



**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.

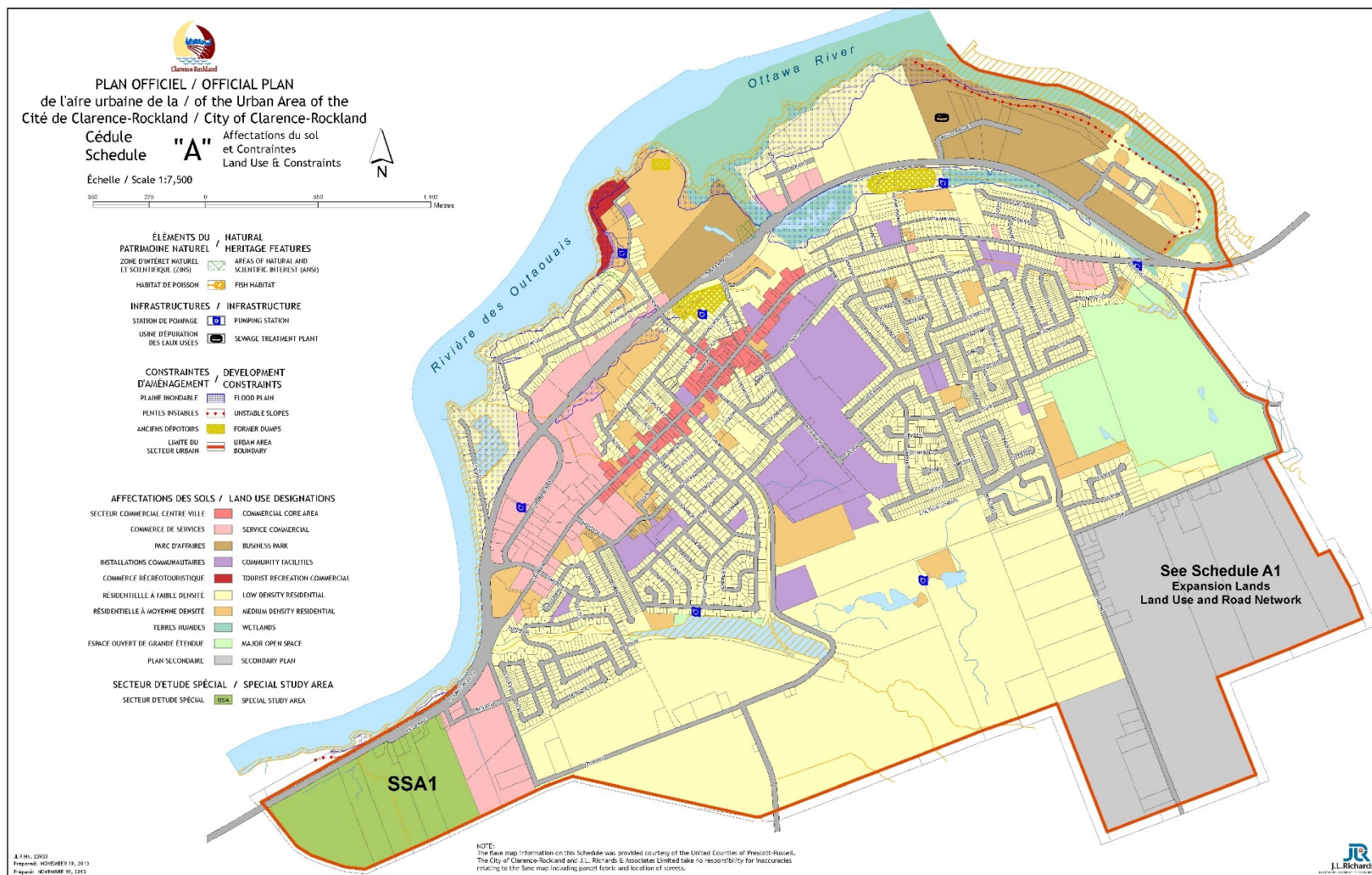
3. Schedules and Document to Amendment No. 13 – Official Plan of the Urban Area of the City of Clarence-Rockland

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.

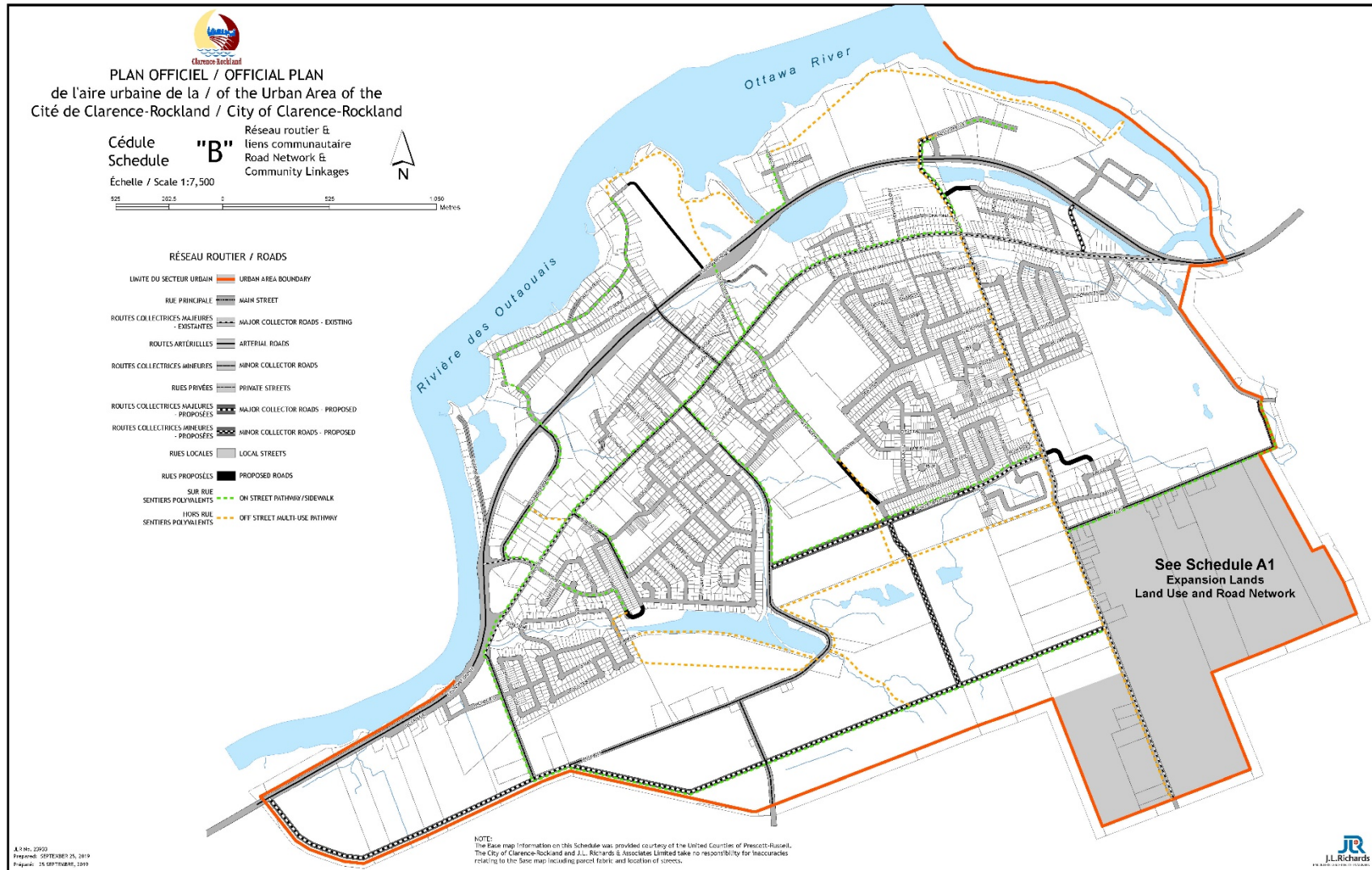
Schedule C is a new schedule to be added to the Official Plan of the Urban Area of the City of Clarence-Rockland as Schedule A1. The new schedule is specific to the Expansion Lands Secondary Plan area and will provide land use and road network information.

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
SMP ACTUEL/ APPROXIMATEMENT 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 7.0, the Official Plan, and other Council-approved planning documents, will ensure that the final build-out of the Expansion Lands is an attractive, liveable, and healthy community composed of well-designed structuring elements.

The policies of Section 4.0, 5.0 and 6.0 are specific and should be considered compulsory in future subdivision design. The Design Guidelines of Section 7.0 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.