



## REPORT N° AMÉ-19-80-R

<b>Date</b>	05/09/2019
<b>Submitted by</b>	Marie-Eve Bélanger
<b>Subject</b>	Secondary Plan – OP Amendment No. 13
<b>File N°</b>	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 :**

1

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 :**

In April 2016, a new Consolidated Official Plan of the United Counties of Prescott and Russell came into effect. The Consolidated Official Plan (OP) sets out the long-term vision to the year 2035. The new Official Plan identified an area for the urban expansion of Rockland, which will accommodate additional new urban development required to meet the projected growth over the planning period. This area is located to the south of Rockland on both sides of Caron Street.

The Zoning by-law of the City of Clarence-Rockland was approved in May 2016 following the approval of the UCPR OP. The lands known as the expansion lands were included in a Special Study Area (SSA) Zone. It is the intent of this Zone that lands so zoned will ultimately be developed or redeveloped in accordance with a Secondary Plan. The Secondary plan is intended to ensure that future growth occurs in an efficient, orderly and sustainable manner.

A contract was issued to Fotenn Consultants for the elaboration of a Secondary plan.

## 5) **DISCUSSION :**

The Secondary plan applies to the Expansions 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 the Clarence Creek. The Lands are situated primarily east of Caron Street, except for an area of 23 hectares on the west side of Caron Street.

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.

The Secondary Plan was founded on a well-defined grid-network that will promote a strong connectivity throughout the neighbourhood and to adjacent destinations. 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 promote convenient and exciting places to gather and socialize.

The proposed Secondary Plan, included as Document 1 under the Official Plan Amendment No. 13, is divided into 10 Sections. 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.

As indicated under Section 4 of the Secondary Plan, specific policies applies to Residential areas, Commercial Areas, Community Facilities, Open space and Environmental protection area. Schedule C of the OP Amendment No. 13 shows the proposed land uses.

Under Section 5 of the Plan, the transportation network is proposed. The intent of this network is to provide an integrated multi-modal transportation network that is safe, convenient and affordable. The proposed collector street network is identified on Schedule C of the OP Amendment. Minor adjustments to the location and alignment of the collector streets will not require and amendment to the Plan.

Under Section 7, there are some design guidelines that are proposed for the Expansion Lands. As such, they are intended to compliment the compulsory policies of Section 4, 5 and 6. They are not mandatory but they provide a tool for evaluation of development applications.

### Provincial Policy Statement:

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.

Section 1.1.1 states that healthy, liveable and safe communities are sustained by:

- a. Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b. Accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

...

Policy 1.1.2 requires that sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years.

Policy 1.1.3 requires that settlement area shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

Policy 1.6 requires that infrastructure be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs.

Policy 1.6.6.1 requires that planning for sewage and water services shall:

- a. Direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services.

Policy 1.6.6.7 states that planning for stormwater management shall:

- a. Minimize, or, where possible, prevent increases in contaminant loads;
- b. Minimize changes in water balance and erosion;
- c. Not increase risks to human health and safety and property damage;
- d. Maximize the extent and function of vegetative and pervious surfaces; and
- e. Promote stormwater management best practices, including stormwater attenuation and re-use and low-impact development.

Policy 1.6.7 stipulates that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. Transportation and land use considerations shall be integrated at all stages of the planning process.

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

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

The expansion lands are identified as Urban Policy Area on Schedule A of the OP. The designation applies to City, Towns and Villages with populations of 1,000 or more and which are developed primarily on the basis of municipal water and sewer systems.

Policy 4 of Section 2.2.6 requires that zoning regulations be designed to provide for a mix of 70% low-density residential development, 20% medium density residential development and 10% high-density residential development in the Urban Policy Area. The Secondary Plan proposes a mix of 69% low-density residential, 21% of medium density residential and 10% of high density residential. As such, this policy of the Official is respected.

Section 7.6 requires that local Councils provide for affordable housing by enabling a full range of housing types and densities to meet projected demographics and market requirements of current and future residents of the United Counties. Policies include:

- Ensuring a minimum 10-year supply of residential land at all times.
- Consider building small lot singles, linked bungalows, maisonettes, quad/six-plexes, and other affordable housing forms.

Section 7.6.3.2 of the OP clarifies that the County encourages the permission of second residential units within all single detached, semi-detached, and rowhouses dwelling units.

#### Official plan of the Urban Area of the City of Clarence-Rockland

The Official plan came into full force and effect on September 30, 2014 and it 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 Expansion Lands are located outside of the urban area of

Clarence-Rockland, as shown on Schedule A of the OP. As the intention of the Secondary Plan is to include the lands inside the urban boundary, this section summarizes the policies for lands under urban designations.

Section 4.20 of the OP contains policies pertaining to servicing requirements. It specifies that looping of the water distribution system shall be a priority of Council in order to ensure sufficient pressure and flow in all areas of Rockland.

Policy 1 of Section 4.20.3 stipulates that future development within Rockland must proceed on the basis of full municipal services.

Section 5.6 contains policies for the Residential land use designations, which are anticipated to apply to the majority of the expansion lands. The designation encourages a mix of housing types and tenures, such as single ownership, cooperatives, condominiums and rental.

Section 7.14 contains policies for active transportation and the pedestrian and bicycle network. The existing pedestrian and bicycle network will be maintained and expanded through the creation of additional pedestrian walkways, trails and bikeways with adequate signage. Sidewalks are encouraged, where feasible, to create pedestrian connections between neighbourhoods and major destinations.

#### Clarence-Rockland Zoning By-law 2016-10

The study area is currently 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. The only permitted uses on 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 the Committee of Adjustment or City Council under the provision of the Planning Act.

#### 6) **CONSULTATION:**

The City and the consultants held the following meetings:

March 1, 2018: Meeting with the affected residents only in order to explain the Secondary plan process

August 8, 2018, Open House No. 1: Meeting to introduce the project to the public.

January 8<sup>th</sup>, 2019, Open House No.2: Meeting to present three concepts in regards to roads and land use.

June 12, 2019, Open House No. 3: Meeting to present the final concept plan based on comments received. The supporting studies (Transportation, Master Servicing, Environmental) were presented as well.

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

The consultant organized a total of five Technical Advisory Committee (TAC) Meeting throughout the project. The TAC was composed of a planner from the South Nation Conservation, a planner from the United Counties, the Manager of Development of the City, the Engineer of the City and the consultant (CIMA and Fotenn).

During those meetings, the technical reports were reviewed as well as the land use maps.

No other comments were received from other departments or agencies.

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

n/a

9) **LEGAL IMPLICATIONS :**

n/a

10) **RISK MANAGEMENT:**

n/a

11) **STRATEGIC IMPLICATIONS:**

The Secondary Plan study was initiated in order to provide the City with a concept plan of the Expansion Lands. This concept plan will remove the "piecemeal" effect that the City has been having over the years. This is a more effective approach to planning as the entire area of the Expansion Lands are considered as a whole.

12) **SUPPORTING DOCUMENTS:**

OP Amendment By-law 2019-72  
OP Amendment No.13  
Environmental Constraints Report  
Existing Conditions Report  
Master Servicing Study  
Transportation Impact Assessment