV Heating/Cooling	Heating/Cooling Supplies	2,000
Lavolette	Flower Shop	1,500
Café Joyeux	Table Service Restaurant	1,500
Desjardins	Financial	4,000
Maison de Xin	Table Service Restaurant	4,000
Spa Mauve	Beauty Salon	1,500
Extravadance	Specialty Fashion	2,000
Chez L'Bonlanger	Bakery	2,000
Studio Aqua (bronzage)	Beauty Salon	1,500
Main Street Pizza	Pizza Shop	1,500
Vacant	Vacant	1,500
Le Mieux	Convenience Store	1,500
GAB Sports Bar	Table Service Restaurant	2,000
Beautiful Clinic	Beauty Salon	1,500
QV Spa, Nails	Beauty Salon	1,000
Café La Roche	Table Service Restaurant	2,000
Espada	Tattoo Shop	500
Ryan's Auto	Automotive	2,000
SS Chip Wagon	Eatery	200
Vacant	Vacant	2,000
Vacant	Vacant	2,000
Belanger Dodge Dealer	Automotive	2,000
Vacant	Vacant	3,000
Harmony Hyundai	Automotive	2,000
Mr. Gas	Gas Station	100
Tim Horton's	Coffee Shop	1,000
Canadian Tire Station	Gas Station	100
TD	Financial	2,000
Shell Station	Gas Station	100
Circle K	Convenience Store	2,000

List of Retail and Service Businesses In Rockland, continued		
Business Name	Type	Approximate Size (sq. ft.)
Plaza Rockland		
Top Mode Depot	Fashion	11,000
A & W	Fast Food	1,800
Pet Valu	Specialty Retail	2,500
Brown Cleaner	Dry Cleaning	1,200
Super Cut	Barber Shop	1,200
Pop Shoes	Shoe Store	2,500
Gabriel Pizza	Pizza Shop	1,200
Broadway Bar & Grill	Table Service Restaurant	2,500
Subway	Fast Food	1,500
Vacant	Vacant	1,500
Dollar Tree	General Merchandise	5,000
TSC	General Merchandise	25,000
Mark's	Clothing	10,000
St. Hubert	Table Service Restaurant	3,000
Oil Changer	Automotive	4,000
Speedy Glass	Automotive	4,000
Benson Auto Parts	Automotive	3,000
Grand Total	146	538,000

Source: Shore-Tanner & Associates based on field research and visual estimates in late May 2018.