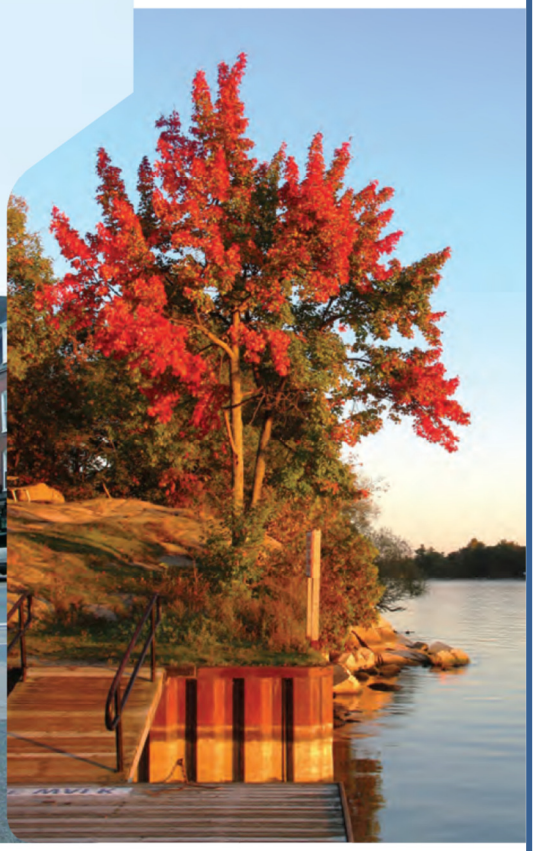
BROCKVILLE







BROCKVILLE official plan

our city, our plan

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NPG PLANNING SOLUTIONS

CONSOLIDATED COPY OF

CITY OF BROCKVILLE OFFICIAL PLAN

APPROVED BY MINISTRY OF MUNICIPAL AFFAIRS AND HOUSING | FEBRUARY 9, 2012

10-YEAR UPDATE COMPLETED BY NPG
APPROVED BY MMAH | August 16, 2024

Updated to 6 September 2024

LIST OF AMENDMENTS

1.	**OPA 1** – BY-LAW 021-2014 1365 CALIFORNIA AVENUE (4.7.4.3, Schedule 6)
2.	**OPA 2** – BY-LAW 016-2015 62 King St. E. and 31-33 Bethune Street (4.2.4.3, Schedule 6)
3.	**OPA 3** – BY-LAW 075-2016 800 Stewart Boulevard (4.8.4.1, Schedule 6)
4.	**OPA 4** – BY-LAW 077-2016 Parkland fronting Schofield/Strowger/Havelock
5.	**OPA 5** – BY-LAW 060-2017 and BY-LAW 003-2019 Brockville Employment Lands (4.7.4.4, Schedule 6)
6.	**OPA 6** – BY-LAW 079-2017 100 Strowger Boulevard, Place of Worship (4.7.4.2, Schedule 6)
7.	**OPA 7** – BY-LAW 071-2019 Source Water Protection
8.	**OPA 8** – BY-LAW 017-2018 100 Stewart Boulevard (4.5.4.2, Schedule 6)
9.	**OPA 9** – BY-LAW 069-2018 Twin Pad Arena (550 King Street West)
10.	**OPA 10** – BY-LAW 071-2018 Upper Canada District School Board (550 King Street West)

11.	**OPA 11** – BY-LAW 023-2019 6 Osment Street (4.6.4.5, Schedule 6)
12.	**OPA 12** – BY-LAW 046-2019 806 Chelsea Street (4.6.4.6, Schedule 6)
13.	**OPA 13** – BY-LAW 079-2019 1807 County Road 2
14.	**OPA 14** – BY-LAW 081-2019 1803 County Road 2
15.	**OPA 15** – BY-LAW 064-2020 St. Alban's (Schedule 1, Schedule 6)
16.	**OPA 16** – BY-LAW 048-2021 42 Garden Street (4.2.4.4, Schedule 2, Schedule 6)
17.	**OPA 17** – BY-LAW 084-2021 Wellings – Parkedale (Schedule 1)
18.	**OPA 18** – DENIED Habitat - Strowger
19.	**OPA 19** – BY-LAW 079-2021 Enbridge – Central Ave (Schedule 1, Schedule 3)
20.	**OPA 20** – BY-LAW 066-2021 10-Year Update – Approved by MMAH 16 Aug 2024
21.	**OPA 21** – BY-LAW 085-2022 Windsor @ Centennial (Schedule 3)
22.	**OPA 22** – BY-LAW 011-2022 125 Stewart Boulevard (4.5.4.3, Schedule 6)
23.	**OPA 23** – BY-LAW 032-2022 7 Central Avenue (4.6.4.7, Schedule 6)
24.	**OPA 24** – BY-LAW 055-2021 224 King Street West (4.2.4.5, Schedule 2, Schedule 6)

25.	**OPA 25** – BY-LAW 009-2023 550 King Street West – Subdivision (Schedule 1, Schedule 6)
26.	**OPA 26** – BY-LAW 073-2022 10 Victoria Avenue (4.2.4.6, Schedule 6)
27.	**OPA 27** – BY-LAW 097-2022 10, 12, 14, Perth Street (4.2.4.7, Schedule 6)
28.	**OPA 28** – BY-LAW 022-2023 7829 Kent Boulevard (4.5.4.4, Schedule 6)
29.	**OPA 29** – BY-LAW 060-2023 332 Park Street (4.6.4.8, Schedule 6)
30.	**OPA 30** – BY-LAW 062-2023 71 King Street East (4.2.4.8, Schedule 6)
31.	**OPA 31** – BY-LAW 012-2024 0 Granite Street (4.3.4.1, Schedule 3, Schedule 6)
32.	**OPA 32** – BY-LAW 019-2024 Wellings – Phase 2 and 3 - Parkedale (Schedule 1, Schedule 3)
33.	**OPA 33** – BY-LAW 021-2024 125 Stewart Boulevard (Amend 4.5.4.3, Schedule 6)
34.	OPA 34 – BY-LAW 035-2024 36-46 King Street West (Amend 4.2.4.9, Schedule 2, Schedule 6)
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1 OUR CITY, OUR PLAN



INTRODUCTION

1.1.1 A VIEW OF BROCKVILLE

The City of Brockville is one of the oldest Cities in Ontario. With a unique cultural and architectural history, the City provides a combination of historic buildings, an attractive downtown, a bustling retail area, and access to extraordinary recreation, education and community amenities, making it one of the most distinguishable communities in Canada. It is clear that Brockville contains uniquely distinguishable features in its streets, buildings, open spaces and land use patterns.

Maps and photographs from as early as 1816 illustrate the relationship of Brockville to the St. Lawrence River waterfront and its vibrant past through a well established grid pattern and a network of main and secondary streets which accommodate some of the Province's oldest buildings. The historic nature of the Downtown and Central Waterfront Area sets a precedent to preserve cultural heritage features, such as the Court House and Square, City Hall and King Street, which attests to the importance of Brockville's past. The traditional main street character, typified by King Street, facilitates a variety of commercial, retail and residential uses, inherently pedestrian-oriented in form and scale. The rich architectural character of downtown Brockville reinforces the unique views and vistas of the community, and contributes to a high standard of built form and public spaces. The City truly provides a high quality environment in which to live, work and play.

At the same time, as the backdrop to the preparation of this Plan, the City faces affordable and market-based housing challenges, the challenges of manufacturing downsizing, economic restructuring, and shifting demographics, providing both threats and opportunities for the community.

1.1.2 BROCKVILLE'S FUTURE

The City's past will continue to play a key role in its evolution. Brockville's future depends on a clear and concise policy framework to ensure continued growth and prosperity. This Official Plan provides strategic land use direction that will guide the evolution of Brockville for the long-term, and combines the City's key goals, objectives and visions for Brockville within a 20-year planning horizon, and provides a clear policy framework for managing and accommodating the growth projected for the City.

Brockville's future includes the creation of a complete and sustainable community; a community that provides access to a full range and mix of housing, planning for economic growth and growth of jobs, retail opportunities, community services and facilities, recreational and open space opportunities as being the largest community within the Frontenac Arch Biosphere Reserve, and convenient transportation choices, including active transportation opportunities. The Plan contains urban design policies that support a high quality public realm,

a thriving downtown and waterfront, and supports a diverse range and mix of land uses and ensures the preservation of the cultural heritage and character of Brockville's downtown and surrounding area. Brockville's economy plays a key role in its evolution, and as such, the Plan discusses broad-based economic development for the long term. Brockville's future includes a sustainable development framework, incorporating sustainability into all City goals, objectives and actions.

1.2 PURPOSE OF OUR OFFICIAL PLAN

According to the *Planning Act*, an Official Plan "shall contain goals, objectives and policies established primarily to manage and direct physical change and the effects on the social, economic and natural environment of the municipality or part of it, or an area that is without municipal organization" (Section 16(1)). The Official Plan for the City of Brockville provides a framework for decision-making that provides certainty in the planning process. The City is required by the *Planning Act* to conform to its Official Plan in any by-laws or capital works. This Plan establishes the criteria for evaluating proposals for change and growth, based on a policy-led system that focuses on City long-term goals, targets and objectives.

The Plan plays a number of essential roles in the future planning of the City of Brockville. Specifically, the Plan:

1. establishes the basic urban structure and land use framework for all land within the jurisdiction of the City;
2. sets out a 25-year growth management regime for the City through to 2046;
3. provides for the coordination of land use planning and infrastructure deployment to ensure that the City can accommodate the anticipated growth and development over the 25-year planning horizon to 2046;
4. guides private investment through land use and development policies to ensure efficient development approvals and administrative processes that strive to achieve the City's vision for the future;
5. provides policies to improve the sustainability of the City, to ensure the quality of life and to secure the health, safety, convenience and welfare for the present and future inhabitants of the City; and
6. responds to provincial policies, statements and guidelines that affect the City and appropriately incorporates them in the Official Plan.
7. Supports the provision of a range of housing options including affordable and market-based housing.
8. Supports the protection of employment lands and employment areas.

The Official Plan is the principal policy document which the City uses to express its goals and objectives for the community, significant environmental conditions and its development or redevelopment. This Official Plan provides a general policy direction and planning framework to guide the physical, social, economic and environmental management and growth of the City of Brockville.

1.3 BASIS FOR OUR OFFICIAL PLAN

The Official Plan for the City of Brockville is a document outlining the long-term objective and policies of the city. The plan identifies core values with respect to the City's growth, development and evolution. Brockville has long been a unique community with a variety of assets that make the City an attractive place to live, work and play. These assets were integral in the development of the 2012 Official Plan.

This Official Plan has built on the foundation of the 2012 approved plan and addressed growth for a 25-year horizon, until the year 2046. In the decade since the 2012 Official Plan's implementation there has been several elements that have affected the city, including significant population and job growth driven by the influx of immigration. The City's vision to promote long-term environmental and fiscal sustainability, attract new residents, promote innovation and a knowledge, service and information-based economy are reflected in the Official Plan.

During the formulation of the 2012 Official Plan, three Strategy documents were prepared, including a Land Use and Growth Management Strategy, a Downtown and Waterfront Master Plan and Urban Design Strategy, and an Economic Development Strategy. These documents were integral to the Official Plan Review process to outline key priorities, goals and objectives for the entirety of the City of Brockville during the creation of this Official Plan.

The basis for the Official Plan is outlined as follows:

1. This Plan has been prepared in accordance with the *Planning Act*, which prescribes the contents of an Official Plan and authorizes the City to prepare an Official Plan which establishes the goals, objectives and policies to manage and direct physical change and the effects on the social, economic and natural environments of the City.
2. This Plan implements the policies of the Provincial Policy Statement and has been developed within the context of Provincial policies to support the creation of strong communities, the wise use and management of resources and the protection of public health and safety.
3. This Plan is based on a 25-year planning horizon to the year 2046 as required by the Provincial Policy Statement. However, in accordance with the *Planning Act*, the City shall review the Plan at a minimum of five year intervals to ensure the Plan achieves the goals and objectives of the City, and determine if amendments are required.
4. This Plan has been prepared under an umbrella of sustainability and seeks to guide municipal actions toward achieving the City's Vision and Mission Statement as outlined in Section 2.1. The importance of sustainability principles rose from the strategic planning sessions within the plan's development. These principles focus on efforts to ensure continued

economic vitality, maintaining a healthy and balanced community and enhancing the City's services and amenities.

5. This Plan is based on background information and analysis relating to growth management including transportation, housing, community facilities and servicing; land use; economic development; commercial and industrial activities; urban design; cultural heritage resources, and the natural environment. The reports that influenced the development of this Plan are: "the Foundation for the Official Plan" report, the "Land Use and Growth Management Strategy", the "Downtown and Waterfront Master Plan and Urban Design Strategy", and the "Economic Development Strategy. Public input has been an invaluable tool used during the development of this Plan. Public consultation techniques were held involving Brockville residents and other stakeholders providing them the opportunity to review and comment on the draft versions of the Plan. A variety of techniques were utilized including community workshops, community surveys, open houses, and community information sessions.
6. This Plan is based on the results of a comprehensive visioning and public consultation program involving City of Brockville residents early in the process, and providing residents and other stakeholders with the opportunity to review and comment on the background reports and draft versions of this Plan. Public consultation was undertaken during each phase of the development of the Plan and included consultation techniques such as community workshops, open houses, community forums, community information sessions and formal public meetings.
7. This basis for development and growth management policies is a 25-year population project of approximately 26,200 (2046). This population projection is designed to be flexible and responsive to changing circumstances and conditions. Detailed growth projections are provided in Section 3.2.1 of this Plan.
8. Land that is designated for development, but currently vacant in the existing Urban Area of the City represents a logical location for new development and is adequate to meet the anticipated demand for future development to the year 2046. Outside of the minor rounding out and infilling of the existing Urban Area, demand for additional land designated for urban development may be evaluated at the time of a review of this Plan.
9. This Plan encourages orderly development, redevelopment, infill and intensification and discourages the undue extension of municipal services and expansion of urban boundaries.

   This Plan promotes the maintenance, improvement and conservation of the cultural heritage resources of the Downtown and Central Waterfront Area and the City's main streets as the predominant social, cultural and community focuses of the City. This Plan protects Brockville's cultural heritage through policies designed to maintain and enhance the City's built heritage resources, scenic landscapes and unique character.

This Plan provides the basis for the development of secondary plans to address growth and development issues unique to specific areas of the City.

10. Land subject to environmental hazards and/or physical limitations such as poor drainage, organic soils, flood susceptibility, erosion, and steep slopes are protected in order to preserve and conserve the interconnected features of the natural environment, to avoid the potential for loss of economic investment, and minimize the risks to public health and safety.
11. This Plan is based on ensuring the protection, enhancement, diversification and connectivity of Brockville's Natural Heritage Features, natural heritage functions, and species habitat, as well as the protection of water quality and quantity and the City's relationship with the Frontenac Biosphere Reserve.

    This Plan encourages the creation of a range of housing options, including but not limited to: affordable and market-based housing, secondary suites, tiny homes, and waterfront/downtown residential development.

1.4 ORGANIZATION OF OUR OFFICIAL PLAN

This Plan includes several interrelated components, which must be read together in order to determine those components and policies that have an impact on any land within the City of Brockville.

The Plan promotes sustainable development, by recognizing the interconnected nature of healthy communities, economic vitality and a protected natural environment, and the relationship of these matters to growth management and land use planning. The goals, objectives, and policies of the Plan, while divided into distinct sections, represent a balanced approach to planning, designed to promote the vital link between community, economy and environment.

The Plan provides a policy framework to manage the growth and development of the City to ensure a sustainable living environment that meets the needs of the community over a 25-year planning timeframe. It is recognized, in the policies of this Plan, however, that some planning activities require a much longer view than the 25-year horizon permitted by Provincial policy. The Plan promotes the logical, efficient and cost effective distribution of land uses and services to safeguard the health, convenience and economic well-being of residents, businesses and visitors.

The Official Plan is organized into six sections:

Section 1: **Our City, Our Plan** is for information purposes. It contains context to the Plan and provides the basis upon which it was prepared. Section 1 does not provide policy guidance or direction.

Section 2: **Charting New Directions for Our City – Brockville in 2046** describes the planning themes, and long-term goals and objectives for the City, based on the strategic directions from the City's Community Strategic Plan and the visioning and community consultation undertaken during the preparation of the Official Plan. The goals and objectives provide the framework within which the policies of the Plan have been prepared. The goals and objectives should be read to understand the intent behind the policies.

Section 3: **Building Our Healthy and Sustainable City** provides detailed policies related to growth management, planned function of the components of the City, economic development, community revitalization, cultural and built heritage, community services, and environmental and natural heritage conservation.

Section 4: **Developing Our Thriving City Structure** provides the uses permitted in the various designations in the City, and the related land use, built form and urban design policies.

Section 5: **Servicing Our City** provides policies regarding networks, corridors and facilities that can be generally described as physical infrastructure. This Section discusses the water and waste water systems, the transportation networks, as well as other networks, corridors and facilities that help define the City's physical structure.

Section 6: **Implementing Our City's Plan** describes the mechanisms and processes to implement the policies of the Plan.

The Plan also includes contains the **Schedules** that are described in the policies and enhance an understanding of the Plan as follows:

Schedule 1 – City Structure

Schedule 2 – Design Strategy – Downtown and Central Waterfront Area

Schedule 3 – Natural Heritage and Open Space Systems

Schedule 4 – Street Network

Schedule 5 – Active Transportation Network

Schedule 6 – Site Specific Policy Areas

Schedule 7 – Source Water Protection

1.5 HOW TO READ & INTERPRET OUR PLAN

City Council, appointed Committees, and City staff shall be responsible for interpreting all aspects of the Plan. Where policies may reference specific issues of significance to the Province, the interpretation of this Plan shall be conducted in conjunction with the Ministry of Municipal Affairs and Housing. As the sections of the Plan are interrelated, the Plan shall be read and interpreted in its entirety. The following shall be the policy of the City in relation to the interpretation of this Official Plan:

1. The City of Brockville Official Plan is comprised of Sections 1 to 6 and Schedules 1 to 6 inclusive. This Plan shall be read as a whole to understand its intent as a policy guide for priority setting and decision making.
2. This Plan is intended to serve as public policy for the planning and development of the City and shall be interpreted on that basis.
3. All numbers and quantities shown in this Plan shall be considered to be approximate. Technical revisions to this Plan are permitted without amendments to this Plan provided they do not change the intent of the Plan. Technical amendments include:
    i. changing the numbering, cross-referencing and arrangement of the text, tables, schedules and maps;
    ii. altering punctuation or language for consistency;
    iii. correcting grammatical, dimensional and boundary, mathematical or typographical errors; and
    iv. adding technical information to maps or schedules.
4. In addition to any other instance which may be explicitly articulated in the policies of this Plan, an amendment to this Plan shall be required where a policy, designation, schedule or principle is added, deleted or significantly altered.
5. The boundaries of the land use designations on Schedule 1 shall be considered approximate, except where they coincide with roads, railways, lot and concession lines, or other definitive features. The boundaries of the land use designations shall be interpreted by the City. Actual measured distances and boundaries shall be determined based on the schedules of the Zoning By-law.
6. Where the general intent of this Plan is maintained, minor boundary adjustments shall not require an amendment.
7. The boundaries of Natural Heritage and Open Space Features and Constraints identified on Schedule 3 may be further refined through an Environmental Impact Study (EIS). Where the general intent of the Plan is maintained, and subject to approval of the Conservation Authority within

the jurisdiction of the Authority, minor adjustments to boundaries shall not necessitate an amendment to this Plan.

8. Any reference to numerical values such as quantity, area, density, or population and employment targets shall be considered as approximate only and not absolute. Minor changes shall not necessitate an amendment to this Plan provided no adverse effects may result.
9. Any modifications or revisions to street names, or other names in this Plan, including the Schedules, shall not require an amendment to this Plan.
10. In the case of a discrepancy between the policies in the text and related schedule, the policies in the text shall take precedence.
11. Any diagrams or photos used to assist in explaining some of the policies in this Plan shall be considered as examples only and do not constitute nor form the basis upon which to interpret policy. The diagrams and photos may be altered without the need for an amendment to this Plan.
12. In the case of a perceived discrepancy between the policies, the more restrictive policy, as determined by the City, shall apply.
13. Permitted uses included in this Plan are intended to illustrate the range of activities in each respective land use designation rather than a complete list of uses. Specific uses shall be defined in the implementing Zoning By-law. Wherever a use is permitted in a designated area, it is intended that uses, buildings or structures normally incidental, accessory and/or essential to that use shall also be permitted.
14. Unless otherwise defined or interpreted to be defined by the definitions in this Section or through the policies of this Plan, terms and words used in this Plan shall be interpreted as defined in Section 1.5.1 of this Plan, where such terms are defined by said documents. In the case of a discrepancy between the Provincial Policy Statement and this Plan, this Plan shall prevail, provided this Plan's definitions are more detailed and maintains the intent of the Provincial Policy Statement.
15. Municipal buildings, activities, services and utilities servicing the public shall be permitted in any land use designation, save and except in Natural Heritage Features or in Natural Hazards. This shall be deemed to include activities and services provided under the *Municipal Act* or any other legislation.
16. Where any Act or portion thereof is referenced in this Plan, it is intended that such references should be interpreted to include any subsequent legislation that may amend or replace the specific statute.
17. Where any guideline, manual, or portion thereof, is referenced in this Plan, it is intended that such references should be interpreted to include any subsequent guideline or manual that may amend or replace the referenced document.

18. The effect of this Plan is such that no municipal public works shall be undertaken, and no municipal by-law passed for any purpose, that does not conform to and comply with this Plan.
19. The implementation of this Plan will take place over time and the use of words such as "shall", "will" or "must" should not be construed as the City's commitment to proceed with all of the undertakings in this Plan immediately. These undertakings will typically occur in a phased manner, subject to budgeting and program availability.
20. Public uses and works undertaken by all other levels of government or public agencies, including the Government of Canada and the Province of Ontario, shall also be required to conform to this Plan, except where exempted under specific Federal or Provincial legislation.
21. The references to "the City" in this Plan shall mean the Corporation of the City of Brockville, a single-tier municipality and separated city in the Province of Ontario to which this Plan applies.
22. This Plan has been prepared to be consistent with the Provincial Policy Statement, 2020. Should, at any time, the Province amend the Provincial Policy Statement, the City shall amend the Plan in a manner that reflects the legislative requirements to implement the Provincial Policy Statement at the earliest 5 year review or otherwise as directed by Provincial legislation. The Provincial Policy Statement has been and shall continue to be reviewed in light of the local context and circumstances. The Provincial Policy Statement and this Plan shall be reviewed and balanced in totality to determine public interest and consistency in the City of Brockville. In interpreting Section 3(5) and (6) of the *Planning Act*, which requires that planning decisions "shall be consistent with" the Provincial Policy Statement, the following shall guide the City:
    i. The application of "shall be consistent with" does not imply that the City does not have the ability to develop policies and make planning decisions to address unique local circumstances and context; however, the City's planning decisions shall achieve the desired outcomes of the Provincial Policy Statement.
    ii. The City's planning decisions may go beyond the minimum standards provided in the Provincial Policy Statement provided they do not conflict with any other area of the Provincial Policy Statement.
    iii. Judicial and quasi-judicial decisions and other planning decisions shall assist in understanding the application of the "shall be consistent with" standard.

1.5.1 TERMS USED IN OUR PLAN

The following terms are intended to assist in the interpretation of the policies and land use schedules of this Plan. Where definitions are taken directly from Provincial documents, they are cited.

Accessory Building or Structure means a detached building or structure, the use of which is normally and customarily incidental to, subordinate to, or exclusively devoted to a principal use or building and located on the same lot and that is not used for human habitation. Where such buildings are used for human habitation, accessory buildings or structures shall be referred to as accessory dwellings or accessory units.

Accessory Use means the use of any land, building or structure which is subordinate to and exclusively devoted to the principal use located on the same lot.

Active Transportation means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

Adaptive Reuse means the renovation of a building or site to include elements that allow a particular use or uses to occupy a space that originally was intended for a different use.

Additional Residential Units of Secondary Dwelling Units are a self-contained dwelling unit with a private kitchen, bathroom facilities and sleeping areas.

Adjacent Lands means

a) those lands contiguous to existing or planned corridors and transportation facilities where development would have a negative impact on the corridor or facility. The extent of the adjacent lands may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives;

b) those lands contiguous to a specific natural heritage feature or area where it is likely that development or site alteration would have a negative impact on the feature or area. The extent of the adjacent lands may be recommended by the Province or based on municipal approaches which achieve the same objectives;

c) those lands contiguous to lands on the surface of known petroleum resources, mineral deposits, or deposits of mineral aggregate resources where it is likely that development would constrain future access to the resources. The extent of the adjacent lands may be recommended by the Province; and

d) those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan

(Source: Adapted from the Provincial Policy Statement, 2020)

Adult Entertainment Establishment means any premises or any part of them is an adult entertainment establishment if, in the pursuance of a business,

(a) goods, entertainment or services that are designed to appeal to erotic or sexual appetites or inclinations are provided in the premises or part of the premises; or

(b) body-rubs, including the kneading, manipulating, rubbing, massaging, touching or stimulating by any means of a person's body, are performed, offered or solicited in the premises or part of the premises, excluding premises or part of them where body-rubs performed, offered or solicited are for the purpose of medical or therapeutic treatment and are performed or offered by persons otherwise duly qualified, licensed or registered to do so under a statute of Ontario. (Source: Municipal Act, 2001 [amended 2021]

Adverse Effects - as defined in the *Environmental Protection Act*, means one or more of:

1. impairment of the quality of the natural environment for any use that can be made of it;
2. injury or damage to property or plant or animal life;
3. harm or material discomfort to any person;
4. an adverse effect on the health of any person;
5. impairment of the safety of any person;
6. rendering any property or plant or animal life unfit for human use;
7. loss of enjoyment of normal use of property; and
8. interference with normal conduct of business.

(Source: Provincial Policy Statement, 2005)

Affordable means:

1. In the case of ownership housing, the least expensive of:
    i. housing for which the purchase price results in annual accommodation costs which do not exceed 30 per cent of gross annual household income for low and moderate income households; or
    ii. housing for which the purchase price is at least 10 per cent below the average purchase price of a resale unit in the regional market area.
2. In the case of rental housing, the least expensive of:
    i. a unit for which the rent does not exceed 30 per cent of gross annual household income for low and moderate income households; or

ii. a unit for which the rent is at or below the average market rent of a unit in the regional market area.

(Source: Provincial Policy Statement, 2020)

Alternative Energy Systems means a system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems. (Source: *Provincial Policy Statement*, 2020)

Amenity Area means an interior area within a residential building or an outdoor area exterior to the residential building which is designed and intended primarily for the leisure and recreation of the occupants of the dwelling.

Archaeological Resources includes artifacts, archaeological sites, marine archaeological sites, as defined under the Ontario Heritage Act. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the Ontario Heritage Act.
(Source: Provincial Policy Statement, 2020)

Areas of Natural and Scientific Interest (ANSI) means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education. *(Source: Provincial Policy Statement, 2020)*

Assisted Housing means housing that is available to low and moderate income households for rent or purchase where part of the housing cost is subsidized through a government program.

Barrier means anything that prevents a person with a disability from fully participating in all aspects of society because of his or her disability, including a physical barrier, an architectural barrier, an information or communications barrier, an attitudinal barrier, a technological barrier, a policy or a practice.
(Source: Accessibility for Ontarians with Disabilities Act, 2005)

Bluefield Sites means underdeveloped or previously developed institutional properties. They are usually, but not exclusively underutilized, derelict or vacant.

Brownfield Sites (Brownfields) means undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively,

former industrial or commercial properties that may be underutilized, derelict or vacant. *(Source: Provincial Policy Statement, 2020)*

Built-Up Area means all land within the limits of the developed and municipally serviced urban area *(Source: Adapted from the Growth Plan for the Greater Golden Horseshoe, 2020)*

Built Heritage Resources means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the Ontario Heritage Act, or that may be included on local, provincial, federal and/or international registers. *(Source: Provincial Policy Statement, 2020*)

Carbon Footprint means the total amount of greenhouse gases produced to directly and indirectly support human activities, usually expressed in equivalent tons of carbon dioxide (CO_2).

Character means the collective qualities and characteristics that distinguish a particular area or neighbourhood.

City-Wide Park means a public facility or open space that provides sufficient passive and/or active recreational opportunities, heritage and conservation functions and acts as a regional draw for the community.

City Islands means a group of 16 islands and shoals owned by the City of Brockville within the bed of the St. Lawrence River and within the St. Lawrence Islands National Park, which may or may not be occupied for seasonal use by boaters, campers, and divers and the general public.

Community Improvement Plan means a plan for the planning or replanning, design or redesign, resubdivision, clearance, development or redevelopment, construction, reconstruction and rehabilitation, improvement of energy efficiency, or any of them, of a community improvement project area, and the provision of such residential, commercial, industrial, public, recreational, institutional, religious, charitable or other uses, buildings, structure, works, improvements or facilities, or spaces therefor, as may be appropriate or necessary. (*Source: Planning Act, R.S.O. 1990*)

Community Improvement Project Area means a municipality or an area within a municipality, the community improvement of which in the opinion of the council is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason. (Source: *Planning Act, R.S.O. 1990*)

Community Park means a public facility or open space that provides sufficient passive and/or active recreational opportunities to accommodate the recreational needs of populations beyond individual neighbourhoods.

Community Use means any area, facility, agency, organization or institution that provides a service to the existing and future needs of the community, including education, care, parks, open space, recreation, libraries, places of worship, cultural and heritage facilities, health and safety.

Community Strategic Plan means a plan that provides a blueprint for taking short and long-term actions that will lead to economic growth in Brockville, identifies community needs and desires with respect to the future direction of the City, and establishes the City's collective vision, mission statement and strategic objectives, which influence the City's land use planning direction.

Compact Built Form means a land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace, and institutional) all within one neighbourhood, proximity to transit and reduced need for infrastructure. Compact built form can include detached and semidetached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage active transportation. (Source: *Growth Plan for the Greater Golden Horseshoe*, 2020)

Complete Communities means mixed-use neighbourhoods or other areas within cities, areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts. (Source: *Growth Plan for the Greater Golden Horseshoe*, 2020)

Complete Application means all supporting studies required by this Plan must be submitted at the time of submitting the application in order to deem the application complete.

Comprehensive Review means an official plan review which is initiated by a planning authority, or an official plan amendment which is initiated or adopted by a planning authority, which:

1. is based on a review of population and employment projections and which reflect projections and allocations by upper-tier municipalities and provincial plans, where applicable; considers alternative directions for growth or development; and determines how best to accommodate the development while protecting provincial interests;

2. utilizes opportunities to accommodate projected growth or development through intensification and redevelopment; and considers physical constraints to accommodating the proposed development within existing settlement area boundaries;
3. is integrated with planning for infrastructure and public service facilities, and considers financial viability over the life cycle of these assets, which may be demonstrated through asset management planning;
4. confirms sufficient water quality, quantity and assimilative capacity of receiving water are available to accommodate the proposed development;
5. confirms that sewage and water services can be provided in accordance with policy 1.6.6 of the PPS; and
6. considers cross-jurisdictional issues.

(Source: *Provincial Policy Statement*, 2020).

Conservation means the wise management of resources in a way to maintain, restore, enhance and protect their quality and quantity for sustained benefit to man and the environment.

Conservation Authority means the Cataraqui Region Conservation Authority.

Conservation Plan (or equivalent study) is a document that details how a cultural heritage resource can be conserved. The conservation plan may be supplemental to a heritage impact assessment, but it is typically a separate document. The recommendations of the plan should include descriptions of repairs, stabilization and preservation activities as well as long term conservation, monitoring and maintenance measures. (Source: Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005)

Cultural Heritage Landscape means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the Ontario Heritage Act, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms. (Source: *Provincial Policy Statement*, 2020)

Designated Greenfield Area means within settlement areas (not including rural settlements) but outside of delineated built-up areas that have been designated in an official plan for development and are required to accommodate forecasted growth to the horizon of this Plan. (Source: Adapted from *Growth Plan for the Greater Golden Horseshoe*, 2020).

Designated Heritage Property means real property designated under Parts IV, V or VI of the *Ontario Heritage Act*; heritage conservation easement property under Parts II or IV of the *Ontario Heritage Act*; and property that is the subject of a covenant or agreement between the owner of a property and a conservation body or level of government, registered on title and executed with the primary purpose of preserving, conserving and maintaining a cultural heritage feature or resource, or preventing its destruction, demolition or loss. *(Source: Provincial Policy Statement, 2005)*

Development means the creation of a new lot, a change in land use, the construction, demolition, reconstruction, or placement of buildings and structures, requiring approval under the *Planning Act*, but does not include:

1. activities that create or maintain infrastructure authorized under an environmental assessment process; or
2. works subject to the Drainage Act.

(Source: Adapted from the Provincial Policy Statement, 2020)

Development Application means a formal request to the City of Brockville for an Official Plan Amendment, change in zoning, site plan approval, land conveyance, part lot control, minor variance approval, plan of subdivision, consent, and/or condominium.

Development Control Areas means lands which because of their physical characteristics in combination with their location sustain a risk for the occupants of loss of life, property damage, and social disruption, if developed.

Drinking Water Threat means an activity or condition that adversely affects or has the potential to adversely affect the quality or quantity of any water that is or may be used as a source of drinking water, and includes an activity or condition that is prescribed by the regulations as a drinking water threat.

- A significant drinking water threat is a drinking water threat that, according to the risk assessment, poses or has potential to pose a significant risk.
- A moderate drinking water threat that, according to a risk assessment, poses or has the potential to pose a moderate risk.
- A low drinking water threat that, according to a risk assessment, poses or has the potential to pose a low risk.

Dwelling Unit means a room or suite of rooms designed and intended for use by one household in which full culinary and sanitary facilities are provided for the exclusive use of that household.

Ecological Function means the natural processes, products or services that living and non-living environments provide or perform within or between

species, ecosystems and landscapes. These may include biological, physical and socio-economic interactions. *(Source: Provincial Policy Statement, 2020)*

Ecological Site Assessment (EcoSA) means a study that would identify whether a potential significant habitat for endangered or threatened species is present within or adjacent to the study area by reviewing one or more of the following:

1. information about known occurrences within the recommended screening distance of at least 1 kilometre;
2. information provided by the Province or relevant agency to the City (e.g., screening information, species lists, range maps);
3. existing local knowledge (e.g., that of conservation authority and City staff) of the area and the species likely to occur, given their ranges and habitat needs; and
4. preliminary field investigations (if needed to confirm the presence of species)

Employment Area means those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities. (Source: *Provincial Policy Statement,* 2020)

Environmental Impact Study means an analysis of the potential effects on the natural environment from a project.

Existing Use means the use of any land, building or structure legally existing on the day of adoption of the Plan.

Endangered Species means a species that is classified as "Endangered Species" on the Species at Risk in Ontario List, as updated and amended from time to time. *(Source: Provincial Policy Statement, 2020)*

Erosion Hazard means the loss of land, due to human or natural processes, that poses a threat to life and property. The erosion hazard limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over a one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance. *(Source: Provincial Policy Statement, 2020)*

Fish means fish, which as defined in the Fisheries Act, includes fish, shellfish, crustaceans, and marine animals, at all stages of their life cycles. (Source: *Provincial Policy Statement*, 2020*)*

Fish Habitat - as defined in the *Fisheries Act* means spawning grounds and any other areas, including nursery, rearing, food supply, and migration areas on

which fish depend directly or indirectly in order to carry out their life processes. *(Source: Provincial Policy Statement, 2020)*

Flood Plain for river stream, and small inland lake systems, means the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding hazards. *(Source: Provincial Policy Statement, 2020)*

Flooding Hazard means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:

1. Along the shorelines of the St. Lawrence River, the flooding hazard limit is based on the one-hundred-year flood level plus an allowance for wave uprush and other water-related hazards;
2. Along river and stream systems, the flooding hazard limit is the one-hundred-year flood level.

Floodproofing standard means the combination of measures incorporated into the basic design and/or construction of buildings, structures, or properties to reduce or eliminate flooding hazards, wave uprush and other water-related hazards along the shorelines of the St. Lawrence River System and flooding hazards along river, stream and small inland lake systems. *(Source: Adapted from the Provincial Policy Statement, 2020)*

Floor Area, Gross means the total floor area in a building or structure measured between the exterior faces of the exterior walls of the building or structure at the level of each storey below, at and above grade, excluding the area used for off-street unloading, parking and mechanical.

Full City Services means that an area is serviced by both municipal water and wastewater systems that are owned by the City. (Source: *Adapted from Provincial Policy Statement, 2020*)

Municipal Sewage Services means a sewage works within the meaning of section 1 of the Ontario Water Resources Act that is owned or operated by a municipality, including centralized and decentralized systems. (Source: Adapted from *Provincial Policy Statement, 2020*)

Municipal Water Services means a municipal drinking-water system within the meaning of section 2 of the Safe Drinking Water Act, 2002, including centralized and decentralized systems. (Source: Adapted from *Provincial Policy Statement, 2020*)

Garden Suite means a one-unit detached residential structure containing bathroom and kitchen facilities that is ancillary to an existing residential

structure and that is designed to be portable. *(Source: Planning Act, R.S.O. 1990)*

Green Building means a building designed to conserve resources and reduce negative impacts on the environment - whether it is energy, water, building materials or land.

Greyfields means previously developed properties that are not contaminated. They are usually, but not exclusively, former commercial properties that may be underutilized, derelict or vacant. *(Source: Growth Plan for the Greater Golden Horseshoe, 2020)*

Ground Water Features means water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations. *(Source: Provincial Policy Statement, 2020)*

Group Home means a single housekeeping unit in a residential dwelling where a group of individuals live under responsible supervision consistent with the requirements of its residents.

Hazardous Lands means property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of the St. Lawrence River System, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits. (Source: Adapted from *Provincial Policy Statement*, 2020*)*

Hazardous Sites means property or lands that could be unsafe for development and site alteration due to naturally occurring hazards. These may include unstable soils (sensitive marine clays [leda], organic soils), or unstable bedrock (karst topography). *(Source: Provincial Policy Statement, 2020)*

Hazardous Substances means substances which, individually, or in combination with other substances, are normally considered to pose a danger to public health, safety and the environment. These substances generally include a wide array of materials that are toxic, ignitable, corrosive, reactive, radioactive or pathological. *(Source: Provincial Policy Statement, 2005)*

Heavy Industrial means employment uses associated with significant land use impacts such as odour, noise, dust, smoke, vibration, the potential for fire and explosive hazards, etc. Examples of such uses may include manufacturing

facilities, the storage, processing, refinement or production of hazardous, toxic or substances, etc. See also *Light Industrial and Prestige Employment*.

Heritage Attributes means the principal features or elements that contribute to a protected heritage property's cultural heritage value or interest, and may include the property's built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g. significant views or vistas to or from a protected heritage property). (Source: *Provincial Policy Statement*, 2020)

Heritage Impact Assessment means an investigation undertaken by a qualified heritage specialist to determine the potential impacts of a proposed site development, demolition, alteration, etc. to a cultural heritage resource.

Highly Vulnerable Aquifer (HVA) means an aquifer that is likely to be significantly and adversely affected from external sources and includes the land above the aquifer. *(Source: Cataraqui Source Protection Plan, May 2014)*

Housing Co-operatives refers to a type of affordable housing which is owned by a corporation made up of owners. Each resident becomes a part-owner and has influence in deciding how the co-op is operated. (Source: *CMHC, 2018).*

Hydrologic Function means the functions of the hydrological cycle that include the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things. *(Source: Provincial Policy Statement, 2020)*

Infrastructure means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities. (Source: *Provincial Policy Statement*, 2020)

Intake Protection Zone (IPZ) means the area of land and water that contributes source water to a drinking water system intake within a specified distance, period of flow time and/or watershed area." (*Source: Cataraqui Source Protection Plan, May 2014*)

Intensification means the development of a property, site or area at a higher density than currently exists through:

1. redevelopment, including the reuse of brownfield sites;
2. the development of vacant and/or underutilized lots within previously developed areas;
3. infill development; or

4. the expansion or conversion of existing buildings.
(Source: Provincial Policy Statement, 2020) See also Small-Scale Intensification.

Intensification Corridors means Intensification Areas along major roads, arterials or higher order transit corridors that have the potential to provide a focus for higher density mixed use development.

Laneway Suites/Housing are a residential unit that is separate from a primary residence and is typically located in the rear yard of a property, connected to a public laneway. (Source: *Ministry of Municipal Affairs and Housing, 2021)*

Large Format Retail means any retail use, including supermarkets, home improvement stores, department stores and specific category retail, greater than 3,000 square metres. These establishments often cluster at locations with high accessibility including major arterial and highway intersections, and transit and provide primarily surface parking to accommodate employees and customers.

Light Industrial means employment uses associated with little or no significant land use impacts including odour, noise, dust, smoke, vibration, the potential for fire and explosive hazards, etc. Examples of such uses may include light and small-scale manufacturing facilities, warehouses, wholesale establishments, offices and business services such as printing establishments.
See also Heavy Industrial and Prestige Employment.

Lot means a parcel or tract of land which is recognized as a separate parcel of land under the provisions of the *Planning Act*.

Market Transformation means using emerging design, planning and development techniques with a view to leading change and advancement in the marketplace.

Mineral Aggregate Operation means:
a) lands under license or permit, other than for wayside pits and quarries, issued in accordance with the Aggregate Resources Act;

b) for lands not designated under the Aggregate Resources Act, established pits and quarries that are not in contravention of municipal zoning by-laws and including adjacent land under agreement with or owned by the operator, to permit continuation of the operation; and

c) associated facilities used in extraction, transport, beneficiation, processing or recycling of mineral aggregate resources and derived products such as asphalt and concrete, or the production of secondary related products.

(Source: *Provincial Policy Statement*, 2020).

Mineral Aggregate Resources means gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material

prescribed under the *Aggregate Resources Act* suitable for construction, industrial, manufacturing and maintenance purposes but does not include metallic ores, asbestos, graphite, kyanite, mica, nepheline syenite, salt, talc, wollastonite, mine tailings or other material prescribed under the *Mining Act.*
(Source: Provincial Policy Statement, 2020)

Mixed-Use means development that includes a range of uses, including commercial and residential uses, that provides a variety of housing opportunities, retail, office, leisure, recreation and social opportunities.

Multi-Modal means the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, transit, rail (such as commuter and freight), trucks, air and marine.
(Source: Adapted from the Growth Plan for the Greater Golden Horseshoe)

Natural Environment means the land, air or water or any combination or part thereof.

Natural Heritage Features and Areas means features and areas, including significant wetlands, significant coastal wetlands, other coastal wetlands in Ecoregions 5E, 6E and 7E, fish habitat, significant woodlands and significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River), habitat of endangered species and threatened species, significant wildlife habitat, and significant areas of natural and scientific interest, which are important for their environmental and social values as a legacy of the natural landscapes of an area. (Source: *Provincial Policy Statement*, 2020)

Natural Heritage and Open Space System means a system made up of natural heritage features and areas, and linkages intended to provide connectivity and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. These systems can include natural heritage features and areas, federal and provincial parks and conservation reserves, other natural heritage features, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrologic functions, and working landscapes that enable ecological functions to continue. (Source: Adapted from *Provincial Policy Statement*, 2020)

Negative Impact means:

a. potential risks to human health and safety and degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive development. Negative impacts should be assessed through

environmental studies including hydrogeological or water quality impact assessments, in accordance with provincial standards;

b. in regard to policy 2.2 of the Provincial Policy Statement (2020), degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive development or site alteration activities;

c. in regard to fish habitat, any permanent alteration to, or destruction of fish habitat, except where, in conjunction with the appropriate authorities, it has been authorized under the Fisheries Act; and

d. in regard to other natural heritage features and areas, degradation that threatens the health and integrity of the natural features or ecological functions for which an area is identified due to single, multiple or successive development or site alteration activities. (Source: Provincial Policy Statement, 2020)

Neighbourhood Park means a public facility or open space that provides passive and/or active recreational opportunities for local residents.

Nutrient Management Plan means a plan that details how nutrients are to be applied to a given land base. A nutrient management plan is based on both the components of the nutrients used and the characteristics of the field. The plan optimizes the utilization of the nutrients by crops in the field and minimizes the environmental impacts. A person who owns or controls an agricultural operation, which is phased in under Ontario Regulation 267/03, and generates, greater than or equal to 300 nutrient units or is located within 100 metres of a municipal well must ensure that nutrients are managed in accordance with a plan if they apply nutrients on their farm unit. *(Source: Cataraqui Source Protection Plan, May 2014)*

One Hundred Year Flood for river, stream and small inland lake systems, means that flood, based on an analysis of precipitation, snow melt, or a combination thereof, having a return period of 100 years on average, or having a 1% chance of occurring or being exceeded in any given year. *(Source: Provincial Policy Statement, 2020)*

One Hundred Year Flood Level (1:100) means the peak instantaneous stillwater level which has a 1% chance of being equalled or exceeded in any given year (Source: Adapted from *Provincial Policy Statement*, 2020)

Partial Services means:

1. municipal sewage services or private communal sewage services combined with individual on-site water services; or
2. municipal water services or private communal water services combined with individual on-site sewage services.

(Source: Provincial Policy Statement, 2020)

Point Block Development means a building or buildings comprised of a street-related podium with a tower above, stepped back from the street in accordance with the requirements of the Downtown and Waterfront Master Plan and Urban Design Strategy.

Portable Asphalt Plant means a facility

1. with equipment designed to heat and dry aggregate and to mix aggregate with bituminous asphalt to produce asphalt paving material, and includes stockpiling and storage of bulk materials used in the process; and
2. which is not of permanent construction, but which is to be dismantled at the completion of the construction project.

(Source: Provincial Policy Statement, 2020)

Portable Concrete Plant means a building or structure

1. with equipment designed to mix cementing materials, aggregate, water and admixtures to produce concrete, and includes stockpiling and storage of bulk materials used in the process; and
2. which is not of permanent construction, but which is designed to be dismantled at the completion of the construction project.

(Source: Provincial Policy Statement, 2020)

Preserve - To maintain the quality or condition of a resource in its current form, and to slow down the deterioration of the resource.

Prestige Employment includes only non-noxious office employment uses and associated accessory uses such as restaurants, parking facilities and business services.

Private Recreation Areas means built or natural areas located on private property that facilitates leisure and recreational activity. These areas may include private golf courses and private docking facilities.

Protection Works Standards means the combination of non-structural or structural works and allowances for slope stability and flooding/erosion to reduce the damage caused by flooding hazards, erosion hazards and other water-related hazards, and to allow access for their maintenance and repair.

(Source: Provincial Policy Statement, 2020)

Public Authority means any federal, provincial, regional or municipal agency and includes any commission, board, authority or department established by such agency exercising any power or authority under a Statute of Canada or Ontario.

Public Service Facilities and Buildings means land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire

protection, health and educational programs, long-term care services, and cultural services. Public service facilities do not include infrastructure.

(Source: Provincial Policy Statement, 2005)

Quality and Quantity of Water is measured by indicators such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended solids, temperature, bacteria, nutrients and hazardous contaminants, and hydrologic regime.

Recreation means leisure time activity undertaken in built or natural settings for purposes of physical activity, health benefits, sport participation and skill development, personal enjoyment, positive social interaction and the achievement of human potential.

Redevelopment means the creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites.

(Source: Provincial Policy Statement, 2020)

Regulatory Floodplain means:

1. for river and stream systems, the area affected by the anticipated regulatory (1:100 year) water elevation, plus an allowance for water-related hazards (such as, ice jams); or
2. for the St. Lawrence River, the area affected by the one in one hundred year flood plus an allowance for wave uprush or other related hazards.

(Source: Adapted from the Provincial Policy Statement, 2005)

Rehabilitate means the treatment of land, buildings or structures so that their use or condition is restored to its former use or condition or may be changed to another use or condition that is or will be compatible with adjacent land uses.

Renewable Energy Project means the construction, installation, use, operation, changing or retiring of a renewable energy generation facility.
(Source: Green Energy Act, 2009)

Renewable Energy Generation Facility means a generation facility that generates electricity from a renewable energy source and that meets such criteria as may be prescribed by regulation and includes associated or ancillary equipment, systems and technologies as may be prescribed by regulation, but does not include an associated waste disposal site, unless the site is prescribed

by regulation for the purposes of this definition. *(Source: Green Energy Act, 2009)*

Renewable Energy Systems means a system that generates electricity, heat and/or cooling from a renewable energy source. (Source: *Provincial Policy Statement*, 2020)

Renewable Energy Undertaking means a renewable energy generation facility, a renewable energy project, a renewable energy testing facility or a renewable energy testing project. *(Source: Planning Act, R.S.O. 1990)*

Restricted Land Use means a type of land use (e.g. industrial) within a wellhead protection area or intake protection zone that has been designated under Part IV of the Clean Water Act and that is normally associated with one or more activities that are significant drinking water threats (e.g. the handling and storage of and organic solvent). When reviewing planning and building applications in a restricted land use area, municipalities are required to consider whether or not a given development would lead to the establishment of activities that are:

1. prohibited by this Source Protection Plan, or
2. subject to a site-specific risk management plan.

If relevant activities are proposed as part of the development, then related planning and building approvals by the municipality must exclude prohibited activities and conform with any risk management plan(s) for the site, as applicable."
(Source: Cataraqui Source Protection Plan, May 2014)

Retail Market Impact Study means a study, conducted by a qualified analyst, of the economic, environmental and fiscal impact of a large-scale retail development project.

Retail Shopping Centre means a complex of retail, entertainment, restaurant and other commercial establishments designed for use by pedestrians and to serve the needs of the surrounding region.

Risk Management Official means a person appointed by the council of a municipality that is responsible for the enforcement of Part IV of the Clean Water Act, and who has the qualifications prescribed in Ontario Regulation 287/87, as amended." *(Source: Cataraqui Source Protection Plan, May 2014)*

Risk Management Plan means a site-specific plan negotiated under section 58 of the Clean Water Act to address significant drinking water threat activities, where the threat cannot be addressed through a different means, such as a prescribed instrument. Note that this tool cannot be used for most waste disposal and all sewage-related activities that require a certificate of approval under the Environmental Protection Act or the Ontario Resources Act, or a permit under

the Ontario Building Code." *(Source: Cataraqui Source Protection Plan, May 2014)*

River, Stream and Small Inland Lake System means all watercourses, rivers, streams, and small inland lakes or waterbodies that have a measurable or predictable response to a single runoff event. *(Source: Provincial Policy Statement, 2005)*

Salt Management Plan means a plan wherein road authorities prepare salt management plans that identify actions they will take to improve their practices in salt storage, improve environmental protection without compromising road safety, general use on roads and snow disposal. (Source: Code of Practice, The Environmental Management of Road Salts, Ministry of Environment, Conservation and Parks, Modified 2018-10-30)

Secondary Uses means uses secondary to the principal use of the property, including but not limited to, home occupations, home industries, and uses that produce value-added agricultural products from the farm operation on the property.

Sensitive Land Uses means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities. *(Source: Provincial Policy Statement, 2020)*

Servicing Plan means an analysis of the City's provisioning and phasing of water and wastewater and other infrastructure to service future growth and development.

Shared Housing is defined as a form of housing where individuals share accommodation either for economic, support, long term care, security, or lifestyle reasons. In some cases, shared housing has no support services attached, such as students, older adults, or other unrelated individuals choosing to live together to share the cost and/or maintenance of housing. In other cases, shared housing may have various levels of support and services for persons with special needs which may include assistance with daily living, housekeeping, counselling, medication, etc.

Signature Architecture means enhanced building articulation through the use of distinguishable architectural elements (such as cornices, mouldings, etc.), materials, and colours consistent with the prominent architecture of the surrounding neighbourhood.

Significant means:

a) in regard to wetlands, coastal wetlands and areas of natural and scientific interest, an area identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time;

b) in regard to woodlands, an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history. These are to be identified using criteria established by the Ontario Ministry of Natural Resources;

c) in regard to other features and areas in policy 2.1, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system;

d) in regard to mineral potential, an area identified as provincially significant through evaluation procedures developed by the Province, as amended from time to time, such as the Provincially Significant Mineral Potential Index; and

e) in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act.

Criteria for determining significance for the resources identified in sections (c)-(d) are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation. (Source: Amended from *Provincial Policy Statement, 2020*)

Significant Groundwater Recharge Area means an area in which there is a volume of water moving from the surface into the ground and the groundwater serves either as source water or the water that supplies a coldwater ecosystem such as a brook trout stream." *(Source: Cataraqui Source Protection Plan, May 2014)*

Site Alteration means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site. *(Source: Provincial Policy Statement, 2020)*

Site Plan Control means a process which requires the preparation of detailed site-specific development plans and enables the review of such matters as building location and massing, access, outdoor storage, amenity space,

walkways, landscaping, loading and parking facilities, accessibility, lighting, grading, sustainable design elements, and urban design elements. Site Plan Control can only be used to establish on-site physical conditions such as setbacks and layout as well as road widening and intersection improvement.

Skyline Development Area means an area that has been identified as an appropriate location for strategic development within the Downtown and Central Waterfront Area where an increased building height may be desirable to enhance the City's skyline.

Small-Scale Intensification means intensification (as defined by this Plan) where there is no need to expand existing water or sewer infrastructure to accommodate the new lot(s) or unit(s). *See also Intensification.*

Strategic Growth Areas within settlement areas, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas. (Source: *Growth Plan for the Greater Golden Horseshoe*, 2006)

Source Protection Area means those lands that have been defined under Ontario Regulation 284/07 as the "Study Area" for an assessment Report and a Source Water Protection Plan under the Clean Water Act, 2006.
(Source: Cataraqui Source Protection Plan, May 2014)

Source Water means Untreated water that is found in groundwater aquifers and surface water lakes and rivers that is used to supply a drinking water system." *(Source: Cataraqui Source Protection Plan, May 2014)*

Source Protection Plan means a document that is prepared by a Source Protection Committee under Section 22 of the Ontario Clean Waters Act, 2006, to direct source protection activities in a source protection area. Each plan is approved by the Ministry of the Environment, Conservation and Parks (MOECP). *(Source: Cataraqui Source Protection Plan, May 2014)*

Note: Unless otherwise defined or interpreted to be defined by the definitions in this Section of the Official Plan for the City of Brockville (Plan) or through the policies of this Plan, terms and words used in the "Source Protection Plan" shall be interpreted as defined in the "Glossary" section of the Source Protection Plan, where such terms are defined by said document. In the case of a discrepancy

between the Clean Water Act, 2006, as amended, and the Cataraqui Source Protection Plan (CSPP), the Clean Water Act, 2006, shall prevail.
(Source: Cataraqui Region Conservation Authority)

Special Needs Facility means an establishment or operation that is made available to individuals who require assistance or support services to live independently in the community.

Special Needs Housing means a unit that is occupied by or is made available for occupancy by a household having one or more individuals who require accessibility modifications or provincially-funded support services in order to live independently in the community.
(Source: Social Housing Reform Act, 2000)

Streetscape means the visual appearance of a roadway formed by the location of physical features such as pedestrian, cycling and vehicular facilities, buildings and landscaping.

Surface Water Feature refers to water-related features on the earth's surface, including headwaters, rivers, stream channels, inland lakes, seepage areas, recharge/discharge areas, springs, wetlands, and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics. *(Source: Provincial Policy Statement, 2020)*

Sustainability means meeting the needs of people today without jeopardizing the ability to meet the needs of future generations by achieving the goals and objectives of the four pillars identified in the City's Community Strategic Plan including planning for: a sustainable, healthy, and vital City; an economically strong and diverse City; a high quality of City services and amenities; and a well-planned and responsive City

Threatened Species means a species that is classified as "Threatened Species" on the Species at Risk in Ontario List, as updated and amended from time to time. (Source: *Provincial Policy Statement, 2020)*

Tiny Homes are small, private and self-contained dwelling units with living and dining areas, kitchen and bathroom facilities, a sleeping area, and are intended for year-round use. (Source: *Tiny Home, Ontario Building Code Information, 2019*)

Transit-Oriented Development (TOD) means a walkable, mixed-use form of development focused around a transit stop, with higher-density development concentrated within a 5 to 10 minute walk from a transit stop. TOD is designed to encourage a variety of uses and support alternatives of transportation.

Transit-supportive: in regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to

compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.

Transitional Area means lands generally located on the periphery of the Downtown and Central Waterfront Area that provide opportunities for compatible infill and redevelopment that is in keeping with the existing character of the area, while providing an appropriate transition to adjacent stable Neighbourhood Areas.

Transport Pathway means a human-made channel that bypasses the normal protection provided by the soil and rock layer resulting in a greater risk of contamination of an aquifer. Examples for wellhead protection areas included: sewers, drainage ditches or swales, utility trenches, and improperly constructed or maintained wells. Transport pathways for Intake Protection Zones include ditches and storm-sewers. *(Source: Cataraqui Source Protection Plan, May 2014)*

Transportation Corridor means a thoroughfare and its associated buffer zone for passage or conveyance of vehicles or people. A transportation corridor includes any or all of the following:

1. major roads, arterial roads, and highways for moving people and goods;
2. rail lines/railways for moving people and goods; and
3. transit rights-of-way/transitways including buses and light rail for moving people.

(Source: Growth Plan for the Greater Golden Horseshoe, 2006)

Transportation Demand Management means a set of strategies that results in more efficient use of the transportation systems by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route or cost. Examples include: carpooling, vanpooling, and shuttle buses; parking management; site design and on-site facilities that support transit and walking; bicycle facilities and programs; flexible working hours; telecommuting; high occupancy vehicle lanes; park and ride; incentives for ride-sharing, using transit, walking and cycling; initiatives to discourage drive-alone trips by residents, employees, visitors, and students. *(Source: Adapted from Provincial Policy Statement, 2020)*

Transportation Systems means a system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, parking facilities, park'n'ride lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, harbours, airports, marine facilities, ferries, canals and

associated facilities such as storage and maintenance. (Source: *Provincial Policy Statement*, 2020.

Urban Design Strategy means a document that outlines key goals, objectives, principles and actions to address, improve and enhance design elements of the urban built form, including buildings, streetscapes, and the public realm.

Utility means a water supply, storm or sanitary sewage, gas or oil pipeline, the generation, transmission and distribution of electric power, steam or hot water, towers, communications/telecommunications lines and other cabled services, waste collection or disposal or management, a public transportation system, licensed broadcasting receiving and transmitting facilities, or any other similar works or systems necessary to the public interest.

Valleylands means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year. *(Source: Provincial Policy Statement, 2020)*

Views and Vistas means the orientation of buildings and structures that assist in creating visual corridors that enhance and maintain views to and from the City's waterfront.

Walkability means the extent in which the built environment is friendly to the presence of people in that area and includes factors such as land use mix, street, trails and open space connectivity and residential density.

Waste Management System means sites and facilities to accommodate solid waste from one or more municipalities and includes recycling facilities, transfer stations, processing sites and disposal sites. *(Source: Provincial Policy Statement, 2020)*

Watercourse means an identifiable depression in the ground in which a flow of water regularly or continuously occurs.

Waterfront Development Area means lands, which either require a greater extent of municipal intervention to realize the development goals and objectives for the Downtown and Central Waterfront Area, or areas undergoing significant transition through private investment and redevelopment.

Watershed means an area that is drained by a lake or river, and its tributaries. *(Source: Provincial Policy Statement, 2005)*

Watershed Planning is planning that provides a framework for establishing goals, objectives, and direction for the protection of water resources, the management of human activities, land, water, aquatic life, and resources within a watershed and for the assessment of cumulative, cross-jurisdictional, and cross-watershed impacts.

Watershed planning typically includes: watershed characterization, a water budget, and conservation plan; nutrient loading assessments; consideration of the impacts of a changing climate and severe weather events; land and water use management objectives and strategies; scenario modelling to evaluate the impacts of forecasted growth and servicing options, and mitigation measures; an environmental monitoring plan; requirements for the use of environmental best management practices, programs, and performance measures; criteria for evaluating the protection of quality and quantity of water; the identification and protection of hydrologic features, areas, and functions and the interrelationships between or among them; and targets for the protection and restoration of riparian areas.

Watershed planning is undertaken at many scales and considers cross-jurisdictional and cross-watershed impacts. The level of analysis and specificity generally increases for smaller geographic areas such as subwatersheds and tributaries. (Source: *Growth Plan for the Greater Golden Horseshoe*, 2020)

Wave Uprush means the rush of water up onto a shoreline or structure following the breaking of a wave; the limit of wave uprush is the point of furthest landward rush of water onto the shoreline. (Source: *Provincial Policy Statement*, 2020)

Wayside Pits and Quarries means a temporary pit or quarry opened and used by or for a public authority solely for the purpose of a particular project or contract of road construction and not located on the road right-of-way. *(Source: Provincial Policy Statement, 2020)*

Wetlands means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens.

Periodically soaked or wetlands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition. *(Source: Provincial Policy Statement, 2020) See also the definition for Significant.*

Wildlife Habitat means areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species. *(Source: Provincial Policy Statement, 2020) See also the definition for significant.*

Woodlands treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention,

hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and provincial levels. Woodlands may be delineated according to the Forestry Act definition or the Province's Ecological Land Classification system definition for "forest". (Source: Provincial Policy Statement, 2020) See also the definition for Significant.



2 CHARTING NEW PLANNING DIRECTIONS FOR OUR CITY

A VISION OF BROCKVILLE IN 2046

2.1 INTRODUCTION

The planning framework and policies of this Plan are based on the community's fundamental values, goals and objectives, which were identified and refined based on the ideas collected from hundreds of Brockville residents during the preparation of this Plan. The City's Vision, Mission Statement and Planning Objectives and Strategies provide broad direction for the long-term planning and development of the City. The Community Strategic Plan outlines the shared vision for the City. The City's Vision, Mission Statement and Planning Objectives were developed through a consultation process that involved input from Council, the community, agencies, and City staff, including a reflection and interpretation of the Provincial Policy Statement.

The City's Vision:

"Mayor and Council are committed to making Brockville a better place to live, work and play and to enjoy an exceptional quality of life. Brockville is committed to families, to an economy that offers opportunities to grow and prosper, to providing amenities that are second to none and conducting our business in a way that is both environmentally and financially sustainable. We encourage the guidance and assistance of our citizens to make this happen."

The City's Mission:

"The City will apply resources, effort and focus on the areas that will move the City towards our vision, keeping in mind our underlying strategic initiatives and the balance needed between competing goals. We will utilize professional management and systems to be leaders in the municipal field. We will promote social, cultural, economic and environmental sustainability within a framework of fiscal responsibility and a commitment to customer service."

The City's Mission is supported by the following Core Values in reviewing or undertaking actions in the City:

Citizens – we will work for the common good of the citizens of the City of Brockville.

Community Partnerships – we will work in partnership with community organizations, private companies and other stakeholders in enhancing the community.

Leadership – we will provide informed direction, tested by debate and discussion.

Fiscal Sustainability – we will provide value for money in all aspects of City operations and fiscal security for current and future citizens based on financial controls, capital plans and processes that ensure accountability.

Integrity – we will guide all decisions and actions.

Communications and Transparency – we will share information between City Council, City staff and citizens.

These Core Values provide important planning directions for Brockville, and are a key element in enhancing, maintaining and expanding upon the quality of the neighbourhoods that are found throughout the City.

2.2 CHARTING A COURSE TO 2046

The City of Brockville Official Plan is the primary land use planning tool used to manage growth and development within the City to the year 2046. The Plan also establishes policies that set a course for municipal actions and responses for the next 20 years.

The Plan provides a sustainability framework to guide balanced decision making in relation to the community's economic, environmental, and social goals, to the extent that these decisions that have implications for the use of land. The Official Plan also provides a guide to senior levels of government and other public agencies in the preparation of plans having an impact on the City of Brockville. Private interests shall also be guided by the land use and development policies of this Plan.

The policies of this Plan:

1. Provide an overall policy framework to guide and manage the maintenance, rehabilitation, growth and development of the City of Brockville in order to ensure a sustainable living environment and a quality of life that meets the needs of the community, not only over a 20-year planning horizon, but over the very long-term to the extent that this is feasible. It is recognized that there are certain very long-term planning goals set out in this Plan that may take longer than 20 years to achieve.
2. Promote orderly growth and development in the City of Brockville through the logical, efficient and cost-effective distribution of land uses and deployment of infrastructure that will safeguard the health, convenience and economic well-being of residents, businesses and visitors.
3. Ensure that increasing housing supply and choice is a focus for the City in the Official Plan, the Zoning By-law, and the development process. Increasing housing supply includes policies and zoning for innovative housing models, supporting and implementing infill and intensification, and streamlining the development approval process for housing projects. Monitoring of housing supply including units in the development process and timelines to approval is a commitment to the City partnering with all housing providers to support increasing housing supply and choice.
4. Address climate change through land use planning and city building. As a waterfront City, Brockville is in a unique position of having opportunities for enhanced vibrancy in the downtown and waterfront areas through new development. Brockville has public spaces along the waterfront of the St. Lawrence River. Addressing climate change is an imperative to protecting key assets and public places/private investment that defines Brockville's core. In addition, through new development, natural heritage protection, public spaces and parks, Brockville can enhance how impacts of climate change are addressed. Active transportation, public transit, reduction of reliance on single occupancy vehicles and greening of streets supports the

City's climate change agenda. Infrastructure master planning including treating stormwater as a resource (as opposed to a waste product) supports building a greener and healthier City.

5. Reduce uncertainty in the public and private sectors regarding future development by establishing clear development principles and policies, and land use designations.
6. Provide guidance to Council in determining the appropriate future actions relating to physical change, development and improvement within the City.
7. Recognize the financial position of the City and promote a satisfactory, long-term balance in assessment and, to the extent possible, ensure the financial sustainability of the City.
8. Establish goals, objectives and policies to reconcile existing conditions; maintain the ability of the City to provide appropriate services; and respond to local aspirations in light of variables such as population and economic change.
9. Define the measures and means of implementing, monitoring, reviewing and updating the policies and schedules of this Plan, including, but not limited to, such matters as amendments to this Plan, secondary plans, community improvement plans, the Zoning By-law, plans of subdivision and condominium, consents to sever land, site plan control, infrastructure and servicing, architectural control, and urban design guidelines.
10. In conjunction with adjacent municipalities and other authorities, assist in coordinating and integrating planning activities with cross-jurisdictional implications, such as sustainability planning; the surrounding natural ecosystems, the St. Lawrence River shoreline and watershed planning; the St. Lawrence Islands National Park, Tackaberry Thousand Islands Regional Airport, the Frontenac Arch Biosphere Reserve, the Islands, natural and cultural heritage planning; management of resources; provisions for affordable and special needs housing; transportation and infrastructure planning; regional economic development; air and water quality monitoring; and waste management.
11. Recognize the importance of the nearby Tackaberry Thousand Islands Regional Airport to the City of Brockville's economic, industrial, health and tourism goals.

Achieving the City's fundamental planning goals will require a careful balance amongst progressive economic development objectives, the imperative to conserve and enhance natural and cultural heritage, the maintenance of a healthy and vibrant community, and the establishment of a strong growth management regime. Based on the principles of sustainability, the goals and objectives will help to achieve the policies of this Plan.



quality of amenities & services

- Connect trails, streets and open spaces, increasing the 'walkability' of the City.
- Promote active and accessible transportation choices – improve transit, cycling, and walking trails.
- Upgrade and expand crucial physical infrastructure in the City.
- Maintain and enhance core community services, including health care, recreation, and social services.
- Undertake significant upgrades to water-based access and services on the River.
- Provide a large number of activities for all ages on the waterfront.

sustainability of the City

- Reduce energy consumption and provide alternative and more sustainable energy solutions.
- Address the greening of the community – tree planting, landscaping, and vegetation retention.
- Balance the use of the City's Islands.
- Protect and enhance natural areas, parks, and open spaces.
- Provide strong planning and municipal leadership.
- Maintain and improve cleanliness and safety within the City.

the community and people

- Be inclusive and consultative.
- Maintain the "Small City Feel".
- Celebrate heritage and culture.
- Provide a diverse housing choice – available, accessible, and affordable.
- Promote the City's strong architectural identity and excellence in urban design, which is unique in Eastern Ontario.
- Retain and attract young people to ensure the City's sustained viability into the future.

the City's economy

- Protect and enhance the vibrancy of the downtown and street life.
- Protect and enhance the waterfront as an active and publicly accessible place.
- Continue to develop tourism amenities and a tourism industry.
- Maintain a strong and diverse employment base, particularly with exposure close to Hwy 401.
- Redevelop underutilized sites south of the 401 to reinvigorate the core of the City.
- Position St. Lawrence College and other key learning assets and facilities to be the centre of excellence for technology, entrepreneurship, and research and development.

2.3 THE CITY'S PLANNING GOALS & OBJECTIVES

The four strategic planning themes give rise to the goals and associated objectives set out in this Section of the Plan. These goals and objectives form the basis for the detailed policies that follow and reflect the four themes identified in the Strategic Plan:

1. **Sustainable and Climate Resilient**
   a. Conserved and Enhanced Natural Environment
   b. Healthy Community
   c. Sustained Action in Addressing Climate Change

2. **An Economically Strong and Diverse City**
   a. Flexible and Adaptable Economy
   b. Revitalized Community
   c. Innovative and Advanced Workforce

3. **A High Quality of City Services and Amenities**
   a. Effective Multi-Modal Transportation System
   b. Expanded Servicing Infrastructure
   c. Strong Community Services

4. **A Well-Planned and Responsive City**
   a. Responsive Planning Administration
   b. Managed Growth
   c. Unique Built Form Identity.

5. **A Focus on Housing Supply and Choice**
   a. Increased Housing Supply
   b. Support innovative, infill, and intensification in housing
   c. Address financial and regulatory tools for housing



A Conserved and Enhanced Natural Environment

Goal:

Protect and enhance the quality of the natural environment through a planning framework that conserves and enhances the diversity and connectivity of the natural forms, features and functions of Brockville's natural heritage, surface water and ground water resources, that minimizes and mitigates impacts on local and broader concerns related to global environmental challenges such as climate change, urbanization, and reducing our collective carbon footprint.

Objectives:

1. Establish the policy framework that supports the preparation of a Natural Heritage and Open Space System Strategy for the City.
2. Identify, protect and enhance the natural forms, features and functions within the City, where possible and appropriate.
3. Protect Provincially Significant Wetlands and significant habitat of endangered species and threatened species by directing development and site alteration away from such areas, by carefully evaluating the potential impacts of development on adjacent lands, and by striving to protect areas of significant woodland, wildlife habitat and valleylands.

4. Minimize impacts on the natural environment by promoting the reduction in greenhouse gas emissions and water and energy use, and waste diversion programs in the public, private, and community sectors.
5. Ensure that development proceeds in a manner that recognizes and respects land with inherent environmental hazards such as flood susceptibility, erosion, steep slopes, or any other physical condition that could endanger human life or property.
6. Ensure that, through redevelopment, existing and potential sources of pollution including contaminated soil are corrected and brought into compliance with acceptable standards as established by the Ministry of the Environment, Conservation and Parks.
7. To balance the use of the City's islands.
8. Recognize and protect, within the context and confines of this Plan, the Frontenac Arch Biosphere Reserve.
9. Ensure the protection and conservation of the water cycle and source water areas.
10. Ensure that the principles of environmental stewardship and protection are maintained for public lands intended for conservation, including Community and City-wide Parks.

B Healthy Community

Goal:

Reinforce Brockville's strong sense of community through the provision of public services, the development of safe and attractive communities and the celebration of Brockville's unique cultural and natural heritage, by involving residents on planning matters and by promoting a healthy and safe community through active lifestyles.

Objectives:

11. Ensure that all citizens have opportunities for active and healthy lifestyles through equitable, accessible, and affordable recreation and community programs.
12. Conserve and enhance the historical and cultural heritage of the City.
13. Encourage the beautification, improvement and/or redevelopment of the City.
14. Revitalize and reuse underutilized land in the City.
15. Celebrate the City's cultural and built heritage resources.
16. Encourage and support the City's arts and entertainment culture.
17. Conserve key cultural and built heritage elements in the City through the appropriate use of available planning tools.
18. Revitalize the Downtown and Central Waterfront Area as mixed commercial, residential, cultural, social, tourism and entertainment destinations, while recognizing and conserving its cultural heritage resources.

19. Develop land use patterns in the City that are compact and efficient.
20. Maintain and enhance the character of Brockville when considering appropriate development.
21. Provide for a variety of housing forms, tenures and levels of affordability through development, redevelopment, intensification and infilling projects.
22. Protect and improve the built heritage resources and cultural heritage landscapes, and encourage the protection of historical buildings, all of which contribute to Brockville's unique character.
23. Protect and conserve those natural landscape features that contribute to the City's unique character.
24. Identify and conserve artifacts of cultural heritage value and archaeological interest.
25. Ensure the responsible use of land by encouraging the redevelopment, intensification and infilling of underutilized land prior to the expansion onto the Urban Reserve Area.
26. Direct new urban development to the built up area, ensuring a compact form, and an appropriate mix of land uses and densities, resulting in the efficient use of land, infrastructure, and public services and facilities.
27. Reduce conflicts between existing and proposed land uses by reducing the instances of conflicting land uses and through urban design treatments, buffering, setbacks, landscaping and other measures, as appropriate.
28. Support local food production in neighbouring rural municipalities by buying and consuming local produce.
29. Encourage local food production within existing neighbourhoods by permitting portions of community-wide parks to be used as community gardens.
30. Explore opportunities for urban agriculture in the City of Brockville.
31. Promote sustainable energy consumption and green technologies through energy conservation, energy efficiency, neighbourhood design, building design, and other means.
32. Provide, enhance and encourage active transportation options throughout the City.

C. Sustained Action in Addressing Climate Change

Goal:

Addressing climate change through policy in the Official Plan is a key commitment to action on the climate crisis. Official Plan policies can implement key actions such as water resources management, sustainable transportation, stormwater management, infrastructure planning, natural heritage protection and enhancement, shoreline protection, transit, active transportation and more. City operations and climate action planning for city operations are tools the City can use to mitigate the environmental impact of City operations.

Objectives

33. Provide, enhance and encourage active transportation options throughout the City.
34. Undertake and implement master planning for an integrated Transportation Master Plan including roads, goods movement, active transportation, and transit.
35. Integrate climate mitigation policies through site design incorporating best practices in sustainable site design.
36. Utilize and upgrade the City's parks and natural areas for climate resilient infrastructure.
37. Integrate climate action planning across City Departments.
38. Ensure the urban forestry policies address canopy cover, diversity of species, native plant material, and integration of stormwater management into the urban forestry policies.
39. Ensure the potential impacts of a changing climate on natural hazards are considered through the development review process.



A Flexible and Adaptable Economy

Goal:

Create a planning framework that promotes a flexible and adaptable economic environment that encourages investment and a broad range of employment opportunities, and supports the growth of tourism in the City.

Objectives:

1. Guide the maintenance and growth of economic activity in the City through the development of proactive and flexible land use policies for areas of economic activity.
2. Ensure protection of the City's Employment Areas for long-term economic development.
3. Promote the development of new businesses and economic activities that are not currently available in the City to help maximize employment opportunities through land use policies that permit and encourage the development of such uses.

4. Promote employment opportunities that utilize local economic resources and that are resilient to economic change.
5. Support business and employment diversification through flexible land use policies and small business development.
6. Foster tourism potential in the City through the protection and enhancement of the City's unique characteristics and through the Tackaberry Thousand Islands Regional Airport.
7. Ensure that resources are managed and, where appropriate, developed to promote tourism development and economic growth.
8. Recognize and preserve cultural heritage resources as a significant factor contributing to the City's economy.
9. Capitalize on the economic development opportunities associated with the Highway 401 exposure.
10. Direct employment and commercial growth to appropriate locations which provide sufficient existing and planned infrastructure.
11. Promote local and regional economic development opportunities, through the coordination of economic activities among municipalities, agencies, landowners and local groups.
12. Maintain a strong and diverse commercial and employment base by supporting the retention and expansion of existing employment and commercial uses.
13. Ensure that there are sufficient lands designated for commercial and employment uses within the City.
14. Consider the impact of decision making with respect to land use on opportunities for business attraction and expansion.
15. Invest in infrastructure to attract and support business development and investment.
16. Develop a diverse, creative, innovative, and entrepreneurial economy.
17. Anticipate, understand, and accommodate new economies and emerging trends in the employment and commercial sectors.
18. Promote effective partnerships between business, government, and stakeholders.
19. Minimize the impact of business practices on the natural environment, including the City's air and water quality.

B Revitalized Community

Goal:

Protect the vitality and growth of the employment sectors, and revitalize the Downtown and Central Waterfront Area, while recognizing retail trends and community needs.

Objectives:

20. Provide for emerging retail trends that meet the needs of the City through the establishment of a strong and adaptable commercial and mixed-use structure that is focused on the Downtown and Central Waterfront Area.
21. Focus higher order commercial uses, such as department stores and food stores, in the Downtown and Central Waterfront Area and within the mixed use nodes. Mixed use nodes are envisaged as major concentrations of residential uses, community uses, commercial and business uses serving the City and the surrounding region.
22. Encourage the improvement and revitalization of the Downtown and Central Waterfront Area as a healthy and vibrant area for mixed commercial, residential, cultural, social, tourism and entertainment uses, while recognizing and conserving cultural heritage resources.
23. Attract a wide range of employment and commercial uses and specifically target business that reflects the values of the community.
24. Strengthen the role of the City's Downtown and Central Waterfront Area as a multi-functional, economic centre serving the immediate area as well as the greater region.
25. Preserve and enhance the unique character and experience of the Downtown and Central Waterfront Area and to ensure that it remains vibrant and attractive to residents and visitors alike for its culture, shopping, and attractions.
26. Grow and promote the City's tourism industry, amenities, and events, with a focus on the Downtown and Central Waterfront Area.
27. Develop incentive programs to ensure participation by the private sector in business development, investment, and downtown revitalization.
28. Support locally owned and operated businesses and promote the concept of buying local to residents.
29. Advance a sustainability agenda on limited financial resources.
30. Encourage, support, and partner with community and non-profit organizations to advance social, cultural, environmental, and economic programmes and activities that contribute to and strengthen the City.

C Innovative and Advanced Workforce

Goal:

Coordinate the City's planning and economic development activities to promote the development of education and skills advancement systems and facilities.

Objectives:

31. Encourage and assist citizens to apply their innovative, creative and entrepreneurial skills to take advantage of employment opportunities.
32. Encourage and assist citizens to enhance their level of education and their skills, and to be flexible in pursuits of employment.
33. Ensure that there are increasing local employment opportunities that are well-paying and meaningful and that will encourage young families to locate and remain in Brockville.
34. Attract and retain educated professionals in the City's workforce.
35. Encourage and assist volunteering and mentorship in young adults
36. Ensure that residents (including youth) have access to education and skills training, including co-operative programs including overcoming individual economic and social barriers
37. Ensure that there are increasing job opportunities for youth ages 15-24 in the community.
38. Position St. Lawrence College and other key learning assets and facilities as recognized centres of excellence in technology, entrepreneurship, and research and development.



A Effective Multi-Modal Transportation System

Goal:

Provide a high level of transportation services throughout the City, including a multi-modal system that includes roads, transit service, rail service, and active transportation options such as cycling facilities and trails.

Objectives:

1. Complete a Transportation Master Plan aligned to growth and servicing which integrates roads, goods movement, transit and active transportation.
2. Provide for the development of a multi-purpose trail system through a series of linked open spaces.
3. Ensure appropriate access to, from, and within the City and those in the surrounding region, by all modes of transportation.

4. Give priority to road and servicing improvements that improve the potential for employment-related growth and development.
5. Provide employment land with access to strategic transportation corridors and other transportation facilities.
6. Maintain and expand the multi-purpose trail system for cycling and walking to encourage transportation options beyond motorized vehicles.
7. Promote the development of a linked system of sidewalks along streets to increase public safety and enhance the public realm.
8. Consider capital and life-cycle infrastructure costs in making land use and transportation decisions.
9. Undertake a long-term economic analysis of the City's infrastructure through life-cycle analysis.
10. Promote innovation and efficiency in the design of new infrastructure, and in the re-design, rehabilitation, re-use or optimization of existing infrastructure.
11. Manage the demand for and supply of transportation infrastructure and services.
12. Prioritize, support, and develop alternative and active transportation options within the City in the public and private realms.
13. Improve opportunities for public transit by focusing on accessibility, densification, routes and frequency, connectivity to adjacent jurisdictions, linkages to train and bus stations, and the implementation of principles of transit oriented development.
14. Improve the overall walkability of the City of Brockville by connecting trails, streets, and open spaces by ensuring that new development is oriented to pedestrians and provides connectivity for pedestrians between private development, active transportation routes, transit, and cycling.
15. Improve opportunities for cycling throughout the City by establishing both an on-road and off-road cycling network.
16. Minimize emissions and energy use City-wide as a result of transportation.
17. Integrate transportation infrastructure and facilities with the existing natural and built environments.
18. Manage parking in all areas of the City.
19. Coordinate pedestrian, cyclist and motor vehicle traffic and circulation to and within the downtown and waterfront areas in order to ensure accessibility and to promote the viability of these areas.
20. Consider the impact of decision making with respect to land use and infrastructure on transportation networks and options.
21. Maximize the capacity of existing transportation infrastructure and facilities through improvements, restoration, and maintenance, prior to investing in new infrastructure and facilities.
22. Ensure the City's transportation network meets short- and long-term needs of all users to ensure that options are flexible, safe, efficient, comfortable, affordable, convenient, and accessible to persons with disabilities and older persons.

B Optimizing Servicing Infrastructure

Goal:

Ensure that Brockville maintains, improves and optimizes its infrastructure including all water and waste water infrastructure, stormwater management, waste management, telecommunications and other public utilities in order to better serve existing and future City residents, businesses and visitors.

Objectives:

23. Complete Water, Wastewater, and Stormwater Mater Plans.
24. Ensure that all new development occurs on full municipal services, except in areas specifically provided for in this Plan, to ensure the maintenance of a healthy community and natural environment.
25. Communicate and collaborate with other jurisdictions in the planning and development of infrastructure and services, and to support other initiatives such as environmental and air quality projects and programs.
26. Provide adequate and efficient water supply and distribution, wastewater collection and treatment, stormwater management and waste management systems.
27. Maximize the capacity of existing infrastructure and facilities through improvements, restoration, and maintenance, prior to investing in new or expanded infrastructure and facilities.
28. Ensure the provision of appropriate privately owned water and sewage systems, where feasible and permitted by this Plan.
29. Ensure that public and environmental health and safety are priorities.
30. Provide for the development of broadband and telecommunications infrastructure to serve City residents and businesses.
31. Consider the impact of decision making with respect to land use and water and wastewater infrastructure costs.
32. Undertake a long-term economic analysis of the City's infrastructure through life-cycle analysis.
33. Encourage innovation and efficiency in the design of new infrastructure, and in the re-design, rehabilitation, re-use or optimization of existing infrastructure.
34. Re-design, rehabilitate, re-use and optimize older infrastructure as part of an infrastructure renewal strategy.
35. Protect and conserve the water cycle through innovative approaches to stormwater, water supply, and sewage management.
36. LEED certification standards and energy efficient standards are encouraged to be incorporated in new and renovated buildings.

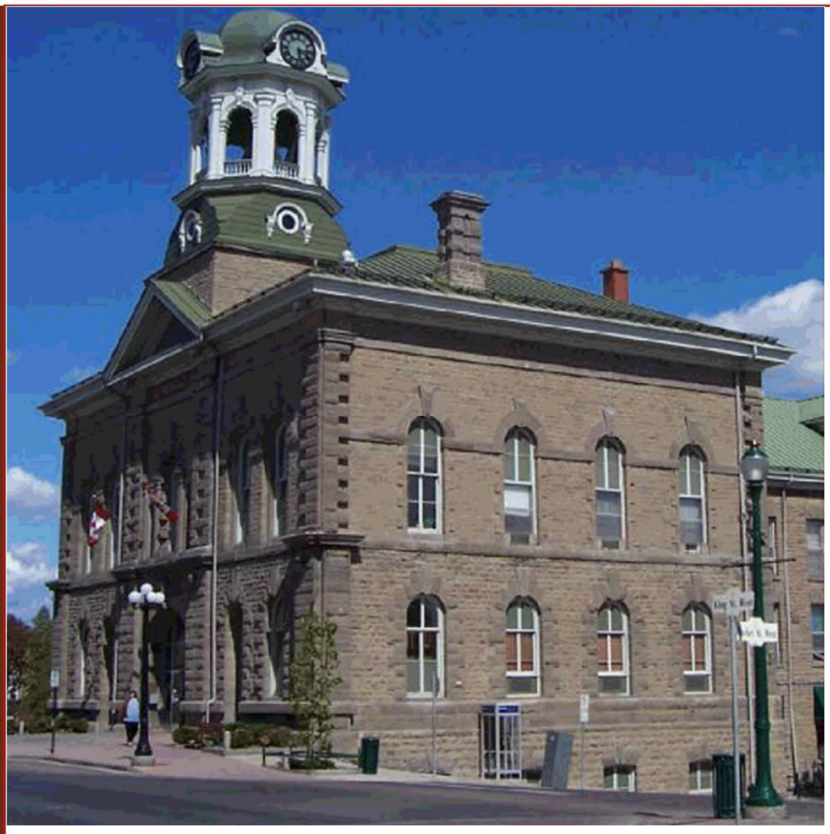
C Strong Community Services

Goal:

Reinforce the City's strong sense of community through the provision of public services and by promoting a healthy community by providing adequate facilities for parks and recreation, schools, hospitals, community programs, and related services.

Objectives:

37. Support the maintenance and development of public service resources, such as education and training facilities, community-based care facilities and programs, and leisure and recreation opportunities in the City.
38. Provide for a wide variety of recreation opportunities, including active, passive, indoor, outdoor and targeted leisure activities.
39. Improve accessibility to the Waterfront Area and increase the number of access points to the waterfront.
40. Provide adequate sanitary sewer, water, and storm facilities for all for new growth within existing and future identified growth areas.
41. Ensure the selection of quality, durable, recycled, and energy/water efficient materials and to minimize the use of non-renewable resources when designing new community services.



A Responsive Planning Administration

Goal:

Support an open and responsive municipal government that actively builds public and private sector partnerships in the pursuit of the responsible and efficient use of land, resources, and services, while ensuring community and financial sustainability. Provide a consistent planning framework and governance structure to ensure equitable and accountable planning decisions.

Objectives:

1. Communicate and cooperate with private sector interests to review development initiatives, and where deemed appropriate, to support those projects that will benefit the City.
2. Ensure that all new development will be a long-term financial benefit to the City.
3. Utilize the provisions of the Development Charges Act to reduce growth related capital costs borne by the existing residents of the City.
4. Encourage the development of a broad, balanced tax base.

5. Offer an open and responsive City which provides clear opportunities for public input into the land use planning process.
6. Provide a consistent and equitable land use planning framework across the entire City.
7. Provide a clear blueprint to direct future growth and development in the City.
8. Provide guidance to City staff and Council in their decision making.
9. Ensure that land use planning decisions are directly related to municipal investments in services and infrastructure.
10. Promote the City's involvement in cross-jurisdictional matters relating to planning issues.

B Managed Growth

Goal:

Manage growth appropriately to create a sense of place and overall community belonging while maintaining and enhancing unique community characteristics. Promote improved quality of life for Brockville residents by making the City a desirable place to live, work and enjoy recreational opportunities.

Objectives:

1. Address land consumption by ensuring the most efficient use of land to achieve the City's goals of housing and jobs.
2. Ensure that land use patterns meet the needs of a range of citizens equitably, including citizens of the City of Brockville and the surrounding area.
3. Encourage a mix of compatible land uses at appropriate locations.
4. Maintain a suitable residential land use assessment.
5. Maintain a suitable employment land use assessment.
6. Plan for a pattern of commercial development that provides for a full range of commercial goods and services.
7. Ensure adequate provision of community uses to meet the needs of a range of citizens equitably.

C Unique Built Form Identity

Goal:

Create a unique identity and enhanced sense of place through all public realm and development projects by enhancing community character, establishing distinctive areas and streets, continuing the City's urban fabric, and developing a unique skyline while maintaining and enhancing important views.

Objectives:

1. Require that all new development is consistent with sound urban design objectives and principles, and demonstrates excellence in urban design.
2. Ensure that new development and redevelopment maintains or enhances the existing character of a neighbourhood.
3. Ensure that new development and redevelopment in the Downtown and Central Waterfront Area is subject to enhanced control/protection in order to maintain the unique built heritage/architectural identity address and protect the existing built heritage, the existing built form, façade protection, urban design, streetscape priorities, views to the St. Lawrence River, and connectivity between the Downtown and Central Waterfront Area.
4. Require that all new development has considered environmental impacts and is subject to sustainable and energy efficient development and design standards.
5. Promote an aesthetically pleasing built environment that is balanced with an aesthetically pleasing natural environment.
6. Ensure that views and vistas within the City are protected.
7. Coordinate between public and private uses to ensure continuity of the experience of place.
8. Ensure that all citizens feel safe within their homes and within their communities.
9. Ensure that the City of Brockville is built at a scale that is oriented to pedestrians and that the built environment achieves connectivity, walkability and opportunities for active transportation.
10. Promote the redevelopment of properties and the rehabilitation/adaptive reuse of existing buildings where feasible and appropriate within the City.
11. Encourage and promote adaptable, mixed use development on appropriate land uses.
12. Promote opportunities for citizens to live, work, and play within complete communities.
13. Achieve housing supply across a range of densities (low, medium, high density).







A Increase Housing Supply

Goal:

Housing supply is a key priority for the Province of Ontario and the City of Brockville. Increased housing supply provides greater choice and opportunity for citizens throughout their lives – supporting young adults, growing families and those wanting to remain in Brockville throughout their lives. The City is committed to providing a full range of housing choice, housing tenure, supporting housing innovation, and ensuring all citizens, regardless of age or income, have access to safe, accessible, and attainable housing. Recognizing that Brockville's Official Plan can support increased housing supply, the Plan focuses on those actions within the City's responsibilities.

Objectives:

1. Ensure that all citizens have equitable, accessible, affordable, energy efficient housing choices, which are supportive of a variety of lifestyles at various stages of life.
2. Identify locations in the Official Plan for medium and high-density housing.
3. Update shared housing policies to reflect current practices and requirements in shared housing. Update the City's Zoning By-law to implement shared housing as-of-right.
4. Review the City's Zoning By-law to reduce barriers to housing supply.
5. Implement a Community Planning Permit System and By-laws to streamline housing supply approval.

B Support Innovation, Infill and Intensification in Housing

Goal:

There are opportunities for new types and forms of housing as well as making wise use of existing land for new housing. This requires careful choices in policy and implementation through the City's Zoning By-law to set the standards

Objectives:

1. Provide for a variety of housing forms, tenures and levels of affordability through development, redevelopment, intensification and infilling projects.
2. Identify areas for redevelopment, including brownfields, greyfields, and bluefields, within the City in this Official Plan.
3. Establish policies for infill in low density residential neighbourhoods and update the City's Zoning By-law for infill.
4. Support innovative and new housing forms such as laneway housing, additional dwelling units, tiny homes, housing co-operatives, and shared housing.
5. Update policies so that garden suite are permanent land use as opposed to a temporary land use.
6. Update policies so that garden suites are a permanent land use as opposed to a temporary land use.
7. Update the City's Zoning By-law to allow implementation of innovative housing as of right.
8. Update the City's Zoning By-law regarding parking standards for infill, intensification and innovative housing.

C Address Financial and Regulatory Tools for Housing

Goal:

The provision of housing requires concerted action across all levels of government for addressing housing requires actions by senior levels of government as well. The City's Official Plan identifies objectives for financial and regulatory tools as well as advocacy regarding financial and regulatory support for housing.

Objectives:

1. Undertake a review and potential preparation of a Community Improvement Plan for affordable housing.
2. Review all financial fees for additional dwelling units to eliminate financial barriers for these types of housing units.
3. Prioritize site plan approval for housing.
4. Consider using secondary planning for major sites or areas with a priority focus on increasing housing supply.
5. Provide support for medium and high-density housing development that provides a mix of housing unit sizes.
6. Advocate with senior levels of government for regulatory and financial

tools to support increasing housing supply.

7. Work with employers to understand the housing needs of the workforce in Brockville.
8. Prepare an annual housing update for Council and the community on housing approvals.
9. Undertake a Brockville Housing Strategy



3 BUILDING OUR HEALTHY & SUSTAINABLE CITY

3.1 INTRODUCTION

Principles of sustainability form the basis for the policies related to growth management, economic development, community services, the natural environment, and community development and revitalization. Working towards increasing environmental, fiscal, social and organizational sustainability is a key factor in building a complete, healthy and vibrant City.

The City of Brockville's sustainability mandate, as expressed in the consultation for the 2021 (Approved 2023) Official Plan Update, can be enhanced through the new Official Plan. During the engagement process for the Official Plan update, key themes from Brockville's residents included issues related to sustainability such as protection and enhancement of natural areas and features of the City, alternative and active transportation options, urban design, "green technology", and air quality.

Based on the consultation process, administrative and Council engagement for the Official Plan update, the following outlines a growth management approach, which ensures the long-term protection of the City's built, human, cultural and natural environment.

3.2 MANAGING GROWTH IN OUR CITY

Growth in the City of Brockville will be managed by directing future development to existing built up areas, thereby optimizing the use of existing infrastructure, creating a vital and compact community, and protecting the natural environment. The Urban Area of the City will be the focus of growth with a range of land uses and opportunities for intensification, infill and redevelopment. Nodes and Corridors, including the Downtown and Central Waterfront Area, have been identified as appropriate locations for higher density, mixed use development through appropriate intensification and redevelopment.

The anticipated growth to 2046 within the City can be accommodated within the existing land use designations, subject to the provision and availability of suitable services. However, it is also recommended that areas identified as having potential for future development be protected and planned in an efficient manner that will not prejudice their future development and is consistent with the City's planning goals. These future development areas are identified as the Urban Reserve Area, and represent logical extensions of the existing Built-Up Area of the City.

This Plan manages change by directing where and how the City will accommodate population and employment growth. The growth policies ensure the efficient and effective development of the City, conservation of Natural Heritage Features and the environment, and provide a basis for future planning activities in the City. Schedule 1 and the related policies identify the fundamental structure of the City and provide guidance for long-term growth over the planning horizon to the year 2046.

3.2.1 GROWTH PROJECTIONS

The City's population, household and employment growth projections are based on a Population, Household and Employment Forecast Study which updated information on population, household and employment growth and associated land needs within the 25-year (2046) planning horizon.

The City is forecast to experience population and employment growth over the planning horizon. Table 3.1 identifies the population, household and employment projections.

Table 3.1 – Population, Household and Employment Projections

	Population	*Households*	*Employment*
2021	23,603	10,970	13,690
2026	24,320	11,404	14,106
2031	25,059	11,721	14,534
2036	25,681	11,940	14,895
2041	26,247	12,151	15,223
2046	26,782	12,725	15,285

Source: MetroEconomics, 2021

3.2.1.1 Policies

It shall be the policy of the City that:

1. The population, household and employment projections in Table 3.1 shall form the basis for planning and growth management activities, in particular the establishment of land needs to accommodate growth.
2. The projections in Table 3.1 are partially dependent on factors outside of the City's control. Consequently, the City's planning and growth management activities shall ensure flexibility to accommodate growth, while avoiding inefficient and costly development patterns.
3. The City shall monitor the population and employment forecasts on an on-going basis in accordance with the policies of Section 6.3 of this Plan.
4. The City, through its Community Strategic Plan, has established the following growth targets:
    v. 1 percent growth per year in population;
    vi. 2 percent growth per year in employment.

While these targets exceed the projections established in Table 3.1, the City shall endeavour to execute its strategic initiatives to achieve these targets. These targets shall not form the basis for planning and growth management activities, including the establishment of land needs to accommodate growth.

3.2.2 CITY STRUCTURE

The structure for the City promotes the creation of a complete community, which meets immediate and future needs by providing access to a full range and mix of housing, diverse employment and shopping opportunities, a range of community services and facilities, recreational, parks and open space opportunities, convenient transportation choices, and the protection and enhancement of natural resources.

This Section identifies community structure policy areas that provide guidance on the overall growth management and community structure for the City. Schedule 1 illustrates the existing and planned community structure for the City of Brockville over the planning horizon. Furthermore, there are several policy areas that overlay the community structure, including the natural heritage features and hazard constraints described in Sections 3 and 4, and the servicing systems and transportation networks outlined in Section 5. This Plan recognizes the interrelationship between infrastructure planning and land use planning in managing and directing growth.

The City is committed to providing a range of housing opportunities and increased housing supply. To assist in achieving the housing goals and policies of this Plan, the following densities shall be required:

a. Low Density (Singles and Semi-Detached Houses):
   i. No less than 20 units per hectare
   ii. No more than 35 units per hectare
b. Medium Density (Townhouses and Duplexes):
   i. No less than 36 units per hectare
   ii. No more than 99 units per hectare
c. High Density (Apartments and Mixed-Use Buildings):
   i. A minimum of 100 units per hectare

3.2.2.1 Mixed Use Nodes and Corridors

The City's Land Use and Growth Management Strategy envisages Mixed Use Nodes, connected by linking Corridors as a framework to create opportunities for intensification, redevelopment and infill in a manner that will not have a destabilizing effect on established neighbourhoods. Strategically-located Nodes and Corridors provide an effective means of establishing a City Structure, upon which land use designations are based.

A Node is envisioned as a City-wide focal point, accommodating a range of commercial / retail / service uses; offices and non-industrial uses, and population-related employment uses; a mix of residential uses; municipal and community services and facilities; and entertainment and cultural facilities. The identified Nodes, as illustrated on Schedule 1, shall develop with efficient land use patterns and densities, becoming the logical focus of intensive redevelopment over time.

Development on lands linking the Corridors, as illustrated on Schedule 1, is encouraged to be mixed use and of a density that which is transit-supportive. Stewart Boulevard and Parkedale Avenue (between Stewart Boulevard and Broome Road) represent mixed use corridors, anchored by three Nodes: the Downtown and Central Waterfront Area; Stewart Boulevard/Highway 401 interchange; and the Northeast Commercial Area.

The Downtown and Central Waterfront Area is envisaged as being the primary focus for, and occupying the greatest mix of, commercial / retail / service and higher density residential uses. This area may also accommodate new municipal and community service facilities, entertainment and cultural facilities. It is recognized that the City may also consider other locations for municipal and public facilities and commercial and office uses requiring access to Highway 401. The land use emphasis between Nodes may vary, and may include the:

Downtown and Central Waterfront Area – the primary mixed-use Node intended to accommodate residential, office, commercial, community services, cultural activities, main street shops and boutiques, and related uses and activities that reinforce the existing character of the downtown area;

Stewart Blvd./Highway 401 Gateway – a secondary mixed-use Node intended to accommodate mixed employment, retail commercial, hotel/motel accommodations, community uses, and mixed density residential uses within a streetscape design that celebrates the importance of the area as the "doorstep" for the City from Highway 401; and

Northeast Commercial/Mixed Use Node – a secondary mixed-use Node intended to accommodate mixed employment, commercial and community uses, and mixed-density residential uses that will serve the needs of the City for the long-term.

3.2.2.2 Transit-Oriented Development

An anticipated shift toward development that is transit-oriented is encouraged by the City of Brockville. Transit-oriented design involves new buildings, neighbourhoods and developments being oriented in a way to complement proximity to transit, and facilitate pedestrian activity. Where higher density can be accommodated, for example, along Corridors, a higher level of transit service is also feasible.

It shall be the policy of the City that:

1. The Mixed-Use Nodes, as identified on Schedule 1, shall be developed and redeveloped in accordance with Section 4.5 the principles of transit-oriented development design, as established in this Plan.
2. Development along the linking Corridors, that is, Stewart Boulevard and Parkedale Avenue (between Stewart Boulevard and Broome Road), as illustrated on Schedule 1, shall be encouraged to be developed and redeveloped in accordance with the principles of transit-oriented development design, as established in this Plan and shall encourage mixed use.
3. The City shall encourage transit-oriented development within a 5-minute walk (500 metres) of a Mixed-Use Node or linking Corridor.

4. New or expanded development within 800 metres, or an 8-minute walking distance to existing or potential transit route stops shall observe and have regard to the transit-oriented development design principles, as established by the City.

3.2.3 THE CITY'S URBAN AREA

Based on the projections outlined in Table 3.1, the City has sufficient land designated to accommodate anticipated growth to the year 2046. The Urban Area functions as a focal point for growth, development and urban activities. It will continue to be the focus of residential, commercial, employment, office, institutional, entertainment, cultural, recreational and parks and open space uses. The Urban Area will support opportunities for infill, redevelopment and intensification through a mix and range of uses appropriate within the community context.

It shall be the policy of the City that:

1. The Urban Area is illustrated on Schedule 1 as including all land use designations, except for the Urban Reserve Area. The Urban Area shall be the focus of growth and accommodate a full range and mix of residential, commercial, employment, office, institutional, entertainment, cultural, recreational, and parks and open spaces uses, subject to the policies of this Plan, including the land use designations of Section 4, and servicing capacity and infrastructure availability.
2. It is anticipated that there is sufficient land designated to accommodate the projected growth and development within the 25-year planning horizon to 2046.
3. The City shall identify and promote intensification, infill and redevelopment of designated and vacant and/or underutilized sites, and areas in transition in the Urban Area, taking into account existing building stock and the availability of suitable existing or planned infrastructure and public service facilities to accommodate projected needs. Urban Areas will provide for full municipal sanitary sewage, stormwater management and potable water services, in accordance with Section 5.3, as well as an appropriate level of transportation infrastructure.
4. As it is anticipated that sufficient land has been designated to accommodate Urban Area growth and development, Urban Area expansions are not contemplated within the planning horizon. Expansions of the Urban Area will only be considered through a comprehensive review of this Plan where it has been demonstrated that:
    i. sufficient opportunities for appropriate growth are not available within the Urban Area to accommodate projected needs over the planning horizon within the City, or sufficient

opportunities for growth are not available as a result of locational or economic considerations;

ii. opportunities for intensification, infill and redevelopment have been accounted for in evaluating alternatives to an Urban Area expansion, in accordance with the policies of Section 3.2.4.3 of this Plan;

iii. the amount of land included within the expansion area is justified based upon the amount and nature of land available for development within the City as a whole, and the population and employment projections for the City;

iv. the proposed expansion is a logical extension of the Urban Area and will be serviced by full municipal sanitary sewage, stormwater management and potable water services, and such services are financially viable over their life-cycle and protect public health and safety and the natural environment to the satisfaction of the City, in accordance with the policies of Section 5.3;

v. the land is physically suitable for development, considering any constraints, such as Hazard Lands and Natural Heritage Features;

vi. the transportation network can reasonably accommodate the additional volume of traffic and demand for services;

vii. suitable community and public facilities are available, or can be provided to accommodate the expansion area and such services are financially viable over their life-cycle;

viii. a suitable plan for phasing, financing and constructing of the infrastructure for the expansion area is developed;

ix. the proposed expansion shall not negatively impact cultural heritage resources. The City may require a Heritage Impact Assessment when development is proposed adjacent to a cultural heritage resource that is designated or listed in the Municipal Registry of Cultural Heritage Resources, or within or adjacent to a Heritage Conservation District; and

x. cross-jurisdictional issues, as described in this Plan, have been considered.

5. Lands that are part of the City's Growth Management Strategy arising from the review of the Official Plan, including any lands in the Urban Reserve that are added to the Urban Area of the City as shown on Growth Management Schedule 1 to this Amendment, shall be required to complete a Secondary Plan that addresses the following requirements. No development shall be approved and no applications for development shall be deemed complete until the Secondary Plan has been approved by City Council as an amendment to this Plan.

a) A description of the plan area, including a reference map and any adjoining lands in the Urban Area that are logically suitable to be included in the Secondary Plan area together with a description of the role and relationship of the planning area under study to the City as a whole;

b) A statement of the desired land use for the planning area;

c) A statement of the desired land use for the planning area;

d) A description of how the land use plan for the planning area implements the policies of this Plan, the Provincial Policy Statement (current version), the *Planning Act*, and policies and guidelines of the City;

e) A Master Servicing Plan that addresses servicing, infrastructure, and financing of:

    a. Water
    b. Wastewater
    c. Stormwater
    d. Transportation and Transit
    e. Active Transportation

f) Analysis of natural heritage features and systems as identified in this Plan including those areas regulated by the appropriate Conservation Authority;

g) Appropriate land use designations and densities in conformity with this Plan;

h) Analysis and addressing built heritage and cultural heritage landscapes including the protection of these elements and features;

i) Appropriate maps to address the planning area including, but not limited to, land use designations, infrastructure, natural heritage, built heritage, and cultural heritage landscapes.

j) A financial plan, in accordance with Policy 3.2.3.4 is completed and approved by the City of Brockville.

3.2.4 RESIDENTIAL AREAS

Two land use areas are established in the Plan that manage neighbourhood growth: Neighbourhood Areas and Neighbourhood Development Areas as shown on Schedule 1. The policies of this Plan protect the stability of the established Neighbourhood Areas and ensure that new development is compatible with the existing character of the neighbourhood. Neighbourhood Development Areas are generally greenfield lands or lands available for development.

The focus of future intensification is directed by this Plan primarily to the Downtown and Central Waterfront Area, and Mixed Use and Commercial

Areas. Limited intensification is permitted in Neighbourhood Areas in a form and location that will maintain the residential character and amenities.

3.2.4.1 Neighbourhood Areas

Development within Neighbourhood Areas has predominantly focused on low to medium density housing and local commercial uses. While there is not a significant amount of development anticipated in Neighbourhood Areas, infilling on existing lots of record and the rounding-out of existing development patterns is encouraged. Should opportunities for intensification occur in the Neighbourhood Areas in accordance with Section 3.2.4.3, the policies of this Plan will ensure that the character of these neighbourhoods is preserved.

It shall be the policy of City that:

1. The character and identity of existing residential neighbourhoods shall be sustained and enhanced; and
2. The City's existing housing stock shall be preserved and maintained, supplemented by various forms of residential intensification such as infilling and the creation of accessory dwelling units, where appropriate.

3.2.4.2 Neighbourhood Development Areas

Neighbourhood Development Areas are intended to accommodate the majority of new low and medium density residential development through a mix of housing forms including single and semi-detached dwellings, rowhouses, townhouses, duplexes, triplexes, fourplexes, apartments and other medium density multi-unit buildings. The policies of this Plan direct new developments of these forms to the Neighbourhood Development Areas, where appropriate, in order to manage change in a manner that will maintain the character of adjacent neighbourhoods. Should opportunities for intensification occur in the Neighbourhood Development Areas in accordance with Section 3.2.4.3, the policies of this Plan will ensure that the character of neighbourhoods in adjacent Neighbourhood Areas is preserved.

It shall be the policy of the City that:

1. A range of residential accommodation by housing type, tenure, size, and location are provided to help satisfy the City's housing needs.
2. The provision for a range of innovative and affordable housing types, zoning standards and subdivision designs shall be encouraged.
3. The City's development standards may be reviewed on the basis of neighbourhood development proposals providing compact design and improved affordability.
4. Compatibility with the existing housing stock and the character of the area is maintained and that new housing directly abutting existing

Neighbourhood Areas shall provide an appropriate transition, and generally reflect a physical character similar to the existing development in terms of density, lot sizes, maximum building heights, and minimum setbacks.

5. New neighbourhood development shall occur adjacent to the existing development and in a compact form, characterized by a mix of densities that allow for the efficient use of land, infrastructure, and public service facilities.
6. The number of units proposed in new neighbourhood developments shall be viable from a market perspective;
7. New development shall be encouraged to adopt a high quality of design that is reflective of the character of the City of Brockville and supportive of the existing area.

3.2.4.3 Residential Intensification

Intensification is the process of creating complete communities that utilize existing services and infrastructure efficiently and minimize the impact on our environment. Complete communities are envisioned to be vibrant, healthy, safe and able to sustain mixed-use Nodes that reduce the reliance on the private automobile and encourage active modes of transportation and increased walkability. This is achieved by locating the majority of homes, jobs, shops, institutions and services in proximity to each other.

Intensification involves more than developing higher density residential dwellings, it encompasses social and economic improvement that will create communities that effectively respond to the needs of residents and employees. Significant opportunities exist for intensification within the City of Brockville. While the majority of the opportunities exist within the Downtown and Central Waterfront Area, additional opportunities are available within the Mixed Use Nodes and connecting Corridors, without impacting Neighbourhood Areas.

Intensification targets are established to ensure that opportunities for new development in the City's Built-Up Area are not overlooked due to a focus on greenfield development. The opportunities for intensification could be significant based on a review of the lands available for development, proposals in the development approvals process, and plans of subdivision that have been registered.

It shall be the policy of the City that:

1. A portion of the City's future housing needs shall be provided through residential intensification, which may include any of the following:
    i. small scale intensification through modifications to an existing dwelling to include a second unit or construction of a new building containing one or two units;

ii. infill development and residential development of vacant land or underutilized land in the Built-Up Area; and/or

iii. redevelopment which includes either the replacement of existing residential uses with compatible new residential developments at a greater density or the replacement of non-residential uses with compatible residential or mixed use development with a residential component.

2. The City shall monitor the level of residential development within the Built-Up Area, and the number of new units created that represent residential intensification. The City shall target that 35 percent of all new residential units created during the planning period shall be through intensification[1]. This target may be refined through a residential intensification study in accordance with Section 3.2.4.3.3.
3. The City may undertake a residential intensification study to monitor and report on the percentage of residential growth through infill, intensification and redevelopment within the Built-Up Area. The study may assess the potential for increasing the housing supply within the Built-Up Area. The study would investigate matters such as potential land use conflicts, development standards for intensification, availability of vacant land for infill development, adequacy of municipal services, condition of the housing stock and significant physical constraints.
4. The City shall consider applications for infill development, intensification and redevelopment of sites and buildings based on the following criteria:
    i. the proposed development lands are appropriately suited for intensification in the context of the surrounding neighbourhood and the City as a whole;
    ii. the existing water, sanitary sewer services, and stormwater management facilities can accommodate the additional development;
    iii. the road network can accommodate the traffic generated;
    iv. the proposed development is consistent with the policies of the appropriate land use designation associated with the land;
    v. the proposal respects and reinforces the existing physical character of the buildings, streetscapes and parks and open space areas;
    vi. the proposal is compatible with the surrounding development;
    vii. the proposal provide heights, massing and scale appropriate to the site and compatible with adjacent lands;

[1] Land Use and Growth Management Strategy (adopted by Council, December 15, 2009)

viii. the proposal provides adequate privacy, sunlight and views of the sky for existing and new residents;

ix. the proposal screens loading and service areas; and

x. the proposal complies to the appropriate urban design and built form policies of this Plan.

5. The City shall ensure that a proposal representing residential intensification can be satisfactorily integrated with the physical characteristics of residential and commercial areas and proper health and safety standards are maintained. Land use compatibility and urban design assessments may be required as a component of the planning rationale report accompanying development applications, as outlined under Section 6.4.12 of this Plan.
6. Small scale intensification shall be permitted in all Neighbourhood Areas, as designated by this Plan, except where infrastructure is inadequate or there are significant physical constraints.
7. The City shall support appropriate urban residential infill and intensification proposals in Community Improvement Project Areas, provided the proposal conforms to the policies of this Plan and the applicable Community Improvement Plan.
8. The number of units proposed for intensification proposals shall be viable from a market perspective.

3.2.5 EMPLOYMENT AREAS

The Employment Areas promote a diverse economic base by maintaining a range and choice of suitable employment sites that support a range of employment and ancillary uses. The Employment Areas are the focus of major concentrations of industrial-related employment growth and development in the City, which may include manufacturing, logistics operations, warehousing, distribution, offices and related industrial and business park uses, in addition to ancillary commercial uses serving the Employment Area. Employment Areas do not support institutional uses or destination-oriented commercial and shopping uses, such as Large Format Retail uses.

It shall be the policy of the City that:

1. The location of Employment Areas are designated on Schedule 1. In accordance with the policies of Section 4.7, Employment Areas shall be the focus of employment growth and shall accommodate a range of uses including manufacturing, logistics operations, warehousing, distribution, offices and related industrial and business park uses, in addition to ancillary commercial uses serving the Employment Area. Employment Areas shall not support institutional uses or destination-oriented commercial and shopping uses, such as Large Format Retail uses.

2. Areas that shall be protected for Future Employment are identified on Schedule 1. These lands are not anticipated for development within the horizon of this Plan; however, these lands represent Future Employment Land and shall be protected from incompatible land uses due to their strategic location in the City and access to major transportation corridors.
3. New development shall be subject to the policies of the underlying land use designation.
4. Existing uses shall be subject to the policies of Section 6.4.7.
5. Employment Areas shall promote economic development and competitiveness by:
    i. providing a range and mix of employment uses to provide for a diversified economic base;
    ii. maintaining a range and choice of suitable sites for employment uses to support a wide range of employment activities and related uses to accommodate both local and regional markets;
    iii. accommodating employment uses on full municipal water, wastewater and stormwater management systems, to the satisfaction of the City;
    iv. ensuring that certain employment uses are protected from intrusion by incompatible sensitive land uses;
    v. providing an appropriate level of transportation infrastructure;
    vi. directing employment related traffic to arterial roads, and away from local residential streets to the extent possible; and
    vii. protecting significant Natural Heritage Features, areas and their functions.

6. A proposal to expand the boundaries of an Employment Area shall only be considered through a comprehensive review of this Plan. A comprehensive review is an Official Plan review which may be initiated at any time by the City or an Official Plan Amendment which is initiated or adopted by the City in accordance with the policies of Section 6.3, and where it is demonstrated that:
    i. sufficient opportunities for appropriate employment growth are not available through designated employment areas to accommodate projected needs over the planning horizon within the City, or sufficient opportunities for growth are not available through designated employment areas to accommodate projected regional needs as a result of locational or economic considerations;
    ii. opportunities for intensification, infill and redevelopment have been explored, and accounted for in evaluating alternatives to an Employment Area expansion;

iii. the amount of land included within the expansion area is justified based upon the amount and nature of land available for development within the City as a whole and the Employment Areas on an individual basis, the employment projections for the City, and the intended role of the Employment Area;

iv. the proposed expansion is a logical extension of the Employment Area and will be provided with full municipal water, wastewater and stormwater management systems, to the satisfaction of the City;

v. the proposed expansion has regard for the appropriate separation of incompatible sensitive land uses;

vi. the land is physically suitable for development, considering any constraints, such as Hazard Lands and Natural Heritage Features;

vii. the transportation network can reasonably accommodate the additional volume of traffic and demand for services;

viii. suitable community and public facilities are available, or can be provided to accommodate the expansion area;

ix. a suitable plan for phasing, financing and construction of the infrastructure for the expansion area is developed;

x. the proposed expansion shall not negatively impact cultural heritage resources. The City may require a Heritage Impact Assessment when development is proposed adjacent to a cultural heritage resource that is designated or listed in the Municipal Registry of Cultural Heritage Resources, or within or adjacent to a Heritage Conservation District; and

xi. considers cross-jurisdictional issues.

7. Employment Areas shall be protected and preserved for employment uses and the City shall discourage the conversion of Employment Areas for other uses. The conversion of lands from Employment Areas to non-employment uses shall only be considered through a comprehensive review of this Plan, and only where it is demonstrated that the land is not required for employment purposes over the long-term and that there is a demonstrated need for the conversion. A comprehensive review is an Official Plan review which may be initiated at any time by the City or an Official Plan Amendment which is initiated or adopted by the City in accordance with the policies of Section 6.3, and where it is demonstrated that:

i. the location of the employment lands do not satisfy the contemporary or future economic needs of the City;

ii. the total amount of land designated Employment Area in the City shall not substantially decrease, in total, as a result of a redesignation;

iii. the land proposed for redesignation should be on the periphery of an Employment Area and the revised boundaries shall be logical and appropriate for the area, and shall provide opportunities to minimize incompatibility between land uses;

iv. the proposed redesignation shall not jeopardize the planned role and function of other land use areas and shall not set a precedent for further redesignation;

v. there shall be a demonstrated need for the proposed use(s);

vi. the proposed use(s) shall not negatively impact the viability and stability of any of the remaining Employment Areas in the long-term;

vii. the new development shall be compatible within the context of the surrounding existing development in scale, height and built form;

viii. the density and massing of new development shall complement the existing built form context;

ix. the new development can be integrated and linked into the fabric of the surrounding community, where appropriate (e.g. through the provision of public streets, pedestrian walkways and the location of public parks);

x. the continued operation of the existing Employment Area which remains in the area of a redevelopment can be encouraged through measures such as the phasing of development, the provision of on-site building setbacks, landscaped areas, intervening facilities, building and fencing, and the protection of trucking routes and driveways;

xi. that full municipal water, wastewater and stormwater management systems and transportation systems can be provided to meet the needs of the area, to the satisfaction of the City;

xii. subject to the other policies of the Plan in this regard, the environmental conditions of the development area shall be suitable for the proposed land use(s); and

xiii. considers cross-jurisdictional issues.

3.2.6 MIXED USE & COMMERCIAL AREAS

Commercial districts have faced challenges in adapting to meet the demands of constantly shifting retail and commercial patterns. It is therefore imperative that identified commercial Nodes move toward a flexible, mixed use form. The mixed use concept intends to provide for a

range of commercial and residential uses in a higher density mixed use node or corridor. Mixed use development is more efficient in the use of land resources and infrastructure, as a range of uses are provided for in closer proximity while decreasing transportation demands. Buildings may include residential units and storefront retail/commercial uses, facilitating pedestrian activity and street life. Mixed use development is inherently more flexible and responsive to land use pattern changes and demands, allowing areas to regenerate more quickly over time while adapting to facilitate permitted uses. The range of housing opportunities, leisure, recreation and social opportunities, amenities, facilities and infrastructure also cater to the needs of aging and active populations.

It shall be the policy of the City that:

1. A proposal to establish a new Mixed Use and Commercial Area and Mixed Use Node shall only be considered through a comprehensive review of this Plan. A comprehensive review is an Official Plan review which may be initiated at any time by the City or an Official Plan Amendment which is initiated or adopted by the City in accordance with the policies of Section 6.2, and where it is demonstrated that:
    i. sufficient opportunities for appropriate commercial and mixed use growth are not available through existing designated areas to accommodate projected needs over the planning horizon within the City, or sufficient opportunities for growth are not available through existing designated areas to accommodate projected regional needs as a result of locational or economic considerations;
    ii. opportunities for intensification, infill, redevelopment and/or minor expansion have been explored, and accounted for in evaluating alternatives to establishing a new Mixed Use Commercial and Area;
    iii. the amount of land included within the new area is justified based upon the amount and nature of land available for development within the City as a whole and the Mixed Use and Commercial Areas on an individual basis, the projections for the City, and the intended role of the Mixed Use and Commercial Area;
    iv. the proposed new area will be serviced with full municipal water, wastewater and stormwater management systems, to the satisfaction of the City;
    v. through the preparation of a Retail Market Impact Study, to the City's satisfaction in accordance with the requirements of Section 3.2.6.4.4, the impact of the proposed retail use(s) will not have a detrimental impact on the planned function of the City's commercial structure.

vi. the land is physically suitable for development, considering any constraints, such as Hazard Lands and Natural Heritage Features;

vii. the transportation network can reasonably accommodate the additional volume of traffic and demand for services;

viii. a suitable plan for phasing, financing and construction of the infrastructure for the new area is developed;

ix. the proposed new area shall not negatively impact cultural heritage resources. The City may require a Heritage Impact Assessment when development is proposed adjacent to a cultural heritage resource that is designated or listed in the Municipal Registry of Cultural Heritage Resources, or within or adjacent to a Heritage Conservation District; and

x. the proposed new area considers cross-jurisdictional issues.

3.2.6.1 Downtown and Central Waterfront Area

It shall be the policy of the City that:

1. The limits of the Downtown and Central Waterfront Area shall correspond to the Downtown and Central Waterfront Area, as defined on Schedule 1.
2. Where possible based on site suitability and development intent, the City shall promote and direct growth through infill, intensification and redevelopment of vacant and/or underutilized land to the Downtown and Central Waterfront Area.
3. Priority in the use of Community Improvement Plans shall be the revitalization of the Downtown and Central Waterfront Area, or portions of the Area as determined by the City, in accordance with Section 3.4.2.
4. The City shall ensure the highest quality of urban design and architecture in the Downtown and Central Waterfront Area, in accordance the Downtown and Waterfront Master Plan and Urban Design Strategy (DWMPUDS). The City shall be satisfied that all development and redevelopment is consistent with the guidelines contained within the DWMPUDS.
5. The City shall work with the Downtown Business Improvement Association (DBIA) to achieve collective goals and promote the economic vitality of the Downtown and Central Waterfront Area.

3.2.6.2 Stewart Boulevard/Highway 401 Gateway Commercial & Mixed Use Node

Schedule 1 conceptually identifies Mixed Use Nodes, one of which includes the Stewart Boulevard/Highway 401 Gateway Commercial and Mixed Use Node. This Node is envisaged as an area that is secondary to the

Downtown and Central Waterfront Area and accommodates a range of commercial, retail, and service uses, including Large Format Retail uses; offices, and non-industrial and population-related employment uses; a range and mix of residential uses including special needs housing; public services and facilities, including: recreation centres, schools, institutional uses; and entertainment and cultural facilities.

It shall be the policy of the City that:

1. The location of the Stewart Boulevard/Highway 401 Gateway Commercial and Mixed Use Node is identified on Schedule 1. The Node is envisaged as a secondary priority area to the Downtown and Central Waterfront Area, which is intended to accommodate a diverse range and mix of commercial, retail, and service uses, including Large Format Retail uses; offices; a range and mix of residential uses including special needs housing; public services and facilities, including: recreation centres, schools, institutional uses; and entertainment and cultural facilities.
2. The expansion of the Stewart Boulevard/Highway 401 Gateway Commercial and Mixed Use Node shall only be considered through the preparation of a secondary plan and urban design strategy.
3. Recognizing the importance of the Node as the primary gateway to the City from Highway 401, the City may undertake a secondary plan and/or urban design strategy to guide new development and redevelopment within the Node in a manner that:
    i. provides for medium to higher density housing forms including stacked townhouses and apartment buildings;
    ii. encourages a broader mix of land uses and mixed use buildings, including residential buildings with commercial uses at grade and live-work units;
    iii. provides a range of housing types, including affordable and special needs housing;
    iv. encourages high quality urban design and architecture;
    v. encourages densities and development patterns that are transit supportive;
    vi. provides appropriate transitions to adjacent stable neighbourhoods to avoid land use conflicts;
    vii. ensures land use compatibility with adjacent uses and facilities through the use of appropriate buffers, design techniques and land use transitions;
    viii. establishes a linked network of pedestrian pathways and public open spaces to promote active transportation;
    ix. provides an appropriate level of transportation infrastructure and parking accommodation; and

x. ensures a high level of coordination between land use, the transportation network and servicing infrastructure.

4. Proposals for development and redevelopment within the Node may be considered in advance of completing a secondary plan and/or urban design strategy for the Node, provided the proposal is consistent with the policies of this Plan.
5. The former Brockville Shopping Centre is considered an anchor development within the Stewart Boulevard/Highway 401 Gateway Commercial and Mixed-Use Node. The City of Brockville recognizes the contribution redeveloping this area could have of increasing housing supply and as a Transit Oriented Development node. As such, the City of Brockville will review incentives for the owner to instigate redevelopment.

3.2.6.3 Northeast Commercial & Mixed Use Node

The Northeast Commercial Node is identified on Schedule 1. This Node is envisaged as a lower priority area than that of the Downtown and Central Waterfront Area and the Stewart Boulevard/Highway 401 Gateway Commercial and Mixed Use Node. This Node is intended to be an area of transition from Large Format Retail uses to a range of mixed employment, commercial, community uses, and mixed-density residential uses that will serve the needs of the City for the long-term.

It shall be the policy of the City that:

1. The use of land within the Northeast Commercial Node is anticipated to remain predominantly a range and mix of commercial and retail uses including Large Format Retail with a mix of retail and commercial activities, restaurants, entertainment uses, and professional offices.
2. An expansion of the Northeast Commercial and Mixed Use Node shall not be considered, as lands surrounding this Node are within the Employment Area and are to be protected in accordance with the policies of 3.2.5.
3. Through new development and redevelopment, the City shall encourage medium to higher density residential uses; non-industrial employment uses including offices and services; entertainment and cultural facilities; institutional; and public services including: schools, recreation centres, parks and open space uses.
4. The City shall ensure land use compatibility with adjacent uses through the use of appropriate buffers and land use transitions.
5. The City may undertake a secondary plan and urban design strategy to guide new development and redevelopment within the Node in a manner that:
    i. provides for medium to higher density housing forms including stacked townhouses and apartment buildings;

ii. encourages a broader mix of land uses and mixed use buildings, including residential buildings with commercial uses at grade and live-work units;

iii. provides a range of housing types, including affordable and special needs housing;

iv. encourages high quality urban design and architecture;

v. encourages densities and development patterns that are transit supportive;

vi. ensures land use compatibility with adjacent uses and facilities through the use of appropriate buffers, design techniques and land use transitions;

vii. establishes a linked network of pedestrian pathways and public open spaces to promote active transportation;

viii. provides an appropriate level of transportation infrastructure and parking accommodation;

ix. ensures a high level of coordination between land use, the transportation network and servicing infrastructure.

3.2.6.4 Specific Retail Commercial Policies

This Plan promotes a range of local and regional-serving commercial and retail opportunities, which shall be directed to the Downtown and Central Waterfront Area, and Mixed Use and Commercial Nodes.

It shall be the policy of the City that:

1. The City may undertake a comprehensive retail strategy for the City to consider the requirements for retail and commercial development within the Downtown and Central Waterfront Area, the Mixed Use and Commercial Nodes, and any other secondary locations.
2. Prior to the completion of a comprehensive retail strategy for the City, proponents of development proposals including more than 3,000 square metres of retail floor space should be required to undertake the preparation of a Retail Market Impact Study to the City's satisfaction in accordance Section 3.2.6.4.4.
3. Large Format Retail uses shall only be supported in accordance with the design and built form policies of this Plan, and the Mixed Use and Commercial Nodes policies, as illustrated on Schedule 1.
4. A Retail Market Impact Study shall be completed to the satisfaction of the City to assist the City in determining the impact the proposed retail use(s) will have on the planned function of the City's commercial structure. A Retail Market Impact Study shall:

    i. identify the type and size of retail facility that is warranted or will be warranted by a certain year;

ii. provide updated information on the performance of the City's retail sector or sub-sector that may potentially be impacted by the proposal, and identify the impact of the proposed development on other retail locations, particularly the Downtown and Central Waterfront, and the Mixed Use and Commercial Nodes;

iii. assess the availability and suitability of the Downtown and Central Waterfront, and Mixed Use and Commercial Nodes as a location for the proposed development;

iv. demonstrate to the satisfaction of the City that the proposed retail uses will not have a deleterious impact on the planned function of the City's commercial structure, particularly the Downtown and Central Waterfront Area, and the Mixed Use and Commercial Nodes; and

v. enable the City to identify the specific requirements and limitations which shall be included in the amendment to this Plan, Zoning By-law amendments, site plans and agreements, or otherwise made a condition of approval.

The cost of Retail Market Impact Studies and any other required supporting documentation shall be borne by the proponent. Costs incurred by the City in engaging peer review consultants to evaluate the proposal and supporting submissions shall be reimbursed by the proponent.

At the discretion of the City, based on advice from the City's peer review consultant(s), the preceding study requirements may be varied or waived where the City is satisfied that sufficient information is already available to permit the above-noted requirements to be considered, or where a change in the content of required studies is deemed appropriate by the City in order to generate information relevant to the intended implementation of the policies of the Plan.

5. Applications for new development within the Node shall indicate how development on an individual property may be coordinated and integrated with other properties within the surrounding Area.

3.2.7 URBAN RESERVE AREA

Urban Reserve Areas are not anticipated to be required to accommodate the City's projected growth over the horizon of this Plan. Lands within the Urban Reserve Area are not considered to be part of the Urban Area of the City of Brockville. The lands shall be designated Urban Reserve Area on Schedule 1 and are subject to the policies of Section 4.10.

The Urban Reserve Areas are intended to permit existing and compatible rural uses, while protecting the lands for future residential, employment,

commercial and community-related uses, parks and open spaces. However, it is recognized that the lands are not required to accommodate growth within the planning horizon and further planning studies are required to determine the preferred land use, community design, transportation and servicing policies. Prior to any development occurring that is not permitted within the Urban Reserve Area Designation, a Secondary Plan shall be prepared in accordance with the policies of this Plan.

It shall be the policy of the City that:

1. The locations of Urban Reserve Area are illustrated on Schedule 1. The Urban Reserve Area is intended to permit existing and compatible rural and existing uses, while protecting the lands for future residential, employment, commercial and community-related uses, parks and open spaces. Prior to any development occurring that is not permitted within the Urban Reserve Area, a secondary plan and urban design strategy shall be completed and approved by the City, in accordance with the policies of this Plan.
2. In addition to the secondary plan and urban design strategy policies of this Plan, prior to any development, other than that which is permitted in the Urban Reserve Area, lands shall be brought into the Urban Area of the City of Brockville. The City, or a proponent, shall complete a comprehensive review in accordance with the requirements of Section 3.2.3.

3.2.8 CROWN LANDS

The bed of the St. Lawrence River (and the beds of navigable waters) is predominantly Crown Land regulated under the *Public Lands Act* and administered by the Ministry of Natural Resources. Construction and alteration of buildings and other developments on or above Crown Land requires a work permit issued by MNR, and potentially a form of occupational authority under the *Public Lands Act*. Similar policies may apply to lands adjacent to Crown Lands.

It shall be the policy of the City that:

1. Development on or above the bed of navigable waters shall be reviewed and approved by MNR.
2. Where ownership is unconfirmed by the Municipal Property Assessment Corporation (MPAC), the potential ownership of lands by the Crown shall be explored.

3.2.9 SHORT TERM VACATION RENTALS

The City may establish, through the Comprehensive Zoning By-law and/or a municipal licensing framework and/or other administrative processes, appropriate provisions related to the nature, scale, and density of Short-

Term Vacation Rentals that are compatible with surrounding land uses, to ensure these uses remain appropriately integrated in the City's residential areas, providing for the continued availability of suitable short-term accommodations in the community.

Short-Term Vacation Rentals (STVRs) recognized by this Plan include Bed and Breakfast Establishments, owner-occupied partial dwelling or dwelling unit rentals (i.e. a principal residence), and entire-dwelling or dwelling unit rentals (i.e. not a principal residence). STVRs may be permitted in commercial areas but should generally be subject to the same land use policies as those permitted in residential areas and shall be subject to the same licensing requirements.

3.2.9.1 GOALS AND OBJECTIVES FOR SHORT TERM VACATION RENTALS

The City's goals and objectives related to *Short-Term Vacation Rentals* (STVRs) are as follows:

a) STVRs shall generally respect and be compatible with the residential character, amenity, and quality of residential neighbourhoods. This may be achieved through establishing densities for STVRs, mitigation measures to adjacent residential properties, and municipal regulations intended to ensure the orderly management of STVRs;
b) Guests shall be provided with accommodations conforming to current health and life safety standards;
c) Facilities will be operated and maintained in acceptable conditions as detailed in the City's relevant By-laws; and
d) Operators of STVRs shall acknowledge their responsibilities in complying with the City's by-laws and licensing provisions.

3.2.9.2 SHORT TERM VACATION RENATLS POLICIES

It shall be the policy of the City that:

1. The City may, on an area-specific or case-by-case basis, prohibit STVRs in areas that are not considered to be consistent with this Plan;
2. Any short-term rental not operated by residents permanently residing in the dwelling may only be licensed for such use if the use is permitted by the comprehensive zoning bylaw or is a legal non-conforming use;
3. Guest rooms shall only be available for temporary, short term accommodation to the general public;
4. Subject to any other requirements of the zoning or licensing by-law, STVRs shall generally not contain more than three (3) guest rooms. STVRs with four or more guest rooms may be permitted without

amendment to this Plan but shall require a site-specific Zoning By-law amendment;

5. Any proposed external or internal alterations of a home utilized as an STVR that requires a planning application, including but not limited to a minor variance, such alteration(s) shall ensure that the physical character of the building is consistent with the physical character of the surrounding neighbourhood;
6. The site area of all STVRs shall be sufficient to provide for off-street parking and buffering from abutting residential uses;
7. Special provisions applicable to Bed and Breakfast Establishments include:
    i. Separate dining areas for guests may be provided. Establishment of a restaurant catering to persons other than guests shall not be permitted;
    ii. Only persons permanently residing in the dwelling shall operate a Bed and Breakfast Establishment; and
    iii. Construction or conversion of accessory buildings to accommodate guests shall not be permitted.
8. Prior to approving any STVR use with more than three guest rooms for a site, and as part of the assessment of the suitability of the proposal, consideration by Council shall include the following:
    a. All licenced and approved STVRs shall be subject to a municipally approved STVR Code of Conduct;
    b. Any STVRs with more than three guest rooms shall be defined in the zoning bylaw and may be subject to site plan control in accordance with policies of Section 6.4.6 of this Plan to ensure:
        i. Sufficient on-site parking is available;
        ii. Occupancy Loads of the dwelling are not exceeded;
        iii. Appropriate water and wastewater services are provided to the dwelling;
        iv. Operational fire and safety plans are approved by qualified municipal Inspectors;
        v. Appropriate on-site signage is provided in accordance with the City's Sign By-law;
        vi. Appropriate site landscaping and buffering is provided to mitigate potential impacts on neighbouring properties;
        vii. Suitable privacy fences and/or screening is provided to further buffer and mitigate any potential impacts of the proposal on abutting and other nearby properties;
        viii. Suitable on-site amenity area is provided for guests and residents;
        ix. A development agreement is registered on title to ensure there are appropriate controls in place to ensure the site remains in good condition while operating as a short-term vacation rental; and
        x. Establish that a Property Manager shall be on call 24/7 to address noise complaints, property maintenance, and any

other nuisance related complaints arising through the use of residential properties for this purpose. The property manager's contact information shall be provided to the City upon registration.

9. As part of a submission in support of a site-specific zoning amendment for STVRs with more than three guest rooms, a proponent shall be required to:
    i. Provide a planning justification report prepared by a qualified professional land use planner to be submitted with the rezoning application and provided to and reviewed by the City's Planners. This report shall provide an assessment of how the proposed use may impact the use and enjoyment of neighbouring properties, and how any negative impacts will be mitigated, including a proposal for ongoing management of the property, for property standards, noise, and any other potential nuisances that may be associated with short term vacation rentals. Such on-site management proposals may later be addressed in specific detail through a site plan development agreement in accordance with the policies of Section 6.4.5 of this Plan; and
    ii. Demonstrate availability and suitability of on-site and nearby public amenities and services for residents and guests.
10. "Additional residential units" (per *Planning Act*) approved for the site shall not be used for any form of temporary accommodation (i.e. additional units shall only be provided for permanent, long term housing supply); and
11. STVRs shall generally be encouraged to locate in proximity to established commercial areas, tourist areas or local attractions.

3.3 POSITIONING OUR ECONOMY

An Economic Development Strategy has been prepared for the City of Brockville which identifies action plans to achieve a healthy and prosperous economic future for the City. Economic sustainability and the fostering of economic development opportunities are critical underlying objectives of this Plan. In order to respond to changing economic conditions, this Plan maintains an appropriate planning framework to accommodate evolving land use needs as they relate to economic activity. The City encourages economic development in a manner that balances social, cultural, natural environment and other initiatives.

This Section of the Plan addresses broad areas and influences of economic activity, including the locations of economic activity, tourism, and the City's waterfront, and retail uses. Furthermore, economic development policies relating to employment areas, and retail and services are identified throughout this Plan.

An Economic Development Strategy was created for the City in 2010. This was prepared with the intent of identifying action plans to achieve a healthy and prosperous economic future for the City. As over ten years have passed since that strategy was developed, within two years of passing of this Official Plan revision, a new Economic Development Strategy will be budgeted for and completed by 2026 to ensure the City of Brockville has the most contemporary economic development strategies possible

3.3.1 LOCATIONS OF ECONOMIC ACTIVITY

Economic activity takes many forms. However, some forms of economic activity have locational requirements that need to be met in order to provide an optimal environment for economic success. For example, concentrated employment activities including industrial parks have specific requirements such as access to transportation networks and services, while tourism activities require access to transportation networks, resources, and amenities. This Plan focuses specific types of economic activity in the environment best suited to their success.

It shall be the policy of the City that:

1. The City shall promote opportunities for economic activity by adopting different strategies for different parts of the City in an effort to focus specific economic activities in close proximity to the resources, amenities and forms of existing development they require to thrive.

2. Intensive employment uses shall be directed to Employment Areas and be located adjacent to or in close proximity to Highway 401 and major arterial roads where an appropriate level of municipal services are provided.
3. Commercial, retail and office employment uses may be encouraged in the Downtown and Central Waterfront Area, and the mixed use, commercial nodes and along main transit routes to create strong central and secondary business district environments that are accessible.
4. The City supports the use of Community Improvement Plans to proactively stimulate community improvement, rehabilitation and revitalization of areas in need of improvement.
5. The City shall support the expansion and development of transportation, parking, servicing upgrades/expansions, telecommunication infrastructures, pedestrian networks, and recreational/open space areas through master planning processes to increase the locational advantage of existing and proposed business and employment uses. Improvements related to accessibility may be supported.
6. Economic development, revitalization, connectivity and a mix of uses in the waterfront development area is supported. In addition, efforts shall be made to enhance and provide for better connectivity around the Brock Trail to enhance these amenity features.

3.3.2 TOURISM

In conjunction with the Economic Development Strategy, the City of Brockville will prepare a tourism strategy to promote tourism as part of the economic development portfolio. The City of Brockville offers a range of tourism assets and opportunities, which include the waterfront recreational uses associated with the St. Lawrence River and the City Islands, the Frontenac Arch Biosphere Reserve, cultural and heritage resources, the Brockville - Thousand Islands Tackaberry Regional Airport, the arts and entertainment sector, parks and open spaces, and areas of natural amenity.

It shall be the policy of the City that:

1. The City may develop a tourism strategy to identify the City's tourism assets and opportunities to promote and enhance tourism.
2. Tourism uses shall be encouraged in close proximity to areas of natural and recreational amenity, areas of natural, cultural, and built heritage appreciation, the waterfront and downtown areas and along main public transit routes, where appropriate.
3. The City may promote the maintenance and improvement of existing tourism and tourist destination-oriented uses in the City and encourage the establishment of additional tourism opportunities in the form of over-night accommodation facilities, and appropriate entertainment and

recreational attractions. Economic development, revitalization, connectivity and a mix of uses shall be encouraged around existing tourist and tourist destination areas.

4. The City recognizes and supports the development of tourism uses within the Waterfront Area that will encourage visitor stops, provided such uses do not detract from the principal functions and uses of these areas. Such initiatives may include support for:
    i. tourist-recreational activities associated with the Waterfront Area and initiatives to enhance the Downtown and Central Waterfront Area;
    ii. promotion of connected multi-purpose trail systems in parts of the City with natural amenities;
    iii. new and existing tourism related attractions such as a craft market, artisan market, farmers market, summer theatre and outdoor festivals, particularly if such uses are designed as a campus/cluster of activities and located to encourage interaction with the Mixed Use and Commercial Nodes or in the Downtown and Central Waterfront Area;
    iv. Bed and Breakfast establishments, vacation rentals, and other forms of travel accommodations in accordance with the policies of this Plan. Travel accommodations may be provided in secondary units.
    v. bed and breakfast establishments and other roofed accommodations in accordance with the policies of this Plan.

5. The City shall support the development and promotion of scenic, recreational and educational parkways with well signed and interesting attractions along the Waterfront Area and throughout the City that celebrate its cultural heritage resources.

3.3.3 GREEN ENERGY & GREEN EMPLOYMENT

The City recognizes the Province's *Green Energy Act*. In an effort to support the Provincial goal to build a green economy, and to achieve local goals and objectives for an economically strong and diverse Brockville, the City shall support green energy and creation of "green" jobs.

The City will encourage community gardens in open space and recreational areas where appropriate. Location, accessibility, adjacent uses and size of the lands shall be evaluated to determine appropriateness.

The City may support active forms of transportation. Active transportation and pedestrian connectivity will be prioritized where possible that correspond to the Active Transportation Plan.

Parking reduction may be considered where active forms of transportation are available.

It shall be the policy of the City that:

1. The City shall encourage the development of private and public renewable energy projects, where feasible, and where they will not cause harm to public health and safety, or the natural environment.
2. The City shall facilitate the development of renewable energy projects by participating in the consultation process for proposals. The City shall ensure that proponents have access to information such as location of water works, sanitary sewers, and utilities.
3. The City shall aim to attract economic growth by exploring and promoting opportunities for the development of renewable energy projects, including but not limited to:
    i. large-scale energy facilities;
    ii. community-based energy projects involving the City, local residents, registered charities, not-for-profit groups, and co-ops; and
    iii. individual generating systems as accessory structures.
4. The City may give priority to development applications that incorporate renewable energy projects.
5. The City may explore opportunities to generate its own energy from renewable sources as a revenue generation method, or to power municipally-owned facilities.
6. The City shall seek and promote financing opportunities for renewable energy projects, such as incentive programs.
7. The City shall contribute to building community support for renewable energy projects by encouraging and participating in education and awareness initiatives, and demonstration projects.
8. The City shall promote innovation in the growth of the local energy and environmental industry sectors.
9. The City shall encourage and explore opportunities to attract economic growth through the development of environmental industries that produce environmental goods and services, including clean or resource-efficient technologies.

3.4 REVITALIZING OUR CITY

The City employs a range of planning policies geared towards the revitalization, regeneration, and improvement of the existing community. The following policies support the tools of community revitalization.

3.4.1 URBAN DESIGN

Safe and attractive neighbourhoods contribute to the overall community health of the City. Community design is essential for creating a physical environment where individuals have the appropriate places to interact, live, work, recreate and learn. The policies of this Section relate to the built form and physical design of communities. Excellence in community design will be promoted through the review of new development proposals requiring a Planning Act Application and through community improvement.

It shall be the policy of the City that:

1. The City shall seek to maintain and improve the physical design characteristics of the Urban Area in the context of new and existing development by ensuring consistency with the Downtown and Waterfront Master Plan and Urban Design Strategy, and stressing excellence in architecture, urban design and built form.
2. Through the review of development proposals requiring a Planning Act application, the City:
    i. shall ensure that new development is designed in keeping with the traditional character of the City in a manner that both preserves their traditional community image and enhances their sense of place within the City;
    ii. shall promote efficient and cost-effective development design patterns that minimize land consumption while providing for safe and efficient municipal services.
    iii. shall promote the improvement of the physical character, appearance and safety of streetscapes, civic spaces, and parks;
    iv. may require, at the City's sole discretion, that proponents submit design guidelines or urban design briefs with development applications establishing how the policies of this Plan and the guidelines of the City's approved master plans and urban design strategies have been considered and addressed. Such guidelines may also be required to address related issues of residential streetscaping, landscaping, setbacks, signage, garage placement, architectural treatment, and shadow and wind impacts among other matters that may be identified by the City.

v. shall encourage design that considers, and wherever possible continues, existing and traditional street patterns and neighbourhood structure; and

vi. may require, at the City's sole discretion, that proponents submit design guidelines with development applications establishing how the policies of this Plan have been considered and addressed. Such guidelines may also be required to address related issues of residential streetscaping, landscaping, setbacks, signage, garage placement, and architectural treatment.

vii. shall promote the integration of barrier free features in new development. Such features, including level surfaces, ramps, railings and automatic door openers, shall be provided in compliance with the Accessibility for Ontarians with Disabilities Act (AODA);

viii. shall promote transit-supportive developments and developments providing facilities that promote active transportation, such as bicycle parking and pedestrian connections to nearby transit stops.

3. Any development proposed greater than three storeys but less than or equal to five storeys shall only be permitted subject to a site-specific amendment to the Zoning By-law and satisfying the following criteria to ensure the proposed development is compatible with neighbouring land uses and that the development provides a suitable transition with adjacent stable residential neighbourhoods:

i. **Signature Architecture** – Signature architecture shall be required to ensure a high level of architectural treatment and design. Signature architecture may consist of screening or appropriate design of roof mounted equipment, enhanced building articulation through the use of distinguishable architectural elements, including cornices and mouldings, materials, and colours consistent with the prominent architecture within the immediate area.

ii. **Angular Plane –** A 45-degree angular plane, as illustrated in Figure 3.1, shall be used to regulate the height and massing of buildings greater than three storeys. Buildings should be appropriately scaled and stepped back from the property lines to ensure an appropriate pedestrian scale and that there are no adverse impacts on the adjacent neighbourhoods, the public realm, and open spaces.

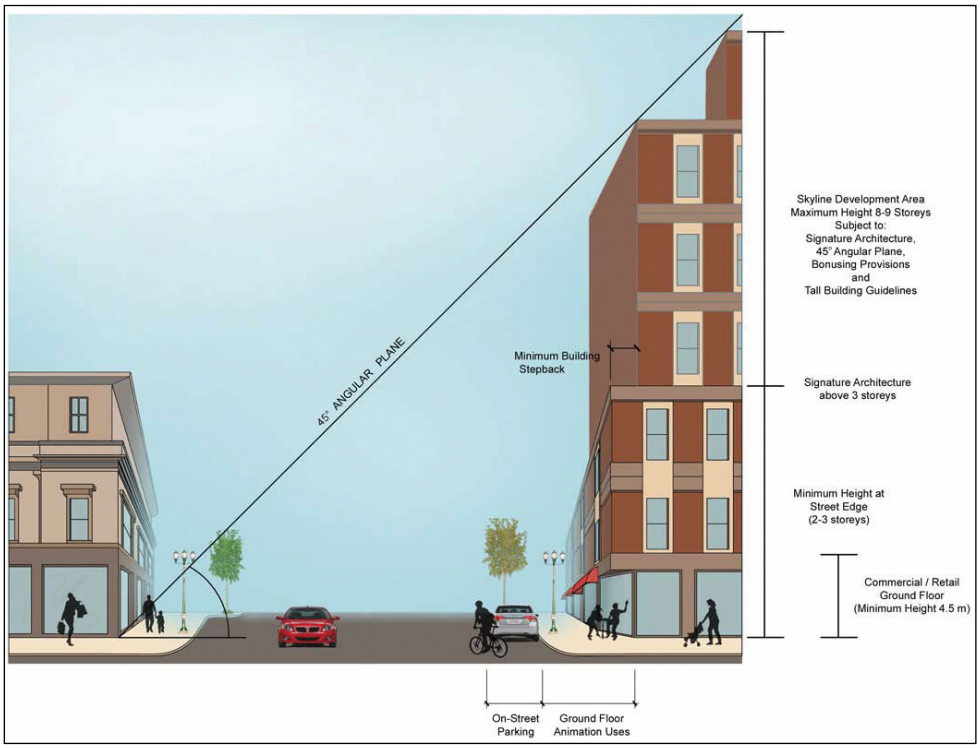


Figure 3.1 – Example of Angular Plane (for information purposes only)

iii. **Downtown Waterfront Master Plan and Urban Design Strategy (DWMPUDS)** – Development shall be consistent with the City's approved DWMPUDS where applicable.

4. Any development proposal in excess of five storeys shall only be permitted subject to a site-specific amendment to this Plan as well as the Zoning By-law and satisfying certain criteria to ensure the proposed development is compatible with neighbouring land uses and that the development provides a suitable transition with adjacent stable residential neighbourhoods. The criteria for any building proposed in excess of five storeys shall include the following:

   i. **Signature Architecture –** Signature architecture above three storeys shall be required to ensure a high level of architectural treatment and design. Signature architecture may consist of visually interesting architectural features and roof treatments, enhanced building articulation through the use of distinguishable architectural elements, including cornices and mouldings, materials, and colours consistent with the prominent architecture within the immediate area. Roof mounted equipment and mechanical penthouses should be screened from public view or architecturally integrated with roof features.

   ii. **Angular Plane –** A 45-degree angular plane, as illustrated in Figure 3.1, shall be used to regulate the height and massing of

buildings greater than three storeys. Buildings should be appropriately scaled and stepped back from the property lines to ensure an appropriate pedestrian scale and that there are no adverse impacts on the adjacent neighbourhoods, the public realm, and open spaces.

iii. **Tall Building Guidelines –** Development proposed in the Skyline Development Areas or over five storeys in the City shall be consistent with the following policies:

i. Building designs should be consistent with the Tall Building Guidelines as outlined in the City's approved Downtown Waterfront Master Plan and Urban Design Strategy (DWMPUDS);

ii. Tall buildings should generally consist of a clearly defined podium that is between three and four storeys and a tower portion above the podium;

iii. Podiums shall be pedestrian scale and should form a consistent street wall and incorporate at-grade active uses;

iv. Towers should be appropriately set back from the podium and from the property lines;

v. Towers should incorporate building stepbacks at appropriate height(s) to fit within the 45-degree angular planes taken from the opposite street line;

vi. New towers shall have adequate separation distances from existing towers and each other to ensure access to sunlight and sky view at the pedestrian level;

vii. Slender building designs of towers are to be achieved through floor plate's sizes, floor plate's length to width ratios and building massing;

viii. Buildings shall not generate adverse shadow and wind impacts on low-rise residential properties, parks and open spaces, and the public realm. The City may develop criteria to assess shadow and wind impacts of new developments. At the City's discretion, Shadow Impact Study and Pedestrian Wind Impact Study including necessary mitigation measures may be required to address adverse microclimatic impacts to the City's satisfaction;

ix. Buildings shall be designed to protect significant views and vistas, as identified by the City. At the City's discretion, Visual Impact Assessment may be required to assess the impacts of new buildings on significant views and vistas. At the minimum, Visual Impact Assessment should include before and after visualizations of the significant views and vistas, the St. Lawrence shoreline

(as appropriate) as well as design refinements to mitigate any loss of views from the public realm;

x. Parking should be provided either underground or in parking structures. Exterior facades of parking structures are to be articulated to avoid blank wall and to visually engage with pedestrians. Surface parking areas shall not be provided between buildings and the street unless adequately screened by landscaping.

iv. **Downtown and Waterfront Master Plan and Urban Design Strategy (DWMPUDS) –** Development shall be consistent with the City's approved DWMPUDS where applicable.

5. A minimum ground floor height shall be required for new development with frontage on Main Streets, Water Street and Secondary Streets or in a Mixed-use and Commercial Area to ensure a consistent ground floor height. Where ground floor residential uses are permitted, a minimum ground floor height of 4.5 metres shall be required to accommodate a ground floor that may be converted to commercial/retail or office uses. The ground floor shall provide for clearly visible/accessible entrances, extensive window openings to accommodate the display of goods/products, higher urban design and enhanced building articulation to provide visual interest at the street.
6. The City shall implement the urban design policies of this Plan through the provisions of the Zoning By-law and through the use of certain design characteristics and/or tools such as:
   - Floor Space Index or other measures of density;
   - Specific materials and colours for building façades;
   - Locations of windows, doors, entrances, driveways, garages and parking areas;
   - Location of new buildings in relation to the established building lines of adjacent properties;
   - Land uses at grade;
   - Continuous/intermittent frontage;
   - Angular planes;
   - Façade articulation including recesses and projections; and
   - Floor plate sizes and length-to-width ratios.
7. Measures shall be taken to ensure that the permitted uses address compatibility with adjacent land uses. Adequate separation buffering or screening shall be provided between any uses where land use conflicts might be expected, such as the provision of grass strips and appropriate planting of trees and shrubs, berms or fence screening, and other means as appropriate. Modifications to building orientation may also represent appropriate buffering measures. At the City's sole

discretion, a Streetscape Analysis may be required to demonstrate new development's compatibility with the adjacent streetscape.

8. Buildings shall be designed to address the adjacent streets and street corners through a combination of design, façade articulation and uses. Principal entrances shall be directly connected from the public realm and active uses should be oriented to the public streets. Development design that establishes reverse lotting on City roads or requires features such as noise attenuation, appropriate landscaping or privacy fencing, in accordance with Section 3.7.2, shall generally not be permitted. However, reverse-lotting may be permitted along Collector Roads and Arterial Roads, at the discretion of the City and subject to the provision of uniform noise attenuation or privacy fencing and a suitable maintenance program to the satisfaction of the City, in accordance with Section 3.7.2.
9. The City shall require that infill developments or redevelopment be compatible with the established character of the immediate neighbourhood, particularly in terms of building height, massing, landscaping and setbacks. New building(s) should achieve a complementary design relationship to surrounding buildings while accommodating a diversity of architectural styles, built forms, building materials, landscaping and colours.
10. Streetscaping that reflects the intended character of the City shall be encouraged. In particular, contextually appropriate streetscaping and public realm features shall be required in the Downtown and Central Waterfront Area, and the Mixed Use and Commercial Nodes, at the cost of the proponent
11. The City, in consultation with a development proponent(s), shall define a style of street furnishing that should include shared and accessible bicycle racks, garbage and recycling receptacles, benches and street lamps to be used in a new development. The City may consult, as appropriate, the Brockville Municipal Accessibility Advisory Committee (BMAAC), the DBIA, and/or the Heritage Brockville Committee.
12. A high quality of architecture and site design for institutional uses such as schools, places of worship, community centres, libraries and other public service buildings shall be encouraged.
13. A high quality of park and open space design shall be strongly encouraged. The land for parkland dedication shall be carefully selected to facilitate its use as a central focal point for new or existing neighbourhoods.
14. Public art in the City shall generally be encouraged to incorporate themes supporting and promoting local history, civic pride, creativity, businesses and technology. Proposed Public Art shall comply with any relevant Public Art policies of the City of Brockville. The provision of

public art in the Downtown and Central Waterfront Area shall be encouraged, particularly with larger development proposals.

15. The City shall promote the integration and accessibility of community uses including schools, municipal facilities, institutional uses, parks and open spaces and recreational uses through pedestrian, cycling and trail linkages. The City shall require the provision of certain pedestrian, cycling and trail linkages through the development approvals process, in accordance with the policies of this Plan.
16. The City may undertake the preparation of master plans and urban design strategies to achieve the policies of this Section for all or parts of the City, particularly the Mixed Use and Commercial Nodes, and any additional studies that would complement the Downtown and Waterfront Master Plan and Urban Design Strategy (DWMPUDS). From time to time, the DWMPUDS should be reviewed and updated.
17. The City shall encourage development design that considers the principles of Crime Prevention through Environmental Design (CPTED). Specifically, the City shall support proponents of new development to provide active uses at grade, to design, maximize glazing and entryways to the street, and situate buildings on lots to maximize natural surveillance, to ensure unobstructed views into parks and open spaces and to use appropriate lighting to deter crime.
18. The City shall require municipal addressing to be clearly displayed in order to facilitate response by emergency services.
19. The City shall consider locating utilities within the public rights-of-way as well as on private property. Utilities shall be clustered or grouped and screened from public view where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on, or within streetscape features such as gateways, lamp posts, transit shelters, when determining appropriate locations for large utility equipment and utility cluster sites.
20. The City shall review the design and layout of parking areas and service areas in accordance with the policies of this Plan. In general, parking and service areas should be designed as follows:
    i. The placement and design of garages should de-emphasize their appearance on the street;
    ii. Parking areas including detached garages should be located in the side and rear yards and screened from the public view;
    iii. Attached garages should not protrude beyond the front building facades and should be set back from the front building façade and/or porch as the case may be;
    iv. Large parking areas should provide adequate landscaping and well-delineated walkways throughout the asphalt area to enhance the visual aesthetics of, connectivity, and pedestrian safety within, such parking areas;

v. Building services, utilities and mechanical equipment should be architecturally integrated into the building design and directed away from public street, low-rise residential properties and adequately screened and buffered. The design and location of building services, utilities and mechanical equipment shall minimize their potential negative impacts on the streetscape and adjacent properties.

21. The City may establish an Architectural and Urban Design Review Committee, or any other Committee, to assist in reviewing studies or components of development applications. The City may also require a peer review, at the cost of the proponent, of any studies submitted as part of the review of development applications.
22. The City shall encourage design of new buildings that improves pedestrian safety comfort:
    i. Elements such as awnings, canopies, cantilever, overhangs and sheltered entrances shall be incorporated into the building design to protect pedestrians from inclement weather and adverse wind impact;
    ii. Formal pedestrian connection from the street to the main building entrance and throughout the site shall be provided.
23. A high-quality landscape design that enhances the aesthetics of developments in all seasons, improves the site and land use compatibility and contributes to an attractive streetscape is achieved through:
    i. Where possible, existing trees and vegetation shall be preserved and incorporated into site landscaping;
    ii. Landscaping within the private realm shall be complementary to the adjacent streetscapes;
    iii. A combination of generously sized landscaped strips and fencing or equivalent alternatives should be used to buffer developments from adjacent uses and to provide screening of on-site parking and service areas.
    iv. Environmentally sustainable landscaping practices such as bio-swales, permeable paving and the use of water-efficient indigenous plants are strongly encouraged.
    v. The use of berms along public street for screening purpose is generally discouraged. Other effective and visually engaging alternatives should be considered.

3.4.1.1 Sustainable Neighbourhood Development Standards

Many of the policies of this Plan aim to promote improved energy efficiency, water efficiency and quality, and air quality in order to achieve local goals and objectives for a sustainable, healthy, and vital City. The design and development of neighbourhoods that are based on the principles of smart growth, low impact development techniques and green building

will achieve many of these goals. Leadership in Energy and Environmental Design for Neighbourhood Design (LEED ND) is an approach to neighbourhood location and design that embraces these principles. LEED ND is a rating system prepared by the Canadian Green Building Council (CaGBC) that provides a tool for assessing and rewarding environmentally superior development practices. This and other tools/systems for sustainable neighbourhood design and development are supported and encouraged by the City of Brockville.

It shall be the policy of the City that:

1. The City shall encourage the design of compact and complete neighbourhoods that are consistent with sustainability principles. In keeping with the LEED ND rating system, at a minimum, the following criteria should be addressed in the design and development of new neighbourhoods:
    i. housing and job opportunities are located within proximity to each other;
    ii. streets are walkable and interconnected through a modified pattern;
    iii. multiple mixed-use nodes are incorporated;
    iv. residents have access to civic and public spaces, and recreation facilities;
    v. various densities are achieved, with higher density uses located along Arterial and Collector roads;
    vi. promote the use of the LEED ND Project Checklist;
    vii. opportunities for alternative and active transportation are promoted and the need for vehicular trips is minimized;
    viii. energy and water efficiency is achieved through the development of green buildings (as described in Section 3.4.1.2 of this Plan);
    ix. energy efficiency is achieved through the solar orientation of streets and buildings;
    x. water-efficient landscaping incorporates native species; and
    xi. light emissions are reduced and directional, low-level lighting is used.
    xii. footprint of impermeable surfaces including asphalt parking area is limited;
    xiii. trees and other landscaping means are provided throughout asphalt parking areas;
    xiv. Transportation Demand Management strategies are implemented;
    xv. universal design features are incorporated in the design of the private and public realm;

xvi. streets are tree-lined and shaded.

2. The City shall support and may give priority to development applications for new neighbourhoods that propose innovation and market transformation in their design, including but not limited to:
    i. urban agriculture and local food production;
    ii. innovative stormwater management;
    iii. innovative wastewater management;
    iv. additional innovations and technologies in sustainable infrastructure;
    v. on-site renewable energy generation;
    vi. district heating and cooling;
    vii. innovative green spaces to reduce the urban heat island effect; and/or
    viii. other innovative practices and technologies.
    ix. design and construction of buildings that are energy-efficient and reduce indoor and outdoor water consumption;
    x. innovative solid waste management;
    xi. building reuse;
    xii. recycled and reused materials; and/or
    xiii. rehabilitation of environmentally contaminated sites.

3.4.1.2 Green Site Design & Building Standards

Improved energy efficiency, water efficiency, and air quality can also be achieved by the development of buildings that is designed based on environmental practices, standards, and technologies. Similar to LEED ND, Leadership in Energy and Environmental Design New Construction and Major Renovations (LEED Canada - NC) provides an industry accepted definition for "green building" and provides a set of environmental performance criteria which is supported and encouraged by the City of Brockville.

It shall be the policy of the City that:

1. The City shall encourage all new industrial, commercial, institutional, and higher density residential buildings, including renovations, to be consistent with sustainability principles. In keeping with the LEED NC rating system, at minimum, the following criteria should be addressed in the design and development, or renovation, of buildings:
    i. site disturbance is minimized by reducing the development footprint and by protecting and restoring open space;
    ii. facilities for active transportation and/or access to public transportation is provided;
    iii. light emissions are reduced and directional, low-level lighting is used;

iv. water-efficient landscaping incorporates native species;

v. high energy-efficiency and water-efficient appliances and fixtures are used;

vi. durable building materials that include recycled content, and/or are reused, and/or are extracted or manufactured regionally are used;

vii. low-emitting materials such as (paints and coating, carpets, and adhesives) are used; and

viii. buildings are designed and oriented to maximize daylight and views.

ix. disruption and pollution of natural water flows is limited by managing or eliminating stormwater runoff; and

x. size of parking facility is designed to meet, but not exceed, the City's minimum zoning requirements.

2. The City may give priority to development applications that be built to a minimum LEED Canada - NC certification level "Silver" (or greater), and/or that propose innovation and market transformation in their design, including but not limited to:

i. innovative stormwater management;

ii. innovative wastewater management;

iii. on-site renewable energy generation;

iv. innovative green spaces to reduce the urban heat island effect, such as green roofs; and/or

v. other innovative practices and technologies.

3.4.2 COMMUNITY IMPROVEMENT

The Community Improvement provisions of the *Planning Act* give the City a range of tools to proactively stimulate community improvement, rehabilitation and revitalization. In designated Community Improvement Project Areas, the preparation of Community Improvement Plans shall provide the City of Brockville with various powers to maintain and promote attractive and safe living and working environments through community improvement. This includes the authority to offer incentives to stimulate or leverage private and/or public sector investment.

It shall be the policy of the City that:

1. Community improvement shall be accomplished through the:

i. ongoing maintenance, rehabilitation, redevelopment and upgrading of areas characterized by deficient/obsolete/deteriorated buildings and social, community or recreational services, land use conflicts, deficient municipal hard services, or economic instability;

ii. establishment of programs to encourage private sector redevelopment and rehabilitation that addresses identified economic development, land development, environmental, housing, and/or social development issues/needs;

iii. provisions of affordable and attainable housing;

iv. designation by by-law of Community Improvement Project Areas, the boundaries of which may be the entire City, or any part of the City;

v. preparation, adoption and implementation of Community Improvement Plans, pursuant to the *Planning Act*; and

vi. amendments to the Community Improvement Plans pursuant to the Planning Act; and,

vii. designation of the entire City as a Community Improvement Area.

2. The designation of Community Improvement Project Areas shall be based on one or more of the following conditions being present:

i. buildings, building facades, and/or property, including buildings, structures and lands of cultural heritage value or interest, in need of preservation, restoration, repair, rehabilitation, or redevelopment;

ii. brownfield or derelict properties in need of remediation and redevelopment;

iii. non-conforming, conflicting, encroaching or incompatible land uses or activities;

iv. deficiencies in physical infrastructure including, but not limited to, the sanitary sewer system, storm sewer system, and/or watermain system, roads, parking facilities, sidewalks, curbs, streetscapes, and/or street lighting;

v. poor road access and/or traffic circulation;

vi. deficiencies in community and social services including, but not limited to, public open space, municipal parks, neighbourhood parks, indoor/outdoor recreational facilities, and public social facilities;

vii. inadequate mix of housing types;

viii. known or perceived environmental contamination;

ix. poor overall visual quality, including but not limited to, streetscapes and urban design;

x. high commercial vacancy rates;

xi. shortage of land to accommodate widening of existing rights-of-ways, building expansions, parking and/or loading facilities;

xii. other barriers to the repair, rehabilitation or redevelopment of underutilized land and/or buildings;

xiii. any other environmental, social or community economic development reasons.

xiv. The need to increase the supply of housing, particularly affordable and attainable housing.

3. Community Improvement Plans may be prepared and adopted to:

i. encourage the renovation, repair, rehabilitation, remediation, redevelopment or other improvement of lands and/or buildings;

ii. encourage the remediation and redevelopment of brownfield or derelict properties and/or buildings;

iii. encourage residential and other types of infill and intensification;

iv. upgrade and improve municipal services and public utilities such as sanitary sewers, storm sewers, watermains, roads and sidewalks;

v. encourage the preservation, restoration, adaptive reuse and improvement of cultural heritage value or interest;

vi. encourage the construction of a range of housing types and the construction of affordable housing;

vii. improve traffic circulation within the Community Improvement Project Areas;

viii. encourage off-street parking and provide municipal parking facilities where feasible and appropriate;

ix. promote the ongoing viability and revitalization of the Downtown and Central Waterfront Area and main streets in the Mixed Use and Commercial Nodes as the focus of pedestrian-oriented retail, civic, cultural, entertainment and government uses;

x. promote sustainable development and energy efficiency;

xi. improve environmental conditions;

xii. improve social conditions;

xiii. promote cultural development;

xiv. facilitate and promote community economic development;

xv. improve community quality, safety and stability; and

xvi. improve businesses and public spaces to remove barriers which may restrict their accessibility.

xvii. Upgrade and improve community and social services such as open space, municipal parks, neighbourhood parks, indoor/outdoor recreational facilities, and public social facilities;

xviii. Remediate known or perceived environmental contamination; and

xix. Improve visual quality of the streetscape.

4. Priority for the designation of Community Improvement Project Areas and the preparation and adoption of Community Improvement Plans shall be given to those areas where:
    i. the greatest number of conditions (as established in Section 3.4.2.2) are present; and/or
    ii. one or more of the conditions (as established in Section 3.4.2.2) are particularly acute; and/or
    iii. one or more of the conditions (as established in Section 3.4.2.2) exist across the City.

5. In order to implement Community Improvement Plans within designated Community Improvement Project Areas, the City may undertake a range of actions, including:
    i. the municipal acquisition of land and/or buildings within Community Improvement Project Areas, and the subsequent:
        - clearance, grading, or environmental remediation of these properties;
        - repair, rehabilitation, construction or improvement of these properties;
        - sale, lease, or other disposition of these properties to any person or governmental authority; and
        - other preparation of land or buildings for community improvement.
    ii. provision of public funds such as grants, loans and other financial instruments;
    iii. application for financial assistance from senior level government programs;
    iv. participation in any senior level government programs that provide assistance to private landowners for the purposes of community improvement;
    v. provision of information on municipal initiatives, financial assistance programs, and other government assistance programs;
    vi. supporting heritage conservation through the *Ontario Heritage Act* and the Heritage Brockville Committee;
    vii. supporting the efforts of the Chamber of Commerce and Downtown Business Improvement Association to revitalize the Downtown and Central Waterfront Area, and main streets, through the implementation of various programs; and
    viii. encouraging off-street parking and providing municipal parking facilities where feasible and appropriate; and,

ix. support infill and rehabilitation where feasible and appropriate.

6. All developments participating in programs and activities contained within Community Improvement Plans shall be consistent with provincial plans and conform with the policies contained in this Plan, the Zoning-By-law, Property Standards By-laws, and all other related municipal policies, regulations and by-laws.
7. The City shall be satisfied that its participation in community improvement activities will be within the financial capabilities of the City.

3.4.3 CULTURAL HERITAGE RESOURCES

Cultural heritage resources are an important component of the City's history and community identity and shall be preserved and enhanced. The City's rich cultural heritage resources include built heritage resources, cultural heritage landscapes and archaeological resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people. It is the intent of the City to support the conservation of these cultural heritage resources for the benefit of the community and beyond. The City will engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage resources.

The City recognizes such resources as Heritage Brockville, Brockville Historical Society, Brockville Museum, Industrial Heritage Association, and Brockville Infantry Company and their value with regard to building upon and maintaining the cultural heritage resources of the City.

The City supports public awareness, participation and involvement in the preservation, restoration and utilization of heritage, through the implementation of the following policies.

3.4.3.1 Cultural Heritage Landscapes and Built Heritage Resources

It shall be the policy of the City that:

1. The City shall conserve significant cultural heritage landscapes and significant built heritage resources and should use the *Ontario Heritage Act* to do so.
2. The City may use any government programs available to assist in the implementation of heritage conservation policies. Where appropriate, the City shall co-operate with other levels of government, as well as private agencies and individuals in the conservation of cultural heritage

resources in the City. The City shall co-ordinate its heritage plans and programs with heritage plans and programs of senior levels of government.

3. The City may restore, rehabilitate, enhance and maintain heritage properties owned by the City. Where feasible, relevant by-laws, programs and public works undertaken by the City should further the heritage policies of this Plan.
4. The City shall work to prevent the demolition, destruction, or inappropriate alteration or use of significant cultural heritage landscapes and significant built heritage resources and encourage the adaptive reuse and investigation of the potential of repurposing these resources prior to entertaining the demolition or removal of any heritage-attributes, buildings and structures.
5. The City shall seek the acquisition of easements on properties with cultural heritage value or interest in order to ensure the preservation of these properties in perpetuity.
6. The City shall ensure that each City-owned heritage resource which is sold, transferred or leased to another owner or lessee is subject to a heritage easement agreement which will guarantee its preservation and maintenance, and which shall be used in a manner that respects its heritage significance. When appropriate, the City may require a heritage restoration agreement which shall require that certain restoration works be carried out by the new owner or lessee to a standard acceptable to the Heritage Committee and the City.
7. The City shall prepare and maintain a cultural heritage database and/or heritage management plans for planning purposes, resulting in inventories of significant heritage buildings, heritage districts, cultural heritage landscapes, archaeological sites, and areas of archaeological potential within the City.
8. The City shall maintain a register ~~list~~ of properties which will include properties that have been designated under Part IV and V of the Ontario Heritage Act (OHA) and non-designated properties, in accordance with relevant provisions of the *Ontario Heritage Act*. Signage shall be erected to indicate that a property is a designated heritage property.
9. The City may undertake a cultural heritage master plan which may address matters such as:
    i. cultural heritage resource mapping and inventories;
    ii. identification and evaluation of cultural heritage resources, cultural facilities and organizations;
    iii. strategies for conserving and enhancing these identified resources;
    iv. programs to foster interpretation and promotion; and
    v. education and public participation in cultural heritage conservation.

vi. cultural heritage districts and guiding policies for resources within these districts.

vii. further programs and education specifically related to Indigenous communities, culture and resources.

viii. collaboration and engagement with Indigenous communities in developing the City's Cultural Heritage Master Plan.

10. To ensure that significant built heritage resources remain in their context, the relocation of any heritage attributes, including buildings or structures shall be discouraged. Relocation shall only be considered subject to the review of a heritage impact assessment prepared by a qualified professional.

3.4.3.2 Heritage Committee

A Heritage Committee, known as Heritage Brockville, has been established and maintained pursuant to the *Ontario Heritage Act*, to advise and assist Council on matters related to the Act and other matters of heritage conservation.

It shall be policy of the City that:

1. Council may elect to expand the role of the Heritage Brockville to advise and assist Council on other matters of cultural heritage conservation.
2. Heritage Brockville shall advise on the addition or removal of properties from the City's register of properties, in accordance with the relevant provisions of the *Ontario Heritage Act*, and generally advise on heritage matters. The City shall consult Heritage Brockville on decisions to designate a property under Part IV of the *Ontario Heritage Act*. Properties are encouraged to be assessed by a qualified professional cultural heritage consultant through a Cultural Heritage Evaluation Report prior to designation.
3. The City may also seek the advice of local historical societies and genealogical societies in addressing cultural heritage matters.

3.4.3.3 Heritage Properties or Districts

It shall be the policy of the City that:

1. The City may choose to designate certain properties under Part IV or districts under Part V of the *Ontario Heritage Act*. Properties are encouraged to be assessed by a cultural heritage consultant through a Cultural Heritage Evaluation Report prior to designation.
2. The City may utilize the *Ontario Heritage Act* to conserve, protect and enhance the cultural heritage resources of the City through the designation of individual properties and heritage conservation districts.

3. The City may pass by-laws providing for the making of a grant or loan to the owner of a property designated under the *Ontario Heritage Act* for the purpose of paying for the whole or any part of the cost of maintenance, preservation, restoration or alteration of such designated property, on such terms and conditions as Council may prescribe.
4. The City, in consultation with Heritage Brockville, the DBIA, and affected property owners, may choose to designate a Heritage Conservation District or Districts under Part V of the *Ontario Heritage Act*. Council may pass a by-law defining an area to be examined for future designation as such a district or may prepare a study for the area to determine the feasibility and appropriateness of such a designation. Such a study should be prepared in accordance with the Province's Heritage Conservation District Guidelines. Pursuant to the *Ontario Heritage Act*, the City may prepare District Planning Guidelines, which may include policies to advise Council as to the approval of applications for new development, demolition, removal and alterations on properties located within a Heritage Conservation District.
5. The preservation of cultural landscapes in the City, such as hedgerows, stone fences or tree lines shall be encouraged.
6. In addition to a Heritage Impact Assessment, the City may require a Heritage Property Conservation Plan to address in detail the conservation treatments for the subject heritage property. The City may also request a Heritage Interpretation Plan to promote a heritage property or area to the public.

3.4.3.4 Archaeological Resources

The City recognizes that there may be archaeological remains of pre-contact and historic habitation, or areas containing archaeological potential within the City.

It shall be the policy of the City that:

1. Areas of archaeological potential shall be determined through the use of Provincial screening criteria. The Ontario Heritage Act requires archaeological potential to be confirmed by a licensed archaeologist.
2. For a proposed development within an area of archaeological potential, an archaeological assessment shall be required prior to final planning approval, or as a condition of final planning approval. Archaeological assessment reports conducted by licensed archaeologists shall be in compliance with standards and guidelines set out by the Ministry of Citzenship and Multiculturism, as well as licensing requirements developed under the *Ontario Heritage Act*.
3. The City may conserve archaeological resources by enacting a Zoning By-law to prohibit incompatible land uses and/or the erection of

buildings or structures on land that is a site of a significant archaeological resource.

4. The City, on the advice of the Ministry of Citizenship and Multiculturalism may undertake the preparation of an Archaeological Master Plan for all or a portion of the City. The Plan will identify, and map known archaeological resources and areas of archaeological potential. The Master Plan may also outline policies, programs and strategies to conserve archaeological resources. Indigenous communities shall be consulted prior to finalization of the Archaeological Master Plan.
5. When development has the potential to impact a known or suspected cemetery or burial site, council shall require an archaeological assessment by a licensed consultant archaeologist. Provisions under both the Ontario Heritage Act and the Funeral, Burial and Cremation Services Act shall apply. Development shall be guided by this legislation and any direction from the Ministry of Public and Business Service Delivery and Procurement.
6. Any alterations to known archaeological sites shall only be performed by licensed archaeologists, as per the requirements of the *Ontario Heritage Act.*
7. The City shall ensure that cultural heritage resources, both on shore and in the water, are conserved when considering applications for waterfront development. A land and/or marine archaeological assessment may be required to mitigate any negative impacts on significant cultural heritage resources, where necessary.

3.4.3.5 Marine Heritage Resources

The City recognizes that there may be marine archaeological remains from the pre-contact period through to the modern era up to the last 50 years. These marine archaeological resources may include the remains of ships, boats, vessels, artifacts from the contents of boats and belongings of crew or passengers, weaponry, parts of ship construction, old piers, docks, wharfs, fords, fishing traps, dwellings, aircraft, and other items of cultural heritage value. The remains may currently be, or at one time, submerged under water.

It shall be the policy of the City that:

1. In considering applications for waterfront development, the City shall ensure that cultural heritage resources, both on shore and in the water, within the City's jurisdiction are conserved. Where in water impacts are anticipated, as a part of a development proposal within an area of marine archaeological potential, a marine archaeological assessment shall be conducted by a licensed marine archaeologist to the satisfaction of the City and

Ministry of Citizenship and Multiculturalism, pursuant to the *Ontario Heritage Act*.

3.4.3.6 Development Policies Specific to Cultural Heritage Resources

It shall be the policy of the City that:

1. New development and redevelopment shall have regard for cultural heritage resources and shall, wherever feasible, incorporate these resources into any plan that may be prepared for such new development or re-development within the City.
2. The City shall conserve cultural heritage resources through such measures as conditions of consent and through conditions of site plan approval, subdivision approval and agreements, and development agreements.
3. The City shall conserve cultural heritage resources and encourage their inclusion in proposals for redevelopment, intensification or infill. Properties and adjacent lands shall be assessed by a qualified professional cultural heritage consultant to provide opinion on how to best conserve the resources. Development and site alteration shall only be permitted on lands containing archaeological resources or areas of archaeological potential if the significant archaeological resources have been conserved.
4. The City may consider amendments to the Zoning By-law, which would facilitate the restoration of a heritage resource.
5. The City shall, when appropriate for specific development proposals, consider excluding designated heritage resources from the parking requirements of the Zoning By-law to facilitate the retention of heritage resources.
6. The City shall ensure that it has accurate and adequate architectural, structural and economic information to determine the feasibility of rehabilitation and reuse when considering demolition applications for designated heritage properties.
7. The City shall ensure that all cultural heritage resources to be demolished, removed or significantly altered are documented for archival purposes with a history, photographic record and measured drawings prior to demolition, removal or alteration and that such documentation will be the responsibility of the applicant in consultation with City staff and the Heritage Committee.
8. The City shall ensure that development and site alteration on land adjacent to a protected heritage property is evaluated through technical studies (e.g., conservation plan, heritage impact assessment and/or archaeological assessment) to be conducted by a qualified professional and that it is demonstrated that the heritage attributes of the protected heritage property shall be conserved. Mitigative measures and/or

alternative development approaches may be required to conserve the heritage attributes of the protected heritage property affected by the adjacent development or site alteration.

9. In considering applications for waterfront development, the City shall ensure that marine archaeological resources are conserved. Where in water impacts are anticipated within an area of marine archaeological potential, as part of a development proposal, the City shall require that a marine archaeological assessment be conducted by a licensed marine archaeologist to the satisfaction of the City and the Ministry of Citizenship and Multiculturalism, pursuant to the *Ontario Heritage Act*.
10. In reviewing proposals for the construction, demolition, or removal of buildings and structures or the alteration of existing buildings, the City shall be guided by the following general principles where there is potential to impact any cultural heritage resources:
    a) The City shall encourage the adaptive reuse of heritage properties. Any permitted redevelopment shall ensure, where possible, that the original building fabric and architectural features are retained, repaired, or restored rather than replace;
    b) New additions and features should, wherever possible, be placed to the rear of the building or set back substantially from the principal façade;
    c) New construction and/or infilling shall be compatible with surrounding buildings and streetscapes and pay regard to the character and design principles of the adjacent buildings.

3.5 STRENGTHENING OUR ESSENTIAL HUMAN SERVICES

Planning for the human environment promotes the community's quality of life and ensures that housing for special needs of socio-economic groups such as seniors, the physically challenged, and low-income individuals are being met. Furthermore, it provides adequate opportunities for education, recreation and the arts.

3.5.1 HOUSING

The provision of housing is an essential part of planning in the City. There are many factors that affect supply and demand in the housing market, and only some of them can be managed by the City. The City shall support the location, timing and scale of development through the provision of infrastructure and the review of residential development proposals. It is desirable to have close cooperation between all levels of government and the private sector in order to provide for sufficient, diverse and affordable housing, and a stable residential housing market. The City encourages innovative forms of housing such as secondary suites, streamlined planning process to support housing, expedite affordable housing proposals, partnerships with different stakeholders to ensure affordable and diverse housing choices.

3.5.1.1 Supply of Land for Housing

It shall be the policy of the City that:

1. At all times, the City shall maintain the ability to accommodate residential growth for a minimum of 15 years through intensification and infill development and land which is designated and available for residential development. Additionally, the City shall ensure that where new development is to occur, land with servicing capacity is available to provide at least a 3 year supply of residential units in draft approved and registered plans, or in cases of residential intensification and redevelopment, land appropriately zoned in the Zoning By-law and available for development or redevelopment.
2. The City shall ensure that a full range of housing types and densities are provided to meet the anticipated demand and demographic change. All forms of housing required to meet the social, health and well-being of current and future residents, including those with special needs shall be supported. Shared housing is supported throughout the City's Neighbourhood Areas and Neighbourhood Development Areas.
3. The City shall identify sites as potential for intensification and redevelopment for medium and high-density housing on Schedule 1 to this Plan. The following policies apply:

i. These sites are generally larger in size, provide opportunity for increased housing and housing mix.

ii. Sites that are identified on Schedule 1 are not the sole sites for intensification and redevelopment as other opportunities may arise through the implementation of this Plan.

iii. Intensification and redevelopment shall include brownfield, greyfield, and bluefield sites.

iv. Land use and neighbourhood design compatibility shall be a priority in the medium and high-density intensification sites. All such proposals shall comply with the policies of this plan regarding Neighbourhood Development Areas and for those sites located in the Downtown Central Waterfront Area, the policies of those sections as applicable.

v. Every intensification site shall incorporate the Urban Design policies of this plan.

vi. A Secondary Plan for an intensification site may be required at the sole discretion of the City.

vii. Redesignation of intensification sites as shown on Schedule 1 to a lower residential density shall only occur through the Official Plan review process.

viii. Downzoning of intensification sites to a lower residential density, to another use, and/or reducing the overall yield of residential units shall not be permitted.

3.5.1.2 Affordable Housing

It shall be the policy of the City that:

1. The provision of housing that is affordable and accessible to low and moderate income households shall be a priority.
2. A housing strategy shall be completed by the City to establish an appropriate target for the provision of housing to be affordable to low and moderate income households.
3. The City shall ensure that 30 percent of the existing housing stock and that housing to be developed is affordable as defined in this Plan and that a supply is maintained.
4. The City shall encourage the provision of affordable housing through:
    i. supporting increased residential densities in appropriate locations and a full range of housing types, adequate land supply, redevelopment and residential intensification, where practical;
    ii. providing infrastructure in a timely manner;
    iii. supporting the reduction of housing costs by streamlining the development approvals process;

iv. negotiating agreements with the public and private sectors to address the provision of affordably priced housing through the draft plan of subdivision and condominium approval process;

v. considering innovative and alternative residential development standards that facilitate affordable housing and more compact development form;

vi. developing a Municipal Housing Strategy with annual housing targets, mixes of housing types, affordability thresholds and related data; and

vii. encouraging larger residential development proposals, generally greater than 5 hectares and/or comprising a high density residential component, to include 25 percent of the proposed units to be a mix of housing types and/or unit sizes with a view to accommodating affordable housing.

5. The City shall adopt a Municipal Housing Facilities By-law to develop affordable housing as a "community facility" under the *Municipal Act*. In an effort to facilitate affordable housing the City may:

   i. enter into capital facility agreements and/or partnerships with both private and non-profit organizations for affordable housing;

   ii. use available grants and loans, including tax-equivalent grants or loans to encourage the construction of affordable housing;

   iii. enter into public/private partnerships for the provision of new affordable housing; and

   iv. partner with not-for-profit agencies to assist in the development of affordable housing.

6. The City shall encourage innovative and appropriate housing development that exhibits design and adaptability characteristics and may represent non-traditional additions to the City's housing stock.

7. The City shall encourage that affordable housing be considered when opportunities for redevelopment become available. This includes the redevelopment of existing single-use and underutilized areas with full municipal services, such as shopping plazas, business and employment sites and older commercial and residential areas, especially where the land is in close proximity to human services. Special attention will be given to the design of buildings, the landscaping treatment and features of the site to ensure that the proposed redevelopment is physically compatible with the adjacent uses.

8. The City shall develop zoning provisions that are sufficiently flexible to permit a broad and varied range of housing forms, types, sizes and tenures, except in locations serviced by individual or communal sewage disposal systems.

9. The City shall first consider surplus municipal land for affordable housing. Furthermore, the City shall work with other levels of

government to make surplus land available to providers of affordable housing at little or no cost.

10. The City shall encourage opportunities for more affordable housing to be provided in the Downtown and Central Waterfront Area, and Mixed Use and Commercial Uses.
11. The City shall consider opportunities for permitting additional units in existing dwellings.
12. The City recognizes the value of older residential neighbourhoods and shall support the maintenance and improvement of established neighbourhoods and older housing stock through measures such as participation in senior government programs.
13. The City shall encourage the development of low-income housing geared towards older adults, which may include lower maintenance housing types such as condominiums and townhouses.
14. The City shall encourage affordable housing in a variety of building forms to meet the housing needs of a socially and economically diverse population in support of a broad range of employment opportunities.

3.5.1.3 Shared Housing

Shared housing includes housing for the physically and developmentally challenged and disabled, chronically mentally ill, youth and children with emotional difficulties, older adults, those requiring emergency shelter, assisted housing accommodating individuals, and households with low to moderate incomes. The City intends to improve access to housing for those individuals with special needs, including assisted housing for low income individuals, older adults, as well as various forms of supportive housing, including group homes, emergency shelters and transitional housing, subject to the policies of this Plan.

It shall be the policy of the City that:

1. The City shall work with other agencies and local groups to assess the extent of the need of these forms of housing.
2. The City shall support community agencies interested in pursuing additional funding from the Provincial government to address identified needs for shared housing.
3. The City shall support the distribution of shared housing provided by community groups.
4. The City shall work with other agencies and providers of housing for those individuals with special needs to assist in identifying lands that are available and suitable for shared housing.
5. When reviewing any proposal for the purposes of establishing, through new construction or re-use of existing structures, transitional housing, emergency shelters, or other similar forms of special needs housing, the City shall be satisfied that:

i. the traffic generated from the facility can be adequately accommodated by the road network and will not have a significant impact on adjacent land uses, particularly residential uses;

ii. the facility is of a design which maintains the scale, density, appearance, character and continuity of existing land uses in the surrounding area and immediate neighbourhood;

iii. the land, buildings and structures for the proposed facility conform to the provisions of the Zoning By-law, including those related to parking requirements, ensuring that on-site parking is sufficient to meet the needs of residents, support staff and visitors; and

6. Aging-in-place for older adults shall be encouraged so that:

   i. individuals living in a non healthcare environment, will have access to municipal services and amenities so that they may carry out their daily life without having to relocate as their circumstances change; and

   ii. where the above is not suitable due to the physical or mental condition of the individual, independent living, assisted living and skilled nursing is to be encouraged in residences for older adults, such as in a continuing care retirement community.

7. Long-term care facilities that meet the needs of the community shall be encouraged.

8. The City shall endeavour to provide a barrier-free environment where possible.

9. The City shall have regard for the requirements of the *Accessibility for Ontarians With Disabilities Act* and having established an accessibility advisory community, the City shall:

   i. prepare a Accessibility Plan every year covering the identification, removal and prevention of barriers to individuals with disabilities in by laws and policies, programs, practices and services;

   ii. seek the advice of the Joint Accessibility Advisory Committee on the accessibility of all existing and new municipal facilities, and if appropriate, on the accessibility of development proposed in Site Plan Approval applications;

   iii. require and receive annual reports from the Accessibility Advisory Committee about the preparation, implementation and effectiveness of the Joint Accessibility Plan; and

   iv. pro-actively improve the accessibility of sites and buildings and remove accessibility barriers through site plan control. Where opportunities are presented to remove accessibility barriers to municipally-owned or privately-owned heritage buildings used by the public, work shall be undertaken in a

manner that does not compromise the cultural heritage value and has a minimal impact to the heritage attributes of the building.

3.5.1.4 Innovative Housing

There are a number of unique housing forms that promote the policies of this Plan. However, several forms of housing require additional policy guidance to ensure compatibility, public safety and protection for City residents.

It shall be the policy of the City that:

1. The City shall determine, at its sole discretion, when a housing form will be evaluated as a special housing form.
2. The City supports new and innovative housing forms to increase the supply of housing in Brockville. The City shall undertake a review of the Zoning By-law to address the regulations required to implement:
   a) Tiny homes
   b) Micro suites
   c) Passive house standards
   d) Container Housing
   e) Modular Homes
   f) Co-housing
   3. In supporting new and innovative housing forms, the City shall undertake a review of development standards to address affordability, supply, and the need for appropriate development standards for residential development.

3.5.1.5 Additional Residential Units

Additional residential units are a means to create additional housing supply within existing neighbourhoods and homes.

It shall be the policy of the City that:

1. Additional residential units shall be permitted within the principal building and one additional unit shall be permitted in an accessory building.
2. Appropriate full municipal services shall be provided, to the satisfaction of the City.
3. Development of Additional Residential Units shall be subject to the following criteria:
   i. the structural stability of the building shall be adequate to accommodate the alterations necessary;
   ii. exterior changes to the structure shall be minimal;

iii. compliance with the provisions of the Ontario Building Code, the Fire Code and all other relevant municipal and Provincial standards, including the Zoning By-law, shall be required; and

iv. the unit shall be incidental to the main permitted residential use, and shall be located within the existing main building.

v. Stacked parking shall be permitted.

3.5.1.6 Garden Suites

Garden suites, which are also commonly referred to as "granny flats", are one-unit converted dwellings that take the form of a small building, physically separate from the principal dwelling unit with which it is associated, and which contains living, bathroom and kitchen facilities, and are designed to be portable.

It shall be policy of the City that:

1. Garden suites shall be generally discouraged within the Downtown and Central Waterfront Area, unless the lot is of an appropriate size.
2. A garden suite shall only be permitted in association with a single detached or Semi-detached residential dwelling on a single lot.
3. In addition to the requirements of Section 6.4.2.2, the City shall be satisfied that:
    i. the unit shall be connected to full municipal services, to the satisfaction to the City of Brockville;
    ii. the exterior design of the unit shall be compatible with the surrounding residential land uses in the area in terms of massing, scale and layout;
    iii. the unit shall be located such that the unit and any related features will have a minimal effect on light, view and privacy of adjacent properties and shall comply with all applicable zoning provisions.

3.5.1.7 Condominium Conversion

It shall be policy of the City that:

1. The City shall discourage the conversion of rental housing stock to condominium tenure if such conversion results in a reduction in the amount of comparable rental housing available to an unacceptable level, being less than 3 percent as established by Canada Mortgage and Housing Corporation. Notwithstanding the current vacancy rate, a conversion shall be considered if:
    i. 75 percent of the existing tenants in a development, which is proposed to be converted, have signed an agreement to purchase their units.

ii. When an application has been made for condominium approval, all tenants shall be given notice by the developer, by registered mail, that the development is being considered for condominium approval. All existing tenants are to be given first right to purchase their units at a price no higher than that price for which the units are offered to the general public.

iii. The proposed condominium development is inspected, at the expense of the developer, by a qualified professional engineer licensed in Ontario, and a report is submitted to the City, describing the condition of the building and listing any repairs and improvements required to ensure that it complies with all applicable Provincial and Municipal regulations. These repairs and improvements shall be made a condition of draft approval.

iv. The applicant shall provide, to all existing tenants at the date of the filing of an application, active, physical assistance, for a period of three years from the date of draft approval, to each tenant who must relocate as a result of the conversion in finding alternate comparable accommodation, mutually agreed upon between the applicant, and each such tenant and pay the moving costs of each such tenant to other comparable or better accommodations within the City of Brockville.

v. Council may require parkland dedication in accordance with Section 3.5.3.1, where no parkland was previously dedicated at the time of construction.

3.5.1.8 STREAMLINING AND SUPPORTING HOUSING

The City shall support the provision of increased housing through reviewing its practices:

1. Examining the potential for a Community Improvement Plan for Affordable Housing for ownership units;
2. Undertaking a review of all fees to balance fiscal responsibility with the cost of housing. Such a review shall include, but not be limited to:
    a. Removing development charges for additional dwelling units, affordable housing and shared housing;
    b. Removing parkland dedication requirements for additional dwelling units, affordable housing and shared housing;
    c. Reduction of planning application fees for additional dwelling units, affordable housing and shared housing.
3. Updating the City's development process to:
    a. Address timelines to approve housing development;
    b. Review and update the City's Zoning By-law to support innovative housing forms;
    c. Expediting the review of affordable housing proposals.

4. The City shall monitor the implementation of Inclusionary Zoning in Ontario and undertake an inclusionary zoning policy review as part of each subsequent Official Plan review.

3.5.1.9 PARTNERSHIPS FOR NEW HOUSING

The City will work in partnership with the non-profit sector, the development industry, community partners and senior levels of government, to develop a strategy for affordable and shared housing and coordinate efforts to:

a) ensure a diverse range of housing choices;
b) increase the supply of affordable housing including social and assisted housing;
c) increase affordable housing options for older adults, youth, new immigrants, and single person households;
d) provide a range of affordable housing options for families;
e) increase the supply of shared housing including housing for persons with special needs; and
f) increase the supply of accessible housing.

3.5.2 COMMUNITY FACILITIES

The City shall endeavour to provide adequate community services and facilities to meet the needs of the City's existing and future residents, businesses and visitors through the provision of adequate opportunities for education, care, parks, open space and recreation, libraries, places of worship, cultural and heritage facilities, health and safety.

It shall be the policy of the City that:

1. In consultation with the School Boards, the need for new schools shall be identified.
2. A wide-range of alternative educational opportunities shall be encouraged to support life-long learning and skills development, including apprenticeship, co-operative learning and adult education.
3. The provision of social infrastructure, such as daycare facilities, shall be encouraged within larger development proposals.
4. The City shall encourage the provision of community-serving health care facilities, which shall be directed to the Downtown and Central Waterfront Area, Mixed Use and Commercial Nodes, Institutional Area.
5. New development shall be served with adequate emergency services. Stations for emergency vehicles shall be located on Arterial Roads. New stations shall be designed to minimize negative noise, traffic or other impacts.

6. The establishment and development of museums, theatres, cultural facilities, places of worship, health care facilities and recreation facilities in the City shall be encouraged.
7. The City shall encourage the provision of libraries to provide important cultural and community resources for learning, research and community activities.

3.5.3 RECREATION

The planning and provision of a full range and equitable distribution of publicly-accessible recreational opportunities is critical to maintaining a healthy and active City of Brockville. The Plan strives to ensure that sufficient recreational, open space and park facilities are provided within the City to meet the leisure needs and desires of the present and future residents, businesses, as well as visitors to the City. The Waterfront provides the City with a valuable recreational resource and opportunities to use this resource in an appropriate and sustainable manner will be encouraged.

It shall be the policy of the City that:

1. The City shall promote appropriate recreational development in parks, open spaces, along the Waterfront Area and other similar areas of the City that provide opportunities for active, passive and programmed community recreation and leisure, and that contribute to the preservation and protection of open space and the natural environment.
2. The City shall work cooperatively with various government ministries, resource agencies, and non-governmental authorities to promote natural resource-based recreational opportunities.
3. In areas suitable for recreation, public open space shall be encouraged in the Waterfront Area and the recreational resources shall be protected and enhanced. Public access to the water's edge and public access to publicly-owned property identified as Parks and Open Space, shall be maintained.
4. The City shall encourage private recreation development to complement public recreational opportunities, and encourage and support involvement by private recreation groups within the area.
5. The City shall assess the feasibility of acquiring private land within the Waterfront Area for public park or open space uses.
6. The City shall promote the provision of pedestrian, cycling and trail linkages and the integration of recreational and parks and open space uses.

3.5.3.1 Parks & Open Space

The City's parks are classified to manage the planning, development and delivery of parks and open space resources. The parks classification system

shall respond to and support the various parks and recreational needs of the City. The City shall carry out programs to acquire new parks, improve existing parks and facilities and provide public parks to meet the needs of the community, as well as to address existing park deficiencies.

It shall be the policy of the City that:

1. Provision for parks shall generally be in accordance *with the* park classification standards.
2. Where parks are located adjacent to existing and proposed residential areas, appropriate measures may be taken to minimize potential adverse effects associated with recreation activity areas and parking areas.
3. The City's parks and open spaces shall provide venues for a diverse range of both structured and unstructured, active and passive leisure pursuits for children, teens, adults and older adults to pursue activities of personal interest, skills development, and volunteering active engagement in community life.
4. The City's parks and open spaces shall provide opportunities to enhance residents' physical, mental and social well-being and health via venues that allow the pursuit of activities that support fitness, such as sports and trail usage; social development through play, volunteering and meeting fellow residents; and the pursuit of reflective and stress reducing activities.
5. The City's parks and open spaces shall provide venues to protect and conserve valued natural resources, such as woodlands, wetlands, waterfronts, and other natural features vital to a healthy and sustainable ecology and natural environment, as well as to recognize and sustain valued historical and heritage venues that have contributed to both the community's historical development and identity.
6. The City's parks and open spaces shall provide lands that contribute to more liveable, healthy, functional and sustainable urban forms amongst the many land uses within the City. Parks and open spaces shall also provide lands that contribute to the greening and beautification of the City via both natural and planted materials and venues, and shall create unique identifiers and focal points for the community.
7. The City's parks and open spaces shall provide benefits to the local economy through the attraction of visitors and tourists to sport tourism and special events; waterfront and trails; to natural and heritage venues; and other opportunities.
8. Parks and Open Space lands may be provided by conveyance in accordance with the provisions of the *Planning Act* and through other actions by public authorities. All lands conveyed as part of parkland dedication must be suitable for public recreational uses and acceptable to the City in accordance with the *Planning Act* and the policies of this Plan.

9. The City shall work with proponents to identify lands to be dedicated as Parks and Open Space, and assist in identifying lands that are to be equipped with playground equipment.
10. New development may be required to incorporate an integrated walkway and bicycle path and trail system, interconnecting residential neighbourhoods, commercial areas, schools, public buildings, and major recreation facilities.
11. The retention and expansion of Parks within the Parks and Open Space Area is of a high priority and shall be encouraged subject to the land's ownership, location, and existing conditions. Prior to acquiring new Parks, the completion of an Environmental Site Assessment may be required to determine the level of contamination, if any, at no cost to the City.
12. A system of multi-use, accessible trails may be developed providing internal circulation within Neighbourhood and Neighbourhood Development Areas, as well as to the larger community and the Downtown and Central Waterfront Area. Trail design elements shall be sympathetic to the surrounding environment. The Trail System shall connect to the existing Brock and Waterfront Trails, other Parks and Open Space Areas, schools, shopping, and other community facilities and provide an alternative means of access to the automobile. The redevelopment of existing uses, the approval of residential plans of subdivision, new lots created through Consent, and the development of new Parks and Open Space Areas shall include provision for the establishment of a system of walkways and/or bikeways in accordance with the conceptual linkages shown on Schedule 5. Changes to the trail system may occur without amendment to this Plan.
13. The City, with support from the CRCA and other agencies and organizations. shall seek opportunities to create linked open spaces through the integration of:
    i. Natural Heritage Features in public ownership;
    ii. abandoned rail lines in public ownership;
    iii. existing rights-of-way;
    iv. established and proposed service and utility Corridors;
    v. existing park and open space lands;
    vi. sidewalks and pathways;
    vii. linkages provided through the draft plan of subdivision approvals process;
    viii. agreements with private landowners;
    ix. retention or acquisition of access easements; and
    x. land acquisition.
14. The City may establish design principles to accommodate parking at strategic locations along the linked parks and open space system.

15. The City shall encourage residential, commercial, industrial, and institutional developers to connect with and provide opportunities to expand the trail system.
16. When any lands designated as Parks and Open Space Areas are under private ownership, such as Private Recreation Areas, this plan does not intend that these lands will necessarily remain as Parks and Open Space indefinitely. This Plan also does not imply that the Parks and Open Space Areas are free and open to the public or that such lands will be purchased by the City of Brockville.
17. When proposals to develop lands designated Parks and Open Space Areas that are under private ownership are made, such as Private Recreation Areas, the City, the CRCA, or a public agency having an interest in the lands shall be given the option to purchase said lands and maintain them as Parks and Open Space. If the foregoing parties do not wish to purchase the lands, the Official Plan Amendment to redesignate the lands for other purposes shall be given due consideration by the City.

Neighbourhood Parks

18. Neighbourhood Parks are lands primarily located in residential areas. They are intended to be designated, developed, operated and maintained to support the leisure interests of residents within the immediate area of the park.
19. Access to Neighbourhood Parks shall principally be via pedestrian routes on foot or via bicycles and other non-vehicular transport. The range of site development will vary from venue to venue, depending on the site's size, configuration and relationship with neighbouring land uses, as well as the needs of the population being served. Potential activities within a Neighbourhood Park are:
    i. various playground elements, either integrated or on a stand alone basis;
    ii. multi-purpose and/or hard service courts for basketball, tennis, badminton, shuffleboard and other similar activities including their potential use as an outdoor ice rink in the winter;
    iii. practice or non-programmed sports fields;
    iv. areas for playing chess, table games, summer playground camps and unorganized play;
    v. wading pools or splash pads;
    vi. tobogganing slopes for winter use; and
    vii. amenities, involving benches, shade areas, gardens/planting and appropriate signage.
20. Neighbourhood Parks shall typically involve mixed landforms of table land, and undulating lands, with or without vegetation. However,

safety and security concerns, access routes, visibility and the ability to develop appropriate Neighbourhood Park facilities are the primary site selection criteria.

21. Neighbourhood Parks shall typically service an area of up to a 15 minute walking distance, or one kilometre. Their size would typically range from between 0.2 and 4.0 hectares.
22. Neighbourhood Parks shall typically be located central to the service area, with extensive street frontage, and should be developed in conjunction with adjacent elementary or secondary schools, local libraries, or other public or not-for-profit venues, where feasible and appropriate.
23. Neighbourhood Parks should have portions of their site maintained in a natural state or have active re-naturalization components.
24. Sports fields within neighbourhood parks shall not be lit due to the potential impacts on adjacent residential areas. Trails and paths through Neighbourhood Parks and linking public uses may be lit provided light pollution is minimized to the greatest extent possible.

Community Parks

25. Community Parks are intended to serve communities or districts within the City, which could involve two or more neighbourhood areas. They are intended to provide a range of more specialized activities that services population levels beyond individual neighbourhoods. Typical activities within a Community Park would include:
    i. trail linkages;
    ii. smaller natural areas, woodlots or similar features;
    iii. a site for recreational and competitive sport fields, either lighted or unlit;
    iv. recreation facilities, such as arenas, indoor pools, libraries, community centres and related uses;
    v. stadiums, track and field related facilities;
    vi. picnicking, free form play and open space areas;
    vii. outdoor pools, splash pads, skateboard parks, medium to large scaled or specialized playground facilities;
    viii. gardens, arboreta and related maintained or natural area components;
    ix. amenity buildings for washrooms, change rooms, concessions, storage and meetings;
    x. spectator seating and support amenities; and
    xi. off-street parking area(s), walkways and signage.
26. Components of a Community Park may be considered a Neighbourhood Park. Community Parks may have natural areas and/or active regeneration sites.

27. Community Parks shall generally range in size from 4.0 to 12.0 hectares. Community Parks shall be preferred within or in close proximity to residential areas. Access shall be reasonably achievable by public transit, roadways, sidewalks and trails/pathways.
28. Community Parks shall be encouraged to be located adjacent to secondary school sites in particular, but also possibly larger elementary school sites, public libraries, colleges or similar venues.

City-Wide Parks

29. City-wide Parks shall cover a range of venues that serve the whole community. City-wide Parks can be small or large venues for both active and passive leisure, heritage or conservation functions. City-wide Parks shall be designed to serve all the residents of the community, in terms of either broad or specialized interests. Typical activities within a City-wide park include:
    i. marinas, beaches, boardwalks and related waterfront areas;
    ii. significant sports fields, lighted or unlit with spectator seating, stadium amenities;
    iii. urban beautification and green areas, or venues that contribute to the City's urban form, such as woodlots, maintained gardens and planting, conservation lands or unique natural landmarks;
    iv. natural areas and open spaces intended for conservation or significant natural/environmental features and heritage venues;
    v. community trails at a local, regional, provincial or national service levels;
    vi. cemeteries;
    vii. major recreation facilities, including auditoriums, a central library, large community centres, aquatic complexes, museums and art galleries, cultural centres and similar community facilities;
    viii. festivals, fairs, shows, and other similar events;
    ix. heritage resources, involving cenotaphs, memorials, art work, historical materials/buildings and related resources;
    x. amenity buildings, involving washrooms, concessions, change rooms, storage and meeting areas;
    xi. large and/or specialized playgrounds/play areas and features, often unique in scale and theme; and
    xii. lighted parking lots, walkways, sports fields and other facilities.
30. City-wide Parks range of sizes, from small urban squares to large open tracts that could be in excess of 50 hectares.

31. City-wide Parks shall be accessible by road, and where possible, by trail networks, public transit, and sidewalks, and be designed to be accessible to all individuals within the community, including older persons and persons with physical disabilities. The venues should have significant street/road frontage visibility, with appropriate lighting, safety and security measures.
32. City-wide Parks can have Neighbourhood and Community Park components designated within the overall venue when required to support these service levels in the immediate residential areas. City-wide Parks can be located anywhere within the City as they are often site-specific in terms of the features or services that are to be provided and/or conserved.

St. Lawrence Park

33. St. Lawrence Park provides one of the City's primary accesses to the St. Lawrence River for park, recreation, water activity and related leisure pursuits. The intended range of activities may include, but are not limited to:
    i. swimming, rowing, boating, diving, fishing, and other water-related activities;
    ii. special events;
    iii. nature interpretation and educational opportunities;
    iv. conservation strategies to protect the vegetation, shoreline, beaches and related natural and artificial features;
    v. contemplative and walking areas related to trails and shaded bench areas; and
    vi. ancillary support services such as food and beverage services, seasonal activity pavilions, parking, washrooms, retail operations that support on-site activities and related uses.
34. St. Lawrence Park shall not be open to development between the date of adopting of this Plan and the time that a Master Plan is prepared. At that time, or shortly thereafter, the Plan shall be updated to reflect the recommendations of the St. Lawrence Park Master Plan.

The City Islands

35. The ecological integrity of the City Islands shall be monitored on an ongoing basis.
36. A balance shall be achieved between recreational use and environmental protection of the City Islands.
37. The ecological integrity of the City Islands shall be maintained and enhanced into the future.
38. The City Islands shall be protected from development and overuse, and used in a manner that is sensitive to the natural environment and is consistent with the following intended range of activities:

i. swimming, rowing, boating, fishing, scuba diving, and other water-related activities;
ii. nature interpretation and educational opportunities;
iii. conservation strategies to protect the vegetation, shoreline and related natural and artificial features;
iv. contemplative and walking areas related to trails; and
v. picnicking and camping, subject to the approval of the City of Brockville.

Parkland Dedication

39. The City shall secure the maximum benefit of the *Planning Act* with respect to land dedication for park development and shall strive to meet the policies of this Plan relating to park development.
40. Parkland dedication shall be calculated based on the total gross area of the land within the plan of subdivision and/or site plan.
41. Where land is to be developed for residential purposes, the City may require the conveyance of land for park purposes or in accordance with the maximum of the following criteria:
    i. 5 percent dedication of the gross area of the land proposed for development;
    ii. dedication at a rate of one hectare per 600 dwelling units.

    Where land is to be developed for residential purposes and the City accepts cash-in-lieu of parkland dedication in accordance with policy 3.5.3.1.45 of this Plan, the equivalent cash-in-lieu shall be calculated in accordance with the maximum of the following criteria:
    i. 5 percent dedication of the gross area of the land proposed for development; or
    ii. dedication at a rate of one hectare per 1000 dwelling units.
42. Where land is developed or redeveloped for industrial or commercial purposes, the City may require conveyance of land for park purposes or equivalent cash-in-lieu at a rate of 2 percent of the gross area of the land proposed for development.
43. Where land is to be subdivided, developed or redeveloped for any use other than residential, industrial or commercial purposes, the City may require conveyance of land for park purposes or equivalent cash-in-lieu at a rate of 5 percent of the gross area of the land proposed for development.
44. The City shall only accept parkland dedication land resources under the following circumstances:
    i. the lands meet the park and open space classification and hierarchy standards and provision requirements of the policies of this Plan;

ii. the lands effectively support the development of park and open space based facilities and amenities in accordance the policies of this Plan; and

iii. the lands are not identified as hazard lands, wetlands, significant woodlands, ravine lands, stormwater management ponds and related undevelopable lands.

The City reserves the right to accept or decline lands proposed for parkland dedication.

45. The City may accept cash-in-lieu of the parkland dedication to be paid into a special account and used as specified in the *Planning Act*. The City shall consider cash-in-lieu of parkland dedication under the following circumstances:

    i. where the required land dedication fails to provide an area of suitable shape, size or location for development as public; parkland to meet the intended park and opens space requirements in accordance with the policies of this Plan

    ii. where the required dedication of land would render the remainder of the site unsuitable or impractical for development;

    iii. the area is well served with park and open space lands and no additional parks and open spaces are required; and/or

    iv. where the City is undertaking broader land acquisition strategies for Community or City-wide Parks and it is preferable to have consolidated parkland of a substantial size servicing a wide area.

46. Where new development is proposed on a site, part of which has physical limitations or hazards, then such land shall not necessarily be acceptable as part of the land dedication under the *Planning Act*. All land dedicated to the City shall be conveyed in a physical condition satisfactory to the City, and shall meet minimum standards in terms of drainage, grading and general condition. The lands shall also be in full compliance in regards to any environmental hazards, contamination or related requirements.

47. As a condition of development approval, a proponent shall be required to provide a park facilities design satisfactory to the City for any park within the development. The park facility design shall have regard to all park standards and urban design policies of this Plan. However, in order to ensure that the size, configuration and orientation of the park is such that it can be programmed in an efficient manner, it may be necessary to prepare a park facilities design prior to development approval.

3.5.4 MUNICIPAL CORPORATE SUSTAINABILITY

The City of Brockville recognizes that there are certain actions that the municipality can take to contribute to and show leadership/stewardship in local environmental sustainability. The City's Community Strategic Plan identifies a need to promote a sustainability focus in all aspects of City administration as a strategic priority, and identifies benchmarks and performance indicators to achieve a decrease in municipal carbon footprint and continuous improvement in all aspects of municipal sustainability.

In order to achieve the goals and priorities identified by the Community Strategic Plan, the City shall consider environmental matters within its municipal culture, decision making, and operations in a transparent and accountable manner.

It shall be the policy of the City that:

1. The City shall consider the following when acquiring goods and services and when making capital investments:
    i. energy conservation and efficiency;
    ii. water conservation and efficiency;
    iii. material consumption, and waste production/diversion/reuse; and
    iv. when all other requirements have been met, whether a contractor, service provider, supplier or manufacturer of goods is a local taxpayer.
2. The City shall undertake audits and retrofits to improve the energy efficiency of municipally owned buildings and infrastructure (including traffic and street lights). Retrofits should only be undertaken in historic buildings where possible without compromising the historical integrity of the building.
3. The City shall ensure that all new municipal or municipally funded building projects and/or major renovations to buildings owned or funded by the municipality are consistent with the Green Site Design and Building Standards established by Section 3.4.1.2.1 of this Plan. Historic buildings shall be exempt in cases where the historical integrity of the building will be compromised as a result of meeting the criteria.
4. The City shall meet a portion of its energy needs from local renewable energy sources.
5. The City shall pursue opportunities to engage, collaborate and partner with local community groups and private businesses in order to address issues of environmental concern and to advance the local sustainability agenda. This may involve the identification of sustainability goals, and

the development and implementation of City-wide programs and initiatives.

6. The City shall contribute to and promote a culture of conservation among all public, private, and community groups and local citizens and aim to reduce greenhouse gas emissions and air pollution in all sectors, and reduce material consumption and waste production and to increase waste diversion and reuse in all sectors (including multi-residential).
7. The City may establish sector-specific targets for greenhouse gas emissions and air pollution reductions.
8. In accordance with Section 3.5.4 of this Plan, the City shall contribute to and show leadership by considering air quality and climate change within its municipal culture, decision making, and operations.
9. In accordance with the Green Energy and Green Jobs policies in Section 3.3.3, the City shall support the increased availability of renewable energy sources to all sectors, and shall aim to attract economic growth in the development of all scales of renewable energy projects and green industries in an effort to address the use of fossil fuels and, more broadly, climate change.
10. The City shall support and participate in education/awareness programs and activities related to the local environment and sustainability, including energy and water conservation and efficiency, material consumption, waste production/diversion/reuse, and air quality. Programs and activities may be aimed at both municipal staff and/or local residents.

3.6 MINIMIZING OUR IMPACT ON THE ENVIRONMENT

In partnership with the Federal and Provincial governments, and the Cataraqui Region Conservation Authority, the City strives to protect natural resources and Natural Heritage Features and functions.

It is a priority of the City to:

- ensure the sustainable use of resource assets to protect them for long-term use;
- maintain, restore or, where possible, improve the diversity and connectivity of natural features and the long-term ecological function and biodiversity of the Natural Heritage System in the area recognizing linkages between and among natural heritage features and areas, surface water features and ground water features;
- protect and enhance significant natural features and their ecological function.

3.6.1 WATER RESOURCES

The City contains two main creeks that drain to the St. Lawrence River: Buells Creek and Butlers Creek. Among other resources, the St. Lawrence River and the creeks that drain into it support the natural environment and the existing community. Water resource issues arise from various forms of human activity. Demands on water resources can contribute to degraded aquatic communities, the loss of well water supply, aquifer contamination, deteriorating lake water quality, flooding and erosion.

The protection of water resources from contamination and degradation associated with certain land uses and activities is an important element to maintaining the quality of life experienced by both existing residents and businesses and supporting future growth. Integrated and long-term planning using watersheds as an ecologically meaningful scale for the protection, improvement or restoration of the quality and quantity of water allows for the continuance of a healthy environment, solid economic development and healthy communities.

There are several minor tributaries that drain either directly to the St. Lawrence River or to one of the main creeks. The Cataraqui Region Conservation Authority manages this watershed.

It shall be the policy of the City that:

1. The City shall work cooperatively with the Cataraqui Region Conservation Authority in dealing with land management issues within the watersheds draining to the St. Lawrence River, including those that

extend beyond the City boundaries into the Township of Elizabethtown-Kitley and other jurisdictions.

2. The City shall encourage the preparation of watershed and subwatershed management plans and regional stormwater quality/quantity management facilities to assist in water resource and land use planning on an ecosystem basis. The City shall recognize that development and land use change will also require consideration of other matters such as economic and growth management factors that may not be addressed in a watershed or subwatershed plan. To the extent feasible, the City shall support the Conservation Authority in the preparation and implementation of watershed and subwatershed plans.
3. The City shall support appropriate flood control management programs of the Conservation Authority.
4. The City shall protect, improve or restore water quality and quantity by identifying water resource systems and maintaining linkages and related functions among ground water features, hydrologic functions, natural groundwater recharge areas, highly vulnerable aquifers, heritage features and areas, and surface water features including shoreline areas. To improve water quality and quantity, the City shall support efforts to improve the diversity and connectivity of natural features in an area and the long-term ecological function and biodiversity of natural heritage systems.
5. Under the very limited circumstances where permitted by this Plan, development applications that propose to make use of a private water source shall be required to submit a detailed hydrogeological study to determine the suitability of the lands for groundwater extraction. The hydrogeological study shall be prepared to the satisfaction of the City. A Servicing Options Report shall also be required as supportive information in these circumstances. Development on a private water source shall only be permitted where it is necessary to address failed on-site services in existing development; or within the settlement area boundary, to allow for infilling and minor rounding out of existing development provided that site conditions are suitable for the long- term provision of such services with no negative impacts.
6. The City shall require the use of stormwater management facilities downstream of new developments, where appropriate, to mitigate development impacts on stormwater quantity and quality. The City shall promote naturalized and unfenced stormwater management facilities, constructed with gentle slopes. Applications for development shall be required to be supported by a stormwater quality/quantity management study and be reviewed by the Cataraqui Region Conservation Authority, in accordance with their regulatory role. The planning and design of stormwater facilities should be undertaken in accordance with the Ministry of the Environment, Conservation and Parks, Stormwater Management Planning and Design Manual and

reflect best practices to the extent feasible. See Section 5.3.5 for more Stormwater Management policies.

7. In cooperation with the private sector and the community, the City shall encourage the reduction of water consumption levels through the promotion of the efficient use of water and may specify appropriate water conservation measures within existing and new development.
8. In accordance with the Clean Water Act, 2006, and in accordance with Ontario Regulation 287/07, the City of Brockville, the Cataraqui Region Conservation Authority, and Cataraqui Source Protection Committee prepared the Cataraqui Source Protection Plan. On 26 November 2014, approval was granted by the Ministry of the Environment and Climate Change (MOECC), now the Ministry of the Environment, Conservation and Parks (MOECP), for the "Cataraqui Source Protection Plan (CSPP), dated November 2014". The Plan took effect on 01 April 2015.

   Upon periodic review of the CSPP, the City of Brockville may, through an amendment to the Official Plan, incorporate the recommended amendment(s) of the CSPP, as necessary and appropriate.
9. The City recognizes that waterbodies, particularly the St. Lawrence River, provide important recreational opportunities for residents and visitors to the City. An appropriate amount of dockage and storage for vessels associated with the recreation and transportation-related functions for waterfront properties in the City is permitted provided such marine facilities are of a type and scale to minimize their environmental, navigational and visualize impacts, subject to other applicable policies of this Plan. The implementing Zoning By-law shall contain detailed provisions regulating the development of marine facilities and provide standards appropriate to different marine facility types including docks, boat ports and boathouses.

3.6.2 AQUIFER & GROUNDWATER PROTECTION

The protection, conservation and careful management of groundwater resources is necessary to meet both the present and future needs of residents, businesses and the natural environment. As groundwater and aquifer contamination is extremely difficult and costly to rectify, prevention of contamination is the most realistic strategy. Aquifers need to be protected across the City to ensure a clean groundwater to provide baseflow for creeks and water sources for ponds and wetlands.

It shall be the policy of the City that:

1. The City shall support and participate in initiatives that implement the *Clean Water Act*, as necessary and appropriate.

2. Assurance that groundwater quality and quantity will not be negatively impacted shall be required for approval of applications for development.
3. The City shall contribute to and promote a culture of conservation among all public, private, and community groups and local citizens and aim to reduce water use in all sectors.
4. The City may establish sector-specific targets for water use reductions.
5. In accordance with Section 3.5.4 of this Plan, the City shall contribute to and show leadership by considering water conservation and efficiency within its municipal culture, decision making, and operations.
6. The City shall also pursue opportunities to engage, collaborate and partner with local community groups and private businesses to identify and implement goals, programs, and initiatives related to water conservation and efficiency.
7. The City encourages the design and development of buildings that conserve water in Section 3.4.1.2 of this Plan.
8. The City shall promote and encourage business and homeowner participation in programs that reward or incentivize investments in water saving technologies.
9. The City shall pursue opportunities to engage, collaborate and partner with local community groups and private businesses in order to address water efficiency and conservation within the City.
10. Under the very limited circumstances where permitted by this Plan, development applications that propose to make use of a private water source shall be required to submit a detailed hydrogeological study to determine the suitability of the lands for groundwater extraction. The hydrogeological study shall be prepared to the satisfaction of the City, in consultation with the Province. A servicing options report shall also be required as supportive information in these circumstances.

3.6.3 WATERCOURSES

Watercourses transport both water and sediment from areas of high elevation to areas of low elevation. Changes to the amount or velocity of water being transported or the amount or size of bed load being moved can have significant impacts on watercourses, which may result in increased erosion and flooding. Watercourses provide habitat for fish and other species to live as well as provide water for human consumption and wildlife. Watercourses are directly related to many hazards including flooding, erosion, slope stability and natural features such as wetlands.

It shall be the policy of the City that:

1. The City, where possible, shall require the preservation and enhancement of natural stream bank vegetation and promote suitable erosion control methods.
2. The City shall promote tree planting along watercourses, where possible, to enhance the natural corridor function, provide for cool water temperatures and protect watercourse banks from erosion.
3. The City and the Cataraqui Region Conservation Authority, through the review process mandated under the applicable regulation under the *Conservation Authorities Act* for all development or site alteration adjacent to watercourses, shall ensure that best management practices and interim measures are utilized during construction projects adjacent to watercourses to reduce sedimentation and erosion.
4. New development shall be setback a minimum of 30 metres from the high-water mark of the lake, river or permanently flowing water body in order to prevent flooding hazards, erosion, improve water quality, enhance wildlife corridors and protect fish habitat. New development which occurs on existing lots of record which cannot meet the minimum of 30 metre setback may be developed provided the structure is located as far back as possible from the waterbody. In these cases, an indication that there will be minimal disturbance of the natural vegetation and soils shall be required.
5. The City shall promote the use of adjacent lands to watercourses provided there is an appropriate buffer from the watercourse for pedestrian movement and passive recreation areas, where feasible.
6. The City shall actively discourage channelization or other such disruption and interference to natural watercourses within the City.

3.6.4 ENERGY EFFICIENCY & CONSERVATION

Energy efficiency and conservation are an important element of sustainable City policy. Energy conservation can improve air quality and reduces the energy consumption and energy demand which reduces the requirements for generation and depending on the source, impacts on the environment. This reduces the rise in energy costs, and can reduce the need for new power plants, and energy imports. The reduced energy demand allows for a more sustainable approach to the management of energy use and could provide additional opportunities for local renewable energy production.

By reducing emissions, energy conservation is an important part of lessening climate change. Energy conservation facilitates the replacement of non-renewable resources with renewable energy. Energy conservation is often the most economical solution to energy shortages and is a more environmentally sustainable alternative to increased energy production.

It shall be a policy of the City that:

1. The City shall contribute to and promote a culture of conservation among all public, private, and community groups and local citizens and aim to reduce energy use in all sectors.
2. The City may establish sector-specific targets for energy use reductions.
3. In accordance with Section 3.5.4 of this Plan, the City shall contribute to and show leadership by considering energy conservation and efficiency within its municipal culture, decision making, and operations.
4. The City shall also pursue opportunities to engage, collaborate and partner with local community groups and private businesses to identify and implement goals, programs, and initiatives related to energy conservation and efficiency.
5. The City may prepare a Conservation and Demand Management Plan (as required) in accordance with the *Green Energy Act*.
6. In accordance with the Green Energy and Green Employment policies in Section 3.3.3, the City shall support the increased availability of cleaner and more efficient sources of energy to all sectors, and shall aim to attract economic growth in the development of renewable energy projects and green industries.
7. The City shall support district energy projects as an efficient method of heating and cooling buildings.
8. In addition to the alternative transportation policies of Section 3.2.2.2 (Transit-Oriented Development), 5.2.4 (Public Transit Systems) and 5.2.5 (Walking, Cycling and Trail Systems), the City shall encourage the increased use of electric, hybrid, and alternative fuel vehicles, for example, by:
    i. establishing electric plug-in sites for electric vehicles;
    ii. purchasing hybrid vehicles for the City vehicle fleet; and
    iii. encouraging fuel-efficient systems to be installed on all City buses.
9. The City shall encourage the design and development of neighbourhoods and buildings that conserve energy in accordance with Section 3.4.1.2 of this Plan.
10. The City shall promote and encourage business and homeowner participation in programs that reward or incentivize investments in energy efficient technologies.

3.6.5 NATURAL HERITAGE FEATURES & FUNCTIONS

The City and the Cataraqui Region Conservation Authority encourage the protection and enhancement of Natural Heritage Features. The significant Natural Heritage Features are lands that represent the legacy of the natural landscape of the area and as a result have important environmental and social value. The City shall work to conserve, restore and enhance Natural Heritage Features and functions, wherever possible.

The Plan specifically addresses those Natural Heritage Features found or potentially found in the City which the Provincial Policy Statement either prohibits development or site alteration within and adjacent to or requires that no negative impact on the feature or its ecological function be demonstrated:

i. Significant Wetlands and Significant Costal Wetlands;
ii. Significant Habitat of Endangered Species and Threatened Species;
iii. Fish Habitat;
iv. Significant Woodlands;
v. Significant Valleylands;
vi. Significant Wildlife Habitat; and
vii. Coastal Wetlands.

It shall be the policy of the City that:

1. Delineation of certain Natural Heritage Features is based on data provided by the Province and the Conservation Authority. These features shall be protected for the long-term and given due consideration in the development, redevelopment and alteration of land within the identified areas. The delineation of these features may be determined and/or refined through the preparation of a detailed Environmental Impact Study (EIS), as described in Section 3.6.7.
2. The City shall require that, wherever possible and appropriate, trees are replanted to replace trees removed if a development proceeds. The City shall encourage the conservation or replanting of roadside and fence-line shrubs and trees, and riparian area vegetation, wherever possible and appropriate in the context of new development. Financial compensation for tree loss is not considered as the preferred means of appropriate mitigation for development.
3. When considering development proposals, the City shall encourage the exploration of opportunities for creating new habitats, natural vegetation regeneration, conserving natural landforms and functions for protecting and enhancing groundwater and surface water resources, and for promoting environmental education and interpretation.

4. The City shall encourage the protection of species at risk, either aquatic or terrestrial, and species recovery strategies. The City shall support the implementation of the relevant findings of recovery strategies.
5. Where components of a Natural Heritage Features are held in private ownership, nothing in this Plan shall require that these lands be free and available for public use, and the identification of land shall not oblige the City or Conservation Authority, or other public agencies to purchase the land.
6. The City shall, to the extent feasible, ensure that required maintenance of existing drains is carried out in a manner that mitigates impacts on Natural Heritage Features and functions.
7. When considering applications or initiating projects under the *Drainage Act* or *Ontario Water Resources Act* for drainage works, the City, shall be satisfied that the works will be engineered and constructed to ensure no negative impact on Natural Heritage Features and functions. Such considerations may include completion of an EIS or an environmental evaluation/appraisal carried out under the *Drainage Act*.

Provincially Significant Wetlands

8. Provincially Significant Wetlands (PSWs) and adjacent lands within 120 metres of the PSW are delineated on Schedule 3. Development and site alteration shall not be permitted within a Provincially Significant Wetland. The policies of this Plan that apply to Provincially Significant Wetlands would also apply to any Significant Coastal Wetlands that may be identified.
9. Development and site alteration shall not be permitted on land adjacent to a PSW, unless the ecological function of the adjacent land has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological and/or hydrologic functions. For the purposes of this policy, the extent of adjacent land shall be defined as 120 metres. In accordance with section 3.6.7 of this Plan, an Environmental Impact Study shall be required for all development proposals within 120 metres of a Provincially Significant Wetland. Prior to considering development and/or site alteration, the City, shall be satisfied that the EIS demonstrates that there will be no negative impacts on the PSW and the sustaining ecological and/or hydrologic functions.
10. The identification and boundaries of PSWs shall be determined using the Ontario Wetland Evaluation System (OWES) which may be amended from time to time. The boundaries of PSWs may be refined without an amendment to this Plan. The addition or removal of a PSW shall require an amendment to this Plan.

Significant Habitat of Endangered Species & Threatened Species

11. In accordance with common practices to protect the associated features from disturbance, the Significant Habitat of Endangered Species and Threatened Species are not identified on the schedules of this Plan. Significant Habitat of Endangered Species and Threatened Species shall be defined based on the *Endangered Species Act* and the Species at Risk in Ontario (SARO) list.
12. A screening map prepared by the province showing areas of potential habitat of endangered and/or threatened species has been provided to the City for reference. Where the screening map identifies the potential habitat of endangered and/or threatened species, an ecological site assessment (EcoSA) shall be required in support of a planning application. The ecological site assessment shall assess the potential for significant habitat and delineate the extent of significant habitat of endangered and/or threatened species within or adjacent to an area proposed for development or site alteration. In cases where an environmental impact study (EIS) is triggered by this Plan, the above requirements may be addressed as part of the environmental impact study, provided it is undertaken by a qualified individual.
    The Province is the responsible authority to approve the delineation of significant habitat of endangered and/or threatened species identified by an ecological site assessment or as part of an environmental impact study.
    In addition, on all sites proposed for development or site alteration, a site inventory for butternut, an endangered tree species, will be required prior to the disturbance or removal of trees. When harm to (cutting of branches, root disturbance, etc.) or removal of butternut is proposed, prior assessment of health of the species by a qualified Butternut Health Assessor is required. If butternut is determined to be "not retainable", a certificate will be issued by the assessor and the tree can be removed/harmed. If, however, the butternut is "retainable", a permit will be required for its removal pursuant to the *Endangered Species Act, 2007*.
13. Development and site alteration shall not be permitted in the Significant Habitat of Endangered Species and Threatened Species, except in accordance with provincial and federal requirements.
14. Development and site alteration shall not be permitted on land adjacent to the Significant Habitat of Endangered Species and Threatened Species, unless the ecological function of the adjacent land has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions. For the purposes of this policy, the extent of adjacent land shall be defined as 120 metres. If the results of an EIS, which includes an ecological site assessment, identify that habitat for an endangered species or threatened species may be present, consultation with the province is

required for further technical advice on delineating significant habitats of endangered species and threatened species. An EIS shall be required for all development proposals within 120 metres of land adjacent to areas identified as being the Significant Habitat of Endangered Species and Threatened Species.

15. The City recognizes natural heritage features and areas may include waters supporting aquatic species at risk listed in Schedule 1 under the federal Species at Risk Act (SARA), including their residences and critical habitats. In accordance with federal requirements, development and site alteration in locations of such species, waters and habitats identified on the DFO's aquatic species at risk map shall demonstrate through an EIS the following:
    i. all reasonable alternatives have been considered to reduce and minimize impacts to natural heritage features and ecological functions, and the best solution has been adopted;
    ii. the proposed development and site alteration activities will not jeopardize the survival, recovery and conservation of species at risk protected in Schedule 1 of the Species at Risk Act, including their residences and critical habitat.

    The requirement for an EIS also applies if there may be potential impacts that would contravene the federal SARA from activities occurring in areas adjacent to such waters, residences or critical habitats.

    The requirements for an EIS for such waters or habitats should be developed in consultation with Fisheries and Oceans Canada and indicate how the project will be carried out to remain in compliance with the Species at Risk Act and other applicable legislation.

Fish Habitat

16. The City recognizes that the health of the aquatic environment is a fundamental indicator of the health of the overall ecosystem. The harmful alteration, disruption or destruction of fish habitat is prohibited under the *Fisheries Act*.
17. Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.
18. Any development or change in land use within 120 metres of an existing or potential fish habitat area shall be reviewed by the City in consultation with the DFO and Province, where development is proposed within or adjacent to endangered and threatened species, with respect to the potential impact. Any such proposal shall be subject to an Environmental Impact Study, in accordance with the *Fisheries Act* and *Endangered Species Act*, to determine if proposed development will adversely impact the fish habitat. If it is determined that development will impact the fish habitat, development may not be

permitted. For the purposes of this policy, all watercourses in the City shall be considered as potential fish habitat.

19. The City may determine the minimum vegetative buffer zone adjacent to existing or potential fish habitat areas where development is proposed.
20. Subwatershed studies may be prepared to provide additional policy guidance related to the protection and enhancement of fish habitat and the specification of protective or mitigative measures.

Significant Woodlands

21. Significant Woodlands shall be defined by the City using criteria established by the Province and identified on Schedule 3 of this Plan. Significant Woodlands are areas which are ecologically important in terms of species composition, age of trees and stand history. Significant Woodlands are functionally important due to their contribution to the broader landscape because of their location, size or extent of forest cover; and/or are economically important due to their site quality, species composition, or management history. Wildlife habitat is one of the primary ecological functions provided by Significant Woodlands. Wildlife habitat is an area where plants, animals and other organisms live, and find adequate amounts of food, shelter, water and space needed to sustain their populations. All plants and animals have individual habitat requirements, which vary for different periods in their life cycles.
22. Significant Woodlands identified on Schedule 3 of this Plan shall be subject to the policies of the underlying land use designation, as shown on Schedule 1.
23. Development or site alteration proposed in a Significant Woodland feature illustrated on Schedule 3 shall be subject to the completion of an EIS in accordance with Section 3.6.7 prior to development or site alteration. Development or site alteration in a Significant Woodland feature shall not be permitted unless it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.
24. Development and site alteration shall not be permitted on land adjacent to a Significant Woodland feature unless it has been demonstrated that there will be no negative impacts on the Significant Woodland feature or on their ecological functions. For the purposes of this policy, the extent of adjacent land shall be 120 m from the edge of the Significant Woodland. Subject to the policies of Section 3.6.7, an EIS shall be required for all development proposals on lands adjacent to an identified Significant Woodland.
25. Prior to considering development and/or site alteration on or within adjacent lands or abutting areas of a Significant Woodland, the City, in consultation with the Cataraqui Region Conservation Authority and the

province, will be satisfied that the EIS demonstrates that there will be no negative impacts on the natural features and any related ecological functions.

Significant Valleylands

26. Significant Valleylands are natural areas that occur in a valley or other landform depression that have water flowing through or standing for some period of the year. Valleys are the natural drainage systems for the watersheds and as such, they provide an appropriate context for planning and evaluating water related resources.
27. Significant Valleylands shall be defined by the City in consultation with the province, and shall be subject to the policies of the underlying land use designation. Where valleylands are identified through consultation with the province or by an EIS triggered by another policy of this Plan, they shall be subject to the policies of this Section and may be mapped accordingly on Schedule 3 through an amendment to this Plan.
28. Development or site alteration proposed in a Significant Valleyland shall be subject to the completion of an EIS prior to development or site alteration, in accordance with Section 3.6.7. Development or site alteration in a Significant Valleyland shall not be permitted unless it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.
29. Development and site alteration shall not be permitted on land adjacent to a Significant Valleyland unless it has been demonstrated that there will be no negative impacts on the Significant Valleyland or on their ecological functions. For the purposes of this policy, the extent of adjacent land shall be 120 metres from the stable top of bank of the Significant Valleyland. In accordance with Section 3.6.7, an EIS shall be required for all development proposals on adjacent lands or abutting areas identified as being the Significant Valleyland.
30. Prior to considering development and/or site alteration on or within adjacent lands to a Significant Valleyland, the City, will be satisfied that the EIS demonstrates that there will be no negative impacts on the natural features, and any related ecological functions.

Significant Wildlife Habitat and Costal Wetlands

31. Wildlife habitat are areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species. Significant Wildlife Habitat refers to natural features or areas that are ecologically important in terms of their features, functions, representation or amount, and contribute to the

quality and diversity of an identifiable geographic area or natural heritage system.

32. Significant Wildlife Habitat shall be defined by the City in consultation with the Province, and shall be subject to the policies of the underlying land use designation. Where wildlife habitat is identified through consultation with the Province or by an EIS triggered by another policy of this Plan, they shall be subject to the policies of the relevant policies of this Plan. Significant Wildlife Habitat is not generally mapped on Schedule 3 of this Plan.
33. Development and site alteration shall not be permitted in or on land adjacent to a Significant Wildlife Habitat feature unless it has been demonstrated that there will be no negative impacts on the Significant Wildlife Habitat feature or on their ecological functions. For the purposes of this policy, the extent of adjacent land shall be 120 m from the edge of the Significant Wildlife Habitat. Subject to the policies of Section 3.6.7, an EIS shall be required for all development proposals on lands adjacent to an identified Significant Wildlife Habitat.
34. Prior to considering development and/or site alteration on or within adjacent lands or abutting areas of a Significant Wildlife Habitat feature or area, the City, will be satisfied that the EIS demonstrates that there will be no negative impacts on the habitat values upon which the species depend directly and indirectly, and any related ecological functions.
35. Coastal wetlands are any wetland that is located on the St. Lawrence River or is on a tributary of the St. Lawrence River and lies, either wholly or in part, downstream of a line located 2 kilometres upstream of the 1:100 year floodline (plus wave run-up) of the large water body to which the tributary is connected.
36. The identification and boundaries of Coastal Wetlands shall be determined using the Ontario Wetland Evaluation System (OWES) which may be amended from time to time, and must be approved by the Province prior to taking effect. The boundaries of Coastal Wetlands may be refined without an amendment to this Plan provided approval is obtained from the Province. The addition or removal of a Coastal Wetland shall require an amendment to this Plan.
37. Coastal Wetlands identified on Schedule 3 of this Plan shall be subject to the policies of the underlying land use designation, as shown on Schedule 1.
38. Development and site alteration shall not be permitted in or on land adjacent to a Coastal Wetland unless it has been demonstrated that there will be no negative impacts on the Coastal Wetland or on its ecological functions. For the purposes of this policy, the extent of adjacent land shall be 120 m from the edge of the Coastal Wetland.

Subject to the policies of Section 3.6.7, an EIS shall be required for all development proposals on lands adjacent to a Coastal Wetland.

39. Prior to considering development and/or site alteration on or within adjacent lands or abutting areas of a Coastal Wetland, the City, will be satisfied that the EIS demonstrates that there will be no negative impacts on the Coastal Wetland or its ecological functions.

Unevaluated Wetlands

40. Wetlands may exist on the landscape that have not been previously evaluated. In such circumstances, the City shall determine if further evaluation is required prior to development and/or site alteration. In these circumstances, the City should require an evaluation (EIS) of the potential wetland, including adjacent lands within 120 m.

3.6.6 NATURAL HERITAGE & OPEN SPACE SYSTEM STRATEGY

It shall be the policy of the City that:

1. The City shall continue to work to evolve the Natural Heritage and Open Space System Strategy to identify, map and detail Natural Heritage Features, including the form and function of the identified features, and to identify linkages and connections between these features. The system strategy shall reinforce the protection, restoration and enhancement of identified Natural Heritage Features, and promotes the overall diversity and interconnectivity of Natural Heritage Features, functions and areas. An amendment to this Plan may be required to incorporate policies related to the Natural Heritage and Open Space System Strategy.
2. The City shall work with neighbouring municipalities to address a regional ecological approach to a Natural Heritage System, and to develop a Natural Heritage and Open Space System Strategy.
3. The City recognizes that a natural heritage and open space system would benefit from public ownership to ensure protection of the features and to provide for public access, where appropriate. The City shall consider all options for the acquisition of land or easements over private lands associated with Natural Heritage Features, functions and linkages in accordance with the land acquisition policies of this Plan. Notwithstanding the options for the acquisition of lands as part of a natural heritage and open space system strategy, the City or any other public agency shall not be obligated to acquire or purchase any land containing Natural Heritage Features.
4. The participation of woodlot owners in voluntary stewardship agreements, and where eligible, in conjunction with compensation programs such as "ecogifts" (such as the donation of an easement for conservation purposes) shall be encouraged.

5. The Natural Heritage Features under private ownership continue to be private and their identification as such features in no way increases their accessibility to the public or their eligibility for acquisition by the City, Conservation Authority or any other conservation group or agency.
6. When considering development proposals, the City may require the preparation of a compensation strategy and the land owner to enter into a development agreement regarding the preservation and enhancement of the trees and vegetation on the property. Where forest cover is to be provided as a condition of a development approval, the use of a variety of indigenous species of vegetation shall be required.
7. The City may create a linked Natural Heritage and Open Space System through the integration of:
    i. Natural Heritage Features in public ownership, including land owned by the City, Conservation Authority, Provincial and Federal Ministries and land trusts;
    ii. abandoned rail lines in public ownership;
    iii. existing rights-of-way;
    iv. established and proposed service and utility corridors;
    v. existing parkland and open space lands;
    vi. sidewalks and pathways;
    vii. linkages provided through the draft plan of subdivision approval process;
    viii. agreements with private land owners;
    ix. retention or acquisition of access easements;
    x. land acquisition; and
    xi. watercourses.
8. Throughout the Natural Heritage and Open Space System, on lands which currently do not have natural cover, the City shall work with the Conservation Authority and applicable land owners to restore cover in these areas.
9. Throughout the City there are railroad transportation corridors. Should any of these corridors become surplus to the railroad, the City shall investigate the feasibility of acquiring portions of the railway corridors for linear trail systems.
10. Throughout the City there are a number of creeks flowing into the St. Lawrence River. The City supports the provision of recreational trail opportunities and access along these waterways, where feasible and where risks to public health and safety are avoided.
11. Design principles should be established to accommodate parking at strategic locations along the linked system.

12. The City shall actively encourage residential, commercial and industrial developments to connect with and provide opportunities to extend the community trail system.
13. Land deemed by the City to be significant to the linear park system shall be retained in public ownership for the purpose of implementing a linear park system.
14. The City shall actively investigate the feasibility of acquiring additional lands or easements to extend the existing trail system over private lands, as they become available. The acquisition of land shall not be required to immediately connect to existing trails but shall be added to the inventory of such lands to enable long term routing of the trail system. Where acquisition of lands has been acknowledged, the lands identified shall be added to the trails inventory and connected to an existing trail when deemed appropriate.

3.6.7 ENVIRONMENTAL IMPACT STUDIES

It shall be policy of the City that:

1. Under circumstances where an EIS is required, the study and specific scope of the EIS shall be prepared to the satisfaction of the City, in consultation with the Conservation Authority (where it pertains to natural hazards) and the appropriate provincial Ministry. To assist proponents, the City may prepare the Guidelines or Terms of Reference to identify the scope of the EIS in consultation with the foregoing agencies.
2. The City shall use aerial photography to assist with determining the alteration of a natural heritage feature(s) over time as one of the tools to establish the baseline from which the alteration will be assessed.
3. A peer review, which shall be paid for by the proponent, may be required in addition to a review by the Conservation Authority and/or the appropriate provincial Ministry.

Environmental Impact Study Policies

4. The City shall require that an EIS be carried out and completed by qualified professionals in the field of ecology, terrestrial and/or aquatic biology, environmental planning and/or relevant earth sciences.
5. The scope and extent of an EIS shall be established based on the nature of the development and site alteration proposal, which may be defined in the Guidelines or Terms of Reference for the preparation of the EIS.
6. The nature and scope of a particular development and site alteration proposal shall serve to define the type of EIS and review criteria to be addressed.
7. The City may scope/potentially waive the requirement for an EIS where the city is satisfied there will be no negative impact on a feature

or an area's form and function. Circumstances which shall be considered in the potential scoping or waiving of an EIS may include:

i. there is evidence that would demonstrate that development or site alteration within the extent of adjacent lands, as identified in this Plan, will not impact the feature or function triggering the EIS requirement; and/or

ii. there is intervening development between the land subject to the planning or building permit application(s) and the feature or function triggering the EIS requirement.

iii. Where the proposed development is small scale; or

iv. Where the proposed development is not in an area regulated by the Conservation Authority; or

v. Where the proposed development is on an existing lot of record; or

vi. Where the development is an addition located away from the feature; or

vii. Where the proposed development is separated from the feature by a road; or

viii. Where the development is wholly contained within the existing footprint or includes a minor addition that is > 15m from the feature.

8. The City shall have consideration to the MNR's Natural Heritage Reference Manual to establish the specific scope of any particular EIS.
9. In the preparation and review of an EIS, the Conservation Authority shall be consulted as to the nature and extent of the physical hazard and/or sensitive features. The appropriate provincial ministry shall be consulted on an as-needed basis. The EIS shall be prepared to the satisfaction of the City, based on consultation with the aforementioned agencies.
10. The City shall review and accept an EIS prior to scheduling a public meeting or committee meeting under the *Planning Act*, depending on the nature of the approval. If the City is of the opinion, upon reviewing the EIS, that it has been demonstrated that the proposed use will have no negative impact on the natural heritage features or on their ecological functions or on adjacent lands, the City may approve the proposed use subject to conditions.
11. If the EIS does not demonstrate that the proposed use will have no negative impact on the natural heritage features or on their ecological functions or on adjacent lands, then the development shall not be permitted.
12. An EIS is not required for uses authorized under an Environmental Assessment process carried out in accordance with Provincial or Federal legislation.

3.6.8 URBAN FORESTRY

The treed urban landscape is an integral part of the City's green infrastructure. Properly planned and managed, the treed urban landscape provides significant ecological, social, and economic benefits, including but not limited to; improved air and water quality; reduced erosion and storm water runoff; energy conservation; improved health; enhanced liveability; reduced noise; heritage value; and increased property values.

It shall be the policy of the City that:

1. The City shall encourage the planting and preservation of native trees and other hardy non-invasive vegetation throughout the City.
2. The treed urban landscape is integral to the City's Active Transportation Network and the City's commitments to sustainability and addressing climate change.

Public Trees

3. Public Trees shall be deemed to be those trees located on City-owned lands.
4. The City shall establish and maintain an inventory of City trees.
5. The City shall manage and enlarge the inventory of City trees as opportunity and budget permits.
6. The City shall maintain the "Commemorative Tree Planting Program" as opportunity and budget permits.
7. The City shall require the incorporation of appropriate tree planting during the design of streetscapes, including considerations of diverse, non-invasive, drought tolerant, salt tolerant and low maintenance trees, as well as the provision of adequate minimum soil volumes and soil composition.

Private Trees-Existing Lots

8. The City shall encourage good stewardship of urban trees through management and further planting of trees on private lands and shall consider participation in private, Provincial and Federal tree planting programs as they become available.
9. In order of priority, all development proposals and infrastructure projects, including City projects, should:
    i. preserve existing healthy trees. The location of existing healthy trees shall be considered when establishing the location and building envelope of a proposed development;
    ii. relocate healthy trees where feasible;
    iii. plant replacement trees where trees are removed. Replacement planting requirements shall be established using an aggregate-caliper formula, to the satisfaction of the City. If replacement trees cannot be accommodated on-site, off-site compensation may be

considered to maintain and enhance the neighbourhood canopy; and,

iv. incorporate the planting of additional trees where appropriate.

Public Trees / Private Trees-New Development

10. The City shall ensure that tree saving plans, including replacement plans for those trees which cannot be saved, are integrated into site layout and design plans during the approvals review process.
11. The City shall maintain a list of acceptable native trees.
12. The City will require the integration of trees into parking lots and other impervious areas through the implementation of Landscape Areas in the Zoning By-law.

3.6.9 MINERAL AGGREGATE RESOURCES

There are minimal (if any) mineral aggregate resources in the City of Brockville based on the Ontario Geological Survey. Given the lack of the resource and the urban and urbanizing nature of the City, any attempts at extraction must be carefully considered. Any proposal for mineral aggregate resource extraction will require an Amendment to this Plan prior to proceeding.

It shall be the policy of the City that:

1. New pits and quarries are not contemplated by the policies of this Plan and the consideration of such uses shall require a comprehensive review of this Plan, in accordance with Section 6.3, to be initiated by the City.
2. Should a comprehensive review of this Plan permit a new pit or quarry operation, appropriate separation distances for proposed and existing aggregate operations are usually determined on a site specific basis. However, the Ministry of the Environment, Conservation and Parks, considers the area of influence to be 500 metres for a quarry, 300 metres for a pit below the water table and 150 metres for a pit above the water table. This area is considered to have the most impact on sensitive land uses from the pit or quarry operation. The City shall require appropriate environmental studies (such as noise, hydrology) to assess the impact if development occurs within this influence area.

Wayside Pits & Quarries, Portable Asphalt Plants & Portable Concrete Plants

3. Wayside pits and quarries, portable asphalt plants and portable concrete plants used for public authority projects shall not be permitted within the City's Urban Area.
4. Wayside pits and quarries, portable asphalt plants and portable concrete plants used for public authority projects shall not be permitted within or

adjacent to a Natural Heritage Feature, as defined in Section 3.6.5 of this Plan.

5. Wayside pits and quarries, portable asphalt plants and portable concrete plants used for public authority projects shall be subject to Site Plan Control in accordance with the policies of this Plan. The proponent may be required to submit an air quality assessment, a noise and vibration study, an EIS, and/or a traffic impact study, in accordance with the polices of this Plan.
6. Concession or temporary construction and marshalling yards used for public authority projects shall be permitted without requiring an amendment to this Plan or the Zoning By-law, but shall not be permitted adjacent to or within a Natural Heritage Feature, as defined in Section 3.6.5 of this Plan, or the Urban Area.
7. Concession or temporary construction and marshalling yards used for public authority projects shall be subject to Site Plan control in accordance with the policies of this Plan. The proponent may be required to submit an air quality assessment, a noise and vibration study, an EIS, and/or a traffic impact study, in accordance with the polices of this Plan.
8. The City shall ensure that the necessary statutory and municipal approvals are obtained prior to permitting asphalt plants and concrete plants, whether temporary or permanent.

3.6.10 SOURCE WATER PROTECTION

1.0 Drinking Water Protection

Uncontaminated and plentiful surface and groundwater resources are essential to the safe and adequate provision of drinking water. In order to meet the present and future needs of residents, businesses and the natural environment, it is the policy of this Plan to ensure sustainable surface and groundwater resources through the protection, conservation and careful management of the quality and quantity of drinking water sources.

As water contamination is extremely difficult, costly and sometimes impossible to rectify, prevention of contamination is the most appropriate strategy. Surface and groundwater sources shall be protected from a full range of drinking water threats.

Source water protection policies in this Official Plan are consistent with the intent of policies included in the Cataraqui Source Protection Plan (2014) made under the Clean Water Act, 2006. For clarification and policy detail, the Cataraqui Source Protection Plan must be referenced. The terms used in this section carry the same meaning as those in the Cataraqui Source Protection Plan (2014) and the Clean Water Act, 2006.

In the event of conflict between long-term protection of drinking water sources and other considerations, drinking water shall take priority. The Cataraqui Source Protection Plan made under the Clean Water Act, 2006, applies to the Cataraqui Source Protection Area. It is intended to protect vulnerable areas including wellhead protection areas and Intake Protection Zones around municipal residential drinking water supplies, as well as groundwater recharge areas and vulnerable aquifers from activities identified as drinking water threats as per the Clean Water Act, 2006.

As an implementation body identified in the Cataraqui Source Protection Plan, the municipality will:

- comply with significant drinking water threat policies;
- have regard for all other land use planning policies; and
- provide due consideration for other non-binding recommendations in the Cataraqui Source Protection Plan to realize source water protection.

Monitoring and reporting consistent with requirements and/or recommendations in the Cataraqui Source Protection Plan and in a format specified by the Cataraqui Source Protection Authority and the Province of Ontario will be completed by the municipality.

1.1 Drinking Water System Vulnerable Areas

Under the Clean Water Act, 2006, a vulnerable area is defined as a wellhead protection area, an intake protection zone, a significant groundwater recharge area or a highly vulnerable aquifer. The Provincial Policy statement (2014) also accounts for municipal drinking water supplies and designated vulnerable areas.

Particular activities that have the potential to contaminate sources of drinking water are called “drinking water threats”. The policies of this Plan take into account drinking water threats that must or should be considered if they were to become established. Depending on their scale, the type of activity and their proximity to the source of drinking water, drinking water threats are ranked significant, moderate and low.

“Schedule 7-Source Water Protection" identifies vulnerable areas where the following policies shall apply:

1.1.1 Intake Protection Zones

i. New development and/or expansions to existing development that involve waste disposal sites within Intake Protection Zone 1 and waste water treatment facilities, including related infrastructures within Intake Protection Zones 1 and 2, are prohibited where they would constitute a significant drinking water threat.

ii. New development and/or expansions to existing development within Intake Protection Zones 1 and 2 that involve the storage or manufacture of potential

contaminants (that could include DNAPLs, organic solvents, commercial fertilizers, liquid fuel, pesticides, sewage and road salt) where they would constitute a moderate or low drinking water threat may be subject to the implementation of risk management measures to protect the drinking water supply.

iii. New development and/or expansions, alterations or redevelopment of existing development for all non-residential uses within Intake Protection Zones 1 and 2 where significant drinking water threats can occur may be permitted, if the Risk Management Official (RMO) is satisfied that the threat to drinking water ceases to exist. Submission of correspondence from the RMO under section 59 of the Clean Water Act, 2006, is required for all non-residential planning applications or land use changes, as per the Restricted Land Use Referral Process.

iv. The Zoning By-Law shall prohibit or restrict land uses that involve drinking water threats and require risk management measures, as applicable in Intake Protection Zones.

1.1.2 Drinking Water System Vulnerable Areas

For source protection, particular activities that have the potential to pollute drinking water are called “drinking water threats” since they pose a risk of pollution. The policies of this Plan take into account drinking water threats that must or should be considered if they were to become established. Depending on their scale, the type of activity and their proximity to the source of drinking water, drinking water threats are ranked significant, moderate and low as shown on “Schedule 7-Source Water Protection", attached hereto.

1.2 Regionally Vulnerable Groundwater Areas

As with many areas in eastern Ontario, thin soils and fractured bedrock dominate the majority of the landscape within the City of Brockville. These conditions result in widespread recharge and high groundwater vulnerability.

“Schedule 7-Source Water Protection" identifies significant groundwater recharge areas (SGRAs) and highly vulnerable aquifers (HVAs) where the following policies shall apply:

1.2 1 Highly Vulnerable Aquifers and Significant Groundwater Recharge Areas

i) New development and / or expansions to existing development within significant groundwater recharge areas and/or highly vulnerable aquifers that involve the storage or manufacture of potential contaminants (that could include DNAPLs, organic solvents, commercial fertilizer,

pesticides, liquid fuel, road salt, snow storage, mine tailings and PCBs) where they would be drinking water threats may be subject to the implementation of risk management measures to protect the groundwater.

ii) The Zoning By-Law shall prohibit or restrict land uses that require risk management measures.

1.3 Application and Development Process

i) New development and/or expansions to existing development associated with non-residential planning applications located within IPZ's and vulnerable areas, as identified on "Schedule 7-Source Water Protection ", may be subject to Site Plan Control Requirements and may include a "Risk Management Plan" to identify measures to be incorporated into the development for land uses that involve the storage or manufacture of potential contaminants (that could include DNAPLs, organic solvents, commercial fertilizer, pesticides, sewage, liquid fuel, road salt, snow storage, mine tailings and PCBs) where it would constitute a drinking water threat. The Risk Management Plan must be completed to the satisfaction of the Risk Management Official.

ii. The above-noted "Risk Management Plan" requirement may be waived at the discretion of the Risk Management Official.

1.4 Transportation Pathway Modification

Section 27(3) of Ontario Regulation 287/07 (General) also accounts for municipal drinking water supplies and designated vulnerable areas. Municipalities must provide notice to the Source Protection Authority and the Cataraqui Source Protection Committee upon receiving an application for approval of a proposal that may result in the creation or modification of a transport pathway in an intake protection zone.

3.6.11 COMMUNITY GARDENS

Growing food within the City of Brockville is a commitment to sustainability, addressing climate change, and supporting local food sources. The City is committed to supporting residents and community organizations in growing food within Brockville.

It shall be the policy of the City that:

1. Community gardens may be permitted as an interim use or as a permitted accessory use in all land use designations.
2. The City's goal is to achieve one (1) community garden per two thousand five hundred (2,500) households.

Farmer's Markets

3. Subject to the other policies in this Plan, temporary or permanent farmers markets may be permitted within the City, as follows:

i. Downtown/Central Waterfront
ii. Mixed Use
iii. Commercial Corridor
iv. Parks and Open Space

4. The City shall be satisfied that:
   i. the farmer's market is compatible with neighbouring land uses; and
   ii. the farmers market can be accessed by transit and active transportation modes. Farmers markets are strongly encouraged to locate on a transit routes.

Implementation

5. The City will undertake a review of the Zoning By-Law to support the implementation of community gardens, urban agriculture and farmers markets.
6. The City will support the incorporation of edible landscaping in appropriate locations through the review of development proposals and at City buildings and facilities.

3.7 PROTECTING OUR CITIZENS FROM RISKS TO PUBLIC HEALTH & SAFETY

3.7.1 NATURAL HAZARDS

It is the intent of the City to protect life and property by respecting natural and human-made hazards, which may represent constraints to development. New development should only take place in areas that are not susceptible to hazards. Hazard lands are lands that have inherent environmental hazards such as flood susceptibility, erosion susceptibility, instability and other physical conditions, that are severe enough, if developed upon, to pose a risk to occupants of loss of life, property damage and social disruption. It is also a goal of the City to reduce the risk to public safety and property from hazards, such as flooding, unstable slopes and human-made hazards.

The City, in consultation with the conservation authority, will consider the potential impacts of climate change that may increase the risk associated with natural hazards and will apply a precautionary and adaptive approach to natural hazards avoidance. This approach will allow for consideration of increased factors of safety as greater setbacks and standards where conditions warrant and based on the best information available.

3.7.1.1 Flood Hazards

Topographical variations of the floodplain directly affect the nature of a flood event. There are generally two types of topography: valley topography which includes slopes and banks; and flat topography which includes riverine and shoreline floodplains.

In valley topography, the floodplain is well defined and areas that are subject to flooding are generally less distinguishable from areas that are subject to minimal or no flooding. Floods within valley topography tend to be deeper and have higher velocity flows. Due to flood characteristics there is a major concern for loss of life and significant property damage.

It shall be the policy of the City that:

1. Development and site alteration shall not be permitted within:
    a) defined portions of the flooding hazard along connecting channels of the St. Lawrence River;
    b) the 1:100 year flood plain of Buell's and Butlers Creeks; and
    c) areas that would be rendered inaccessible to people and vehicles during times of flooding unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the flooding hazard.

2. Development shall be directed away from areas within or adjacent to the regulatory floodplain, as identified generally on Schedule 3, as defined by the Conservation Authority, except under very specific conditions as identified in 3.7.1.1(6). Any development and site alteration proposed in or adjacent to the regulatory floodplain shall be approved by the Conservation Authority under the applicable regulation.
3. Uses, which by their nature must locate within the floodplain or flooding hazard as identified on Schedule 3 (including flood and/or erosion control works, shoreline stabilization works, water intake facilities, marine facilities such as docks and boathouses, or passive non-structural uses which do not affect flood flows), may be permitted in consultation with the appropriate federal and provincial agencies and the Conservation Authority.
4. Development shall not be permitted to locate in a flooding hazard where the use is:
    i. an institutional use including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day cares and schools;
    ii. an essential emergency service such as that provided by fire, police and ambulance stations and electrical substations; or
    iii. uses associated with the disposal, manufacture, treatment or storage of hazardous substances.
5. Development on an existing lot of record shall only be considered in those portions of the flooding hazard where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:
    a) development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;
    b) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;
    c) new hazards are not created and existing hazards are not aggravated;
    d) no adverse environmental impacts will result and;
    e) the use is not among those prohibited from locating in a flooding hazard in 3.7.1.1(4) of this Plan.
6. Should floodproofing be required, the minimum standards for floodproofing shall be defined according to Conservation Authority policies.
7. There is no public obligation either to change the delineation of or to purchase any area within flood hazard areas.

8. All lands within the Screening Area for the Conservation Authority, as generally identified on Schedule 3, may be subject to the Development, Interference with Wetlands and Alteration to Shorelines and Watercourses Regulations (the "CRCA Regulation"), which is administered by the Conservation Authority under the *Conservation Authorities Act*. In the event of a discrepancy between the geographic application of the Conservation Authority Regulation and the Conservation Authority Screening Area identified on Schedule 3 to this Plan, the geographic application of the Conservation Authority Regulation shall prevail in this regard.
9. The following shall be considered in the review of development proposals within Screening Areas on Schedule 3, and the City shall consult the Conservation Authority on technical aspects pertaining to natural hazards in this regard:
    i. the existing physical hazards;
    ii. the potential impacts of these hazards;
    iii. the proposed methods by which these impacts may be overcome in a manner consistent with accepted engineering and resource management practices and techniques;
    iv. the costs and benefits in economic, social and ecological terms of any engineering works or resources management practices needed to overcome these impacts;
    v. protection of Natural Heritage Features identified in Section 3.6.5; and
    vi. the potential impact on surrounding lands, upstream lands and downstream lands.

3.7.1.2 Other Hazards (Unstable Soils & Steep Slopes)

There is land subject to hazards due to steep slopes, unstable soils and/or erosion in locations other than flood plains or the shoreline area. Such areas are generally unsuitable for development. In some circumstances, where the risks are minor and the nature and scale of development is appropriate, development may be considered provided that the existing or potential hazards can be addressed in accordance with engineering and resource management guidelines, practices and techniques, including setbacks from the stable top of bank.

It shall be policy of the City that:

1. Development and site alteration shall not be permitted within areas susceptible to erosion and other hazard areas, including areas that would be rendered inaccessible to people and vehicles during times of erosion except where approved by the Conservation Authority and an appropriate engineering evaluation of the erosion potential and/or slope

stability has occurred to the satisfaction of the Conservation Authority and it has been demonstrated that the site has safe access appropriate for the nature of the development and the erosion hazard. The City shall discourage non-essential development within hazard areas attributable to such elements as steep slopes, unstable soils and/or erosion.

2. Development shall not be permitted to locate in an erosion hazard where the use is:
    i. an institutional use including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day cares and schools;
    ii. an essential emergency service such as that provided by fire, police and ambulance stations and electrical substations; or
    iii. uses associated with the disposal, manufacture, treatment or storage of hazardous substances.
3. The stable top of bank shall be determined by a qualified professional, in consultation with the City and the Conservation Authority.
4. The required setback shall reflect the degree, severity and extent of the hazard.
5. The erosion hazard (slope setback) shall be determined using an allowance for slope stability, an erosion allowance based upon the 100-year erosion rate, and an erosion/erosion access allowance.
6. The City, in consultation with the Conservation Authority, may require a geotechnical study or engineering analysis in order to determine the feasibility of proposed development in the above mentioned areas. A minimum setback may be included in the implementing Zoning By-law.
7. Development on an existing lot of record shall only be considered in those portions of an erosion hazard where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:
    a) development and site alteration is carried out in accordance with protection works standards, and access standards;
    b) vehicles and people have a way of safely entering and exiting the area during times of erosion and other emergencies; new hazards are not created and existing hazards are not aggravated;
    c) no adverse environmental impacts will result and;
    d) the use is not among those prohibited from locating in an erosion hazard in 3.7.1.2(5) of this Plan.

3.7.2 HUMAN-MADE HAZARDS

Potentially Contaminated Sites

The historic use of land in the City has resulted in the potential for some land to be contaminated as a result of previous activities. These sites represent a potential hazard to human health, ecological health and the natural environment, but also represent opportunities for potential redevelopment and reintegration into the community, if they are properly remediated to suit a new use of the site.

It shall be the policy of the City that:

1. The City shall encourage the identification of contaminated sites, or land adjacent to known or suspected contaminated sites, their remediation, and appropriate redevelopment, in accordance with Provincial regulations and procedures and the policies of this Plan.
2. For land with an historic use which may have resulted in site contamination or land adjacent to known or suspected contaminated sites, Environmental Site Assessments (ESAs) shall be prepared in accordance with the policies of this Plan, as part of the development approvals process to determine whether contamination exists, its extent where it does exist, and to determine remediation requirements.
3. The City shall encourage owners of potentially contaminated sites to remediate their sites so that they may be reintegrated into the community.

Environmental Procedures for Potentially Contaminated Sites

4. The development or redevelopment of potentially contaminated sites shall be assessed and remediated in a manner consistent with the *Environmental Protection Act* and relevant regulations, and the relevant provincial guidelines and procedures.
5. Provincial regulations, as amended from time to time, establish the required criteria for site remediation and/or standards for Risk Assessments. Provincial regulations also specify the circumstances under which Records of Site Condition (RSC) are required for certain changes of land use. The City shall adhere to these standards.
6. Proponents of application(s) for Official Plan amendment, Zoning By-law amendment, plan of subdivision and/or condominium or site plan approval shall be required to document the previous uses of the subject property and/or any properties that may have been impacted by or have impacted the subject property, to assist in the determination of the potential for site contamination. At the City's discretion, applications for minor variance and consent may also be required to document previous uses to assist in the determination of the potential for site contamination.

7. When considering applications for development which include sites, either known to be, or suspected of being, contaminated, the City may require a Phase 1 Environmental Site Assessment (ESA) for such sites. This study, which is the responsibility of the applicant, shall be in accordance with the *Environmental Protection Act*.
8. For sites, either known to be, or suspected of being, contaminated, the City shall require that a Phase 2 ESA be undertaken by the applicant where a Phase 1 ESA indicates the potential presence of contamination. The Phase 2 ESA, undertaken in accordance with the *Environmental Protection Act*, will be expected to address the following:
    i. identify the nature and extent of soil or groundwater contamination or absence thereof;
    ii. As a condition of approval, the City shall require that remediation, where required, is undertaken to the appropriate standards of the province, as specified in the *Environmental Protection Act* and in its companion document Soil, Ground Water and Sediment Standards for use under the *Environmental Protection Act*, or according to any other regulatory requirements of the province, as amended from time to time.

        A Record of Site Condition may, at the City's discretion, be a required condition of approval under this Plan. In addition to changes of use prescribed by the *Environmental Protection Act* as uses for which a Record of Site Condition is mandatory (a change of use to a more sensitive land use), the City may require a RSC to be filed where the application does not involve a change of use to a more sensitive land use as defined in the *Environmental Protection Act*. This requirement is to ensure, to the City's satisfaction, that any remediation, or risk assessment and risk management, necessary to permit the intended use is to the satisfaction of the MOECP. In such instances, final approval of the application, or waiving of conditions of approval, is contingent on MOECP acknowledgment of the RSC as well as any Certificate of Property Use issued by the MOECP in respect of the property.
    iii. determine potential risks to human health and safety as well as effects on ecological health and the natural environment;
    iv. demonstrate whether the site meets relevant Provincial standards for the proposed use; and
    v. where necessary as a result of a Phase 2 report, a Phase 3 remedial action plan should be undertaken and implemented to meet, at a minimum, the regulatory requirements of the province, and where relevant, the Federal Government.

9. Where the City is deeded land for public highways, road widenings, parks, stormwater management, easements, or for any other purpose, the City may require that such transfers are conditional upon the verification, satisfactory to the City, that the environmental condition of the property meets provincial legislation, regulations and guidelines. Where required by the City or by the province, this may include the filing of a Record of Site Condition on the Environmental Site Registry by a Qualified Person as defined by legislation and regulation, and its acknowledgement by the province.
10. If an approval for Official Plan amendment, Zoning By-law amendment, plan of subdivision and/or condominium, consent, or site plan approval is granted by the City, the City may impose/establish conditions of approval for planning applications, including but not limited to the following:
    i. conditions of draft plan approval;
    ii. conditions of site plan approval; or
    iii. holding provisions of the Zoning By-law,

    to ensure that satisfactory verification of suitable environmental site condition is received prior to the issuance of any Building Permits for the site.
11. The City shall not consider an RSC as acknowledged by the province until the applicant provides evidence that either the province has confirmed that the RSC is acknowledged or if the province has confirmed the RSC is acknowledged subject to an audit that it has passed the audit.

Air Quality & Climate Change

12. The City encourages Provincial and Federal initiatives to develop and enforce improved emission standards for motor vehicles and industrial operations.
13. The City supports government programs and encourages industries to substantially reduce the production of chemical products known to have negative impacts on air quality.
14. The presence of trees improves air quality and reduces energy use through shading and protection as well as having aesthetic value. The City shall endeavour to improve and enhance the City tree inventory through policies set out under Section 3.6.7 Urban Tree Policy.
15. The City shall strive to create a transit-supportive, compact and walkable urban form consisting of mixed uses and efficient transportation networks, encouraging cycling and walking.

Noise, Vibration, Odour & Other Contaminants

16. Noise, vibration, odour and other contaminants resulting from industrial activity can impact adjacent land uses, and the residents, businesses and visitors of the City. Managing noise, vibration and odour levels in the City is important to ensuring the health and well-

being of the City, and in managing appropriate relationships between sensitive land uses, land uses that emit noise, vibration and/or odour, and certain elements of the transportation network.

17. New residential or other sensitive uses shall not be located in noise sensitive areas unless noise abatement techniques are employed to reduce the noise to comply with the provincial sound level criteria/guidelines provided in Environmental Noise NPC-300 and Guideline D-6 or their successors. Where development is proposed to be located in a noise sensitive area, a noise and vibration study may be required to be prepared by a proponent through a qualified acoustical consultant in accordance with the appropriate Provincial guideline to the satisfaction of the City, and/or other jurisdiction prior to development approval.

    i. Where appropriate, consideration may be given by the City, at the City's sole discretion, to the use of the Class 4 area classification, as provided for in the applicable Provincial environmental noise guideline (currently Environmental Noise Guideline NPC-300) for a residential site (or sites). The area (or sites) to be affected must be approved by Council or the relevant approval authority.

    The use of Class 4 will only be considered by Council where it can be demonstrated that:

    a) the development proposal is for a new noise sensitive land use in proximity to an existing, lawfully established stationary noise source;

    b) the development proposal for a new noise sensitive use does not impair the long-term viability and operation of an employment use;

    c) it is in the strategic interest of the City, furthers the objectives of the Official Plan and supports community building goals; and

    d) all possible measures of noise attenuation have been assessed for both the proposed development site and the stationary noise source, including, but not limited to, building design and siting options for the proposed new noise sensitive use;

    Notwithstanding the above, the use of Class 4 will receive more favourable consideration if the stationary noise source is a temporary situation and it is expected that the stationary noise source will be removed through future redevelopment.

    If Council supports the use of Class 4 for an area or site proposed for a new sensitive land use, proponents for noise sensitive land uses proposed in a Class 4 area shall, at a minimum, ensure that the following are addressed:

    a) Appropriate noise impact assessments are conducted to verify that the applicable sound level limits will be met;

b) Noise control measures are completed or in place, including receptor and source-based measures, as may be required to ensure compliance with the applicable sound level limits at the new noise sensitive land use;

c) Enter into appropriate agreements with the City (and any other relevant approval agencies), to confirm all relevant requirements have been met; and

d) Registration on title of any recommended noise mitigation measures, including appropriate noise warning clauses to notify prospective purchasers that applicable Class 4 (as per Guideline NPC-300) area sound level limits for the affected dwelling are

e) protective of indoor areas and are based on the assumption of closed windows.

18. New residential or other sensitive uses shall not be permitted in any area where it is anticipated that noise, vibration, odour or other contaminants from vehicular traffic or from the nature of the use will exceed provincial sound level criteria and/or guidelines. A noise and vibration study may be required to be prepared by a proponent through a qualified acoustical consultant in accordance with the appropriate Provincial guideline to the satisfaction of the City, and/or other jurisdiction prior to development approval.

19. Only those new commercial or employment uses that can meet the provincial sound level criteria, provided in Environmental Noise Guideline NPC-300 and Guideline D-6 or their successors, shall be permitted.

20. The development of new employment uses shall have regard for the provincial guidelines respecting separation distances between industrial uses and sensitive uses. The City shall ensure that major facilities and sensitive land uses are planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

    Where avoidance is not possible, the City shall protect the long-term viability of existing or planned industrial, manufacturing or other uses vulnerable to encroachment, by only permitting the new sensitive land-use where the following can be demonstrated in accordance with provincial guidelines, standards and procedures:

    a) there is an identified need for the proposed use;
    b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
    c) adverse effects to the proposed sensitive land use are minimized and mitigated; and

d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

Guidance on land use compatibility, including minimum separation distances between industrial facilities and sensitive land uses, is provided in the Province of Ontario's D-series guidelines, and any successor to these guidelines.

21. Where development is proposed within proximity to a railway and/or Provincial highway right-of-way, in accordance with provincial guidelines and/or the Federation of Canadian Municipalities and Railway Association of Canada Guidelines for New Development in Proximity to Railway Operations, a noise and vibration study shall be required to be prepared, in accordance with Provincial standards for distances, by a proponent through a qualified acoustical consultant in accordance to the satisfaction of the City, and/or other jurisdiction prior to development approval. A noise study may also be required for development within 75 metres of an Arterial Road, as determined appropriate by the City. The recommendations of the approved noise and vibration report shall be incorporated in the development agreement for implementation, as approved. The cost of noise and vibration studies and any other required supporting documentation shall be borne by the proponent. Costs incurred by the City in engaging peer review consultants to evaluate the proposal and supporting submissions shall be reimbursed by the proponent.
22. The City shall support initiatives of agencies to develop standards, regulations and procedures to prevent spillage of toxic materials. The City shall support agencies and firms in the development of appropriate methods and capability to deal with spills with due speed and diligence. Additional safety measures for the storage, transportation and use of toxic materials shall be encouraged.
23. Development proposals for uses that involve the storage or processing of hazardous materials shall demonstrate, to the satisfaction of the City, that they will comply with all relevant Provincial and/or Federal regulations.

Waste Disposal Sites

24. Closed Waste Disposal Sites are identified on Schedules 1 and 3 to this Plan. New Waste Disposal Sites are not contemplated by this Plan and will only be considered as part of a comprehensive review of this Plan, in accordance with Section 6.3.
25. Development proposals within 500 metres of the perimeter of the closed Waste Disposal Site as identified on Schedule 1 shall be accompanied by a study prepared by the proponent that satisfies the City and the requirements of the provincial guidelines related to land uses on or near landfills and dumps. The study shall address any mitigation measures required. Additionally, development shall not occur on closed Waste Disposal Sites within 25 years from the closure

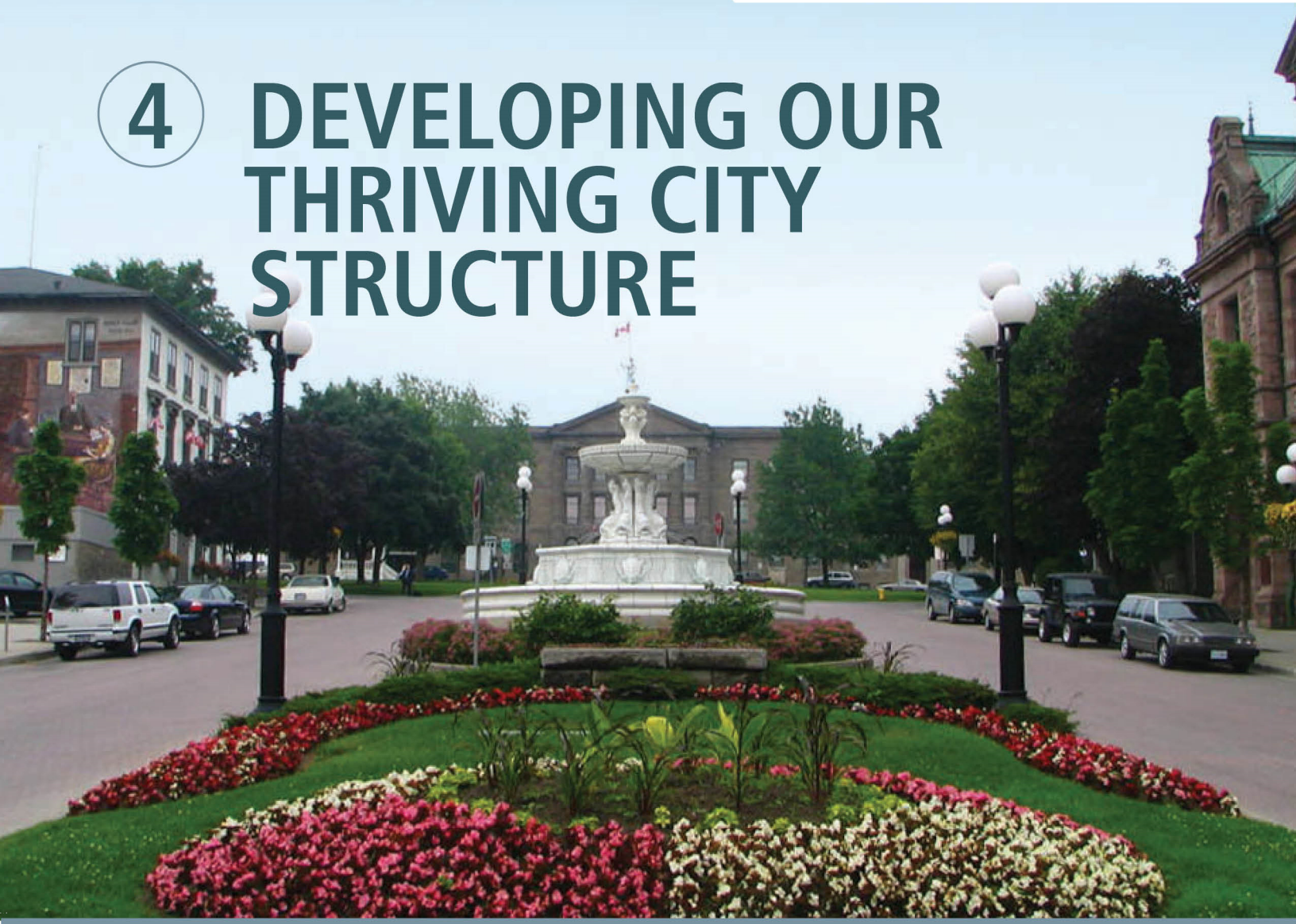
of the site, unless approval is obtained from the province, in accordance with the *Environmental Protection Act*.

26. Use of the closed Waste Disposal Site shall be in accordance with the Certificate of Approval.
27. Subject to the applicable statutes and legislation, the City shall encourage the use of the closed Waste Disposal Site for alternative energy uses.
28. Wherever possible, methane or other greenhouse gas emissions from waste disposal operations shall be captured and used as an alternative energy source. Additional opportunities for other renewable energy undertakings on the Waste Disposal Site shall be supported.

Mining Hazards

29. It is acknowledged that past mining sites are located in proximity to the City. As such, the City shall consult with the Ministry of Northern Development, for development applications within one kilometre of a mining site within or in proximity to the City prior to issuing approvals for development.

4 DEVELOPING OUR THRIVING CITY STRUCTURE



4.1 INTRODUCTION

One of the main goals in creating a complete community is to develop a cohesive and thriving City Structure. This Plan intends to achieve this through the identification of Mixed-use Nodes and Corridors, well-defined neighbourhoods, and areas to accommodate future development, employment areas, parks and open spaces, and an urban reserve area.

This is further delineated by the establishment of the following nine Land Use designations as identified on Schedule 1:

- Downtown and Central Waterfront Area;
- Neighbourhood Area;
- Neighbourhood Development Area;
- Mixed Use and Commercial Area;
- Corridor Commercial Area;
- Employment Area;
- Institutional Area;
- Parks and Open Space Area; and
- Urban Reserve Area.

4.2 DOWNTOWN & CENTRAL WATERFRONT AREA

4.2.1 INTRODUCTION

The Downtown and Central Waterfront Area reflects the historical City of Brockville as an area containing commercial services, cultural heritage, recreational uses and residential uses. This Area represents the broadest diversity of land uses, greatest level of activity, and highest quality of design that reflects the historical character and culture of the City of Brockville. The desired mix of uses shall be achieved by encouraging intensification and the redevelopment of existing vacant and underutilized sites where it is feasible and practical.

4.2.2 PERMITTED USES

Subject to the Land Use and Built Form policies of Section 4.2.3, the following uses shall assist in guiding the broad range of development permitted within the Downtown and Central Waterfront Area, as identified on Schedule 1, recognizing that a more definitive list shall be provided in the Zoning By-law:

Residential Uses within the Downtown and Central Waterfront Area

1. Existing low-density residential uses legally existing on the date of adoption of this Plan shall be permitted. Intensification and redevelopment of low-density residential lands and uses are supported within the Downtown and Central Waterfront Area, through multiple forms of permitted housing types.
2. Medium and High-density residential uses shall be permitted including triplex dwellings, fourplex dwellings, row or block townhouse dwellings, converted dwellings containing more than two dwelling units, small-scale apartments, low-rise and high-rise apartment buildings; apartment hotels; multiple-attached dwellings and other similar medium and high-profile residential buildings. Additional residential units shall be permitted within existing dwellings and in separate buildings (example: accessory building) on site. Forms of housing are supported such as laneway homes, tiny homes, and residential units that form part of a mixed-use building.
3. Residential units above or behind ground-floor commercial uses shall be permitted.
4. Ground-floor residential uses are permitted for properties that do not front on King Street.

5. Accessible housing facilities, group homes, homes for older adults or similar housing facilities for older adults including nursing homes shall be permitted in accordance with Section 3.5.1.3.
6. A home occupation shall be permitted, subject to the policies of Section 4.2.3.23.
7. Bed and breakfast establishments and short-term vacation rentals shall be permitted, subject to the policies of Section 4.2.3.24.

Commercial Uses within the Downtown and Central Waterfront Area

8. Commercial uses such as business and professional offices, eating establishments, service and convenience retail and similar types of uses shall be permitted.
9. A full range of commercial and retail establishments shall be permitted, which are intended to serve the needs of the City-residents and individuals travelling into the City requiring a high-level of services, including but not limited to multi-storey hotels, restaurants, animal hospitals, medical clinics/offices, commercial recreation uses, private clubs, bicycle rentals, funeral homes, day care centres and similar uses, food stores, drug stores, banks and other financial institutions, specialty retail stores, personal service shops, and hardware uses.

Community Uses within the Downtown and Central Waterfront Area

10. Places of worship, neighbourhood community, and cultural centres shall be permitted.
11. Elementary schools, secondary schools, post-secondary institutions, and day care centres shall be permitted.
12. Federal, Provincial, community service uses shall be permitted including but not limited to courthouses, post offices, municipal buildings, public service buildings and facilities, police stations, and fire stations.
13. Tourism and recreational uses shall be permitted including but not limited to marinas, boat ramps, docking facilities, and museums, arts centres, libraries, and science centres.
14. Open space areas, parks and trails.

4.2.3 LAND USE & BUILT FORM POLICIES

It shall be the policy of the City that:

1. New development in the Downtown and Central Waterfront Area shall ensure that proper building frontage maintained along public or private roads. Exceptions can be made for alternative forms of housing, including but not limited to: second suites, tiny homes, laneway homes, etc. through a Zoning by-law Amendment.

2. New development shall be consistent with the City's approved Downtown and Waterfront Master Plan and Urban Design Strategy.
3. The height and massing of the building should have regard to the height and massing of the buildings on any adjacent property and may be subject to additional setbacks, height restrictions, or landscaping to provide an appropriate transition, streetscape analysis, shadow studies and sightlines studies should be prepared to demonstrate compatibility, appropriate transitions and no negative impact upon adjacent properties.
4. For residential units, the development shall be adequately serviced by parks, school facilities and community services.
5. All required parking shall be provided on the site or in a shared facility having adequate capacity within 150 metres of the subject lands. Appropriate parking standards for the Downtown and Central Waterfront shall be established in the Zoning By-law. Reduction in parking requirements can be considered, if active forms of transportation are provided and can be accommodated on site. Examples include, but are not limited to, proximity to public transit routes, providing for car share parking, bicycle racks, appropriate connectivity to active transportation facilities, public sidewalks, open spaces and trails.
6. For developments incorporating small-scale apartments, block townhouse dwellings and similar medium profile residential buildings, on-site recreational facilities or amenities such as private open space or playground equipment may be required.
7. For developments with a potential to impact the traffic patterns of the area, a report shall be provided by the proponent identifying the adequacy of the road network to accommodate the expected traffic flows, in association with policies in Section 5.2.1. Pedestrian traffic, bicycle parking and connectivity for pedestrians and cyclists should also be analyzed and included.
8. Development along Main Streets, Secondary Main Streets, and Water Street as identified on Schedule 2, shall reinforce the linkages to the waterfront and preserve and enhance views, contribute to pedestrian animation at the ground floor level, and provide streetscape elements that improve look, feel, and vibrancy of the Main and Secondary Streets and Water Street. Temporary uses, event space, pilot projects and tactical urbanist projects shall be encouraged along Main Street areas, Secondary Main Street and Waterfront Street Area.
9. For development and redevelopment applications along the waterfront in the Downtown and Central Waterfront Area, the City shall require the conveyance of lands along the water's edge, in accordance with Section 6.4.10, to accommodate a pedestrian walkway, linear park, trail or any additional lands that the City deems reasonable to connect to the

trail system and improve public access to the water's edge. The nature and configuration of the conveyance will be determined on a site specific basis.

10. Lands identified as Waterfront Development Area on Schedule 2 should be subject to the following policies as they represent strategic areas requiring special guidance to direct redevelopment, programming and investment:
    i. Development proposals shall be consistent with the policies of this Section and the urban design policies of Section 3.4.1, the policies of Section 3.7.1, the intensification policies of Section 3.2.4.3, mixed use policies of Section 3.2.6, and tourism policies of Section 3.3.2, in addition to the other policies in the Plan.
    ii. Development proposals shall protect views and vistas, maintain and enhance public access to the water's edge, connect to and enhance the Brock Trail system and dedicate all lands required for trail use to the City at no cost, be viable from a market perspective, design the building(s) to celebrate its unique waterfront setting, protect and enhance the City's natural and cultural heritage resources, and enhance the character of the area and contribute positively to the City's skyline by submitting detailed urban design and architectural control guidelines.
    iii. Development proposals shall contribute to increasing the number of affordable housing units within the City, in accordance with Section 3.5.1.2.
    iv. Development proposals shall complement the higher density housing forms and recognize the different tenures needed in the Downtown and Central Waterfront Area and the City as a whole.
11. Within transitional areas of the Downtown and Central Waterfront Area identified on Schedule 2, the height, density and massing of the development shall be compatible with the adjacent low density residential uses through the use of appropriate transitions including but not limited to lower building heights, additional setbacks and buffers, building treatments, location of parking, and landscaping. Mixed use development is supported in transitional areas. Preparation of streetscape studies, shadow studies/sight line studies and landscape plans should be prepared to assess compatibility with the surrounding area.
12. The height, massing, orientation and layout of buildings shall promote the creation of a pedestrian-scaled environment and reinforce the character of the Main and Secondary Streets and Water Street. Preparation of streetscape studies are supported to assess the pedestrian

scaled environment and connectivity to the surrounding area. Street furniture and landscaping may be proposed along/in front the entrances of buildings where appropriate. Blank walls shall not be permitted to front along public streets. Active at grade uses should be provided.

13. For lands having frontage on King Street as identified on Schedule 2, 100% of the building frontage shall be provided in a continuous manner, with the building edge located directly at the front lot line. On Broad Street, a minimum of 90% of the frontage shall be occupied by a continuous building frontage, within a building setback zone from the public right-of-way as determined in the Zoning By-law. The continuous building frontage area shall permit driveway access to the rear of buildings and/or pedestrian passageways, while restricting surface parking areas within the front or side yards; however, shared or consolidated driveway access shall be encouraged. Furthermore, new buildings shall generally align with the traditional build-to-lines where possible, unless it is desirable to provide for a wider sidewalk.
14. For Water Street and Secondary Streets required to have building frontages as identified on Schedule 2, a minimum of 70% of the frontage shall be occupied by a continuous building frontage within a building setback zone from the public right-of-way established in the Zoning By-law.
15. For building frontages on George Street (west of Buell Street), Pine Street (east of Garden Street) and James Street, a minimum of 50% of the frontage shall be occupied by a continuous building frontage, within a building setback zone from the public right-of-way as determined in the Zoning By-law, to recognize the character of these streets and their transition to stable neighbourhoods outside the Downtown and Central Waterfront Area.
16. For building frontages on Secondary Streets identified on Schedule 2, residential uses may be permitted on the ground floor provided the ground floor residential units may be converted to commercial uses, the residential uses do not detract from the commercial character of the building, and the density, height and character of the development is compatible with adjacent uses.
17. Buildings heights within Skyline Development Areas and Waterfront Development Areas of the Downtown and Central Waterfront Area shall be in accordance with the heights identified on Schedule 2 and subject to the criteria outlined below. Any development proposed greater than three storeys but less than or equal to five storeys shall only be permitted subject to a site-specific amendment to the Zoning By-law and satisfying the following criteria to ensure the building height is compatible with neighbouring land uses and that the development provides a suitable transition with adjacent stable residential neighbourhoods:

i. **Signature Architecture** – Signature architecture above three storeys shall be required to ensure a high level of architectural treatment and design. Signature architecture may consist of enhanced building articulation through the use of distinguishable architectural elements, including cornices and mouldings, materials, and colours consistent with the prominent architecture within the Downtown and Central Waterfront Area.

ii. **Angular Plane** – An angular plane consistent with the Downtown and Waterfront Master Plan and Urban Design Strategy shall be required. Figure 3.1 provides an example of an angular plane.

iii. **Downtown and Waterfront Master Plan and Urban Design Strategy (DWMPUDS)** – Development shall be consistent with the City's approved DWMPUDS.

18. Any development proposal in excess of five storeys shall only be permitted subject to a site-specific amendment to this Plan and satisfying certain criteria to ensure the building height is compatible with neighbouring land uses and that the development provides a suitable transition with adjacent stable residential neighbourhoods. The criteria for any building proposed in excess of three storeys shall include the following:

i. **Signature Architecture** – Signature architecture above three storeys shall be required to ensure a high level of architectural treatment and design. Signature architecture may consist of enhanced building articulation through the use of distinguishable architectural elements, including cornices and mouldings, materials, and colours consistent with the prominent architecture within the Downtown and Central Waterfront Area.

ii. **Angular Plane** – An angular plane consistent with the Downtown and Waterfront Master Plan and Urban Design Strategy shall be required. Figure 3.1 provides an example of an angular plane.

iii. **Tall Building Guidelines** – Development proposed in the Skyline Development Areas or over five storeys in the Downtown and Central Waterfront Area, shall be consistent with the City's approved Downtown and Waterfront Master Plan and Urban Design Strategy, which outlines additional design guidelines for tall buildings, which relate to massing, views and vistas, point block development standards that mitigate shadow overlays, view obstructions and additional step back requirements for towers above three storeys, building placement, and architecture.

iv. **Downtown and Waterfront Master Plan and Urban Design Strategy (DWMPUDS)** – Development shall be consistent with the City's approved DWMPUDS.

19. A minimum ground floor height shall be required for new development with frontage on Main Streets, Water Street and Secondary Streets to ensure a consistent ground floor height. Where ground floor residential uses shall be permitted, a minimum ground floor height of 4.5 metres shall be required to accommodate a ground floor that may be converted to commercial/retail or office uses. The ground floor shall provide for clearly visible/accessible entrances, extensive window openings to accommodate the display of goods/products, higher urban design and enhanced building articulation to provide visual interest at the street.
20. The City shall implement the urban design policies of this Plan through the provisions of the Zoning By-law. The City may require certain design characteristics and/or tools such as:
    - Floor Space Index or other measures of density;
    - Specific materials and colours for building façades;
    - Locations of windows and doors;
    - Land uses at grade;
    - Continuous/intermittent frontage; and
    - Angular planes.
21. Retail uses over 3,000 square metres, as defined in this Plan as Large Format Retail, shall only permitted in the Downtown and Central Waterfront area where the development has demonstrated to clearly and completely comply with the following Land Use and Built Form Policies:
    i. A planning rationale report shall be completed to assess the impact of the Large Format Retail use in relation to the planned function of the Downtown and Central Waterfront Area and impacts on adjacent uses, as well as any other matters determined by the City. In accordance with Section 3.2.6, where new lands are required to be designated Downtown and Central Waterfront Area outside of the existing Mixed Use Node, the rationale report shall include, but not be limited to, the justification for the redesignation of lands as Downtown and Central Waterfront Area and fulfill the requirements for a comprehensive review.
    ii. A retail market impact study shall be completed in accordance with the policies of Section 3.2.6.5 of this Plan.
    iii. A traffic impact study shall be completed in accordance with the specific requirements of the City and the Ministry of Transportation, as appropriate.

iv. A servicing and stormwater management plan shall be completed in accordance with the specific requirements of the City and Province, as appropriate.

v. An Urban Design Strategy shall be completed, subject to the policies of Section 3.4.1 of this Plan that, demonstrates a high-level of design to ensure a positive image of the City is exhibited at street-level and where exposure to waterfront exists, by requiring the development to be built to the street edge, by ensuring the development fits within the existing streetscape by using the adjacent and nearby facades as precedent setting features and that it is not representative of the typical suburban large-format uses, providing an articulated streetscape and architectural and urban design treatments consistent with the Downtown and Waterfront Master Plan and Urban Design Strategy.

vi. A comprehensive development master plan addressing the total gross floor area, location of buildings, parking, landscaping, pedestrian amenities, phasing and other site elements, shall be required when dealing with a development comprised of multiple buildings, irrespective of the proposed size and use of the buildings.

22. A consistent building height of two to three storeys shall be provided at the street edge to maintain the continuity of the street and consistent roof lines and ensure that buildings are presented at a pedestrian scale.

23. A home occupation may only be operated as an accessory use within any main dwelling unit which is the primary residence of the person or individuals conducting the business or professional activity and shall not change the residential character of the neighbourhood, nor draw additional traffic into the residential area.

24. A Bed and Breakfast establishment may only be operated in a single detached dwelling for temporary accommodation, and shall be subject to criteria in the Zoning By-law.

4.2.4 SITE SPECIFIC POLICY AREA (SSPA)

4.2.4.1 SSPA - 6 Broad Street and 10 St. Andrew Street

SSPA 4.2.4.1 is identified on Schedule 6 and relates to those lands located at 6 Broad Street and 10 Saint Andrew Street. Notwithstanding any other policies to the contrary in this Official Plan, the following polices shall apply to SSPA 4.2.4.1 as illustrated on Schedule 6:

1. The purpose of this designation is to promote the development of vacant and under-utilized waterfront sites as mixed-use brownfields

waterfront redevelopments that serve as destination-oriented tourist, shopping and leisure spaces. Such developments should contribute to the waterfront by accentuating waterfront vistas and public access, and providing water-oriented activities.

2. Mixed-use developments may include residential, commercial, institutional, cultural and recreational uses, either side by side in separate buildings or in mixed-use buildings, and shall incorporate a range of densities, building types and bulk forms.
3. Notwithstanding any other policies to the contrary in this Official Plan, the following policies shall apply to Section 4.2.4.1 SSPA:
    i. Uses Permitted

    The uses permitted in Section 4.2.4.1 SSPA shall include a broad range of uses including but not limited to residential, restaurant, retail, personal service establishment, office, business, hotel, educational marine center, museum, marina and marina-related uses, tourist-related uses, and open space.

    Particular emphasis shall be placed on attracting visitors as well as residents through mixed-used developments that Integrate tourist-oriented institutional, commercial and recreational uses with residential uses within waterfront complexes. Additionally, marine-related uses that optimize the site's location on the water shall be encouraged, including the creation of an educational marine center.

    ii. Built Form and Design

    Sensitivity to design must be adhered to in order to consider view corridors to the waterfront and establish a strong connection between the waterfront and the downtown. As such, development in this designation shall provide the following:

    - compact urban form;
    - intensification to ensure efficient use of municipal infrastructure;
    - a range of building types and densities that shall meet the needs of residents and visitors;
    - a pedestrian-oriented development;
    - responsiveness of development to adjacent buildings that is not necessarily the same as nearby building scale and design but works with its context to complement nearby buildings;
    - step backs of building facades above the lower storeys;

- point block building design that mitigates shadow overlays and view obstructions; and
- integration and provision of green spaces through landscaped zones, terraces, promenades, and internal walkways, with particular emphasis placed on green roofs and other green design elements, where possible.

Given the prominence of waterfront sites and the importance of appropriate design, the City may establish an architectural review committee to work with developers at the site plan approval stage.

iii. Parking

Vehicular parking requirements for lands within the to Section 4.2.4.1 SSPA shall be established and implemented in the Zoning By-law. Major new developments should be encouraged to provide on-site parking as part of the development. At the City's discretion, cash-in-lieu of parking may be considered.

iv. Open Storage

Open storage shall be prohibited except where directly required for marina uses, which may include storage of operational watercraft, boat trailers and dollies. No open storage of parts or derelict watercraft is permitted.

v. Brownfields Redevelopment

The City has a number of vacant or under-utilized waterfront sites that may be contaminated due to previous industrial or commercial uses, or naturally occurring environmental conditions due to proximity to the river, and are regarded as brownfields. Due to the size of these parcels of land, their waterfront location, proximity to the downtown area and access to existing infrastructure, brownfields provide exciting redevelopment opportunities and have the potential to revitalize the urban core. It is an objective of this Official Plan to ensure that vacant, under-utilized and/or contaminated sites are developed and used to their full potential, and remediated or risk assessed where necessary. The majority of lands on the subject property lies within 30 metres of the water and is considered environmentally sensitive. As a result, portions of the site shall require remediation or risk assessment.

Redevelopment of brownfields sites must make efficient use of the land and incorporate major site assets. As such, a range of land uses, densities, building types and built forms is

promoted to take advantage of waterfront access, views, and location within the downtown area. This shall ensure that the needs of the community as well as visitors are met, and that public and private amenities are provided to ensure a safe and pleasant physical environment. Redevelopment of these lands in particular shall provide the opportunity for a destination-oriented, anchor attraction within the Downtown and Central Waterfront Area.

Redevelopment of these sites must meet the requirements and approval of the Ministry of the Environment, Conservation and Parks.

The City endeavours to support redevelopment and site remediation in conjunction with City approved Community Improvement Plans for Downtown and Brownfields and their associated tax cancellation and granting by-laws.

vi. Waterfront Development

- Waterfront development must be in accordance with the requirements of the Cataraqui Region Conservation Authority, with specific regard to the St. Lawrence River regulatory flood plain. Harbour redevelopment must be in accordance with the requirements of the City and Department of Fisheries and Oceans. Development should also be in accordance with Sections 3.6.1, Sections 3.6.3, and Section 3.7.1.
- Waterfront development may take place as a planned unit development conceived as a large-scale development built in different phases.
- Provision of a continuous and upgraded pedestrian linkage system shall be provided adjacent to, and in some locations, on the site. This may take place in the form of pedestrian-oriented zones and spaces such as walking trails, marina promenades, elevated walkways, landscaped areas and streetscapes such as Broad Street. Particular attention should be given to the walking trail situated directly on Flint Street and south of "Harbourview" Condominium to ensure its linkage with the existing system.

  In particular, waterfront public access on Broad Street shall include:

  a) pedestrian access to the harbour;
  b) street access to the commercial, institutional and recreational components of a development;

c) streetscape improvements that reflect the streetscape design of King Street;

d) optimization of waterfront views;

e) mitigation of existing circulation problems on Broad Street related to automobile parking and movement; and

f) parking for physically challenged.

» Upgrading and increasing the number of boat slips at public and private marina facilities is a priority.

» Given the proximity of the St. Lawrence River, the City may require an archaeological assessment prior to approving an application for development.

vii. Enhancement

Development in this area shall serve to enhance and accentuate the waterfront with particular attention given to tourism-based uses, waterfront view corridors, public waterfront access, landscaping and open spaces, streetscape design and public amenities including docking.

4.2.4.2 SSPA – 15 Jessie Street

1. SSPA 4.2.4.2 is identified on Schedule 6 and relates to those lands located at 15 Jessie Street. Notwithstanding any other policies to the contrary in this Official Plan, the following polices shall apply to SSPA 4.2.4.2 as illustrated on Schedule 6:

i. Uses Permitted

The uses permitted in Section 4.2.4.2 SSPA shall include a full service marina, storage area for boats, and any ancillary use associated with the foregoing uses.

ii. Land Use and Built Form Policies

Nothing shall prevent the use of land to continue at 15 Jessie Street and any expansions shall be consistent with the design policies of this Plan and the Downtown and Waterfront Master Plan and Urban Design Strategy.

4.2.4.3 SSPA – 62 King Street East and 31-33 Bethune Street (Amending By-law 016-2015)

1. SSPA 4.2.4.3 is identified on Schedule 6 and relates to those lands described as Part of Lot 7, Block 15, Plan 81, City of Brockville, County of Leeds; with municipal address 62 King Street East and 31-33 Bethune Street.

In addition to the other uses already permitted through the "Downtown and Central Waterfront Area" policies contained in this plan, 62 King Street East and 31-33 Bethune Street shall be permitted to have residential occupancy on the ground floor.

4.2.4.4 SSPA – 42 Garden Street (Amending By-law 048-2021)

1. SSPA 4.2.4.4 is identified on Schedule 6 and relates to those lands described as Lots 81-82, 84-86, and Part of Lots 80, 83, 87 and 88, Block 15, Plan 67, City of Brockville, County of Leeds, being Part 1, 28R-15271.

   In addition to the other uses already permitted through the "Downtown and Central Waterfront Area" policies contained in this plan, the property shall be permitted to have residential occupancy on the ground floor.

4.2.4.5 SSPA – 224 King Street West (Amending By-law 055-2022)

1. SSPA 4.2.4.5 is identified on Schedule 6 and relates to those lands described as Part Lots 18 to 22, and Part of Lot 24, Block 34, Plan 67, City of Brockville, County of Leeds, municipally know as 224 King Street West.

   In addition to the other uses already permitted through the "Downtown and Central Waterfront Area" policies contained in this plan, 224 King Street West shall be permitted to have residential uses occupy the ground floor while maintaining commercial occupancy along King Street West.

4.2.4.6 SSPA – 10 Victoria Avenue (Amending By-law 073-2022)

1. SSPA 4.2.4.6 is identified on Schedule 6 and relates to those lands described as Part of Lot 10, Block 31, Plan No. 67, Part 1 on Registered Plan 28R-1565, City of Brockville, County of Leeds, with municipal address 10 Victoria Avenue.

   In addition to the other uses already permitted through the "Downtown and Central Waterfront Area" policies contained in this plan, 10 Victoria Avenue shall be permitted residential uses on the ground floor as well as an exception to the intermittent street frontage policy requiring a minimum ground floor height of .5 metres.

4.2.4.7 SSPA – 10, 12, 14 Perth Street (Amending By-law 097-2022)

1. SSPA 4.2.4.7 is identified on Schedule 6 and relates to those lands described as Part of Lots 14 and 15, Block 44, Plan 67, City of

Brockville, County of Leeds, being Parts 4 to 7 on Registered Plan 28R-3285, with municipal address 10, 12, 14 Perth Street.

In addition to the other uses already permitted through the "Downtown and Central Waterfront Area" policies contained in this plan, 10, 12, 14 Perth Street shall be permitted to have residential uses on the ground floor as well as an exception to the intermittent street frontage policy requiring a minimum ground floor height of 4.5 metres.

4.2.4.8 SSPA – 71 King Street East (Amending By-law 063-2023)

1. SSPA 4.2.4.8 is identified on Schedule 6 and relates to those lands described as Part of Lot C, Plan 146, City of Brockville, County of Leeds, with municipal address 71 King Street East.

   In addition to the other uses already permitted through the "Downtown and Central Waterfront Area" policies contained in this Plan, 71 King Street East shall be permitted a residential unit on the ground floor accessed via King Street East and a residential unit on the lower level accessed via Park Lane, and recognize existing ceiling heights of less than 4.5m for ground floor residential units.

4.3 NEIGHBOURHOOD AREA

4.3.1 INTRODUCTION

Neighbourhood Areas represent existing residential and neighbourhood-based uses including single and semi-detached dwellings, rowhouses, townhouses, duplexes, triplexes, fourplexes, apartments and other multi-unit buildings. While significant new development is not anticipated, infill and redevelopment of existing and underutilized parcels shall be encouraged to continue. The policies of this Plan direct new developments of these forms to the Neighbourhood Development Area and the Downtown and Central Waterfront Area, depending on the scale of the proposal and where appropriate, to manage change in a manner that shall maintain the character of Neighbourhood Areas. Should opportunities for intensification or redevelopment occur in the Neighbourhood Areas, the character of these neighbourhoods shall be preserved in accordance with the policies of this Plan.

4.3.2 PERMITTED USES

Subject to the Land Use and Built Form policies of Section 4.3.3, the following uses shall assist in guiding development permitted within Neighbourhood Areas, recognizing that a more definitive list shall be provided in the Zoning By-law.

Residential Uses in the Neighbourhood Area

1. Low-density residential uses shall be permitted.
2. A home occupation in a dwelling unit shall be permitted, subject to the policies of Section 4.3.3.2
3. Medium density residential uses shall be permitted including triplex dwellings, fourplex dwellings, row or block townhouse dwellings, converted dwellings containing more than two dwelling units, and small-scale apartments, subject to the medium density policies of Section 4.3.3.1
4. Existing single detached dwellings may be converted to multiple dwelling units or to commercial buildings provided the external design of the building does not substantially change.
5. Bed and breakfast establishments shall be permitted, subject to the policies of Section 4.3.3.3.
6. Special needs housing, senior citizens' homes or similar housing facilities for senior citizens including nursing homes shall be permitted to develop in accordance with the medium density residential policies of Section 4.3.3.1 and the special needs housing policies of Section 3.5.1.2.

7. Group homes shall be permitted, subject to the policies of Section 3.5.1.3.

Neighbourhood Commercial Uses within the Neighbourhood Area

8. Neighbourhood commercial uses such as convenience stores, personal service establishments, small-scale eating establishments, and other similar convenience commercial uses that serve the day-to-day needs of the neighbourhood shall be permitted subject to locational criteria.

Community Uses within the Neighbourhood Area

9. Elementary schools and day care centres shall be permitted, provided that they have direct access to an Arterial or Collector road.
10. Places of worship, neighbourhood, community and cultural centres and institutional uses of similar scale shall be permitted.

Accessory Uses within the Neighbourhood Area

11. Uses accessory to any of the foregoing uses in the Neighbourhood Area shall be permitted.

4.3.3 LAND USE & BUILT FORM POLICIES

It shall be the policy of the City that:

Residential Uses within the Neighbourhood Area

1. Medium density residential uses shall be subject to the following criteria:
    i. the density, height and character of the development shall be compatible with adjacent uses;
    ii. the height and massing of the buildings at the edge of the medium density residential development shall have regard to the height and massing of the buildings in any adjacent low/medium density residential area and may be subject to additional setbacks, height restrictions, or landscaping to provide an appropriate transition;
    iii. Any development proposing to exceed three storeys shall be subject to the policies of Section 3.4.1.3.
    iv. the development shall be encouraged to have direct access to an Arterial or Collector road, where possible and appropriate;
    v. the watermains, sanitary sewers, and stormwater management facilities shall be capable of accommodating the development, or the proponent shall commit to upgrading services at no cost to the City;
    vi. the development is adequately serviced by parks and school facilities;

vii. the development shall be designed and landscaped, and buffering shall be provided to ensure that the visual impact of the development on adjacent uses is minimized;

viii. all required parking shall be provided on the site, and cash-in-lieu of required parking in accordance with the policies of Section 5.2.3 of this Plan, shall not be accepted by the City;

ix. in developments incorporating small-scale apartments, block townhouse dwellings and similar medium profile residential buildings, on-site recreational facilities or amenities such as private open space or playground equipment may be required;

x. except for a triplex dwelling, fourplex dwelling or other similar medium density developments, a report on the adequacy of the road network to accommodate the expected traffic flows, and the adequacy of water and sewer services may be required to be prepared by the proponent and approved by the City; and

xi. medium density residential uses may be subject to site plan control, in accordance with the policies of Section 6.4.5 of this Plan.

2. A home occupation shall only be operated as an accessory use within any main dwelling unit which is the primary residence of the person or individuals conducting the business or professional activity and shall not change the residential character of the neighbourhood, nor draw additional traffic into the residential area.

3. A Bed and Breakfast establishment shall only be operated in a single detached dwelling for temporary accommodation, and shall be subject to criteria in the Zoning By-law.

Neighbourhood Commercial Uses within the Neighbourhood Area

4. Neighbourhood commercial uses shall be subject to the following criteria:

i. no more than one commercial structure or building shall be permitted on any site or in any one location, and the gross floor area of the commercial use shall generally not exceed 500 square metres;

ii. the building height shall be limited to one storey unless residential apartments are located on the upper floor(s), in which case the maximum building height shall be compatible with the surrounding residential uses;

iii. landscaping, fencing, berming and other screening shall be provided adjacent to residential land uses where appropriate;

iv. all required parking shall be provided on the site, and cash-in-lieu of required parking shall not be accepted by the City;

v. driveway access shall be approved by the City;

vi. the use shall be located at or in proximity to the intersection of Arterial or Collector roads, and shall not be located mid-block within a residential area;

vii. the use shall be subject to a zoning amendment, in accordance with Section 6.4.2 of this Plan; and

viii. the use shall be subject to site plan control, in accordance with the policies of Section 6.4.5 of this Plan.

Community Uses within the Neighbourhood Area

5. Community uses shall be subject to the following criteria:

i. the use shall have direct access to an Arterial or Collector road;

ii. the use shall have an overall site area of up to a maximum of 2 hectares;

iii. the density, height and character of the development shall be compatible with adjacent uses;

iv. the watermains, sanitary sewers, and stormwater management facilities shall be capable of accommodating the development, or the proponent shall commit to upgrading services at no cost to the City;

v. the development shall be designed, landscaped, and buffered to ensure that the visual impact of the development on adjacent residential uses is minimized;

vi. all required parking shall be provided on the site, and cash-in-lieu of required parking shall not be accepted by the City;

vii. driveway access shall be approved by the City; and

viii. the use shall be subject to site plan control, in accordance with the policies of Section 6.4.5 of this Plan.

6. In addition to the foregoing policies on elementary schools, the following policies shall also apply for public and private elementary schools:

i. where a vacant school site is not required by a Board of Education or by a private school, and the City has determined that the lands are not needed for recreational purposes, the lands may be developed in accordance with the underlying land use designation without an amendment to this Plan;

ii. where an existing school is determined to be surplus to a Board of Education's or a private school's requirements, or is to be relocated, the lands may be developed in accordance with the permitted uses and the policies of this Plan without an amendment to this Plan, provided that the City has determined that the lands are not needed for recreational purposes; and,

iii. The City shall:

- review all proposed, vacant and surplus school sites to determine if they are appropriate for recreational uses prior to considering any forms of development on surplus Board of Education lands; and,
- require that provisions be included in all subdivision agreements that provide the City with the first right of refusal to purchase proposed school site lands from the proponent where it has been determined by the Board of Education that they are no longer required.

4.3.4 SITE SPECIFIC POLICY AREA (SSPA)

4.3.4.1 SSPA – 0 Granite Street (Amending By-law 012-2024)

1. SSPA 4.3.4.1 is identified on Schedule 6 and relates to those lands described as Lots 1 to 4 and Part of Lot 5, and Part of Park Lots 1 and 2, Block 55, Plan 67, City of Brockville, County of Leeds, being Part 1 on 28R-7876.

   The lands located at the end of Granite Street West shall be permitted to be developed for a single-family detached dwelling without year-round municipal road frontage, on private services (well and septic) and a private driveway on an unopened portion of Granite Street West.

4.4 NEIGHBOURHOOD DEVELOPMENT AREA

4.4.1 INTRODUCTION

Neighbourhood Development Areas represent existing vacant, greenfield, and Brownfield lands within the City that, over time, are likely to develop as new residential and commercial uses. Existing vacant and underutilized parcels shall be encouraged to develop through infill prior to the commissioning new development on greenfield lands. The policies of this Plan require new developments in the Neighbourhood Development Area to manage change in a manner that shall maintain the character of existing development and respect the character of the adjacent or nearby Neighbourhood Areas.

4.4.2 PERMITTED USES

Subject to the Land Use and Built Form policies of Section 4.4.3, the following uses shall assist in guiding development permitted within Neighbourhood Development Areas, recognizing that a more definitive list shall be provided in the Zoning By-law.

Residential Uses within the Neighbourhood Development Area

1. Low-density residential uses shall be permitted.
2. A home occupation in a dwelling unit shall be permitted, in accordance with Section 4.4.3.22
3. Medium density residential uses shall be permitted including triplex dwellings, fourplex dwellings, row or block townhouse dwellings, converted dwellings containing more than two dwelling units, and small-scale apartments, subject to the medium density policies of Section 4.4.3.21.
4. Existing single detached dwellings may be converted to multiple dwelling units or to commercial buildings provided the external design of the building does not substantially change.
5. Bed and breakfast establishments shall be permitted, in accordance with Section 4.4.3.23.
6. Special needs housing, senior citizens' homes or similar housing facilities for senior citizens including nursing homes shall be permitted to develop in accordance with the medium density residential policies of Section 4.4.3.1 and the special needs housing policies of Section 3.5.1.2.
7. Groups homes shall be permitted, subject to the policies of Section 3.5.1.3.

Neighbourhood Commercial Uses within the Neighbourhood Development Area

8. Neighbourhood commercial uses such as convenience stores, personal service establishments, and other similar convenience commercial uses that serve the day-to-day needs of the neighbourhood shall be permitted, subject to the policies of Section 4.4.3.24.

Community Uses within the Neighbourhood Development Area

9. Elementary schools and day care centres shall be permitted, subject to the policies of Sections 4.4.3.25 and 4.4.3.26.
10. Places of worship, neighbourhood community and cultural centres and institutional uses of similar scale shall be permitted.

Accessory Uses within the Neighbourhood Development Area

11. Uses accessory to any of the foregoing uses in the Neighbourhood Development Area shall be permitted.

4.4.3 LAND USE & BUILT FORM POLICIES

It shall be the policy of the City that:

1. The form and design of new development shall complement any significant natural features such as valleys, ravines, wooded areas and parklands that form part of, or are located adjacent to, the site.
2. Any development proposing to exceed three storeys shall be subject to the policies of Section 3.4.1.3.
3. To the extent feasible, existing trees of desirable species shall be retained and incorporated into the landscaping plans for new development.
4. To the extent feasible, new development shall minimize the obstruction of views of natural features and landmarks.
5. Emphasis shall be placed on the promotion of a high standard of design for new buildings.
6. The massing and conceptual design of new development shall provide for continuity and harmony in architectural style with adjacent uses which have a distinctive and attractive visual identity or which are recognized as being of cultural heritage value or interest.
7. The relocation or replacement of incompatible land uses and the redevelopment of derelict properties shall be encouraged.
8. A coordinated approach shall be taken to the planning and design of streetscape improvements, including building facades, signage, sidewalks, lighting, parking areas and landscaping.
9. In pedestrian traffic areas, new development shall include street oriented features that provide for the enhancement of the pedestrian environment, such as canopies, awnings, landscaped setbacks and sitting areas.

10. The design and positioning of new buildings shall have regard for the impact of the proposed development on year-round sunlight conditions on adjacent properties and streets. In reviewing proposed developments, access to sunlight for adjacent properties shall be maximized to enhance the potential for energy conservation and the amenity of residential areas and parks and open space areas, such as parkettes and outdoor plazas.
11. Landscaping shall be used to conserve energy and water, enhance the appearance of building setback and yard areas, contribute to the blending of new and existing development and screen parking, loading, garbage and service facilities from adjacent properties and streets.
12. Where a proposed development consists of a grouping of buildings, the buildings shall be positioned to define usable and secure parks and open space areas on the site and to afford a reasonable measure of privacy to individual dwelling units.
13. The design of new buildings shall facilitate access and use by persons with disabilities and older adults.
14. Parking and loading facilities and driveways shall be located and designed to facilitate manoeuvrability on site, between adjacent sites where appropriate, and to reduce the traffic flow disruption resulting from turning movements to and from the property.
15. To the extent feasible, the design and positioning of new buildings shall minimize the loss of privacy for adjacent residential properties.
16. For multiple forms of low-rise residential development, such as row housing, each unit shall be provided with adequate and clearly defined outdoor living space.
17. Residential developments that are likely to house families shall include an appropriately sized outdoor children's play area that is safely accessible from all units in the development.
18. Where residential development is affected by adverse noise conditions, the use of urban design features such as building orientation, location of outdoor open space relative to the noise sources and noise attenuation measures shall be encouraged subject to Section 3.7.2 of this Plan.
19. To encourage the reduction, re-use and recycling of waste, new development shall incorporate waste handling, composting and recycling facilities into their site design.
20. New developments shall be designed to minimize energy and water use and where feasible, to provide for the conservation of building materials through re-use, recycling and renovation.

Residential Uses within the Neighbourhood Development Area

21. Medium density residential uses shall be subject to the following criteria:

i. the density, height and character of the development shall be compatible with adjacent uses;

ii. the height and massing of the buildings at the edge of the medium density residential development shall have regard to the height and massing of the buildings in any adjacent low/medium density residential area and may be subject to additional setbacks, height restrictions, or landscaping to provide an appropriate transition;

iii. the development shall be encouraged to have direct access to an Arterial or Collector road, where possible and appropriate;

iv. the watermains and sanitary sewers shall be capable of accommodating the development, or the proponent shall commit to upgrading services at no cost to the City;

v. the development is adequately serviced by parks and school facilities;

vi. the development shall be designed and landscaped, and buffering shall be provided to ensure that the visual impact of the development on adjacent uses is minimized;

vii. all required parking shall be provided on the site, and cash-in-lieu of required parking in accordance with the policies of Section 5.2.3 of this Plan, shall not be accepted by the City;

viii. in developments incorporating small-scale apartments, block townhouse dwellings and similar medium profile residential buildings, on-site recreational facilities or amenities such as private open space or playground equipment may be required;

ix. except for a triplex dwelling, fourplex dwelling or other similar medium density residential developments, a report on the adequacy of the road network to accommodate the expected traffic flows, and the adequacy of water and sewer services may be required to be prepared by the proponent and approved by the City; and

x. medium density residential uses shall be subject to site plan control, in accordance with the policies of Section 6.4.5 of this Plan.

22. A home occupation may only be operated as an accessory use within any main dwelling unit which is the primary residence of the person or individuals conducting the business or professional activity and shall not change the residential character of the neighbourhood, nor draw additional traffic into the residential area.

23. A Bed and Breakfast establishment may only be operated in a single detached dwelling for temporary accommodation, and shall be subject to criteria in the Zoning By-law.

Neighbourhood Commercial Uses within the Neighbourhood Development Area

24. Neighbourhood commercial uses shall be subject to the following criteria:
    i. no more than one commercial structure or building shall be permitted on any site or in any one location, and the gross floor area of the commercial use shall generally not exceed 500 square metres;
    ii. the building height shall be limited to one storey unless residential apartments are located on the upper floor(s), in which case the maximum building height shall be compatible with the surrounding residential uses;
    iii. landscaping, fencing, berming and other screening shall be provided adjacent to residential land uses where appropriate;
    iv. all required parking shall be provided on the site, and cash-in-lieu of required parking in accordance with the policies of Section 5.2.3 of this Plan, shall not be accepted by the City;
    v. driveway access shall be approved by the City;
    vi. the commercial use shall be located at or in close proximity from the intersection of Arterial or Collector roads, and shall not be located mid-block within a residential area;
    vii. the commercial use shall be subject to a zoning by-law amendment, in accordance with Section 6.4.2 of this Plan; and
    viii. the use shall be subject to site plan control, in accordance with the policies of Section 6.4.5 of this Plan.

Community Uses within the Neighbourhood Development Area

25. Community uses shall be subject to the following criteria:
    i. the use shall have direct access to an Arterial or Collector road;
    ii. the use shall have an overall site area of up to a maximum of 2 hectares;
    iii. the density, height and character of the development shall be compatible with adjacent uses;
    iv. the watermains and sanitary sewers shall be capable of accommodating the development, or the proponent shall commit to upgrading services at no cost to the City, save and except where private septic systems shall be permitted;
    v. the development shall be designed and landscaped, and buffering shall be provided to ensure that the visual impact of the development on adjacent uses is minimized;
    vi. all required parking shall be provided on the site, and cash-in-lieu of required parking in accordance with the policies of Section 5.2.3 of this Plan, shall not be accepted by the City;

vii. the use shall be subject to site plan control, in accordance with the policies of Section 6.4.5 of this Plan.

26. In addition to the foregoing policies on elementary schools, the following policies shall also apply for public and private elementary schools:
    i. where a vacant school site is not required by a Board of Education or by a private school, and the City has determined that the lands are not needed for recreational purposes, the lands may be developed in accordance with the policies of this Plan, without requiring an amendment to this Plan;
    ii. where an existing school is determined to be surplus or relocated by the Board of Education or a private school, the lands may be developed in accordance with the policies of this Plan, without requiring an amendment to this Plan, provided that the City has determined that the lands are not needed for recreational purposes; and
    iii. the City shall:
        - review all proposed, vacant and surplus school sites that are no longer required by a Board of Education with the intent of investigating if they are appropriate for recreational uses before considering any other forms of development on the lands; and
        - require that all subdivision agreements which contain conditions for new school sites contain provisions that require the land owners to provide first right of refusal to the City to purchase proposed school sites where the subject lands are no longer deemed necessary by the relevant Board of Education.
27. New institutional uses shall require an amendment to the Zoning By-law.

4.4.4 SITE SPECIFIC POLICY AREA (SSPA)

4.4.4.1 SSPA – Broadway Avenue Secondary Plan

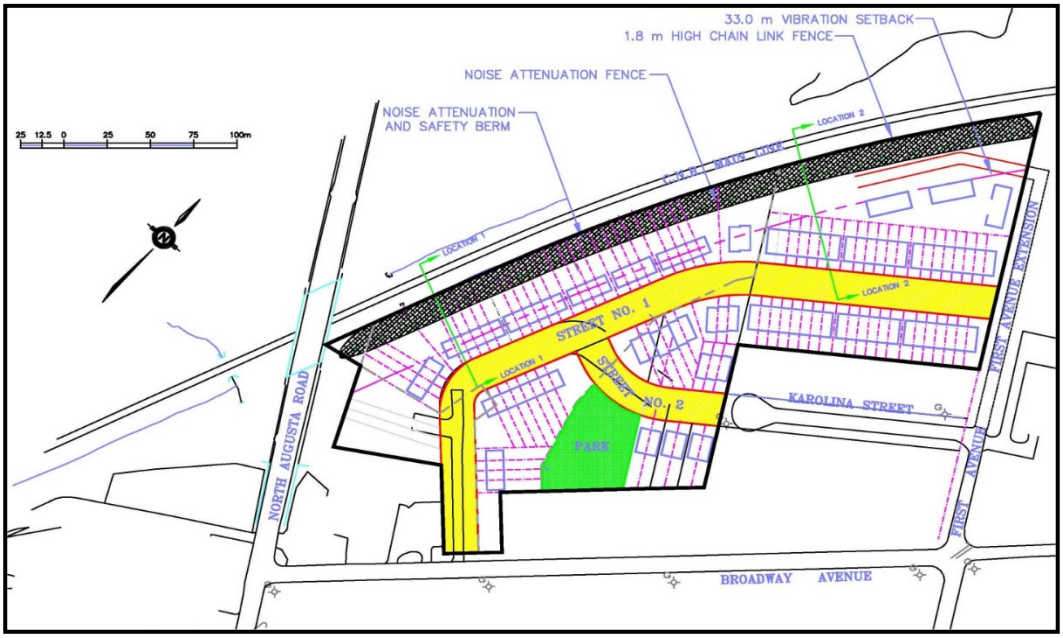
SSPA 4.4.4.1 is identified on Schedule 6 and relates to those lands identified on Figure 4.4.4.1. Any other policies to the contrary in this Official Plan, the following polices shall apply to SSPA 4.4.4.1:

1. The Broadway Avenue SSPA is designated as Neighbourhood Development Area on Schedule 6 to this Plan. This area is a candidate for low and medium density residential uses intended to be compatible with the surrounding Neighbourhood Area. In order to meet the policies of this Plan with regard to infilling, intensification and efficient use of servicing capacity, while avoiding disruption to existing

Neighbourhood Areas, the total number of residential units to be developed within the Secondary Plan area shall generally not exceed 120 units.

2. The most significant constraint on the site is noise from the CN Rail Mainline. A fundamental requirement for future development in the Broadway Avenue SSPA is the recognition that a major noise berm and fence is needed to attenuate noise to Provincial standards. Although alternative approaches which could avoid the removal of some of the mature tree cover were considered, the marketability and public acceptance of the alternative approaches, combined with the restricted size of the area, led to the conclusion that a structural solution to the noise constraint is preferred.
3. The preferred approach to the development of the Broadway Avenue SSPA has been endorsed by the City and is illustrated in Figure 4.4.4.1. Along with the noise attenuation features, this alternative encourages the development of through streets, and recognizes that a neighbourhood level park be developed in a central location, away from the noise berm and barrier.
4. As development proposals are submitted for this area, it is recognized that more detailed design shall be necessary to meet specific provincial guidelines for noise attenuation, as well as the City's Stormwater Management Guidelines on a site-to-site basis. The issue of public safety along the CN Rail Mainline shall also be addressed further through conditions of subdivision and site plan approval.

Figure 4.4.4.1 – Broadway Avenue SSPA



4.5 MIXED USE & COMMERCIAL AREA

4.5.1 INTRODUCTION

The Mixed Use and Commercial Area intends to provide for a range of commercial and residential uses in a higher density mixed use node or corridor. The commercial activity in these areas provides greater accessibility of services to local residents and regional markets due to their exposure to Highway 401, while ensuring that uses in these areas do not detract or compete with those located in the Downtown and Central Waterfront Area. The concept of mixed-use development offers a more efficient use of land and infrastructure, as a range of uses are provided for in closer proximity while decreasing transportation demands. Buildings may include residential units and storefront retail/commercial uses, facilitating pedestrian activity and street life. Mixed-use development is inherently more flexible and responsive to land use pattern changes and demands, allowing areas to regenerate more quickly over time while adapting to facilitate permitted uses. The range of housing opportunities, leisure, recreation and social opportunities, amenities, facilities and infrastructure also cater to the needs of aging and active populations.

4.5.2 PERMITTED USES

Subject to the Land Use and Built Form policies of Section 4.5.3, the following uses shall assist in guiding development permitted within Mixed Use and Commercial Areas, recognizing that a more definitive list shall be provided in the Zoning By-law.

Residential Uses within the Mixed Use and Commercial Area

1. Existing single detached dwellings converted to multiple dwelling units or to commercial buildings shall be permitted.
2. Medium and High density residential uses above ground-floor commercial uses shall be permitted including small-scale apartments, low-rise and high-rise apartment buildings; apartment hotels; multiple-attached dwellings and other similar medium and high profile residential buildings, subject to the mixed use policies of Section 4.5.3.3.
3. Shared housing, senior citizens' homes or similar housing facilities for senior citizens including nursing homes shall be permitted to develop in accordance with the medium density residential policies of Section 4.4.3.21.

4. Stand-alone medium and high-density residential development may be permitted subject to the Land Use and Built Form Policies of Section 4.5.3.
5. Stand-alone medium and high-density residential development shall only be permitted through a site-specific rezoning in the following locations:
   a) Lands west of Stewart Boulevard and south of Parkdale Avenue
   b) Lands west of Stewart Boulevard between Hwy 401 and Central Avenue West.
6. Low density residential development shall not be permitted.

Commercial Uses within the Mixed Use and Commercial Area

7. Commercial uses such as business and professional offices, personal services establishments, eating establishments, service and convenience retail and similar types of uses shall be permitted.
8. Commercial and retail establishments which are destination oriented or are intended to serve the travelling public shall be permitted, including automobile service stations, vehicle sales and service, public garages, repair service and rental establishments, motels, hotels, restaurants, animal hospitals, commercial recreation uses, private clubs, funeral homes, day care centres, food stores, drug stores, personal service shops, hardware, automotive and highway commercial uses.
9. Large Format Retail uses shall be permitted.
10. Retail Shopping Centre uses shall be permitted.

Community Uses within the Mixed Use and Commercial Area

11. Places of worship, neighbourhood community and cultural centres and institutional uses of similar scale shall be permitted with a land area not exceeding 2 hectares.

Accessory Uses within the Mixed Use and Commercial Area

12. Uses accessory to any of the permitted uses in the Mixed Use and Commercial Area.

4.5.3 LAND USE & BUILT FORM POLICIES

It shall be the policy of the City that:

1. The height, massing, orientation and layout of buildings shall promote the creation of a pedestrian-scaled environment and reinforce the character of the adjacent streets. Design of individual sites and the relationship between sites shall include pedestrian and bicycle circulation to support active transportation access to streets and adjacent uses.
2. Any development proposing to exceed three storeys shall be subject to the policies of Section 3.4.1.3.

3. New mixed use developments shall be subject to the following criteria:
    i. the density, height and character of the development shall be compatible with adjacent uses;
    ii. the height and massing of the buildings at the edge of the development shall have regard to the height and massing of the buildings of any adjacent use and may be subject to additional setbacks, height restrictions, or landscaping to provide an appropriate transition;
    iii. the development shall be encouraged to have direct access to an Arterial or Collector road, where possible and appropriate;
    iv. residential uses shall only be permitted above the ground floor of a commercial use.
    v. Stand-alone medium and high-density buildings may be permitted located on an Arterial or Collector Road and subject to the policies of this plan.
    vi. All development containing residential uses shall achieve a minimum density of 100 units per hectare.
    vii. the watermains and sanitary sewers shall be capable of accommodating the development, or the proponent shall commit to upgrading services at no cost to the City;
    viii. the development is adequately serviced by parks and school facilities;
    ix. the development shall be designed and landscaped, and buffering shall be provided to ensure that the visual impact of the development on adjacent uses is minimized;
    x. all required parking shall be provided on the site, and cash-in-lieu of required parking in accordance with the policies of Section 5.2.3 of this Plan, shall not be accepted by the City;
    xi. in developments incorporating small-scale apartments and similar medium profile residential buildings, on-site recreational facilities or amenities such as private open space or playground equipment may be required; and
    xii. a report demonstrating the adequacy of the road network to accommodate the expected traffic flows, and the adequacy of water and sewer services may be required to be prepared by the proponent and approved by the City.
4. New, and proposals to expand, Large Format Retail and Retail Shopping Centre uses shall be subject to the policies of Section 3.2.2.1 and 3.2.6, provided site-specific requirements are implemented through a site-specific amendment to the Official Plan and Zoning By-law, and the following criteria are met to the satisfaction of the City:
    i. a planning rationale report shall be completed to assess the impact of the Large Format Retail use in relation to the

planned function of the Mixed Use and Commercial Area and impacts on adjacent uses, as well as any other matters determined by the City. In accordance with Section 3.2.6, where new lands are required to be designated Mixed Use and Commercial Area outside of the existing Mixed Use Nodes, the rationale report shall include, but not be limited to, the justification for the creation of a new Mixed Use and Commercial Area and fulfill the requirements for a comprehensive review;

ii. a retail market impact study shall be completed in accordance with the policies of Section 3.2.6.4 of this Plan, which demonstrates that any new or expanded use shall not detract or compete with any uses in the Downtown and Central Waterfront Area;

iii. a traffic impact study shall be completed in accordance with the specific requirements of the City and the Ministry of Transportation, as appropriate;

iv. a servicing and stormwater management plan shall be completed in accordance with the specific requirements of the City and Province, as appropriate;

v. an Urban Design Strategy shall be completed, subject to the policies of Section 3.4.1 of this Plan that, in addition to other requirements in Section 3.4.1, demonstrates a high-level of design to ensure a positive image of the City is exhibited where exposure to Highway 401 exists; and

vi. a comprehensive development master plan addressing the total gross floor area, location of buildings, parking, landscaping, pedestrian amenities, phasing and other site elements, shall be required when dealing with a development comprised of multiple buildings, irrespective of the proposed size and use of the buildings.

5. The form and design of new development shall complement any significant natural features such as river valleys, ravines, wooded areas and parklands that form part of, or are located adjacent to, the site.
6. To the extent feasible, existing trees of native species shall be retained and incorporated into the landscaping plans for new development.
7. To the extent feasible, new development shall minimize the obstruction of views of natural features and landmarks.
8. The relocation or replacement of incompatible land uses and the redevelopment of derelict properties shall be encouraged.
9. A coordinated approach shall be taken to the planning and design of streetscape improvements in commercial areas, including the upgrading of building facades, signage, sidewalks, lighting, parking areas and landscaping.

10. In pedestrian traffic areas, new development shall include street oriented features that provide for the enhancement of the pedestrian environment, such as canopies, awnings, landscaped setbacks and sitting areas.
11. The design and positioning of new buildings shall have regard for the impact of the proposed development on year-round sunlight conditions on adjacent properties and streets. In reviewing proposed developments, access to sunlight for adjacent properties shall be maximized to enhance the potential for energy conservation and the amenity of residential areas and parks and open space areas, such as parkettes and outdoor plazas.
12. Landscaping shall be used to conserve energy and water, enhance the appearance of building setback and yard areas, contribute to the blending of new and existing development and screen parking, loading, garbage and service facilities from adjacent properties and streets.
13. Where a proposed development consists of a, or within an existing, grouping of buildings, the buildings shall be positioned in a way to define functional and secure pedestrian spaces and be oriented to the local street.
14. The design of new buildings shall facilitate access and use by persons with disabilities and older adults.
15. Parking and loading facilities and driveways shall be located and designed to facilitate manoeuvrability on site, between adjacent sites where appropriate, and to reduce the traffic flow disruption resulting from turning movements to and from the property.
16. To the extent feasible, the design and positioning of new buildings shall minimize the loss of privacy for adjacent residential properties.
17. Residential developments shall provide, or be in proximity to, an appropriately sized outdoor children's play area that is safely accessible from all units in the development.
18. Where residential development is affected by adverse noise conditions, the use of urban design features such as building orientation, location of outdoor open space relative to the noise sources and noise attenuation measures shall be encouraged subject to Section 3.7.2 of this Plan.
19. To encourage the reduction, re-use and recycling of waste, new development shall incorporate waste handling, recycling and, where feasible, composting, facilities into their site design.
20. New developments shall be designed to minimize energy and water use and where feasible, to provide for the conservation of building materials through re-use, recycling and renovation.

4.5.4 SITE SPECIFIC POLICY AREA (SSPA)

4.5.4.1 SSPA – Commercial Area (Removed under OPA #20)

4.5.4.2 SSPA – 100 Stewart Boulevard (Amending By-law 017-2018)

1. SSPA 4.5.4.2 is identified on Schedule 6 and relates to those lands municipally known as 100 Stewart Boulevard, City of Brockville, County of Leeds.

   In addition to the other uses already permitted through the "Mixed Use and Commercial Area" policies as well as the "Mixed Use Node" policies contained in this plan, 100 Stewart Boulevard will include an "Apartment Building" as a stand-alone use. Commercial space occupying the ground floor is not required.

4.5.4.3 SSPA – 125 Stewart Boulevard (Amending By-law 011-2022 and 021-2024)

1. SSPA 4.5.4.3 is identified on Schedule 6 and relates to those lands described as Part of Lots 5 and 6, {Plan 238, and Part of Lot 12, Concession 1, as in LR133104, LR74470, LR41159, Except LR66143, S/T LR127622, City of Brockville, County of Leeds.

   In addition to the other uses already permitted through the "Mixed Use and Commercial Area" policies contained in this Plan, the lands shall be permitted residential uses on the ground floor without the requirements to meet a minimum ground floor height of 4.5 metres as to relates to the residential units only, and to allow a maximum building height of 12 storeys.

4.5.4.4 SSPA – 7829 Kent Boulevard (Amending By-law 022-2023)

1. SSPA 4.5.4.4 is identified on Schedule 6 and relates to those lands described as Part of Lot 4, Blocks 13 and 14, Plan 367, being Parts 1 to 5, 7 and 8, RP 28R-14227, City of Brockville, County of Leeds, with municipal address 7829 Kent Boulevard.

   In addition to the other uses already permitted through the "Mixed Use and Commercial Area" policies contained in the Plan, 7829 Kent Boulevard shall be permitted to have residential occupancy on the ground floor without the requirement for commercial occupancy within the building.

4.6 CORRIDOR COMMERCIAL AREA

4.6.1 INTRODUCTION

The importance of directing, intensifying, and orienting development on major corridors is significant as it optimizes existing infrastructure and enables the City's transit to be more viable and allows for growth opportunities in goods and services to serve the Community. The Corridor Commercial Area is intended to accommodate uses that serve the travelling public while optimizing the City's existing infrastructure and transit corridors.

4.6.2 PERMITTED USES

Subject to the Land Use and Built Form policies of Section 4.6.3, the following uses shall assist in guiding the broad range of development permitted within the Corridor Commercial Area, recognizing that a more definitive list of uses shall be provided in the Zoning By-law.

Residential Uses within the Corridor Commercial Area

1. Residential uses legally existing on the date of adoption of this Plan shall be permitted. Existing residential uses with full municipal services available may be converted to mixed use buildings that consist of residential and commercial uses, without an Official Plan Amendment so long as the proposed mixed-use is appropriate and compatible with the surrounding area. Additionally, adaptive reuse of existing residential structures to commercial businesses will also be contemplated where they are municipally serviced. A zoning by-law may be required for both aforementioned transition opportunities.
2. Secondary residential uses located on the same property as commercial units, subject to the policies of Section 4.6.3.4 and 4.6.3.5 shall be permitted.

Commercial Uses within the Corridor Commercial Area

3. The primary commercial uses shall include commercial establishments that are destination oriented or are intended to serve the travelling public, including automobile service stations, vehicle sales and service, public garages, repair, service and rental establishments, motels, hotels, restaurants, animal hospitals, clinics, business and professional offices, retail stores, mixed-use buildings, commercial recreation uses, private clubs, hardware, and automotive uses.
4. Uses accessory to any of the permitted uses in the Corridor Commercial Area shall be permitted.

5. Large Format Retail uses may be permitted in the Corridor Commercial Area if located along or close to a main arterial road or within close proximity to highways.

4.6.3 LAND USE & BUILT FORM POLICIES

It shall be the policy of the City that:

1. The height, massing, orientation and layout of buildings should promote the creation of a pedestrian-scaled environment and reinforce the character of the adjacent streets in high to moderate pedestrian traffic areas where there is established or planned pedestrian infrastructure. Streetscape analysis, shadow studies and sightlines studies should be prepared to demonstrate compatibility, appropriate transitions and no negative impact upon adjacent properties.
2. The form and design of new development shall complement any significant natural features such as river valleys, ravines, wooded areas and parklands that form part of, or are located adjacent to, the site.
3. Any development proposing to exceed 4 storeys may be subject to the Tall Building Guidelines of Section 4.2.3.18. iv. 4 storey developments shall consider the surrounding area. Additional studies should be required when assessing the appropriateness of a 4-storey development.
4. Development of secondary residential uses located above or behind commercial units is encouraged on appropriately sized parcels. Land assemblies to accommodate larger scale developments are to occur prior to the approval of the development.
5. Secondary residential uses located above or behind commercial units, shall be subject to the following criteria:
    i. the density, height and character of the development shall be compatible with adjacent uses;
    ii. the height and massing of the buildings at the edge of the development should have regard to the height and massing of the buildings of any adjacent use and may be subject to additional setbacks, height restrictions, or landscaping to provide an appropriate transition, streetscape analysis, shadow studies and sightline studies should be prepared to demonstrate compatibility, appropriate transitions and no negative impact upon adjacent properties;
    iii. the watermains and sanitary sewers shall be capable of accommodating the development, or the proponent shall commit to upgrading services at no cost to the City;
    iv. the development is adequately serviced by parks, school facilities and community services;

v. the development shall be designed and landscaped, and buffering shall be provided to ensure that the visual impact of the development on adjacent uses is minimized;

vi. all required parking shall be provided on the site, and cash-in-lieu of required parking in accordance with the policies of Section 5.2.3 of this Plan, shall not be accepted by the City. Reduction in parking requirements can be considered, if active forms of transportation are available and can be accommodated on site. Examples including but not limited to proximity to public transit routes, providing for car share parking, bicycle racks, appropriate connectivity to public sidewalks, open spaces and trails;

vii. in developments incorporating small-scale apartments and similar medium profile residential mixed-use buildings, on-site recreational facilities or amenities such as private open space or playground equipment may be required; and

viii. a report demonstrating the adequacy of the road network to accommodate the expected traffic flows, and the adequacy of water and sewer services may be required to be prepared by the proponent and approved by the City.

6. Emphasis shall be placed on the promotion of a high standard of design for new buildings. Preparation of streetscape studies are supported to assess the pedestrian scaled environment and connectivity to the surrounding area. Street furniture and landscaping may be proposed along/in front the entrances of buildings where appropriate.
7. The massing and conceptual design of new development shall provide for continuity and harmony in architectural style with adjacent uses which have a distinctive and attractive visual identity or which are recognized as being of architectural or cultural heritage value or interest.
8. The relocation or replacement of incompatible land uses and the redevelopment of derelict properties shall be encouraged through community improvement plans (CIP), redevelopment grants and other possible incentives.
9. Through direction provided by accepted design standards, developers and the City of Brockville will improve the public realm in proximity to the corridor which includes the upgrading of building facades, signage, sidewalks, lighting, parking areas, landscaping and street furniture through capital investment of both parties.
10. In pedestrian traffic areas, new development shall include street-oriented features that provide for the enhancement of the pedestrian environment, such as canopies, awnings, landscaped setbacks and sitting areas.

11. The design and positioning of new buildings should have regard for the impact of the proposed development on year-round sunlight conditions on adjacent properties and streets. In reviewing proposed developments, access to sunlight for adjacent properties should be maximized to enhance the potential for energy conservation and the amenity of residential areas and parks and open space areas, such as parkettes and outdoor plazas.
12. Landscaping shall be used to conserve energy and water, enhance the appearance of building setback and yard areas, contribute to the blending of new and existing development and screen parking, loading, garbage and service facilities from adjacent properties and streets.
13. Where a proposed development consists of a, or within an existing, grouping of buildings, the buildings shall be positioned in a way to define functional and secure pedestrian spaces and be oriented to the local street.
14. The design of new buildings shall meet accessibility standards to ensure there is universal access for all individuals within the Community
15. Parking, loading facilities and driveways shall have appropriate access points that minimize traffic flow disruption. The City may require traffic lights, traffic signs or other upgrades to be installed on site or adjacent to the site.
16. The location and design of new buildings should minimize loss of privacy for adjacent residential properties. Appropriate screening and buffering may be implemented.
17. Where residential development is affected by adverse noise conditions, the use of urban design features such as building orientation, location of outdoor open space relative to the noise sources and noise attenuation measures shall be encouraged subject to Section 3.7.2 of this Plan. Building materials, landscaping and screening may also be considered. Noise warning clauses may be required on title.
18. To encourage the reduction, re-use and recycling of waste, new development shall incorporate waste handling, recycling and, where feasible, composting, facilities into their site design.
19. New developments are encouraged to be designed to minimize energy and water use and where feasible, to provide for the conservation of building materials through re-use, recycling and renovation.

4.6.4 SITE SPECIFIC POLICY AREA (SSPA)

4.6.4.1 SSPA – West Side of Stewart Boulevard

1. Policy Area 4.6.4.1 is identified on Schedule 6 and relates to a grouping of previously approved uses along Stewart Boulevard. Policy Area

4.6.4.1 shall permit an automobile sales and service establishment, a automobile leasing agency, an automobile rental agency, a commercial and recreational vehicle sales establishment, a computer retail and service outlet, and a gas bar. The foregoing uses shall be permitted on private services; however, the expansion of development or intensification on private services shall not be permitted.

2. Lands within SSPA 4.6.4.1 shall not be developed if it is deemed by the City that the proposed use(s) will negatively affect traffic operations on Stewart Boulevard. Should this be determined, the proponent(s) shall finance their portion of the upgrade to Stewart Boulevard to 4 lanes, in accordance with City policy, engineering design standards, and any traffic study prepared to support the development.
3. SSPA 4.6.4.1 shall be zoned in an appropriate category in the Zoning By-law to permit the existing uses.

4.6.4.2 SSPA – Parkedale Avenue East, South Side, East of CP Rail Line

1. SSPA 4.6.4.2 is identified on Schedule 6 and relates to those lands described as Part Lot 17, Registered Plan 9, Part 1, Reference Plan 11781, City of Brockville, County of Leeds, residential uses shall be zoned appropriately and the "Holding" provision applied to any zoning by-law. Development of residential uses shall not occur until the following have been completed to the satisfaction of the City:

i. **Record of Site Condition:** A record of site condition shall be prepared to summarize the environmental condition of the subject property, based on site investigations. The record of site condition must be prepared in accordance with Ontario Regulation 153/04 and must demonstrate that residential uses can be accommodated on-site according to appropriate standards.

ii. **Noise:** The proponent/developer shall ensure that applicable sound level criteria are met subject to review and approval by the City of Brockville and the Ministry of the Environment, Conservation and Parks, as appropriate. These responsibilities include the following:

- assessing outdoor and indoor acoustical environments;
- determining feasibility of the project including constraints applicable before any project action is taken or construction commitment is made;
- ensuring that the required control measures are incorporated in the development; and
- the required control measure shall be specified in the relevant Site Plan Agreement with the City.

4.6.4.3 SSPA - 820 Stewart Boulevard

1. SSPA 4.6.4.3 is identified on Schedule 6 and relates to those lands located at 820 Stewart Boulevard. Notwithstanding polices contained in this Plan, the lands described as Part Lot 16, Concession 2, City of Brockville, County of Leeds, with municipal address 820 Stewart Boulevard, may be developed for a contractor's establishment and one (1) residential dwelling unit on the same lot with private services.
2. Lands within SSPA 4.6.4.3 shall not be intensified if it is deemed by the City that the proposed use(s) will negatively affect traffic operations on Stewart Boulevard. Should this be determined, the proponent(s) shall finance their portion of the upgrade to Stewart Boulevard to 4 lanes, in accordance with City policy, engineering design standards, and any traffic study prepared to support the development.

4.6.4.4 SSPA - Stewart Boulevard Corridor

1. SSPA 4.6.4.4 is identified on Schedule 6 and relates to those lands that generally border Stewart Boulevard between Centennial Road at the north and Laurier Boulevard at the south.
2. Lands within SSPA 4.6.4.4 shall not be developed until such time as full municipal servicing and appropriate transportation infrastructure has been provided at no cost to the City or agreements are in place to ensure the provision of servicing and transportation infrastructure at no cost to the City. If it is deemed by the City that the proposed use will negatively affect traffic operations on Stewart Boulevard, the proponent(s) shall finance their portion of the upgrade to Stewart Boulevard to 4 lanes, in accordance with City policy, engineering design standards, and any traffic study prepared to support the development.

4.6.4.5 SSPA – 6 Osment Street

1. SSPA 4.6.4.5 is identified on Schedule 6 and relates to those lands municipally known as 6 Osment Street, City of Brockville, County of Leeds. In addition to the other uses already permitted through the "Corridor Commercial Area" policies contained in this plan, 6 Osment Street will include a "Self-Service Storage Facility" with associated "Outdoor Storage".

4.6.4.6 SSPA – 806 Chelsea Street

1. SSPA 4.6.4.6 is identified on Schedule 6 and relates to those lands municipally known as 806 Chelsea Street, City of Brockville, County of Leeds. In addition to the other uses already permitted

through the "Corridor Commercial Area" policies contained in this plan, 806 Chelsea Street will include a "Place of Worship".

4.6.4.7 SSPA – 7 Central Avenue East (Amending By-law 032-2022)

1. SSPA 4.6.4.7 is identified on Schedule 6 and relates to those lands described as Part of Lot 9, Block 27, Registered Plan No. 67, City of Brockville, County of Leeds, with municipal address 7 Central Avenue East. In addition to the other uses already permitted through the "Corridor Commercial Area" policies contained in this plan, 7 Central Avenue East shall be permitted residential uses on the ground floor and lower (basement) level.

4.6.4.8 SSPA – 332 Park Street (Amending By-law 060-2023)

1. SSPA 4.6.4.8 is identified on Schedule 6 and relates to those lands described as Part of Park Lot 13, Plan 9, City of Brockville, County of Leeds, with municipal address 332 Park Street. In addition to the other uses already permitted through the "Corridor Commercial Area" policies contained in this Plan, 332 Park Street shall be permitted a Place of Worship.

4.7 EMPLOYMENT AREA

4.7.1 INTRODUCTION

Employment Areas are intended to accommodate industrial, manufacturing, logistics and related uses that require separation from sensitive land uses. Existing employment areas include the Broome Business Park, and the Western Industrial Park, which have excellent access to Highway 401, as well as lands along the CN and CP rail lines. The intent of the Employment Areas are to ensure that there are sufficient lands to accommodate a full range of employment uses while ensuring land use conflicts are minimized and separation distances are adhered to.

Due to their strategic location, lands that warrant protection outside of the Plan's horizon have been identified on Schedule 1 as a "Future Employment" overlay. The underlying land use shall apply until such time that these lands are to be redesignated and developed.

4.7.2 PERMITTED USES

Subject to the Land Use and Built Form policies of Section 4.7.3, the following uses shall assist in guiding the broad range of development permitted within Employment Areas, recognizing that a more definitive list shall be provided in the Zoning By-law.

1. The predominant use of land shall be a wide range of office and industrial uses, and ancillary service commercial uses serving the Employment Area employees, subject to the policies of this Section and locational criteria. Heavy industrial uses include manufacturing facilities and uses for storage, processing, refinement or production of hazardous or toxic substances. Light industrial uses include small-scale facilities, warehouses, wholesale establishments, and offices and business services. Prestige employment uses include office employment uses and associated accessory uses such as restaurants, parking facilities and business services.
2. Retail and Commercial uses associated with and clearly ancillary to the main employment use shall be permitted.
3. Uses accessory to any of the permitted uses in the Employment Area shall be permitted.

4.7.3 LAND USE & BUILT FORM POLICIES

It shall be the policy of the City that:

1. Those uses that create or potentially create extreme environmental stress as a result of air, odour, noise, and/or vibration emissions, and/or

the generation and/or handling of solid or liquid wastes shall only be considered if they meet the Provincial Guidelines and an impact assessment is submitted that is satisfactory to the City.

2. Industrial uses located adjacent to a Highway 401, an Arterial road or Collector road, shall generally be limited to self-contained uses that produce and/or store a product where there is a low probability of significant emissions.
3. Where development fronts on, or abuts an Arterial or Collector Road, uses shall be limited to prestige employment uses.
4. Industrial uses that require open storage of goods and materials such as manufacturing, processing, assembling, repairing, wholesaling, warehousing, trucking and storage shall be permitted, however, the open storage shall be screened such that it is not visible from a Highway 401, an Arterial Road, or a Collector Road.
5. For uses that exhibit any or all of the following characteristics, a study shall be prepared in accordance with the relevant Provincial Guidelines to demonstrate that the proposed use is compatible with any nearby potentially incompatible or sensitive uses:
    i. outdoor storage of goods and materials;
    ii. frequent shipment of products and/or materials;
    iii. long production hours and shift operations/unusual hours of operation;
    iv. large volumes of traffic at off-peak hours; and/or
    v. likelihood of nuisances, such as noise, odour, dust, lighting or vibration.
6. An appropriate separation distance, based upon the relevant Provincial Guidelines related to land use compatibility, shall be established between an industrial land use and any sensitive land use. This separation distance shall be enforced through a site-specific amendment to the Zoning By-law and site plan control through the use of a minimum building setback applied to any industrial use adjacent to an established or approved sensitive land use.
7. Deviation from established separation distances shall require detailed supporting studies of the potential impacts on the sensitive land use by the Industrial use, and vice-versa, and any recommended mitigation measures.
8. Separation distances between sensitive land uses and industrial uses, or for industrial uses abutting Highway 401, Arterial roads, or Collector roads shall be implemented through the Zoning By-law, as a condition of draft plan approval and/or through site plan control and may include measures such as:
    i. building orientation, sustainable design and setbacks;
    ii. landscaping and screening;

iii. access controls;
iv. road improvements and widenings;
v. restrictions on the range of permitted uses; and
vi. restrictions on outside storage.

9. Adequate off-street parking and loading facilities shall be provided for all permitted uses for employees and visitors. Vehicle access shall be oriented such that industry-related traffic shall be discouraged from using local roads where other options are available. Loading facilities and service areas shall be located to avoid conflict between pedestrian circulation, service vehicles and movement along the public rights-of-way and visibility from roadways.
10. The provision of appropriate and adequate landscaping and/or other forms of buffering shall be provided to:
    i. enhance all parking lots, and outdoor loading, storage and service areas; and
    ii. provide separation between the use and any adjacent use, where appropriate.
11. Industrial uses shall be developed in such a manner to ensure protection and screening of outdoor storage areas from all adjacent roads.
12. Access to an Arterial, Collector, or Local road shall require approval from the City.
13. A high standard of site design and maintenance shall be required through site plan control in accordance with Section 6.4.5.
14. Existing uses within the "Future Employment" overlay shall be managed within the policies of the underlying land use designation; however, no new development that would preclude the expansion of the employment areas shall be permitted. Any new development within the Future Employment overlay shall necessitate the preparation of a Secondary Plan in accordance with policies in Section 3.2.5 and 6.4.1.
15. Major and small-scale institutional uses are discouraged from locating within Employment Areas as they often require locations that would better serve the broader community. These uses may only be permitted in Employment Areas where the following criteria are met:
    a) the use is an ancillary employment use;
    b) the use is located at the periphery of an Employment Area, as shown on Schedule 1 of this Plan, by being within 400 m of an Arterial Road, as identified on Schedule 4 of this Plan;
    c) the use has access to at least one Arterial Road on Schedule 4 of this Plan;
    d) the use has a maximum floor area of 500 sq. m.; and,
    e) the use shall not contain a residential use/component.
16. Notwithstanding Subsection 4.8.2 of this Plan, places of worship shall not be permitted within lands designated Employment Area.

17. Major and small-scale institutional uses that are considered a sensitive land use which are proposed within an Employment Area, shall be subject to the following:
    a) consideration of whether the use is considered an ancillary employment use;
    b) meeting the criteria established in 15. a) through e); and
    c) a site-specific Zoning By-law amendment shall be required to the Zoning By-law. Such an amendment will be considered only following the completion of a land use compatibility assessment that addresses all relevant considerations such as noise, vibration, odour and dust, using Provincial Land Use Compatibility guidelines and the policies of Section 4.7 of this Plan, and any other relevant considerations to ensure that the location and design of the use mitigates adverse effects.

4.7.4 SITE SPECIFIC POLICY AREA (SSPA)

4.7.4.1 SSPA – 1185 California Avenue

1. SSPA 4.7.4.1 is identified in Schedule 6 and is related to those lands described as Part of Lot F, Plan 332, City of Brockville, County of Leeds, with municipal address 1185 California Avenue. An adult entertainment establishment shall be permitted on the lands, which does not include an adult video store. Furthermore, a restaurant may also be permitted on the same lands as an accessory use to the adult entertainment establishment.

4.7.4.2 SSPA – 100 Strowger Boulevard (Amending By-law 079-2017)

1. SSPA 4.7.4.2 is identified in Schedule 6 and relates to those lands described as Part of Lot 14, Concession 1, Part of Lot 14, Registered Plan 4, Part of Park Lot A, Block 53, Part of Blocks 54 and 64, Registered plan 67, City of Brockville, County of Leeds; with municipal address 100 Strowger Boulevard, the use and occupancy of the existing office space can be intensified through the establishment of one or more clinics as well as a Place of Worship (within the existing building only) may locate on the property in addition to other uses already permitted through the Employment Area policies contained in this Plan.

4.7.4.3 SSPA – 1365 California Avenue (Amending By-law 021-2014)

1. SSPA 4.7.4.3 is identified in Schedule 6 and relates to those lands described as Part of Lot 9, Concession 2, City of Brockville, County of Leeds; with municipal address 1365 California Avenue. In addition to

the other uses already permitted through the "Employment Area" policies contained in this plan, a "Health Club" is also permitted.

4.7.4.4 SSPA – Northwest Employment Area
(Amending By-law 060-2017 and By-law 003-2019)

4.7.4.4.1 Permitted Uses

a. Permitted Uses shall include:
   i. Industrial uses such as light manufacturing or processing, logistics operations, warehousing, distribution, and wholesale establishments, and other prestige employment.
   ii. Retail and Commercial uses associated with, and clearly ancillary to, the main employment use.
   iii. Uses accessory to any of the above permitted uses.

4.7.4.4.2 General Land Use Policies

It shall be the policy of the City that:

a. Areas that shall be protected for Future Employment are identified on Schedule 1. These lands represent Future Employment Land and shall be protected from incompatible land uses due to their strategic location in the City and access to major transportation corridors.
b. Development within an Employment Area shall be compatible with adjacent residential uses and the zoning by-law will establish a range of uses that minimize potential land use conflicts and promote sound urban design.
c. These lands have been identified to accommodate uses that require large-lots, which may result in a variability of lot configurations and sizes as the lands build out over time. As a result, an internal road network has not been identified on any Schedules to this Plan. New roads may be constructed without an amendment to this Plan and may be identified on the Land Use Schedules as the Plan is regularly reviewed and updated.
d. The implementing zoning by-law amendment shall establish minimum lot sizes that are conducive to large-lot configurations as well as an appropriate phasing strategy through the use of a holding symbol(s). It is vital to the orderly development of these lands that they be appropriately phased to ensure that there is no financial burden on the City by extending infrastructure beyond what is reasonable for development and to ensure that an appropriate supply of land is maintained.
e. Holding symbol(s) "H" shall be applied to certain lands in accordance with the provisions Section 6.4.2.1 of the Official Plan until Council is satisfied that:
   i. Development has been phased appropriately and lands are needed to accommodate development.

f. The City shall require the use of on-site stormwater management facilities for new developments, where appropriate, to mitigate impacts from new development on water quality and quantity and to minimize effects to aquatic habitat and downstream waterbodies in accordance with Official Plan policy 5.3.5(11).

g. Stormwater management (including quality and quantity control) for individual development projects shall be designed in accordance with Section 5.3.5 of the Official Plan and in accordance with current Ministry of the Environment, Conservation and Parks (MOECP) guidelines to the satisfaction of the City's Operations Department and the Cataraqui Region Conservation Authority (CRCA). Low Impact Development (LID) design approaches will be encouraged.

h. The City has been classified under the Cataraqui Source Protection Plan a locally developed plan of action to keep sources of drinking water clean and plentiful, as being within a Highly Vulnerable Aquifer & Significant Groundwater Recharge Area. As such, additional precaution is needed to ensure the sensitive resources are protected from potential contamination. Prior to development occurring, the City and CRCA shall be satisfied that there will be no impacts to the sensitive water resources by requiring, in writing, up-front disclosure of activities, site plan control, and/or the requirement for development agreements.

i. Prior to development occurring, a hydrogeological study, including a well water survey in accordance with applicable legislation, may be prepared to determine groundwater sensitivity and vulnerability and ensure that there are no impacts to quality and quantity of groundwater.

4.7.4.4.3 Natural Heritage Features and Functions

It shall be the policy of the City that:

a. Development shall be accompanied by a strategy that provides for enhancements or additional measures of protection between intervening development and any identified environmental features, in consultation with the applicable provincial ministry, CRCA, and approved by the City.

b. Notwithstanding the location generally depicted on Schedule 3 to this Plan, if any watercourse is to be altered in any way, it is intended that such changes will be in accordance with the recommendations of the Brockville Employment Lands Environmental Impact Study, October 2016 such that the form and function of the watercourse is retained or enhanced. Any

such changes will not require an Official Plan Amendment; however, they shall be subject to a detailed hydrological and hydrogeological assessment and permissions from applicable Federal, Provincial, and Conservation Authority regulations, which will be implemented through Site Plan Control.

c. Prior to development occurring, any Golden Winged Warbler habitat will be appropriately studied and re-established, as appropriate, in accordance with provincial, prior to removal of all, or any portion thereof, on-site habitat.

4.7.4.4.4 Land Use & Built Form Policies

It shall be the policy of the City that:

a. Industrial uses shall generally be limited to self-contained uses that produce and/or store a product where there is a low probability of fugitive emissions.
b. Open storage shall be screened such that it is not visible from nearby residential uses, Highway 401, or any Arterial or Collector Roads.
c. Those uses that create or potentially create extreme environmental stress as a result of air, odour, noise, and/or vibration emissions, and/or the generation and/or handling of solid or liquid wastes shall only be considered if they meet the Provincial Guidelines and an impact assessment is submitted that is satisfactory to the City.
d. For uses that exhibit any or all of the following characteristics, the City shall be satisfied that the proposed use is compatible with any nearby uses:
    i. outdoor storage of goods and materials;
    ii. frequent shipment of products and/or materials;
    iii. long production hours and shift operations/unusual hours of operation;
    iv. large volumes of traffic at off-peak hours; and/or
    v. likelihood of nuisances, such as noise, odour, dust, lighting or vibration.
e. Prior to development or site alteration, the City shall be satisfied that development will meet the relevant Provincial Guidelines for land use compatibility. An appropriate separation distance shall be established between an industrial land use and any sensitive land use or for lands abutting Highway 401 or City Roads and enforced through site plan control. Specific development requirements may include, but are not limited to:
    i. building orientation, sustainable design and setbacks;
    ii. landscaping and screening;
    iii. access controls;

iv. road improvements and widenings;
v. restrictions on the range of permitted uses; and
vi. restrictions on outside storage.

f. Vehicle access shall be oriented such that industry-related traffic is discouraged from using local roads where other options may be available. Loading facilities and service areas shall be located to avoid conflict between pedestrian circulation, service vehicles and movement along the public rights-of-way and visibility from roadways.

g. Industrial uses shall be developed and oriented in such a manner to ensure protection and screening of active facades and loading areas from all sensitive land uses.

4.8 INSTITUTIONAL AREA

4.8.1 INTRODUCTION

The important contribution of the City's institutions and their role in community-based initiatives is significant in the City of Brockville. The primary use of land shall be for institutional uses that are of a community or regional nature, such as secondary and post secondary educational facilities, long-term care facilities and social, cultural and administrative facilities.

Small-scale institutional uses compatible with surrounding uses such as public and private elementary schools, libraries, day care centres, and places of assembly and worship are not designated within the Institutional Area as they shall be permitted in most other areas of the City, including the Downtown and Central Waterfront Area, Neighbourhood and Neighbourhood Development Areas, and Mixed Use and Commercial Areas. All small-scale institutional uses are also permitted in the Institutional designation.

4.8.2 PERMITTED USES

Subject to the Land Use and Built Form policies of Section 4.8.3, the following uses shall assist in guiding the broad range of development permitted within Institutional Areas, recognizing that a more definitive list shall be provided in the Zoning By-law.

1. Major institutional uses, such as hospitals, clinics and treatment facilities, elementary schools, secondary schools, post-secondary educational facilities, government offices, places of worship, cemeteries, and government-operated institutions shall be permitted.
2. Places of worship, long-term care and retirement homes, museums and other cultural facilities are uses permitted principally in other land use designations, which shall also be considered as appropriate in the Institutional Area.
3. Ancillary uses which are of an appropriate scale and intended to service the main permitted use, such as a variety store, gift shop, restaurant/cafeteria, financial institution, pharmacy, business and professional office, clinic, or residence shall also be permitted.
4. Commercial uses such as business and professional offices and clinics shall be permitted.
5. Uses accessory to any of the permitted uses in the Institutional Area shall be permitted.

4.8.3 LAND USE & BUILT FORM POLICIES

It shall be the policy of the City that:

1. Development proposed in the Institutional Area shall be consistent with the City's Downtown and Waterfront Master Plan and Urban Design Guidelines, where applicable, in addition to the urban design policies of this Plan.
2. Where an existing use in a Institutional Area ceases, the City may consider the redesignation of the site to an appropriate alternative designation only after examination of the following options for part or all of the site:
    i. the use of the site for a suitable alternative institutional purpose;
    ii. acquisition of the site or a portion of it by the City for institutional or open space use, based on the park needs of the surrounding area; and
    iii. the use of the site to meet housing targets, particularly for special needs or affordable housing.
3. Specific development standards for permitted uses and ancillary uses shall be included in the Zoning By-law.
4. Any proposal to add or enlarge a Institutional Area shall be evaluated on the basis of:
    i. the impact on and the compatibility with the uses surrounding the proposed site; and
    ii. the adequacy of social and physical services, including transportation facilities to accommodate the proposed use.
5. Adequate on-site parking areas shall be provided in accordance with the provision of the Zoning By-law, and access to parking areas shall be limited and designed to provide maximum safety for active transportation and vehicular traffic.
6. Institutional Area uses shall be located where there is direct access to an Arterial or Collector road to discourage traffic from using local roads.
7. The profile of the development shall relate to the adjacent buildings and uses and result in a gradual transition in terms of the profile of buildings, where applicable and appropriate.
8. The site shall be designed to be accessible to all individuals within the community, including older persons and persons with physical disabilities.
9. Appropriate landscaping and buffers shall be provided to enhance the physical separation between the use and adjacent sensitive uses, where applicable and appropriate.

4.8.4 SITE SPECIFIC POLICY AREA (SSPA)

4.8.4.1 SSPA – 800 Stewart Boulevard (Amending by-law 075-2016)

1. SSPA 4.8.4.1 is identified in Schedule 6 and relates to those lands at 800 Stewart Boulevard. SSPA 4.8.4.1 shall permit a place of worship, day nursery and private school. These uses shall be permitted on existing individual private services. Additional uses, or the intensification of an existing use, shall not be permitted.
2. SSPA 4.8.4.1 shall be zoned in an appropriate category in the Zoning By-law.

4.8.4.2 SSPA – 862 and 900 Centennial Road

1. SSPA 4.8.4.2 is identified on Schedule 6 and relates to those lands at 862 and 900 Centennial Road. SSPA 4.8.4.2 shall permit an animal shelter and utility uses. These uses shall be permitted on existing private services. Additional uses, or the intensification of an existing use, shall not be permitted.
2. SSPA 4.8.4.2 shall be zoned in an appropriate category in the Zoning By-law to permit the existing uses.

4.9 PARKS & OPEN SPACE AREA

4.9.1 INTRODUCTION

The Parks and Open Space Area encompasses a range of parks, natural hazards, the City's natural heritage and open space system, and Provincially Significant Wetlands. Lands within Parks and Open Space Areas are illustrated on Schedule 1. Schedule 3 delineates a more detailed approach to identifying the Parks, Natural Features and Hazards in the City of Brockville. The following identifies the range of uses, constraints to development, and features that require protection or that are managed within the Parks and Open Space Area designation:

4.9.2 PERMITTED USES

Subject to the Land Use and Built Form policies of Section 4.9.3, the following uses shall assist in guiding the broad range of development permitted within Parks and Open Space Areas – Parks, recognizing that a more definitive list shall be provided in the Zoning By-law.

1. Large-scale recreational facilities, arenas, community centres, cemeteries, fairs or exhibition grounds, marinas, community parks, neighbourhood parks, City-wide parks, private recreation areas, including private golf courses and other private open space lands, and other public park uses shall be permitted, in accordance with the policies of Section 4.9.3.
2. The conservation and enhancement of land and/or the environment, as well as the provision of active and passive outdoor recreational and educational opportunities shall be permitted, particularly on land exhibiting environmental sensitivity or containing Natural Heritage Features, provided that there are no negative impacts or degradation to the natural features of the site.
3. The City shall actively discourage non-essential development within the flood plain.
4. Recognizing the importance of parks and open space in addressing quality of life and climate change, the City shall only declare parkland surplus after an Official Plan Amendment has been prepared and adopted to amend Schedule 3 to change the permitted land use.
5. Parks and open space contribute to the City's climate change goals. The City will ensure the design of parks contributes to quality of life and respond to climate change through:
    i. Increasing the tree canopy in parks to a goal of 40% using native species and a diversity of tree choices;

ii. Connecting new parks with existing parks, open space areas, trails, active transportation, and natural heritage areas;

iii. Cooling amenities such as splash pads or wading pools should be included in park design where possible.

4.9.3 LAND USE & BUILT FORM POLICIES

It shall be the policy of the City that:

1. Development within the Parks and Open Space Area shall also be subject to the policies of Section 3.5.3.1 for the management of the islands, parks and open space uses, Section 3.6.5, and Schedule 3 to determine any natural resources, Natural Heritage Features and functions and/or Natural Hazards, which may be a constraint to development.
2. The retention and expansion of Parks within the Parks and Open Space Area is of a high priority and shall be encouraged subject to the lands ownership, location, and existing conditions. For development and redevelopment applications along the waterfront in the Downtown and Central Waterfront Area, the City shall require the conveyance of lands along the water's edge, in accordance with Section 6.4.10, to accommodate a pedestrian walkway, linear park, trail or any additional lands that the City deems reasonable to connect to the trail system and improve public access to the water's edge. The nature and configuration of the conveyance will be determined on a site specific basis. Prior to acquiring new Parks, the completion of an Environmental Site Assessment shall be required to determine the level of contamination, if any.
3. Where the Parks and Open Space Area is applied to privately owned lands, it shall not imply that the lands are free and open to the general public. There shall be no obligation for the City, or any other public agency, to purchase the lands.

4.9.4 SITE SPECIFIC POLICY AREA

4.9.4.1 SSPA – City Islands

1. SSPA 4.9.4.1 is identified on Schedule 6 and relates to the City-owned islands in the St. Lawrence River.
2. Islands under the jurisdiction of the City shall be protected from overuse by achieving a balance between recreational use and environmental protection, in accordance with Section 3.5.3.1. No new development or site alteration shall be permitted and the current use of the islands shall be monitored by the City and the CRCA.

4.9.4.2 SSPA – Private Islands

1. SSPA 4.9.4.2 is identified on Schedule 6 and relates to the private islands on the St. Lawrence River.
2. Existing uses shall be permitted to continue in accordance with Section 6.4.8; however, any proposal for site alteration or development, including the replacement of a private sewage disposal system, shall be approved by the City and the CRCA, and in accordance with Section 5.3.3.

4.9.4.3 SSPA – Reynolds Site

1. SSPA 4.9.4.3 is identified on Schedule 6 and relates to the property known as the Reynolds Site south of Water Street on the St. Lawrence River.
2. While the lands have been designated to permit Parks and Open Space uses, the specific future land use shall be established based upon a Record of Site Condition (RSC) filed and acknowledged or Risk Assessment and Certificate of Property Use on the MOECP Environmental Site Registry, in compliance with applicable Ministry of the Environment, Conservation and Parks, guidelines, objectives, and regulations, and in accordance with Section 3.7.2. Should it be proposed to develop the site with a use that differs from what is currently permitted, an amendment to this Official Plan shall be required.

4.9.4.4 SSPA – Parks and Open Space Commercial Uses in the DCWA

1. SSPA 4.9.4.4 is identified on Schedule 6 and relates to the Parks and Open Space Areas in the Downtown and Central Waterfront Area.
2. While the lands have been designated to permit Parks and Open Space uses, commercial uses that are clearly ancillary and complementary to the principal parks and open space use including confectionary stands, kayak/boat rentals, boat cruise ticketing, snack bars and similar uses shall be permitted.
3. Development of ancillary and complementary commercial uses within SSPA 4.9.4.4 shall be designed and oriented in a manner that enhances the immediate Parks and Open Space Area, and does not interrupt views and vistas to and from the water.

4.10 URBAN RESERVE AREA

4.10.1 INTRODUCTION

The lands designated Urban Reserve Area are required to accommodate future urban and employment uses outside of this Plan's horizon and generally include future residential, commercial, employment, institutional, community-related uses, and parks and open spaces. Lands within the Urban Reserve Area have been designated through a comprehensive review to be required for future growth and development but are not considered to be part of the Urban Area. It is recognized that further planning studies are required to determine the preferred land use, community design, transportation and servicing policies.

4.10.2 PERMITTED USES

Subject to the Land Use and Built Form policies of Section 4.10.3, the following uses shall assist in guiding development within the Urban Reserve Area, recognizing that a more definitive list shall be provided in the Zoning By-law.

1. The predominant uses of land shall be those uses existing and permitted on the date of adoption of this Plan, as well as agriculture uses and agriculture-related uses that are compatible with the surrounding Area or Employment Area, including: the growing of crops, including nursery and horticultural crops; forestry; conservation uses and compatible uses.
2. Uses permitted within the Parks and Open Space Area shall be permitted.
3. Uses accessory to any of the permitted uses in the Urban Reserve Area shall be permitted.

4.10.3 LAND USE & BUILT FORM POLICIES

1. Development within the Urban Reserve Designation shall be further subject to the policies of Section 3.2.7 and 6.4.1.
2. Lands within the Urban Reserve Area are required to accommodate future urban and employment uses outside of the planning horizon of this Plan and shall generally include future residential, commercial, employment, institutional, community-related uses, parks and open spaces. It is recognized that further planning study is required to determine the preferred land use, transportation and servicing policies, among other matters. Future uses within the Urban Reserve Area shall be required to develop on the basis of full municipal services, including sewage, stormwater, and water services.

3. Those areas within the Urban Reserve Area shall require an amendment to this Plan prior to development for uses other than those permitted.
4. Any use which would limit the type of future residential and employment uses, shall not be permitted.
5. Development within the Urban Reserve Designation shall also be subject to the policies of Section 3.6.5 and Schedule 3 to determine any natural resources, Natural Heritage Features and functions, which may be a constraint to development.
6. Existing lots of record may be developed for those uses permitted on the basis of individual private services.



5 SERVICING OUR CITY

5.1 INTRODUCTION

The City of Brockville is committed to providing efficient and cost-effective services for both residents and businesses, which are vital to maintaining and improving quality of life and economic competitiveness. Services include transit, streets, water, wastewater, waste management, energy, utilities, and communications operated by a variety of public and private sector agencies. With climate change and sustainability at the forefront of planning considerations, the effective provision of services involves reducing demand while expanding, retrofitting, and updating existing infrastructure. Asset management and infrastructure master plans are key in effectively managing the City's infrastructure and in ensuring proper service planning throughout the infrastructure's lifecycle. By considering infrastructure renewals within an asset management framework, full cost accounting, capital planning and maintenance expenses are considered.

The policies of this section co-ordinate the provision of services with the City and community building policies of this Plan, while in keeping with the goals, objectives, and recommendations of the City's Land Use and Growth Management Strategy and the Servicing and Transportation Assessments.

5.2 MOVEMENT OF GOODS AND PEOPLE

The City provides for a range of systems and networks for the movement of goods and people, including roads, transit, cycling and trails, water transportation and rail corridors. The City has excellent access to higher-order transportation systems including Highway 401 and the rail corridors. Every effort shall be made to ensure an efficient and effective transportation system to encourage and support efficient land-use patterns, support economic development in the City, and to encourage pedestrian corridors, transit, and active transportation options.

It shall be the policy of the City that:

1. The City shall ensure the co-ordination between growth management and the transportation systems.
2. The City shall work with transportation industries to facilitate the efficient movement of goods by improving the level of service while maintaining community safety and minimizing risk.
3. The City shall ensure that appropriate transportation service is provided to Employment Areas.
4. The City shall encourage the preservation of main line rail routes and maintenance of existing and potential rail spurs to service Employment Area lands to ensure on-going and new access to rail services.
5. The City shall ensure that Mixed Use and Commercial Areas are serviced by roads with appropriate traffic capacity.
6. Through the passing of by-laws, the City may establish truck routes along Provincial Highways, arterial roads and non-residential collector roads, thereby avoiding roads in residential neighbourhoods and protecting residents from noise and corridor emission pollutants.
7. The City shall maintain and encourage the protection of rail corridors for other linear uses should they become abandoned.

5.2.1 ROAD SYSTEM

Roads have different characteristics, depending on the nature of the surrounding land use and the intended function that they serve. For instance, roads within the Downtown and Central Waterfront Area shall differ greatly in their function, design, right-of-way widths and character than existing arterial or collector roads within the northern portion of the City.

The roads also facilitate the safe and efficient movement of both people and goods through the City at minimal economic, environmental, and social cost. Additionally, the network is intended to promote a mix of uses and

compact development patterns in the City and be supportive of economic activity and other multi-modal options.

It shall be the policy of the City that:

1. The efficiency of the transportation network should be maximized by coordinating transportation planning initiatives and activities with other levels of government and transportation agencies to improve connections with cross-jurisdictional boundaries, where feasible.
2. All transportation services shall be planned and constructed in a manner that supports the policies of this Plan. Upgrades to transportation services may be required to be approved in accordance with the *Environmental Assessment Act*.
3. Corridors and rights-of-way for significant transportation facilities shall be planned for and protected to serve the long-term needs of the City. Development that could preclude the use of a corridor or right-of-way for its long-term purpose shall not be permitted.
4. The preservation and reuse of abandoned transportation corridors whenever appropriate and feasible, such as integration and prioritizing the active transportation network, as active transportation corridors are challenging routes to establish in built up areas.
5. Connectivity of the transportation network within the City and crossing into adjacent jurisdictions shall be maintained and improved, where possible and feasible, through intermunicipal capital planning exercises, transportation corridors from one municipality to another will be planned after dialogue between community representatives.
6. The City shall ensure that adverse environmental effects, such as noise, vibration, and air quality deterioration, shall be mitigated in the planning, design, and construction of elements of the transportation network in accordance with the policies of Section 3.7.2.
7. With future growth projections and a changing climate, reducing automobile dependency will be key in advancing environmental sustainability and fostering healthy and active lifestyles.

   Where feasible, a compact land-use pattern with a mix of uses, transit-oriented design, and active transportation facilities shall be promoted particularly within the Downtown and Central Waterfront Area and along major roads in the City.

   New developments shall demonstrate the implementation of transit-oriented designs and transportation demand management strategies, where possible, to reduce the number of automobile trips and support the increased level of transit and active transportation activity.
8. The City shall strengthen its public transit system and encourage other sustainable transportation modes such as walking and cycling.

9. Safe, convenient, and accessible pedestrian facilities are a priority in transportation planning and implementation including consideration of access for people of different ages and abilities.
10. The impact of a development proposal on the transportation system, including the means of access, shall be examined through a traffic impact study. The City shall require one or all of the following:
    i. Prepare a Transportation Mobility Plan, outlining the site-specific implementation plan and other transportation infrastructure improvements to accommodate all modes of transportation and manage traffic generated by the development. This may be supplemented by supporting studies such as a parking study, an active transportation plan, and/or a transportation demand management plan.
    ii. improve the transportation system to accommodate the proposed development to the satisfaction of the City, without the City incurring any costs;
    iii. make the necessary financial contributions for the required improvements; and/or
    iv. dedicate rights-of-way for the development of roads.

    The cost of traffic impact studies and any other required supporting documentation shall be borne by the proponent. Costs incurred by the City in engaging peer review consultants to evaluate the proposal and supporting submissions shall be reimbursed by the proponent.
11. New developments shall have frontage on and access to a public road which is maintained on a year-round basis or to a private road which is developed and maintained to a standard acceptable to the City. The City shall not be responsible in any way for the maintenance, upkeep or any other matter associated with the private road.
12. The City shall develop and maintain a Transportation Master Plan (TMP) subject to a 5-year review as required per the Municipal Class Environmental Assessment process that includes proactive steps to improve traffic operations, minimize congestion, and promote public transit, active transportation, and transportation demand management (TDM) strategies. The TMP shall be the guiding document to 2046 to support transportation growth management for an age-friendly and healthy community. Coordination between departments and plans shall ensure consistency in planning for transportation facilities, programs, and policies.

5.2.2 HIERARCHY & CLASSIFICATION OF ROADS

Public roads in the City shall be classified into a hierarchy on the basis of jurisdiction, function, user characteristics, speed and interconnections. The

classification of roads and the existing and proposed road system is shown on Schedule 4 identifying expected growth extensions assists by ensuring predictability, for internal budgeting and developer transparency.

It shall be the policy of the City that:

1. Any change in the function of a road shall not require an amendment to this Plan to change the classification depicted on Schedule 4. The Official Plan may be modified as a result of such a change in the function of a road at the time of a review in accordance with Section 5.2.1 Similarly, minor road widenings, re-alignments, by-passes, establishment of new roads, road reclassification or alteration of a proposed alignment shall not require an amendment to this Plan.
2. The City shall, as needed, enact access control by-laws for specified City roads with present or anticipated high traffic flows. Access control by-laws may be developed for any City road where high traffic or a significant percent of truck traffic develops, as determined through a transportation impact assessment.
3. Developments shall be permitted where frontage and access is to an open and public road that is maintained on a year-round basis, and may be permitted where frontage and access to private road is maintained to City-standard all year-round. Any road improvement required to bring a road up to a standard deemed appropriate by the City shall be at the expense of the benefiting landowner(s).
4. Road access points shall be designed to the satisfaction of the City and be in locations that shall not create a hazard due to impaired line of sight, or any other safety, transportation or land use planning consideration, as per the Transportation Master Plan (TMP) and any associated design guidelines.
5. Minimum right-of-way widths are provided for each classification of road. However, the City may consider alternative development standards including reduced right-of-way widths where applicable. The City recognizes that in some existing areas, the reconstruction of roads to the standards required by the policies of this Plan may be economically or physically infeasible due to constraints of existing buildings, existing services, access driveways and other conditions. In order to secure needed road improvements in such cases, it may be necessary to find a realistic balance between accepted engineering standards and the disruptive effects upon existing conditions and may be considered on a case-by-case basis.
6. Where additional land is required for road widenings and extensions, such land shall be dedicated wherever possible, in the course of approving draft plans of subdivision or condominium, consents or site plan agreements, without amendment to this Plan. The dedication of such land shall take into account the following:

i. the extent of the right-of-way that may be required as established in the policies of this Plan;

ii. road widenings being taken equally on either side of the centre line of existing roads. However, unequal widenings may be required where factors, such as topography, historic building locations, grade separation, channelization, existing development or other unique conditions make the dedication of equal widenings infeasible;

iii. the need to provide acceleration and deceleration lanes, on-road bicycle lanes, dedicated transit lanes and stopping areas, medians, traffic signals or dedicated right and left turn lanes, other traffic control devices, sight triangles at intersections including intersections of an arterial road and a railway line, railway grade separations and/or any other traffic or road engineering consideration. The extent of the widening shall be based on specific characteristics of the intersection and shall be determined in accordance with accepted traffic engineering design criteria; and

iv. other requirements as established by the City.

7. No development or redevelopment of land shall be approved in proximity to an intersection or railway crossing which is scheduled for improvement until the improvement has been sufficiently designed to determine the land requirement for the improvement.

8. As a measure of maintaining a satisfactory road system, the City shall pursue a program of improving road alignments, surfaces, and pavement widths, and establishing adequate road allowances for new roads as future development occurs. Provision shall be made in the Zoning By-law for adequate setbacks for all new development, having regard for the width and function of the abutting road while recognizing that the urban design policies of this Plan intend to draw buildings closer to the street, thereby creating a positive environment for pedestrians.

9. Any proposals to widen, extend, realign or improve roads shall consider Natural Heritage Features and cultural heritage resource factors and attributes of adjacent land, or by views created by the road. The City may require an Environmental Impact Assessment, Heritage Impact Assessment, and/or landscape assessment prior to approval or endorsement of any proposals to widen, extend, realign, or improve roads.

10. Paved streets, curbs and gutters shall be provided for any major new development or redevelopment in the Urban Areas to the satisfaction of the City as is set out in the development and design guidelines. A complete sidewalk network is important in creating a safe and accessible pedestrian realm and in encouraging multi-modal and active

transportation uses. Sidewalks shall be encouraged, where possible, in new developments as determined by the City in accordance with the policies of this plan. New developments may provide a 3m wide asphalt trail in lieu of a 1.5m concrete sidewalk, where the proposed development would form a connection to the Brock Trail or other areas of the Active Transportation Network.

11. The City shall encourage the use of traffic calming management techniques to reduce the impact of traffic on neighbourhoods by improving road user safety and quality of life. This may include the use of physical road treatments such as reduced right-of-way widths, textured pavements, curb extensions or medians, traffic circles, bicycle lanes or on-street parking. The type of traffic calming technique shall depend on the road characteristics and degree of required traffic flow impedance.

5.2.2.1 Provincial Highway

Highway 401 is a Provincial Highway, which is under the jurisdiction of the Ministry of Transportation, and it is illustrated on Schedule 4. All schedules to this Official Plan have been modified by the Ministry of Municipal Affairs and Housing to reflect the long term improvements to the Highway 401/North Augusta Road interchange that were determined from a Planning, Preliminary Design, and Environmental Assessment study that was completed by the Ministry of Transportation in consultation with the City of Brockville. The interchange configuration is being protected for the long term upgrades that may be implemented in the future over several decades to meet the travel demands of provincial and local traffic.

It shall be the policy of the City that:

1. The Ministry of Transportation shall have jurisdiction and control over access to Highway 401, and development within the Ministry's permit control area.
2. The Ministry of Transportation shall determine the right-of-way width for the Provincial Highways.
3. All development in proximity and adjacent to a Provincial Highway shall be subject to the safety and geometric requirements and permits of the Ministry of Transportation. The Ministry of Transportation may require a site specific transportation impact study to be submitted for review and approval in order to determine the impact of development on a Provincial Highway.
4. Generally, open storage and loading areas shall be screened from Provincial Highways.

Classification	Function	R.O.W – in metres (feet)	Operating Speed – in KPH	Intersection Policy	Access and Parking Policy
Arterials	Movement of moderate volumes of vehicles at moderate speeds over medium distances.	26 – 38 (75 – 120)	50 – 60 (30 – 40)	At-grade intersections, channelization where volumes warrant.	Private access to property discouraged. Access to collectors and major private entrances only is preferred. Parking may be restricted to improve traffic movement.
Collectors	Collection of local traffic for distribution to arterials. Low speed for low to moderate volumes of vehicles.	20 – 26 (66 – 75)	40 – 50 (25 – 30)	At-grade intersections.	Access to local streets permitted, private access permitted, but controlled, parking to be permitted by controlled where necessary.
Locals	Direct property access, low speeds and service to very low traffic volumes, should service no through function.	18.5 - 22 (61 - 72) *the city will not consider anything less than 18.5 m.	25 – 50 (15 – 30)	Intersections with arterials to be discouraged.	Full access to be permitted. Parking is to be permitted.

Table 5.1 – Recommended Road Standards

5.2.2.2 Arterial Roads

Arterial Roads are designed to carry high volumes of traffic from Highway 401 and other interregional roads to the collector road system, and vice-versa.

It shall be the policy of the City that:

1. Access to Arterial Roads from private properties shall generally be limited. However, access may be granted on a case-by-case basis subject to the discretion of the City and the appropriate studies and mitigation measures.
2. The basic road right-of-way width for an Arterial Road may range from 26 to 38 metres, as outlined in Table 5.1. The roadway width may vary for Arterial Roads due to the range of intended use and varying adjacent land development. Setbacks from arterial roads shall be established in the Zoning By-law.
3. The flow of traffic on Arterial Roads shall take precedence over on-street parking, except in the Downtown and Central Waterfront Area, where traffic and on-street parking needs shall be balanced.
4. Sidewalks shall be constructed on both sides of an Arterial Road. However, the City at its sole discretion may choose not to provide

sidewalks on both sides of an Arterial Road in some areas of the City, given that proper consideration and alternative options are provided.

5. Dedicated Active Transportation facilities may be provided on Arterial Roads and Collector Roads and shall be subject to the appropriate studies including the Active Transportation Plan.
6. Traffic calming shall not be permitted.
7. Improvements shall be undertaken to the intersection of Parkedale Avenue and Millwood Avenue, including the entrance to the 1000 Islands Shopping Centre, to ensure that the movement of pedestrians and traffic will be in a safe and efficient manner.

5.2.2.3 Collector Roads

Collector Roads are designed with the dual function of carrying moderate volumes of local traffic to arterial roads, and distributing arterial traffic to local roads, while providing access to abutting properties. Collector Roads provide connections to local, arterial and other collector roads.

It shall be the policy of the City that:

1. Collector Roads shall generally be two to four driving lanes with a road right-of-way width of 20 to 26 metres and be designed to carry traffic between local and arterial roads, as outlined in Table 5.1. However, additional widths may be required to accommodate active transportation facilities and sidewalks that the City may consider on a case-by-case basis, subject to the appropriate studies.
2. On-street parking shall be required on at least one side of the road although location and time restrictions may be enforced in specific instances including, but not limited to, in areas adjacent to schools or during peak periods of traffic demand.
3. Direct access to Collector Roads shall be permitted, subject to geometric design considerations.
4. Sidewalks shall be constructed on both sides of Collector Roads. However, the City may at its sole discretion choose not to provide sidewalks on both sides of a Collector Road in some areas of the City, given that proper consideration and alternative options are provided.
5. Active Transportation facilities may be required; however, additional right-of-way widths may be required to accommodate on-road and off-road cycling facilities in accordance with Schedule 5, with a prioritization for off-road cycling facilities. This is subject to the appropriate studies to ensure continuity in the active transportation network.
6. Traffic calming measures shall be supported and considered by the City on collector roads, where appropriate, to ensure safer streets for all.

5.2.2.4 Local Roads

The primary intended function of Local Roads is to provide land access to adjacent residential, commercial or other uses. Local Roads are intended to carry low volumes of traffic and have a maximum of two driving lanes.

It shall be the policy of the City that:

1. Local Roads shall generally be two traffic lane roads with a road right-of-way widths from 18.5 metres to 22 metres and be designed to carry local traffic and to provide land access to abutting properties, as outlined in Table 5.1. The City will not consider anything less than 18.5 metres. Additional widths may be required to accommodate on-road cycling or pedestrian facilities that the City may consider on a case-by-case basis, subject to the appropriate studies.
2. Local Roads shall be designed to discourage high speed traffic through appropriate traffic control and design measures.
3. Sidewalks or a combination of a sidewalk on one side and a multi-use path on the other side of the Local Road shall generally be provided on both sides of Local roads. A complete sidewalk network is important in creating an integrated and accessible active transportation network and in developing multi-modal uses.
4. Dedicated bikeways or separate cycling facilities shall typically not be required on Local Roads; however, larger rights-of-way may be appropriate to accommodate on-road cycling facilities as identified on Schedule 5.
5. Traffic calming techniques may be incorporated where required.

5.2.3 PARKING

The parking management policies focus on the promotion of efficiently planned, compact and accessible development for all modes of transportation. While the automobile is the predominant mode of transportation, the City acknowledges that efficient land-use patterns and multi-modal options are imperative to sustainable and healthy communities. The City shall strive to achieve sufficient parking by balancing the consideration of Transportation Demand Management (TDM) measures, current transportation infrastructure, and parking supply and demand to achieve a suitable provision of parking.

It shall be the policy of the City that:

1. Except in certain circumstances in the Downtown and Central Waterfront Area, all new development and redevelopment, including re-use of existing buildings, shall be required to provide adequate off-street parking and loading spaces in accordance with standards established in the Zoning By-law. Access and egress to all off-street

parking or loading spaces shall be limited in number and designed to minimize danger to vehicular and pedestrian traffic.

2. The City shall assess parking needs through a parking study and/or further technical assessments to provide adequate on- and off-street parking or a combination of alternative modal options. A reduced parking rate may be considered through the provision of Transportation Demand Management (TDM) measures, active transportation infrastructure, and/or a mobility plan, subject to the approval of the City.
3. All new development or redevelopment in the Downtown and Central Waterfront Area should provide sufficient parking on-site or through a reduced parking rate with a combination of multi-modal options and TDM strategies, subject to the approval and discretion of the City. If such parking cannot be provided, the City at its sole discretion may collect cash-in-lieu pursuant to Section 40 of the *Planning Act* to be used for the provision of public parking spaces in an appropriately defined area. Residential uses in the Downtown and Central Waterfront Area shall not be permitted to develop solely on the basis of cash-in-lieu of parking. Where cash-in-lieu is accepted by the City, the City shall look at existing occupancy rates in the area to determine where and how parking should be provided elsewhere in the area.
4. Shared parking between residential and non-residential uses may be promoted to provide for a more efficient use of fewer parking spaces.
5. Efficient site design practices shall be promoted which focus on compact and accessible land development to minimize land consumption. Surface parking shall be minimized where possible to enhance the pedestrian realm and encourage non-auto modal options at grade.
6. Opportunities to provide active modal choices such as cycling, walking and transit shall be promoted to reduce parking demand and automobile use as set out through the Transportation Master Plan (TMP). The City may develop further plans and strategies to enhance active transportation.
7. The City shall review the design and layout of parking areas in accordance with the City's parking guidelines.
8. Carpooling shall be encouraged where feasible through initiatives such as commuting, car share, and carpooling programs to maximize the efficient use of parking supply and discourage single occupancy vehicle use.

5.2.4 PUBLIC TRANSIT SYSTEM

Public transit was inaugurated in the City of Brockville in 1982. Public transit plays a key role in healthy, walkable, and sustainable communities. Public transit supports active transportation, with land-use and urban design

decisions imperative in creating a transit-supportive environment. As the primary travel alternative to the private automobile, effort shall be reasonably made to promote its use and viability. In the City of Brockville, public transportation is provided by a system of buses.

It shall be the policy of the City that:

1. The City shall generally support King Street, Stewart Boulevard, William Street, Park Street, Ormond Street, Perth Street and Parkedale Avenue as mixed-use transit supportive corridors.
2. To accommodate transit services, road network planning in new developments and in the Downtown and Central Waterfront Area, shall include provisions for future public transit. Long-term planning is required in order to better define service improvements and shall be carried out through the TMP which shall be subject to a 5-year review and supported by technical studies and stakeholder consultation. Such provisions shall include:
    i. allocations for bus bays so as not to affect traffic operations;
    ii. arterial and collector roads planned and designed in such a way as to accommodate transit services;
    iii. the placement of the maximum number of people within reasonable walking distance of such a service as assessed through technical studies and surveys; and
    iv. allocation of land for purposes of a terminal location in the Downtown and Central Waterfront Area for the transfer of passengers.
3. The City shall promote public transit connections to major community destinations, including the Downtown and Central Waterfront Area, Mixed Use and Commercial Areas, Employment Areas, Major Institutional Areas, and major Parks and Open Space Areas.
4. The City shall achieve higher transit usage by supporting improvements in service, convenient access and good urban design, including the following:
    i. minimizing walking distance to planned and existing transit stops through measures such as the provision of walkways, sidewalks and more direct street patterns;
    ii. connecting transit stops directly to sidewalks and adjacent buildings in the Downtown and Central Waterfront Area;
    iii. providing bus bays, covered bus shelters to promote safety and ease of access and bus loops with sufficient lighting;
    iv. directing medium- and high-density urban development to transit corridors;

v. creating a system of parking and drop-off facilities for commuters as a TDM measure that promotes other modal options;

vi. providing transit service on mid-block collectors;

vii. giving priority to pedestrian and cycling access to transit through site plan control by providing access to transit facilities, on-site cycling facilities, and on and off-road trails and cycling routes; and requiring all new development applications to demonstrate the proposal's approach to mobility and transit through a transportation impact assessment and/or mobility plan and consideration of transportation demand management (TDM) strategies and active transportation integration with the private development; and

viii. Integrating active transportation into system and service design, including transit infrastructure, to enhance first mile/last mile connectivity.

ix. Where feasible, marketing and promoting transit to increase visibility and accessibility in trip planning, schedules, and maps

5. The City shall encourage the Township of Elizabethtown-Kitley to work with the City to provide a viable transit services for individuals traveling into and within the City.

5.2.5 ACTIVE TRANSPORTATION SYSTEMS

A shift towards active lifestyles and increasing demands for sustainable modes of transportation presents a need for a useful and accessible walking and cycling network in the City. Proper integration between different modal options is imperative for a successful active transportation network that will allow users of all ages and abilities to utilize various modal options and shift demand away from automobile trips. Therefore, the City supports the development, maintenance, and enhancement of a comprehensive pedestrian, cycling, and multi-use trail network and shared use of non-motorized trails and bicycle routes.

It shall be the policy of the City that:

1. The City shall work towards providing safe bicycle and pedestrian paths, both separated from the roadway, on existing and proposed roads, on abandoned rail corridors, and within parks and open spaces, as reflected in the transportation master plan, the Active Transportation Plan, and any other associated plans and strategies.

2. The City shall consider adapting roads to provide safer travel for bicycles and pedestrians on road pathways, where feasible and appropriate.
3. The City shall undertake to complete connections along the Brock Trail, including the Waterfront Trail System, and to interconnect existing walking trails and bicycle paths to the Brock Trail, and where feasible, provide connection to transit and community uses. Routes should provide continuous access between both the north and south-ends of the City in Neighbourhood and Neighbourhood Development Areas, Parks and Open Space Areas, Institutional Areas, the Downtown and Central Waterfront Areas, and Mixed Use and Commercial Areas.
4. The City shall undertake to complete extensions to the Brock Trail at the west and the north to the Mac Johnson Wildlife Area.
5. The City shall promote accessible and convenient trail systems within a reasonable distance from the all of the City's larger Parks and Open Space Areas and from the Downtown and Central Waterfront Area.
6. The City shall ensure that trail and path systems provide places to sit, and include the use of diverse paving, high quality landscape materials, and pedestrian scaled directional lighting.
7. The City shall promote aesthetically pleasing trail systems, particularly for recreational purposes. Particular attention shall be given to trail systems associated with natural assets including the waterfront, parks, and natural features.
8. The implementation of trail systems shall be feasible given the consideration of the costs and benefits associated with the route selection. This shall take into consideration the current network and degree of access in various neighborhoods.
9. The City shall encourage the integration of bicycle path and walkway systems into the design of transportation facilities by including facilities such as bicycle racks on buses and protected bicycle storage areas at places of employment and major community, institutional, educational, cultural and shopping locations, where appropriate.
10. The City shall implement and operate an effective trail system maintenance program.
11. The City shall promote opportunities for public access to the waterfront and the development of a continuous waterfront trail system and open space linkages along the St. Lawrence River.
12. The City shall support the creation of the primary bicycle network as identified on Schedule 5.
13. Along trail networks, the City shall provide the installation of appropriate signage, wayfinding features, adequate lighting, and crossing features where appropriate.

5.2.6 RAIL SYSTEMS

The City supports the continuation of a safe and efficient railway network within the City and the rail station as an intermodal facility. Development adjacent to railways shall be carefully controlled to eliminate land use conflicts and ensure the safe and continued operation of the rail line.

It shall be the policy of the City that:

1. Any proposed new residential or other sensitive use within 300 metres of an active railway right-of-way shall be supported by noise and compatibility studies, completed to the satisfaction of the City, in consultation with the appropriate railway company. Proposed residential developments or other sensitive land-uses shall complete a rail safety and risk mitigation study, subject to the satisfaction of the City, and provide mitigation measures such as noise barriers or visual buffers. The City may choose to apply a holding symbol to limit sensitive land-uses pending the completion of the study and to the satisfaction of the City.
2. Any proposed new development within 75 metres of an active railway right-of-way shall be supported by a vibration impact study, completed to the satisfaction of the City, in consultation with the appropriate railway company.
3. For development adjacent to a railway right-of-way, appropriate safety measures such as setbacks, berms and security fences shall be provided to the satisfaction of the City, in consultation with the appropriate railway company.
4. Proponents of development within 300 metres of an active railway right-of-way are encouraged to consult with the appropriate railway company prior to filing formal development applications.
5. The City shall encourage economic development opportunities associated with the rail transportation system, which may include rail yards associated with employment uses, and the accommodation of future inter-modal facilities.
6. The City shall encourage the expansion of Brockville's VIA rail station and promote it as an intermodal facility.

5.2.7 MARINE SYSTEMS

The St. Lawrence River provides for important marine recreational opportunities. This Plan recognizes the existing and future potential for tourism opportunities, the movement of people and ferrying services, and strengthening the City's diving community. As a key natural and community resource, it is important to note and include the impacts of climate change on the St. Lawrence River, such as shoreline erosion, rising sea levels, and the increased occurrence of severe weather events. These

impacts will affect both infrastructure and economic and cultural opportunities and should be included in planning for marine systems. The City shall promote sustainable tourism and recreational opportunities, along with transportation and ferrying services.

It shall be the policy of the City that:

1. The planning and development of port, docking, harbour and associated facilities whether initiated by federal, provincial and other agencies, or the private sector, should be undertaken comprehensively and should consider such matters as the:
    i. Climate change impact along with mitigation and adaption measures;
    ii. environmental impacts both during and after construction;
    iii. public use of and access to harbour facilities;
    iv. most effective intermodal linkages with transportation facilities;
    v. integration of functions into multi-use facilities;
    vi. coordination and conformity with City planning policies, and other public policy matters, including prevailing Provincial policy;
    vii. land use impacts, land use compatibility, the appropriateness of the proposed location, and urban and site design considerations;
    viii. traffic impacts and the coordination of roads and parking;
    ix. stormwater management;
    x. coastal engineering;
    xi. economic and municipal fiscal impacts; and
    xii. marine archaeology.

2. The City shall consider developing a Harbourfront Master Plan or updating the waterfront strategy in order to manage marine assets and plan for the protection and integration of marine facilities and coastal areas with Downtown. In addition to considering climate change impacts on marine facilities and infrastructure, the strategy shall also promote accessible and pedestrian-friendly connections to the waterfront from the Downtown and neighboring areas, providing public access and encouraging recreational uses of the waterfront area.
3. The City shall coordinate and work collaboratively with all levels of government in order to ensure the efficient and effective management of coastal resources. Consistent information especially as related to climate change data shall be communicated and shared between all levels of government for proper planning and management. The City shall adopt an integrated approach to coastal management by working with public and private entities, non-profits, conservation authorities,

Indigenous communities and other applicable stakeholders on coastal resource management, development, and more.

4. The City shall consider adopting a climate change mitigation and adaptation plan in marine planning and coastal management and monitor climate change data to track changing conditions and trends. In planning for marine operations, the following shall be considered: coastal vulnerabilities and risk, emergency preparedness plan and responses, the protection of ecological and cultural heritage resources, affected infrastructure, shoreline protection, and more.

5.3 WATER & SEWER SERVICES

The City's Land Use and Growth Management Strategy identifies the long-term servicing strategy for the water, wastewater, and stormwater management system. The role of water shall be considered on a system-wide basis instead of a siloed approach to ensure that water conservation and water-use efficiency shall be achieved to the best degree possible throughout the water, wastewater, and stormwater management system. The City shall also consider the integration of servicing and land-use considerations in all stages of the planning process.

Infrastructure Management is based on an exercise of creating a foundation of data for asset management purposes and then investing based on the desired level of service and growth demand. Asset management and life-cycle costing analysis shall be utilized where possible to determine infrastructure investment and retrofits. The creation of a Water Utilities Master Plan shall be utilized to guide future investment and development patterns.

5.3.1 MUNICIPAL WATER AND SEWAGE SERVICES

The following policies shall apply to all Areas serviced by municipal sewage and water services:

1. To ensure the efficient use of land and municipal services, all development, including lot creation, shall only be permitted on full municipal services or areas with planned municipal services.
2. The City shall ensure that both municipal water supply and sewage systems perform within permitted operating standards. Prior to development approval involving lot creation and/or development, the City may require the preparation and approval of a functional servicing report. Notwithstanding any land use designations, limitations on the capacity or operating performance of the municipal potable water, sewage, and stormwater systems shall be a constraint to further development and development shall not be permitted if the Water Pollution Control Centre or necessary infrastructure is not available. The City shall continue to monitor treatment capacities and operational effectiveness of these municipal systems.
3. The City shall explore the feasibility of implementing innovative approaches and technologies in sustainable infrastructure.
4. The City shall consult with the Township of Elizabethtown-Kitley respecting any major undertakings on lands occupied by the WPCC, including its expansion.

5. Priority shall be given to the development of land that is presently serviced by piped water and sewer systems, or those areas that can most easily be serviced, at minimal expense.
6. Infilling of vacant areas which are already provided with full municipal services shall be encouraged, and shall be of a higher priority when evaluating proposed plans of subdivision and consents.
7. The application of a holding symbol in accordance with the policies of Section 6.4.2.1 of this Plan may be implemented until such time as municipal water and sewage systems are available.
8. The City may, as necessary and appropriate through an amendment to the Official Plan, incorporate the policies and recommendations of the Cataraqui Source Protection Plan Source Protection Plan , incorporate the policies and recommendations of the Cataraqui Source Protection Plan to ensure that the drinking water for the City and surrounding region is protected for the long term, in accordance with the policies of Section 3.6.1.8 and 3.6.10 Source Water Protection.
9. The City may require that a new industrial or commercial development complete a "Waste Survey Report" to gauge the effect of effluent discharge on the WPCC.
10. The City shall maintain the water and wastewater master plan and review the plan every 5 years to determine whether an update is necessary and to ensure that long-term servicing is feasible to support growth to 2046.

5.3.2 PARTIAL SERVICES

It shall be the policy of the City that:

1. Development or lot creation shall not be permitted on partial services.
2. Communal servicing systems to service new development shall not be permitted.

5.3.3 PRIVATE WATER AND SEWAGE SERVICES

It shall be the policy of the City that:

1. The primary means of sewage disposal in the Urban Reserve Area and on the City-owned and private islands is a septic tank and weeping tile system. No new development or lot creation shall be permitted on private water and sewage services. Where an improvement or replacement of an existing private sewage disposal systems is necessary, approval shall be required by Leeds, Grenville & Lanark District Health Unit and the City of Brockville.
2. Communal servicing systems to service new development shall not be permitted.

5.3.4 SERVICING ALLOCATION & PHASING

It shall be the policy of the City that:

1. When unallocated servicing capacity does not exist for a proposed development, the City shall work collaboratively with the developer to reach a servicing agreement or find alternative solutions. Subsequent to the creation of a master plan, the phasing of future developments shall be assessed against present and planned future servicing capacity to properly support growth and development. Draft approved plans of subdivision may only proceed to registration if sufficient servicing capacity continues to exist.
2. The timing of development shall be based on the management of the geographic sequence and balance such that:
    i. there is a logical extension of municipal services that avoids, where possible, large undeveloped tracts of land between the existing urban development area and the proposed development;
    ii. a compact form and pattern of development is maintained;
    iii. the impacts to Natural Heritage Features and watercourses have been considered and have been adequately mitigated or eliminated;
    iv. the provision of all municipal services, as appropriate, proceeds in an economically viable manner; and
    v. first priority is given to reserving servicing capacity for infilling, intensification and redevelopment.
3. When conditions of development approval, draft plan approval or otherwise, are not fulfilled within a reasonable time period for which development approval has been granted, the City may not support the extension of development approval and may assign the servicing allocation to other developments or areas of the City or hold the capacity in reserve. Prior to the lapsing of development approval the development proponent may request an extension to fulfill the conditions of approval. Provided the City is satisfied with the merits of the request for an extension of development approval, the City may choose to extend the approval period. No extension shall be permissible if the draft plan of subdivision or condominium approval has lapsed before the extension is given.
4. The City may insert a clause in the conditions of development approval, including conditions of draft plan approval, reflecting the policies of this Section.
5. Priority for development shall be given to those residential areas which already have draft plan approval, and/or are an extension of existing development and do not require undue extension of municipal services,

such as infilling, intensification, and redevelopments to encourage density and reduce sprawl and overextension of municipal services.

6. It is anticipated that the North Trunk Sanitary Sewer shall be extended through the north end of the City to provide for the future development of the Northwest quadrant.

5.3.5 STORMWATER MANAGEMENT

The topography of the City is variable with significant grades towards the St. Lawrence River and is serviced by an extensive network of storm sewers, culverts, and drainage channels that outlet to the three major receiving waters:

- The St. Lawrence River
- Butlers Creek
- Buells Creek

In many areas of the City, namely the Downtown and Central Waterfront Area, impermeable surfaces such as building rooftops and parking lots reduce the ability of the land to absorb storm flows. Additionally, the water runs off the land at an increased rate. The effect of this often results in flooding, changes to adjacent watercourses such as erosion of banks, and potential pollution. This impacts the quality of surface water as well as the natural environment.

Climate change impacts highlight the crucial role of stormwater management in mitigating and adapting to the catastrophic impacts of climate change, especially as the rate of urbanization continues to grow. The increased severity and occurrence of extreme weather events and increased extreme heat and rainfall will impact both the natural environment, infrastructure, and vulnerable population groups. Innovative technologies, adaptive and mitigative measures, and strong partnerships shall be leveraged to reflect the changes in the 100-year flood and design guidelines to reduce peak flows and achieve erosion control targets. Existing and future infrastructure shall be planned for and prepared for the impacts of climate change. The City shall prepare a Stormwater Master Plan that takes into account climate change impacts on stormwater management, with an emphasis on green infrastructure and adaptive and mitigative measures.

It shall be the policy of the City that:

1. Prior to development approval of subdivisions or applications involving significant lot creation and/or development, the City shall require the preparation and approval of a stormwater management plan, which is acceptable to the City, and relevant provincial Ministry, and is completed in accordance with the current Ministry of the Environment, Conservation and Parks, Stormwater Planning and Design Manual. A

stormwater management plan shall be required to ensure that runoff is controlled such that development does not increase peak flows from a quantity perspective and that potential pollution is reasonably mitigated on site, to address potential adverse impacts downstream from a quality perspective. This is to prevent the accelerated enrichment of watercourses from pollutants. Pre-submission consultation with the City is encouraged. Consultation with the Conservation Authority may also be required on matters related to stormwater and natural hazards.

2. No new development shall have a negative effect on the drainage characteristics of adjacent land.
3. The City shall apply best management practices in dealing with stormwater management through the use of, but not limited to, green infrastructure and low-impact development (LID) techniques to control runoff, reduce peak floors, and manage stormwater on site.
4. Stormwater management facilities shall be designed to manage stormwater quality and quantity, at an appropriate level, as defined by the most current Ministry of Environment, Conservation and Parks, Stormwater Planning and Design Manual, in consultation with the Cataraqui Region Conservation Authority, as it relates to matters of stormwater and natural hazards, and the statutory approval authority for the stormwater works being proposed. The integration of natural vegetative features adjacent to and within new facilities shall be encouraged where appropriate, and the naturalization of the periphery of the existing stormwater management facilities is encouraged.
5. In some areas of the City where a higher density of development may occur, for example, the Downtown and Central Waterfront Area, it may be necessary for some storm sewer over sizing and deepening to occur. The design and construction of all storm sewers and improvements to natural watercourses shall have sufficient capacity to serve all areas which ultimately may be connected to sewers or open watercourses. Modifications to existing natural watercourses, subject to CRCA approval, shall only be undertaken where natural features can be integrated with the optimal design ensuring quality and quantity impacts are mitigated. In reviewing individual development applications, the City may see fit to prepare and incorporate green standards in development guidelines, which will require developers to consider and incorporate the appropriate stormwater management techniques to mitigate and minimize the impacts of runoff on-site and on surrounding properties and natural features.
6. The City shall encourage the preparation of stormwater management plans on a watershed or subwatershed basis. The stormwater management plan shall take into account the watershed hydrology and geology, past and future urban development trends, and climate change impacts. The City shall support that the stormwater management plan be prepared in collaboration and consultation with conservation

authorities, environmental groups and Indigenous communities for an integrated approach to water management.

7. The City shall support and may give priority to development applications that propose innovation and alternative technologies in their approach to stormwater management.
8. Prior to development approval, the development proponent shall consider, where appropriate, enhancing the vegetation, wildlife habitats and corridors in and along the stormwater management system and the receiving watercourses. The City shall require developers to consider green infrastructure and low-impact development (LID) techniques as per the green standards in the development guidelines. This shall include but is not limited to rain gardens, vegetated strips, green roofs, bioswales, permeable paving, and rain barrels to encourage stormwater conveyance and filtration, reduce infrastructure impacts by managing stormwater on-site, and providing pollinator habitats and enhancing vegetation.
9. Prior to development approval, the proponent shall provide, where appropriate, public access to and along the stormwater management system and the receiving watercourse where such areas can be used to form part of a natural trail or open space system. Roads and sidewalks within the study area shall be required to provide access to these natural areas. The use of dry ponds which can be located adjacent to parkland for the purpose of maximizing the space available for public use is encouraged. Wet ponds shall be encouraged to be incorporated into subdivision design as aesthetic features of the community.
10. For new development within the Downtown and Central Waterfront Area and within a Neighbourhood Area or Neighbourhood Development Area south of Highway 401, all individual developments shall provide on-site controls to limit post-development flows to the pre-development (current) rate in order to minimize the impact on downstream sewers and the receiving watercourses. It shall also be a requirement to analyze the downstream sewer capacities on a case by case basis early on in the planning stage of each development in order to prioritize sewer separation/replacement to accommodate development.
11. For the lands adjacent to Highway 401 corridor, the storm sewer systems (including stormwater management facilities) shall continue to be designed in accordance with current City of Brockville and Ministry of the Environment, Conservation and Parks, criteria, in a planned manner to ensure that new development can be accommodated within existing and future growth areas. To this end, larger scale developments constructed adjacent to Highway 401 shall require the preparation of Master Drainage Plans and/or Sub-Watershed Plans as part of the planning process. The MTO reviews and approves storm water management plans for development adjacent to or in the vicinity

of a provincial highway, which could include development on either side of the 401, where drainage would impact the highway. Any Site Plan Control Applications that eventually cross the 401 will require the pre/post 100 year.

12. In order to ensure that the size, configuration and grade of the land surrounding the facility may be efficiently programmed as a component of a trail or open space system, the City may require a landscape design prior to development approval.
13. It is the position of the City that the areas required for stormwater management shall not be considered toward the parkland dedication. Stormwater management facilities may be integrated with trail connections and park features.
14. The City shall ensure that the design of stormwater management facilities considers long-term maintenance and safety requirements.
15. The Ministry of Transportation, Canadian Pacific Railway and Canadian National Railway shall be consulted in relation to stormwater management plans and facilities within 300 metres of Highway 401 and the rail line.
16. The City or the Cataraqui Region Conservation Authority (CRCA) shall own, operate and maintain all stormwater management facilities unless a private system has been approved by the City. In such cases, the owner shall be responsible for its installation, monitoring and maintenance.
17. The City shall support, where possible, that redevelopments and new developments especially in the Downtown and Central Waterfront area integrate LID into the streetscape, considering both urban design and stormwater management functions.

5.4 WASTE MANAGEMENT

Certain municipal resources are required to manage the solid waste generated by residences and businesses in the City. Preventing and reducing the volume of solid waste through an integrated waste management approach shall help to ensure financial and environmental sustainability. The creation of waste has climate change implications, and with waste diversion becoming increasingly costly, the City shall consider an integrated waste management approach that combines both diversion, prevention, and reduction efforts. The integrated management approach recognizes the importance of a circular economy in which waste is reduced, re-used, recycled, and recovered to move towards a zero-waste future. In the integrated waste management approach, multiple waste stream systems shall be utilized to coordinate and streamline the process.

It shall be the policy of the City that:

1. Waste management shall include waste diversion (composting and recycling), waste disposal and waste as a potential resource. The City recognizes and supports the Provincial initiative of reducing waste through a diversion action plan, and should initiate its own diversion plan.
2. In accordance with Section 3.5.4 of this Plan, the City shall contribute to and show leadership waste prevention and reduction measures within its municipal culture, decision making, and operations.
3. A recycling collection box system or equivalent shall be available throughout the City.
4. The City of Brockville shall effectively and efficiently manage the solid waste generated within the City through the development and maintenance of a waste management master plan that shall be reviewed and updated every 5 years.
5. Residential composting shall be encouraged. Where possible, new developments, especially multi-residential developments are encouraged to provide composting and recycling options for residents.
6. The City shall co-operate with all levels of government and other agencies in promoting public awareness of waste issues and in promoting waste diversion strategies as well as other alternative waste management techniques.
7. Subject to the applicable statutes and legislation, the City shall encourage the use of the closed Waste Disposal Site for alternative energy uses.
8. The City shall emphasize the responsibility of the municipality, developers, residents, and commercial, institutional, and industrial establishments to minimize environmental impact as a result of solid waste and to bear the costs of doing so. The City shall do this through a

marketing and communications strategy such as but not limited to educational campaigns, waste diversion programs, development of a waste management strategy, setting required waste reduction targets, and collaboration with different agencies and stakeholders.

9. The City shall work collaboratively with the private sector to coordinate and develop collection and management strategies of hazardous waste.
10. Wherever possible, methane or other greenhouse gas emissions from waste management operations shall be captured and used as an alternative energy source.
11. Given the potential impacts, in areas subject to the Waste Management policies and that are within 500 metres of the City's closed Waste Disposal Site, only land uses compatible with waste disposal sites and the associated engineered controls shall be permitted and the requirements of the Ministry of the Environment, Conservation and Parks, guidelines shall be satisfied.

5.5 UTILITIES & TELECOMMUNICATIONS

Throughout the City, utilities provide necessary infrastructure to serve local, regional and national needs. The continual advancement of telecommunications technology, coupled with the need for rapid information transfer, shall have a significant impact on the future development and economic vitality of the City.

It shall be the policy of the City that:

1. The City shall facilitate the coordination between growth management and the maintenance and expansion of the telecommunication sector, both in terms of technological advancement and service provision.
2. Through the City's planning activities, existing communication and transmission corridors and networks shall be protected and enhanced.
3. The City shall support the service providers and business community in the establishment of a modern telecommunications network. In order to remain competitive in today's economy, the City may, at its sole discretion, decide to develop an action plan in support of this.
4. The City shall work to ensure that communication and transmission corridors are constructed, maintained and operated to minimize their impact on the community.
5. The City shall require underground installation of utilities in Neighbourhood Development Areas and where feasible and reasonable, seek opportunities to coordinate efforts to bury existing utilities when initiatives to upgrade roads and other infrastructure arise in the Downtown and Central Waterfront Area and existing Neighbourhood Areas.
6. The City shall promote and encourage the shared and multiple use of telecommunications towers and corridors for utility uses. Additionally, the City shall support the use of corridors for transportation and trail uses.
7. The City shall implement the policies of this Plan by cooperating with both private and public telecommunication companies and utilities responsible for the regulation, transmission and delivery of telecommunication and utility services within the City in planning the future development and staging of networks.
8. Public and private utilities shall be permitted in all land use designations and shall be installed, where possible, within public road allowances or within appropriate easements.
9. The City shall ensure that adequate utility networks, are or shall be, established to serve the anticipated development and growth projections to 2046 and that these networks can be phased in a manner that is cost-effective and efficient.

10. The City shall promote all utilities and telecommunications, to be planned for and installed on a coordinated and integrated basis in order to be more efficient, cost effective and minimize disruption.
11. The City shall ensure that all large, above-ground utility infrastructure, including communications towers, is located and designed to be compatible with its surroundings and consistent with the urban design policies of this Plan. Such infrastructure is discouraged within Neighbourhood Areas and Neighbourhood Development Areas; however, service providers shall consult and work with the City to identify suitable areas to locate above ground utility infrastructure.
12. The City shall support the coordinated planning and installation of utilities in initial common trenches, wherever possible, to avoid unnecessary over-digging and disruption of municipal rights-of-way.
13. The City shall plan for utilities and telecommunications infrastructure in all stages of planning for growth, including Official Plan and Zoning By-law amendments, draft plans of subdivision and site plan approvals.
14. The City shall confirm that utility and telecommunication providers are all able to provide services to support the proposed development and that appropriate locations for large utility equipment and utility cluster sites have been determined.
15. The City shall promote and encourage innovative telecommunications systems in the City.
16. Any development proposed to occur over a utility pipeline right-of-way shall be reviewed and approved by the utility provider prior to approval.
17. Permanent structures shall not be permitted on pipeline rights-of-way.
18. The City recognizes that TransCanada Pipelines (TCPL) operates two high pressure natural gas pipelines that traverse the City within a right-of-way. The City and TCPL shall consult each other to determine if any proposed development may impact TCPL`s existing or planned rights-of-way. The City shall require early consultation with TCPL or its designated representative for any proposals within 200 metres of its facility.
19. The City recognizes the importance of the high-pressure natural gas pipelines and hydro transmission lines identified on the Plan's Schedules. A minimum setback of 7 metres shall be maintained from the limits of the utility right-of-way for all permanent structures and excavations. Accessory structures shall have a minimum setback of at least 3 metres from the limit of the right-of-way.
20. In addition to the requirements for the above setbacks, the following may need to be setback a minimum of 7 metres from the limit of the pipeline right-of-way:
    a) road rights-of-way (paralleling pipeline rights-of-way), paved private driveways, parking spaces and parking areas; and,

b) stormwater management facilities.

21. Activities located on or within 30 metres of a utility pipeline, such as excavations, blasting and any movement of heavy equipment shall require the necessary approval from the authority having jurisdiction.
22. Throughout any built-up areas, the City will encourage the designation of a utility right-of-way for passive parkland or open space subject to consultation with the respective utility agent and any easement rights.

5.6 CAPITAL & PUBLIC WORKS

The extension or construction of capital or public works shall be carried out in accordance with the policies of this Plan. Council shall prepare annually and adopt without amendment to this Plan, a five year capital works plan, at a minimum, in accordance with the policies of this Plan. This capital plan will be integral in supporting infrastructure asset management and the identification and mapping of an asset's lifecycle in order to undertake timely rehabilitative measures. This program shall be cognizant of significant changes in demography, changing conditions of supply and demand for services, and significant changes in economics and technology.

Public buildings, structures, infrastructure, easements or rights-of-way may be considered within any designated area if suitable buffering and screening from adjacent uses are provided.



6 IMPLEMENTING OUR CITY'S PLAN

6.1 INTRODUCTION

This Official Plan shall be implemented by means of the powers conferred upon the City by the *Planning Act*, the *Municipal Act* and other statutes as may be applicable. In particular, the Official Plan shall be implemented by the enactment of zoning, property standards and occupancy by-laws, the planning tools available to the City, development controls under the *Planning Act*, and the undertaking of public works.

6.2 THE PLANNING PERIOD

This Plan is based on a 25-year planning horizon to the year 2046, which principally relates to the population and employment projections and designated land supply. The effect of most of the land use policy shall have implications well beyond the 25-year timeframe and shall accordingly represent a long-term commitment.

Policies protecting Natural Heritage Features and resources require an indefinite timeframe to be effective. Buildings, water and sewer servicing, and other similar facilities also have a relatively long life span, and therefore require a long-term commitment beyond the scope of a 25-year planning horizon.

As a result, the growth management framework of this Plan integrates land use planning decisions with the provision and investment in community infrastructure consistent with the City's Land Use and Growth Management Strategy.

6.3 MONITORING & REVIEWING OUR PLAN

Changing conditions may necessitate amendments to this Plan. The policies are based on an interpretation of the Provincial Policy Statement, and the vision and strategic goals and objectives developed through the extensive public consultation undertaken during the preparation of this Official Plan. Furthermore, the policies of the Plan are based on a set of assumptions and a regulatory environment that are subject to change over time. Therefore, Plan monitoring and review is required to identify trends in planning issues in the City, to analyze the effectiveness of the policies of the Plan, to allow for adjustments and updating, and to identify the statutory requirements on how and when the Plan is to be reviewed.

Every year, a monitoring update report should be provided to Council that identifies:

a) Growth in Housing and Employment
b) Population Growth
c) Updates on any decisions of the Ontario Land Tribunal that impact the Official Plan

It shall be the policy of the City that:

1. As provided for in the *Planning Act*, the City shall provide the opportunity for interested citizens and organizations to present submissions on the Plan no less than every five years after the Plan comes into effect. The five to ten-year review shall consist of an assessment of:
    a) As assessment of growth in jobs and housing and the degree to which the Plan has achieved the City's growth objectives;
    b) The effectiveness of the Plan in protecting water quality, heritage resources, natural resources and habitat and the general environment within the City;
    c) The continuing relevance of the vision that forms the basis of all policies found in this Plan;
    d) The degree to which the objectives of this Plan have been met;
    e) The amount and location of lands available for urban development;
    f) Whether the City has realized a desirable balance of commercial and industrial assessment in relation to residential assessment;
    g) Matters which are necessary to address to ensure consistency with the *Planning Act*, other relevant legislation, and Provincial policy documents.

2. Monitoring of specific policies is prescribed in the policies of the Plan, and shall be undertaken in accordance with those policies.
3. The City shall develop and maintain a City geographic information system for planning and management purposes, and provide updated mapping information, statistics, forecasts, and analyses related to planning issues and Plan policies.
4. In response to any changes in the regulatory environment, changes to the planning policies of the Province of Ontario or other planning initiatives, the City may initiate an amendment process at any time.
5. Where judicial or quasi-judicial decisions, including those of the Ontario Municipal Board, materially impact the City's interpretation or intent in the policies of this Plan, Council may choose to initiate a review of any or all of the policies at any time.
6. Additional monitoring of this Official Plan and the monitoring of sewer and water servicing capacity in the City may be included in:
    i. annual briefings or status reports;
    ii. annual reports, such as reports prepared for capital and/or operational budgeting purposes; and
    iii. Provincial performance measures reporting.

6.3.1 AMENDMENTS TO THE PLAN

It shall be the policy of the City that:

1. The City shall consider all complete applications to amend this Official Plan, and shall notify the public, the Ministry of Municipal Affairs and Housing and other agencies in accordance with the requirements of the *Planning Act*.
2. Applications to amend this Plan shall include a planning rationale report for the proposed change, prepared by the proponent. This shall include, but not be limited to, information regarding the proposed use, servicing, density if applicable, floor area if applicable, lot layout, site plans as appropriate and applicable, and the criteria outlined in Section 6.3.1.4 of this Plan. The City may waive the requirement for a planning rationale report for minor and/or site-specific amendments.
3. Any specific Official Plan amendment procedures and supporting information requirements as outlined in the policies of this Plan shall apply in the consideration of the application and the completeness of the application, in accordance with the requirements of the *Planning Act*.
4. The City shall consider the following criteria when reviewing applications to amend this Plan:
    i. the manner in which the proposed amendment is consistent with Provincial Policy issued under the *Planning Act*, and

prevailing Provincial policy and regulations, and the policies of this Plan;

ii. the impacts of the proposed amendment on the provision of and demand for municipal services, infrastructure and facilities;

iii. the impact of the proposed amendment on surrounding land uses, the transportation system, municipal services and community amenities and services;

iv. the impact of the proposed amendment on cultural heritage resources and/or Natural Heritage Features;

v. the impact of the proposed amendment on the financial sustainability of the City; and

vi. any other information determined by the City, in consultation with the appropriate agencies, to be relevant and applicable.

6.4 PLANNING ADMINISTRATION

6.4.1 SECONDARY PLANS

The following sections outline the requirements for the preparation of a Secondary Plan, including the contents of the Secondary Plan and the supporting study requirements.

6.4.1.1 Secondary Plan Preparation

It shall be the policy of the City that:

1. Secondary Plans may be prepared to plan for growth and development on large areas of land within the City or existing portions of the City that require special land use policies. Should lands for growth and development be identified that are beyond the existing developed area, a Secondary Plan shall be required prior to development. Secondary Plans can be used in key areas such as: downtown, cultural heritage area, waterfront areas, and changing urban reserve areas to urban areas.
2. The City may choose to undertake a Secondary Plan for lands identified within an Urban Reserve Area on Schedule "1" or for any lands that require special land use policies.
3. The preparation of a Secondary Plan shall account for any existing uses within the defined area boundary.
4. The establishment of a Secondary Plan Area or the preparation of a Secondary Plan shall be approved by resolution of City Council.
5. Secondary Plans may be used to establish unique or more detailed land use policies or land use designations than that of this Plan and shall establish the location of key community services and amenities including but not limited to schools, parks and open space and related uses.
6. Secondary Plans shall be adopted as amendments to this Plan and read in conjunction with this Plan in its entirety. The Goals, objectives, and policies of this Plan shall be maintained in the Secondary Plan. Any specific policy guidance resulting from the preparation of a Secondary Plan shall be consolidated into this Plan and the relevant schedules to this Plan shall be amended or new schedules may be added.
7. The costs of preparing a Secondary Plan shall be borne by the affected landowners, and not the City. Should Council direct that a Secondary Plan be undertaken for an area that requires special land use policies, the City may either share in the costs of preparing the Secondary Plan, or choose to assume the costs without landowner participation in association with Section 6.7.
8. A Secondary Plan may be undertaken simultaneously with an undertaking under the *Environmental Assessment Act* to satisfy the

Environmental Assessment requirements in a comprehensive and integrated process.

6.4.1.2 Secondary Plan Contents

Secondary Plans shall generally include the following:

1. a statement of the basis or rationale for the preparation of the Secondary Plan;
2. a description of the area under study and the role and relationship of the area to the City as a whole;
3. a description of the current land use, ownership, built and natural environment, and infrastructure in the area;
4. a statement of the desired land use arrangement for the area;
5. goals and objectives appropriate for the area including a statement of how they are in keeping with the Planning Goals and Objectives in Section 2.3;
6. concept plan(s) showing, where appropriate, the following:
    i. land use designations of the desired type and pattern of development with due consideration to the community design policies of this Plan;
    ii. the nature and location of public facilities;
    iii. the desired transportation network for the area and its links to the existing transportation network of the City;
    iv. the nature and location of municipal services including but not limited to sanitary sewage, stormwater management and potable water facilities;
    v. the identification, protection and integration of significant cultural, built and Natural Heritage Features; and
    vi. the phasing of development and infrastructure; and,
    vii. areas of density, transit, mix of housing choice and intensification.
7. specific policies and strategies for achieving the goals and objectives established for the area that complement the policies of this Plan; and
8. implementation measures to ensure the orderly delivery of the planned development.

6.4.1.3 Secondary Plan Supporting Requirements

It shall be a policy of the City that:

1. The City, in order to provide the appropriate background information for the Secondary Plan, may require the undertaking of a number of background reports at the City's sole discretion. These reports may include, but shall not be limited to:

i. an environmental impact assessment to determine environmental protection and natural heritage areas;
ii. a master servicing plan;
iii. a master drainage plan and/or stormwater management study;
iv. a transportation impact analysis including transit and active transportation;
v. an urban design strategy;
vi. a parks and open space study;
vii. a community services and facilities study;
viii. a cultural heritage and archaeological resource study; and
ix. a planning rationale report. The planning rationale report shall address the following:
    - the integration of proposed new development with the existing uses and surrounding area;
    - the distribution of proposed land uses;
    - the range of housing styles and densities;
    - commercial uses to service the residential and employment areas; and
    - linkages between the residential and employment areas, parks, schools, recreational areas, and institutional facilities.
x. a commercial needs assessment may be included in subsection 1;
xi. a housing analysis to achieve the housing goals of this Plan and the City.

6.4.2 ZONING BY-LAW

The Zoning By-law is the regulatory tool that implements the policies of the Official Plan. A Zoning By-law contains provisions that regulate the use, size, height, density and location of buildings on properties within the City. The basic purpose of a Zoning By-Law is to regulate construction and the height, mass, location, size, floor area, spacing, character and use of buildings or structures.

It shall be the policy of the City that:

1. The City shall prepare and adopt a Comprehensive Zoning By-law as soon as possible and within the 3-year time frame as per the *Planning Act.*
2. The By-law shall include adequate development standards consistent with the policies of this Plan.

3. The By-law shall establish specific zones and permitted uses that reflect the policies and land use designations of this Plan and may regulate minimum and maximum height and density requirements.
4. Within each land use designation, more than one zone may be established to ensure that the policies of this Plan are properly implemented.
5. The Official Plan shall designate land with corresponding policies as a foundation in guiding permitted land uses and regulations in the City of Brockville Zoning By-law. Not all uses identified in the Official Plan may be permitted on all properties.
6. The Official Plan shall provide the description of the measures and procedures for informing and obtaining the views of the public in respect of proposed zoning by-laws.
7. Existing uses may be recognized in the implementing Zoning By-law, notwithstanding the policies of this Plan.
8. The City shall consider all applications to amend the Zoning By-law and shall provide notice of such application in accordance with the provisions of the *Planning Act*.

6.4.2.1 Holding Zones

It shall be the policy of the City that:

1. Holding zones may be incorporated into the City's Zoning By-law in order to achieve orderly development and ensure that policies established in this Plan have been met as is outlined in Section 36 of the *Planning Act*.
2. The City may place a holding symbol on the zone that prevents development from occurring until the City is satisfied that certain conditions have been met, allowing the City to indicate support for the development in principle, while identifying the need for additional actions prior to development proceeding.
3. Specific actions or requirements for the lifting of the holding provision shall be set out in, or within an amendment to, the City's Zoning By-law.
4. Once the required conditions are met, a by-law removing the holding symbol shall be passed.
5. These actions or requirements include, but are not necessarily limited to, the following:
    i. the timing of the provision of municipal services;
    ii. the phasing and logical progression of development;
    iii. the provision of adequate service or road infrastructure and works;
    iv. the required land assembly;
    v. the installation of noise attenuation measures, where required;

vi. the completion and confirmation that environmental contamination remediation has occurred on site, or that satisfactory verification of suitable environmental site condition is received by the City;

vii. the completion of the appropriate supporting study(ies) to the satisfaction of the City, in consultation with other agencies, as required;

viii. confirmation that the requisite permits and approvals from external authorities have been received;

ix. the completion of a development or the subdivision of land, including the negotiation of a development or subdivision agreement;

x. that site plan approval has been granted by the City, and a site plan agreement has been entered into, pursuant to the provisions of the *Planning Act*;

xi. that the specific policies of this Plan have been complied with as identified in the Holding By-law; and/or

xii. additional actions or requirements may be identified in the Official Plan through a site-specific or general amendment, at the discretion of the City.

xiii. completion and confirmation of an archaeological study has occurred on site, with verification and recommendations by a licensed archaeologist;

xiv. A holding by-law can be implemented due to the requirement of studies identified by staff, agencies or council.

6.4.2.2 Temporary Use By-laws

The City, through the powers granted by Section 39 in the *Planning Act,* may pass a temporary use by-law to allow the temporary use of land, buildings or structures for a purpose otherwise not permitted by the Zoning By-law for a specific period of time not to exceed three years. Temporary use by-laws shall conform to the Official Plan.

It shall be the policy of the City that:

1. A temporary use by-law shall define the land to which it applies, and shall prescribe the period of time during which it is in effect.
2. The City may authorize a temporary use on a one-time basis or for a short period of time on a periodic basis, where it is considered inappropriate by the City to permit the proposed use on a permanent or continuing basis, and where alternatives such as relocation are not practical.
3. The City may pass subsequent by-laws granting extensions of up to three years.

4. The City may extend this period by passing further by-laws, subject to the specific policies of this Plan. The City shall not grant more than two extensions to a temporary use zoning by-law unless deemed appropriate by Council. Permanent uses shall not be established through a temporary use zoning by-law.
5. In enacting a temporary use by-law, the City shall consider the following:
    i. the proposed use shall be of a temporary nature, and shall not entail major construction or investment on the part of the owner so that the owner shall not experience undue hardship in reverting to the original uses upon the termination of temporary use provisions;
    ii. the proposed use with the surrounding land uses and character of the surrounding area;
    iii. the proposed use shall be properly serviced and not require the extension or expansion of existing municipal services;
    iv. the proposed use shall not create any traffic problems within the surrounding area, or adversely affect the volume and/or type of traffic commonly found on the areas roads;
    v. the proposed use should provide parking facilities entirely on-site.
    vi. the proposed use should be beneficial to the surrounding community; and
    vii. the proposed use shall conform to the policies of this Plan. Where the proposed temporary use may not conform in its entirety with the Official Plan, the City shall consider what is in the best interests of the public.

6.4.2.3 Interim Control By-laws

It shall be the policy of the City that:

1. The City may establish interim control by-laws in accordance with the relevant sections of the *Planning Act*, in order to control the use of land, buildings or structures within specifically identified areas for a specified period of time not exceeding one year, plus a permissible one-year extension in length.

6.4.3 MINOR VARIANCES

It shall be the policy of the City that:

1. A minor variance is a small variation from the requirements of the zoning by-law. A minor variance approval is a certificate of permission, because it allows the property owner to obtain relief from the provision(s) in the zoning by-law. Under Section 45(1) of the *Planning Act* there are four tests a minor variance must meet:

- Is the application minor?
- Is the application desirable for the appropriate development of the lands in question?
- Does the application conform to the general intent of the Zoning By-law?
- Does the application conform to the general intent of the Official Plan?

2. The Committee of Adjustment shall review, approve, or deny all applications for minor variances to the provisions of the Zoning By-law and other by-laws, as delegated by Council. The Committee of Adjustment shall review, approve, or deny such applications in accordance with the relevant provisions of the *Planning Act*.

6.4.4 LAND DIVISION

6.4.4.1 Draft Plan Approval (Subdivisions and Condominium)

Applications for approval of a draft plan of subdivision or condominium shall be considered on the basis of the underlying land use designation and the associated policies of this Plan. While the City shall deal with applications for draft plan approval in accordance with the relevant provisions of the *Planning Act* and the Provincial Policy Statement, applications that do not conform to the policies of this Plan shall not be approved.

It shall be a policy of the City that:

1. The provisions of the *Planning Act* relating to subdivision control, including subdivision agreements and part-lot control, shall be used to ensure that the land use designations and policies of this Plan are complied with, and that a high standard of design is maintained in all development.
2. Any application for a Plan of Subdivision shall be evaluated to ensure consistency with the Provincial Policy Statement.
3. Prior to approval of an application for plan of subdivision or plan of condominium, the City should confirm the availability of adequate servicing infrastructure and allocation in accordance with Section 5.3, waste collection and disposal services, and roads, pedestrian pathways and public transit rights-of-way in accordance with Sections 5.2 and 5.4.
4. Applications for plan of subdivision or plan of condominium approval shall be considered premature if appropriate services and servicing capacity is not available. Additionally, the City may consider other criteria as reason to deem an application for plan of subdivision or plan

of condominium approval to be premature. This criteria includes, but is not limited to:

- The suitability of the lands for the purposes for which it is to be subdivided including if the lands are an appropriate location for growth and development;
- The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- Whether the plan conforms to the Official Plan and Zoning By-law;
- The Subject lands in relation to the City of Brockville's Phasing Plan;
- Whether the proposed draft plan is contiguous and compatible with adjacent plans of subdivisions (if applicable;
- Adequacy of public access;
- Adequacy of parkland and open space areas;
- Adequacy of school sites;
- Market supply of vacant lots and vacant land;
- Adequacy of nearby employment opportunities;
- Adequacy of nearby educational, health, social, cultural and recreational facilities;
- Consideration of built form: achieving a well-designed subdivision, that encourages a sense of place and provides public spaces that are of high quality, safe, accessible, attractive and vibrant;
- Addressing the housing needs in the City of Brockville including both affordable and attainable housing.

5. The review of plans of subdivision or plans of condominium shall be based in part on the consideration of the Plan's Land Use and Built Form policies included in each of the Plan's Land Use designations.
6. All lots within a plan of subdivision shall have frontage on a public road maintained on a year round basis, constructed to an acceptable City standard.
    i. Plans of condominium shall have access to a public road maintained on a year round basis. However, it is recognized that development within the condominium plan may occur on private roads which are maintained by the condominium corporation.
    ii. Private roads shall only be considered within a plan of condominium and only where all maintenance associated with such private roads is the responsibility of the condominium corporation.
7. Natural Heritage Features and functions shall be protected and preserved in the design of any plan of subdivision or condominium. The City shall explore opportunities to implement the policies of

Sections 3.6.5, 4.9.2 and 4.9.4 relating to the establishment of Natural Heritage and Open Space System linkages. The City may require the dedication of lands that it determines to be part of the natural heritage and open space system as part of the conditions of approval.

8. Plans of subdivision or condominium should be appropriately phased to ensure orderly and staged development.
9. All plans of subdivision shall be subject to a subdivision agreement between the City and the development proponent.
10. All plans of condominium shall be subject to an agreement between the City and the development proponent.
11. Parkland dedication shall be provided pursuant to Section 3.5.3.1 of this Plan. Land to be dedicated for park purposes must be acceptable to the City. Under no circumstances shall the City be obligated to accept parklands being offered in a proposed plan of subdivision.
12. The City shall consult with the Cataraqui Region Conservation Authority, as well as other relevant agencies, in considering an application for approval of a plan of subdivision or condominium.
13. In approving a draft plan of subdivision or condominium, the City may require that the approval lapses at the expiration of a specified time period, being not less than 3 years. The City may extend the approval time period, prior to its expiration.
14. The City may consider passing a By-law under the provisions of the *Planning Act* deeming old registered, undeveloped plans which are inadequate due to matters such as lot size, unsuitable access or undesirable location, not to be registered.
15. The City shall consider the policies of this Plan in totality to determine the information required by an applicant to form a complete application for approval of a plan of subdivision. Land division through severance or plan of subdivision (or condominium) that has the effect of fragmenting lands within the natural heritage system should not be permitted. The policies of Section 3.6.5 of this Plan must also be addressed.

6.4.4.2 Consents

It shall be a policy of the City that:

1. A consent should only be considered where a plan of subdivision is deemed to be unnecessary, where the application conforms with the policies of this Plan, is consistent with the Provincial Policy Statement, where there is an opportunity for infilling on existing vacant and underutilized lands in the Urban Area, and generally, the consent shall not result in the creation of four or more new lots, the creation of a new road, or the extension of municipal services.

2. Notwithstanding any other provisions of this Official Plan, a consent for technical or legal purposes may be permitted where a separate lot is not being created (such as a boundary adjustment, easement or right-of-way). The lots that are the subject of that type of application and any retained lands shall comply with the Zoning By-law, or the By-law shall be amended or a minor variance granted as a condition of the consent.
3. Notwithstanding any other provisions of this Official Plan, a consent shall not be permitted on lands having direct frontage or access on Stewart Boulevard or on lands within the Urban Reserve Area unless the proposed consent is intended to support an existing compatible rural use on urban reserve lands, as outlined in Section 4.10.2. Further, this does not apply to the Stewart Boulevard Mixed Use node as identified on Schedule 1.
4. The following policies shall be used to evaluate consent applications in all designations of this Official Plan, in addition to other provisions of this Plan, which may be applicable to a particular application.
    i. Road Access
        - The lot to be retained and the lot to be severed shall have frontage on and access to an open, improved public road which is maintained on a year-round basis.
        - Lots shall not be created which would create a traffic hazard due to limited sight lines on curves or grades or at intersections.
        - Any required road widenings, improvements or extensions to existing rights-of-way may be required as a condition of severance approval.
    ii. Lot Size
        - The lot area and frontage of both the lot to be retained and the lot to be severed shall be adequate for existing and proposed uses and shall allow for the development of a use which is compatible with adjacent uses by providing for sufficient setbacks from neighbouring uses and, where required, the provision of appropriate buffering.
        - The proposed lots shall comply with the provisions of the Zoning By-law. Where it is not possible to meet the standards of the Zoning By-law, the City may amend the standards through a Zoning By-law Amendment, where that action is considered appropriate.
    iii. Proper Development of Adjacent Lands
        - The proposed lot(s) shall not restrict the development of other parcels of land, particularly the provision of access to allow

the development of remnant parcels in the interior of a block of land.

iv. Parkland Dedication

» Where a consent is approved, the parkland dedication policies of Section 3.5.3.1 shall apply.

v. Municipal Services

» Can be serviced with an appropriate water supply and means of sewage disposal. Where municipal services are not available, evidence shall be provided by a consultant and/or Qualified Person indicating the site's suitability to provide adequate quality and quantity of water supply and confirming that the site can accommodate an approved sanitary sewage disposal system with adequate area to accommodate a 100% contingency envelope on the lot.

5. The City may require the following conditions of approval of a consent application for the severed lot and/or retained lot where such a condition is appropriate:
    i. payment of taxes;
    ii. payment of development charges;
    iii. payment of drainage and local improvement charges;
    iv. provisions for connection to the municipal water or sanitary sewage systems;
    v. provisions for stormwater management;
    vi. road dedications and improvements;
    vii. parkland dedications or payment-in-lieu;
    viii. approval of Zoning By-law amendment or minor variance;
    ix. approval of a Site Plan; and
    x. other technical matters deemed appropriate by the City under the specific circumstances of the Consent.

6. Consents for building purposes shall not be permitted under the following circumstances:
    i. the land is located within any Natural Heritage Features, and a suitable building site cannot be found through the evaluation completed in an Environmental Impact Study;
    ii. the land is located in a floodway;
    iii. Provincial or City transportation objectives, standards or policies cannot be maintained; or
    iv. the created and retained parcels cannot be provided with an adequate level of service.

6.4.5 SITE PLAN CONTROL

It shall be a policy of the City that:

1. The entire City is a Site Plan Control Area. However, to avoid undue restrictions, certain classes of development or geographic areas will be exempted form Site Plan Control in accordance with Section 41 of the *Planning Act* and as defined through the Site Plan Control By-law.
2. The City may require proponents to execute a site plan agreement under circumstances where there is construction of one or more buildings or structures, where the size of a building is to be substantially increased, where the intensity of a use is to increase, where there is the development of a parking lot, and/or in other circumstances deemed appropriate by the City.
3. The City shall consult the Cataraqui Region Conservation Authority and any other relevant agency when considering applications for site plan approval, where applicable.
4. The City may require consultation with neighbouring landowners or a public meeting, when considering applications for site plan approval, where applicable.
5. The City shall apply certain conditions to site plan approval, and may require that a certain standard of design be applied that are consistent with the urban design policies of this Plan including: exterior design controls to regulate external building, site, and boulevard matters such as character, scale, appearance, and sustainable design. Examples of site plan design elements include:
    i. active and transparent streetfront design to create accessible and safe buildings and streetscapes;
    ii. curb cuts to improve universal accessibility and mobility;
    iii. permeable surfaces to reduce stormwater runoff;
    iv. bicycle parking to facilitate active transportation choices; and
    v. street furniture, tree planting, energy-efficient lighting and landscaping for sustainable and vibrant public spaces.
6. The City shall require financial security through bonding letters of credit or other financial arrangement prior to development.
7. Public consultation meetings may be held for larger scale projects, including but not limited to:
    - Heritage revitalization, commercial nodes, high-rise or mid-rise development, waterfront development, recreation and parks projects.

6.4.6 COMMUNITY PLANNING PERMIT SYSTEM

The Community Planning Permit System allows the City to address local planning issues integrating community goals with local character, planning for new development, and streamlining development approvals. The Community Planning Permit System addresses local planning issues and reflects local character and distinctiveness through the creation of a comprehensive vision for a particular area. The Community Planning Permit System enables consistency of planned outcomes a vision for the area to which it applies.

6.4.6.1 Applicability

The entire City of Brockville is a Community Planning Permit System Area. Areas for Community Planning Permit System By-laws will be identified by Council.

6.4.6.2 Objectives

The objectives for the Community Planning Permit System for the City are: Preserving the City's character and community vision;

a) Conservation of the St. Lawrence River shoreline;
b) Ensuring that new development is implemented consistent with the City's character and goals;
c) Ensuring high quality design of both private and public spaces;
d) Ensuring that new development has regard for environmental conservation and sustainability goals
e) Streamlining the development approval process while providing certainty to built form and land uses;
f) Ensuring a broad-based community engagement program is completed in the creation of a Community Planning Permit System.

6.4.6.3 Background Study

Council will ensure a background study for a proposed Community Planning Permit Area is prepared. Consultation with the community, including stakeholder organizations and Indigenous communities, shall be required. At least one open house and statutory public meeting of Council shall be held. The background study will form the basis of the Community Planning Permit System By-law.

6.4.6.4 Elements in a By-law

Elements in a By-law are as follows:

a) Community planning permit by-laws shall set out permissible uses and development standards with specified minimum or maximum limits.

b) The Community Planning Permit By-Law may permit a use as a discretionary use, or permit a use not specifically listed as a permitted use in the Community Planning Permit By- Law, provided that the proposed use is similar to, and compatible with, the listed permitted uses; would have no negative impact on adjoining properties; and would maintain the intent, principles and policies of this Plan.

c) The Community Planning Permit By-law may allow for defined variations to the standards and provisions outlined in the Community Planning Permit By-Law. Such variations will only be permitted if they are consistent with the policies of the Official Plan and the specific background study.

d) Community planning permit by-laws may prohibit land uses.

e) Community planning permit by-laws may exempt certain types of development from a permit.

f) Community planning permit by-laws may include inclusionary zoning requirements.

g) Community planning permit by-laws shall establish criteria to evaluate the use and development of land and may include one or more of the following, in addition to any other area specific criteria arising from the background study and community engagement:

   i. the built environment, such as, patterns of streets and blocks, the mix and location of land uses, the public realm, built form, and heritage resources;

   ii. the human environment, such as, housing, community and recreation services and facilities, parks and open spaces;

   iii. protection, restoration and enhancement of the natural environment;

   iv. transportation and municipal infrastructure and servicing; and

   v. the appropriate phasing of development.

   vi. The Community Planning Permit By-law may provide that a community planning permit may be issued to permit, as a discretionary use, an extension to a legal non-conforming use or change in use of a legal non-conforming use, provided that the proposal is desirable in order to avoid hardship; that it would have no negative impact on adjoining properties; and that it would maintain the intent, objectives, principles and policies of this Plan and the objectives of the By-law.

6.4.6.5 Complete Application

The Community Planning Permit By-law will specify requirements for a complete application in addition to the requirements of this Plan. These requirements shall be confirmed with the City through a required pre-consultation meeting prior to the submission of an application for a permit. Pre-consultation will provide important information including the identification of required studies and/or reports in support of an application.

All applications for permits are required to submit a full drawing and plan set which includes drawings that show plan, elevation and cross-section views for each building or structure to be erected and are sufficient to display;

a) The massing and conceptual design of the proposed building,
b) The relationship of the proposed building to adjacent buildings, streets, and exterior areas to which members of the public have access
c) The provision of interior walkways, stairs, elevators and escalators to which members of the public have access from streets, and open spaces;
d) Matters relating to exterior design, including but not limited to scale, appearance, and design features including pedestrian and cyclist access; Design elements on any adjoining highway under the City's jurisdiction, including without limitation trees, shrubs, hedges, plantings or other ground cover, paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities and any facilities designed to have regard for accessibility for persons with disabilities.

6.4.6.6 Conditions of Approval

Conditions of approval are as follows:

a) requiring that the development does not occur until municipal services are available to the site;
b) providing adequate on-site and off-site service or road infrastructure and works as necessary to service the proposed development;
c) conveying part of the land to the municipality to the satisfaction of, and at no expense to, the municipality for a parkland, public roads or transit right-of-way or providing cash–in-lieu of same;
d) maintaining the removal of snow from access ramps and driveways, parking and loading areas and walkways;
e) maintaining vegetation and landscaping;
f) monitoring the impact of the development on the environment and adapting property management activities to mitigate any identified impacts;

g) Implementing the recommendations of any technical reports submitted in support of the application;
h) requiring that appropriate mitigation is undertaken prior to development occurring where site contamination or other environmental constraints are present and/or that satisfactory verification of suitable environmental site condition is received by the City;
i) requiring that any archaeological features are identified and appropriately protected prior to any site alteration or grading;
j) Providing streetscape features within the municipal road allowance to implement streetscape guidelines established by Council.

6.4.6.7 Delegation

Council may delegate to staff the approval or issuance of permits and execution of agreements. Limits on and criteria for such delegation will be established in the Community Planning Permit By- Law.

6.4.6.8 Agreement

The Community Planning Permit by-law may require an applicant to enter into and register on title an agreement with the City, enforceable against current and future owners, dealing with some or all of the conditions imposed on a development permit.

6.4.6.9 Financial Securities

The Community Planning Permit by-law may require the applicant to provide financial security to ensure the satisfaction of any condition imposed on the permit and/or the completion and/or maintenance of the development.

6.4.7 EXISTING USES

It shall be the policy of the City that:

1. Nothing in this Plan shall affect the continuance of uses legally existing on the date this Plan was adopted by Council.
2. The City may recognize the existing use of land in the Zoning By-law. However, the City in co-operation with residents shall attempt to reduce the number of non-conforming uses whenever and wherever possible according to the policies of this Plan.
3. An application for the enlargement or extension of an existing use shall be evaluated on the basis of the following criteria:
    i. the proposed expansion is the same or of similar use as the existing building or structure on the property;
    ii. the proposed expansion does not extend beyond the limits of the property owned and used in connection with the existing

building. An expansion may occur beyond the limits of the property if a boundary adjustment, easement or right of way has been established.

iii. the proposed expansion is appropriate in size and does not adversely impact adjacent uses or features;

iv. the proposed expansion is compatible with the surrounding area;

v. conditions that may minimize any potential nuisances can be proposed, including but not limited to, landscaping, screening, and setbacks; and

vi. factors such as traffic safety, parking, loading, and municipal services are not adversely affected. Supporting studies may be submitted to outline the related details on traffic, parking, loading and servicing.

4. Existing uses destroyed by fire or natural disaster may be rebuilt provided that the dimensions of the building or structure are not significantly increased.

6.4.8 NON-CONFORMING USES

The City recognizes that some existing uses shall not be consistent with all of the policies of this Plan. Notwithstanding the policies of this Plan to the contrary, such uses may be permitted in the Zoning By-law in accordance with the legally existing standards on the date of adoption of this Plan.

It shall be the policy of the City that:

1. To recognize non-conforming uses, the City may consider developing suitable zone categories with appropriate standards in the Zoning By-law, provided that:

   i. the specific zone category will not permit a change of use that would aggravate any situation detrimental to adjacent uses;

   ii. the use or uses permitted shall not constitute a danger to surrounding uses and individuals by creating any hazardous situations;

   iii. the use or uses do not interfere with the desirable development of adjacent areas; and

   iv. minor adjustments to the boundaries of sites, or minor extensions of sites containing non-conforming uses that are recognized in the Zoning By-law shall be deemed to conform to this Plan.

2. Non-conforming uses shall be encouraged to relocate or redevelop so that the subject land may be used in conformity with the policies of the Official Plan and the provisions of the implementing Zoning By-law

3. An application for the enlargement or extension of a legal non-conforming use shall be evaluated on the basis of the following criteria:
    i. the proposed expansion is of the same use as the existing building or structure on the property;
    ii. the proposed expansion does not extend beyond the limits of the property owned and used in connection with the existing building;
    iii. the proposed expansion does not significantly increase the size of the non-conforming use to the extent where it would adversely impact an adjacent use;
    iv. the proposed expansion does not require an adjustment to the boundary between two areas of different land use;
    v. the proposed expansion does not increase its incompatibility with the surrounding area;
    vi. conditions that may minimize any potential nuisances can be imposed, including but not limited to, landscaping, screening, and setbacks; and
    vii. factors such as traffic safety, parking, loading, and municipal services are not adversely affected.

4. Legal non-conforming uses destroyed by fire or natural disaster may be rebuilt provided that the dimensions of the building or structure are not increased.
5. A non-conforming use shall be defined as 'an existing use of land, building or structure which is lawfully in existence prior to the passage of the relevant Zoning By-law, and which does not conform to this Plan, but continues to be used for such purposes, shall be deemed to be legal non-conforming.

6.4.9 NON-COMPLYING USES

It shall be the policy of the City that:

1. Where an existing use of land is permitted within the applicable zone in the Zoning By-law, but the lot, buildings or structures located on the property do not meet one or more of the provisions or regulations of the applicable zone, the use shall be considered to be legal non-complying.
2. Applications for the expansion, alteration or addition of the non-complying use shall be considered by way of Zoning By-law amendment or minor variance, depending on the nature of the proposal.

6.4.10 LAND ACQUISITION

The City may acquire land to implement any element of this Plan in accordance with the provisions of the *Municipal Act*, the *Planning Act*, or any other Act. Municipal land assembly shall be permitted for residential,

commercial, industrial, institutional, natural heritage function or open space uses, provided such activity complies with the policies of this Plan.

It shall be the policy of the City that:

1. The City shall consider all options for the acquisition of land, including:
    i. dedication;
    ii. donations;
    iii. assistance from other levels of government, agencies and charitable foundations;
    iv. where the area of a lot is reduced by means of an acquisition by a public agency and where such acquisition causes the lot or any building or structure existing lawfully on the lot on the date of such acquisition not to comply with the requirements of this Plan and/or the applicable Zoning By-law, the lot and/or any building(s) or structure(s) shall be deemed to comply with this Plan and the Zoning By-law;
    v. density transfers;
    vi. land exchange;
    vii. long-term lease;
    viii. easement agreements;
    ix. purchase agreements;
    x. partnerships;
    xi. land trusts;
    xii. placing conditions on development approval; and
    xiii. expropriation.

2. Where park and open space dedicated lands are insufficient in size, shape or location for the intended uses and needs, the City shall consider acquisition of additional lands for park and open space purposes. The City may require parks and open space dedicated lands to be conveyed in the Downtown and Central Waterfront Area that assist in completing the City's trails network and linking the parks and open space lands along the waterfront.
3. Notwithstanding the above, the City shall not be obligated to acquire or purchase any land, save and except for where specifically required to do so in order to obtain necessary Federal and/or Provincial statutory approvals.

6.4.11 PROPERTY STANDARDS

It shall be the policy of the City that:

1. A Property Standards By-law, pursuant to the *Building Code Act*, will be updated by Council that sets out minimum standards for the

maintenance and occupancy of all buildings and properties. This By-law applies to the entire City and has regard for the following matters and sets appropriate standards or conditions for:

i. The physical conditions of vacant land, yards and passageways including the accumulation of debris and rubbish;

ii. The adequacy of sanitation including drainage, waste disposal, garbage and pest control;

iii. The physical condition of accessory buildings; and

iv. The physical conditions of dwellings or dwelling units, institutional, commercial and/or industrial buildings, structures and properties.

v. The fitness of buildings for occupancy.

2. Substandard properties be repaired and maintained to comply with the standards, prohibit the use of a substandard property and require the demolition and clearing of such property which the owner does not intend to repair and maintain.

3. The City shall utilize By-law provisions, wherever possible, for the protection of cultural heritage resources. Council shall ensure that the By-law is not detrimental to the conservation of heritage resources, and may also amend this by-law to prescribe minimum standards for the maintenance of heritage attributes for designated heritage properties.

4. The City has appointed one or more Property Standards Officers who shall be responsible for administering and enforcing the By-law. Council has also appointed a Property Standards Committee for the purpose of hearing appeals against any order issued by a Property Standards Officer.

6.4.12 PRE-CONSULTATION AND SUPPORTING STUDIES, INFORMATION AND MATERIALS FOR DEVELOPMENT APPLICATIONS

It shall be the policy of the City that:

1. The City shall require that adequate pre-consultation with the City occurs prior to the submission of an application for development and shall encourage pre-consultation with other affected agencies where appropriate. The City may require the provision of additional supporting information or material required to allow full consideration of the application. The scope of the information or material required for each application shall be determined by the City as part of the pre-consultation process.

2. Applicants seeking development approval shall be advised of the required supporting studies, information and materials as part of the

pre-application consultation process or, if subsequently deemed necessary, prior to scheduling a prescribed public meeting.

3. At the time of the submission of an application for an Official Plan Amendment, Zoning By-law Amendment, plan of subdivision/condominium, minor variance, or consent, the City may require an applicant to submit any of the following information, as applicable:
    i. Deed and/or Offer of Purchase;
    ii. Topographic Plan of Survey;
    iii. Site Plan (Conceptual);
    iv. Floor Plan and/or Elevations;
    v. Record of Site Condition (RSC);
    vi. Functional Servicing Report;
    vii. Approved Class Environmental Assessment;
    viii. Geotechnical Study;
    ix. Tree Survey;
    x. Draft Plan of Subdivision;
    xi. Environmental Impact Study;
    xii. Preliminary Stormwater Management Plan;
    xiii. Preliminary Grading and Drainage Plan;
    xiv. Natural Hazards Analysis;
    xv. Public Consultation Plan;
    xvi. Conservation Plan;
    xvii. Condominium Description; and/or
    xviii. Other materials relevant to the development and lands impacted by the proposed development approval application.

1. During the pre-application consultation process for an Official Plan amendment, Zoning By-law amendment, draft plan of subdivision/condominium, or consent application, the City may identify that the applicant is required to submit any of the following supporting studies at the time of the submission of an application, in accordance with the policies outlined in this Plan and/or accepted professional standards and/or guidelines as applicable. All required reports and technical studies shall be carried out by Qualified Persons retained by and at the expense of the applicant. The City may require a peer review of any report or study by an appropriate public agency or a professional consultant retained by the City at the applicant's expense:
    i. A Planning Justification Report shall be required as part of the submission of a complete application and prepared by a

qualified professional planner. In addition, an Urban Design Analysis may be required.

ii. Retail Market Impact Study;
iii. Municipal Financial Impact Assessment;
iv. Urban Design Strategy;
v. Natural Heritage Analysis;
vi. Land and/or Marine Archaeological Impact Assessment;
vii. Hydrogeological Study;
viii. Groundwater Impact Assessment;
ix. Environnemental Impact Study (EIS);
x. Record of Site Condition (RSC);
xi. Phase I Environmental Site Assessment (ESA);
xii. Site Screening Questionnaire, where a Phase 1 Environmental Site Assessment (ESA) is not required;
xiii. Noise and/or Vibration Study;
xiv. Transportation Impact Study;
xv. Parking Study;
xvi. Servicing Options Report;
xvii. Stormwater Management Plan;
xviii. Planning Rationale Report;
xix. Built Heritage Impact Study;
xx. Lighting Study;
xxi. Architectural Design and Massing Drawings that address Signature Architecture and Tall Building Guidelines;
xxii. Shadow Study; and/or
xxiii. Other studies relevant to the development and lands impacted by the proposed development approval application.

4. Support Studies may vary in scope, depending upon the size, nature and intent of the development approval application and the site's land use planning context. Applicants of development approval applications shall be advised by the City of the required supporting study contents during the pre-application consultation process.
5. When the pre-application consultation process for a proposed development approval application identifies the need for one or more support studies, the application shall not be considered complete for processing purposes until the required supporting studies, information and materials are prepared and submitted to the satisfaction of the City and/or the Cataraqui Region Conservation Authority. Notification of a complete application shall be given to the applicant and all other parties by the City in accordance with the *Planning Act*.

6. The City shall ensure that supporting studies, information and materials provided by an applicant of a development approval application that has submitted a complete application for development approval shall be made available to the public for review.
7. In addition to information required under Section 6.4.13, Subsection 4 and Subsection 5, all development within Intake Protection Zone 1 and Intake Protection Zone 2, as identified on "Schedule 7-Source Water Protection " to this Plan, shall require pre-consultation with the Planning Department. Where deemed necessary, further pre-consultation and review by the designated "Risk Management Officer" shall be undertaken. Said pre-consultation may require preparation and submission of the following Plans;
    i. Nutrient Management Plan;
    ii. Risk Management Plan;
    iii. Salt Management Plan;
    iv. Restricted Land Use Declaration Form.

6.4.13 DELEGATION OF APPROVALS

1. Council may, in accordance with the Planning Act, delegate approvals of matters stipulated in this Official Plan to a Committee of Council or an individual who is an officer, employee, or agent of the City. Every delegation of approval shall be done through the passage of a delegation By-law by Council.
2. The following approvals may be delegated in accordance with Policy 6.4.13.1 and subject to the policies of Section 6.4.13:
    i. Minor changes to zoning of a property or properties;
    ii. Removal of "H" Holding provisions;
    iii. Temporary use by-laws;
    iv. Additional dwelling units;
    v. Approval of garden suites;
    vi. Cash-in-lieu of parking agreements;
    vii. Part Lot Control;
    viii. Site Plan Control;
    ix. Consents; and,
    x. Subdivisions.
3. Every delegated approval decision shall comply to the policies and designations of the Official Plan.
4. Delegated minor changes to zoning of a property or properties may be approved for:
    i. Siting, size and dimensions of buildings, structures, and similar uses;
    ii. Off street parking and loading;
    iii. Signs; and,
    iv. Screening and landscaping.

5. Where required, minor changes to zoning should be permitted which result in the appropriate development of the lands, have no detrimental impacts on adjoining properties, maintain the intent, policies, and principles of the Official Plan and the Zoning By-law, and have regard for the design principles and guidelines of this Plan and the City, will generally be permitted.
6. Delegation of approvals for minor changes in zoning should be established for the following:
    i. Low density residential homes or groupings of homes of 10 units or less;
    ii. Additional dwelling units;
    iii. Garden suites;
    iv. Shared Housing;
    v. Tiny Homes; and,
    vi. Small scale residential, industrial and commercial development.
7. Delegation of approvals for minor changes in zoning should be established for the following applications:
    i. To implement an approved Site Plan;
    ii. To implement Part Lot Control;
    iii. To implement consents where there are no unresolved agency or community comments;
    iv. To implement a Plan of Condominium where there are no unresolved agency or community comments; and,
    v. To implement subdivisions where there are no unresolved agency or community comments.

6.5 PUBLIC CONSULTATION & PARTICIPATION IN THE PLANNING PROCESS

The public actively participated in the development of this Plan. The City shall take steps to ensure the continuation of a public consultation program, to actively involve the public in the monitoring of this Plan, and to ensure that alternative means to resolve planning disputes and objections are pursued.

It shall be the policy of the City that:

1. The City shall provide the opportunity for residents and property owners to become involved and participate in the planning process related to the implementation of this Plan in accordance with the policies of this Plan and the requirements of the *Planning Act*. The following policies shall apply to public consultation and participation:
    i. The City shall use a variety of techniques to encourage the participation of the public when changes to this Plan are being considered. Subject to the requirements of the *Planning Act*, the City may establish the public consultation program it feels shall best deal with the matters before it.
    ii. The City shall provide notification of any amendment to this Plan in accordance with the requirements of the *Planning Act*, and may consider additional notice to ensure that the potentially affected residents in the City are aware of the amendment.
    iii. The City shall update a by-law requiring pre-submission public consultation on privately-initiated applications processed under the *Planning Act*.
    iv. Council recognizes that the provisions of the *Planning Act* require it to take action on a development application within a prescribed period of time, subject to the application being complete and the provision of adequate information regarding the proposal being available to the public and Council so that informed decisions can be made.
    v. The City shall encourage participation in the County-level trails planning initiative.
    vi. The City shall encourage participation in the County's tourism marketing strategy.

2. The City shall actively seek the views and participation of the public prior to making any decisions regarding amendments to this Plan or the Zoning By-law. In each case involving such planning matters, at least one public meeting shall be called and the public shall be encouraged to offer their opinions and suggestions. Calling and holding public meetings on planning matters shall be the responsibility of the Council or, in cases where Council has delegated the responsibility, a sub-Committee of Council.

6.6 CROSS-JURISDICTIONAL COORDINATION

The City supports cross-jurisdictional coordination and working with the Province, United Counties of Leeds and Grenville, the Township of Elizabethtown-Kitley, the Cataraqui Region Conservation Authority, and other agencies.

It shall be the policy of the City that:

1. The City shall ensure that a coordinated, integrated and comprehensive approach is used when dealing with planning matters that transcend municipalities, single and/or upper-tier municipal boundaries, and jurisdictions including:
    i. managing and/or promoting growth and development;
    ii. managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;
    iii. managing the sewer and water lines that service the Township of Elizabethtown-Kitley, and other infrastructure, transportation, public service facilities and waste management systems;
    iv. managing ecosystem, shoreline and watershed related issues; and
    v. managing natural and human-made hazards.

6.7 FINANCIAL MANAGEMENT

The City ensures optimal service delivery and implementation of the Plan. With limited financial resources available to all levels of government, the implementation of this Plan must be financially viable. This Plan shall be managed to ensure that the required capital expenditure to provide the services for development and improvement are paid in an equitable and appropriate manner. The City shall strive to maintain financial sustainability and integrity by managing its financial resources and by undertaking development in a fiscally responsible manner.

It shall be the policy of the City that:

1. The City may use the population, dwelling and employment targets in the Plan in budget planning, and to coordinate public works and related initiatives.
2. The City shall diligently seek the maximum revenues possible from senior levels of government to compensate it for any federal or provincial responsibilities transferred to it in relation to the provision of public infrastructure, community soft services, and land use planning.
3. Where possible, the City shall use financial mechanisms available to it under any legislative authority, including the *Municipal Act, Development Charges Act*, *Planning Act* and any other applicable legislation.
4. The City shall recover all growth-related capital costs through development charges, in accordance with Provincial legislation. The City may pass development charges by-laws that apply to the City, as a whole and/or that apply to specific geographic areas within the City.
5. The City reserves the right to request a Municipal Financial Impact Assessment from the proponent of any development application. The contents of such a study shall be determined by the City at the time of the request. The Study shall be prepared and shall be peer reviewed at the cost of the development proponent. Development applications or proposals that otherwise comply with the relevant policies of this Plan may be refused on the basis of financial impact and burden on the City, if suitable mitigation measures are not available.

6.8 IMPLEMENTATION GUIDELINES

In order to assist in good planning, improving planning service delivery for end users, and ensuring land use impacts are appropriately addressed, the City may prepare guidelines and technical studies to assist with the implementation of this Plan. Implementation Guidelines are recognized as statements adopted by resolution of Council which detail the manner in which policies established in this Plan will be implemented. Implementation Guidelines will not be used as instruments to introduce new policy provisions that could be the basis for denying development applications under the Planning Act, or for interfering with the natural justice rights of landowners and the public.

6.9 IMPLEMENTATION GUIDELINES

The Official Plan review shall consist of an assessment of:

a) The growth in jobs and housing and the degree to which the Plan has achieved the City's growth objectives;
b) The effectiveness of the Plan in protecting water quality, heritage resources, natural resources and habitat and the general environment within the City;
c) The continuing relevance of the vision that forms the basis of all policies found in this Plan;
d) The degree to which the objectives of this Plan have been met;
e) The amount and location of lands available for urban development;
f) The function and use of employment areas including an assessment of any employment area conversion
g) Whether the City has realized a desirable balance of commercial and industrial assessment in relation to residential assessment;
h) Matters which are necessary to address to ensure consistency with the Planning Act, other relevant legislation, and Provincial policy documents.