

# Renfrew East Secondary Plan

*A Plan for a Complete and  
Attainable Community in  
East Renfrew*



Renfrew



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**Schedule A:** Land Use Plan

**Schedule B:** Phasing Plan

**Schedule C:** Conceptual Transportation Plan



## Section 1: Introduction and Approach

### 1.1 Planning Strategy

The purpose of the Renfrew East Secondary Plan (the “Plan” or “Secondary Plan”) is to establish a framework for the short, medium, and long-term development of the Renfrew East Secondary Plan Area (the “Plan Area”). The Plan consists of an overarching vision, objectives, policies, and map schedules that together outline how growth and development should occur within the Plan Area over a maximum 30-year planning horizon, to the year 2055. The planning horizon is not intended to limit more accelerated development of the Plan Area, and it is anticipated that the development of the area will be phased, with districts more contiguous with existing infrastructure and development coming online more immediately, and districts more removed from existing development being developed subsequently.

While development approvals and the decisions of Town Council are required to conform with the policies of the Official Plan, of which the Secondary Plan is a part, the Secondary Plan like the Official Plan contains a range of implementation thresholds, from prescriptive (e.g., - shall/must) to elective (e.g., should/consider), that inform the level of compliance. Council may also choose to amend the Secondary Plan in the same way that other portions of the Official Plan can be amended from time to time, should Council’s vision for growth and development in the Plan Area change.

The Secondary Plan is established as an amendment to, and forms part of the Official Plan for the Town of Renfrew. The text and schedules of the Plan are intended to be read together to ensure a full understanding of the planning intent for the Plan Area.

The Secondary Plan is also intended to be read in conjunction with and be informed by other master planning documents adopted by Town Council, including the following:

1. Master Transportation Plan
2. Master Servicing Plan
3. Parks and Recreation Master Plan



#### 4. Whitton Road Closure and Realignment/Renfrew East Environmental Assessment

The above documents are intended to guide the decisions of Council and should be reviewed to understand how the Plan Area will develop in conjunction with other areas of the municipality.

A significant portion of the lands within the Plan Area are owned by the Town of Renfrew. Implementation of the plan will necessarily involve the development and execution of a surplus municipal land and real estate disposal strategy, including the development of partnerships with public and or private entities that have the capacity to implement the plan. It is anticipated that the Town will identify options for disposal and development of the area that leverage the resources of the private sector, which is typically better suited to undertake large scale land development.

The following map schedules are attached to, and form part of this Plan:

1. **Schedule “A”** – Land Use Schedule
2. **Schedule “B”** – Phasing Plan
3. **Schedule “C”** – Conceptual Transportation Plan

### 1.2 The Plan Area

The Renfrew East Secondary Plan Area is bounded generally by the Algonquin Trail and O’Brien Road to the north, Gillan Road to the west, Highway 17 to the east, and the Renfrew/Horton municipal boundary to the south. The planning area is shown on **Schedule “A” – Land Use Schedule**.

The Plan Area includes approximately 102 hectares (253 acres) of land, approximately 87 hectares (214 acres) of which is owned by the Town of Renfrew. Approximately 100 hectares (246 acres) of the Plan Area is currently undeveloped, with the majority being in active agricultural production. Minor development exists within the Plan Area, characterized by a small number of detached dwellings, and minor commercial development.

The area has a significant amount of frontage along the Highway 17 corridor, extending to the current intersection of O’Brien Road and Highway 17, which is planned for a future Highway 417 interchange. This access and highway exposure presents an opportunity for large scale commercial and industrial development that caters to the travelling public, and that will benefit from the visibility provided along that interface.

The easterly portion of the Plan Area represents a natural extension of the existing commercial and industrial uses along O’Brien Road and the Mask/Booth/Innovation block. Planning for the area requires consideration for how the existing transportation

system in the O'Brien Road area will connect to these future development lands. The Town of Renfrew is currently undertaking an environmental assessment and engineering design for the extension of Innovation Drive and realignment of Whitton Road to accommodate both the future interchange at O'Brien Road and Highway 417, as well as to provide services and infrastructure to support the development of the Whitton Road expansion area. Other important interfaces include the extension of Froats Street into the Plan Area, the connection of the area to Gillan Road, and the potential for the future development of adjacent lands in Horton Township to the south, on municipal services and at urban densities.

Natural features within the Plan Area include some forested sections, with a centrally-located hardwood forest proposed for retention as part of this Plan. Drainage generally flows from south to north, captured within into primary catchment areas established by the existing grades within the Plan Area. Regional stormwater management facilities are intended to be strategically located to accommodate additional stormwater flows that will result from the development of this area, in order to minimize the potential for adverse downstream impacts on this portion of the Bonnechere River Watershed.

### **1.3 Vision**

The vision for the Renfrew East Secondary Plan is to establish an easterly extension of the Renfrew urban area with a mix of land uses that will serve the residential, commercial, and employment needs of existing and future town residents. The vision includes the planned extension of the collector road system within the Plan Area, integrating with the existing road system elements in an orderly fashion. At full build-out, the intent is to provide for the efficient flow of traffic with logical connections to the existing road system, while considering existing development to the extent possible. Realizing the vision within the Renfrew East area is likely to require the municipal acquisition of certain private lands based on the technically-preferred transportation alternative as evaluated and recommended by the Town's transportation engineering consultants (see Whitton Road Closure/Renfrew East Environmental Assessment). The Town will engage in good faith negotiations with affected landowners at the earliest stage possible, with the goal of finding mutually beneficial arrangements in each instance.

From a land-use perspective, the vision includes a significant component of residential and commercial development, which represents a departure from the current designation and zoning of the lands as exclusively industrial and commercial. The conversion of the existing industrial lands is justified on the basis of the anticipated need and demand for industrial purposes over the horizon of the plan, based on historical building permit activity and analysis through the concurrent Official Plan Review. Specifically, it is anticipated that the current supply of designated industrial land within the Town of Renfrew far outstrips demand over the planning horizon. The Town retains



significant undeveloped industrial areas both within the Plan Area, and in other industrial districts (e.g., Lisgar Avenue).

The design of new development within the Plan Area is anticipated to be driven primarily by performance standards (e.g., building height), rather than the division and exclusion of land uses. In particular, the residential areas within the plan will have flexibility with respect to typology (e.g., single detached, semi detached, townhouse, apartment), with development density being regulated by physical performance standards including building height, lot coverage, setbacks, and minimum parking standards. It is the intent of this plan not to segregate land uses on the basis of dwelling unit type, but rather to encourage a mix of unit types and tenures within the residential neighbourhoods of the Plan Area to create a more cohesive and connected community where opportunities for housing and access to amenities exists across the spectrum of household income and composition.

The mixed-use areas of the plan will be characterized by commercial development along street frontages, with residential development above or behind the commercial development. These areas are envisioned to provide a unique opportunity for residents to benefit from the proximity and walkability of nearby services and retail uses to meet daily needs, supporting reduced automobile use.

The Whitton Road expansion area will develop into a high-visibility commercial node well-suited to the needs of businesses, including retailers, eating establishments, and service establishments requiring or benefitting from highway exposure and catering to the needs of the travelling public. More internal to the node will be industrial uses that require segregation from more sensitive land uses, but that do not specifically require or benefit from visibility or close proximity to the highway.

The Plan will include parks and open space anchored around an existing hardwood stand central to the Plan Area, connected to the Algonquin Trail and the remainder of the Secondary Plan Area by multi-use path linkages. The multi-use paths will provide connectivity from the Plan Area to the O'Brien Road commercial area to the north, Whitton Road commercial expansion area to the east, and the Gillan/Barnet Boulevard area to the west. The multi-use path system will also interface with planned regional stormwater management facilities along the Algonquin Trail and will integrate with the exterior amenity areas anticipated as part of the high-density residential development plan for the north Northwest portion of the area.

In summary, the Renfrew East Secondary Plan area is considered to be a valuable opportunity for leveraging significant new development within the Town of Renfrew to provide a range of new housing, parkland, commercial, industrial and transportation uses, with the goal of supporting the local and regional economy, and expanding the Town's population and assessment base.

## 1.4 Objectives

The objectives of the Renfrew East Secondary plan are as follows:

1. To develop a complete community with a suitable mix of land uses to meet the needs of current and future residents of the Town of Renfrew.
2. To ensure the right-sizing of designated industrial land within the Plan Area, in consideration of projected demand for industrial uses.
3. To ensure the appropriate separation and/or mitigation of land use impacts between industrial uses and sensitive land uses, including residential land uses within the Plan Area.
4. To implement appropriate phasing of development, including the extension of roads and services in a logical and efficient manner, consistent with the phasing shown on **Schedule “B”**.
5. To establish a collector road system through the Plan Area as shown on **Schedule “C”**.
6. To preserve for public use the identified natural areas shown on **Schedule “A”**.
7. To ensure the investigation of cultural heritage resources in areas deemed to have archeological potential.
8. To extend Renfrew’s active and alternative transportation system into and through the Plan Area, including multi-use path development, and improved access to the Algonquin Trail.
9. To leverage and integrate the planned extension of Highway 417, and construction of a highway interchange at O’Brien Road and Highway 417, to support the extension of commercial and industrial uses into the Whitton Road area.
10. To plan for the potential future extension of the built-up area into Horton Township at such time as existing development, along with suitable services and infrastructure has reached the municipal boundary, and the Town identifies that sufficient servicing capacity is available.



An illustration of a residential neighborhood with various houses, some with porches and chimneys, set on a green lawn. Streets are visible, with labels 'T3 Neist' and 'hood Street' at the bottom. A dark blue banner with white text is overlaid on the left side of the illustration.

## Section 2: General Policies

### 2.1 Official Plan Policies

1. The policies of the Renfrew East Secondary Plan are not intended to replace the policies of the Official Plan, but rather to provide additional policy direction in respect of the planned development of the Renfrew East area.
2. The policies, including the General Development Policies, of the Official Plan shall continue to apply, in addition to the policies of the Renfrew East Secondary Plan. In the event of a conflict, the Secondary Plan policies shall prevail.

### 2.2 Employment Lands

1. The establishment of the Renfrew East Secondary Plan includes the redesignation of a large portion of designated industrial lands, or employment lands, to other non-employment land uses.
2. The definition of employment lands in the Secondary Plan refers to the definition as identified in the *Planning Act*. The permitted uses shall be as specified in the *Planning Act*, which as of the adoption of this Plan include the following:
  - a) Manufacturing uses;
  - b) Warehousing and goods movement uses;
  - c) Research and development uses in connection with manufacturing uses;
  - d) Retail and office uses associated with the above categories of uses;
  - e) Ancillary uses to the above categories of uses;
3. For greater certainty, only uses which are included in the *Planning Act* as being uses permitted in an Area of Employment shall be permitted within the Industrial designation of this Secondary Plan.

## **2.3 Land Use Compatibility**

1. To ensure that the impact on sensitive land uses is minimized to the extent possible, the development of both industrial uses and sensitive land uses, including residential land uses, shall demonstrate that adverse impacts are minimized in accordance with Provincial guidelines.
2. While recommended setbacks between industrial and sensitive land uses should generally be measured from property line to property line, it is acknowledged that the location of residential land uses relative to industrial land uses within the Plan Area may necessitate an alternative approach.
3. Alternative approaches must be identified through a land use compatibility assessment prepared by a qualified professional, and, without limiting the scope of possible measures, may include consideration for the following:
  - a) measuring of required setbacks from dwellings or amenity areas of sensitive land uses;
  - b) including setbacks, parking and amenity areas on industrial properties within the required setback;
  - c) buffering and screening;
  - d) alternative building construction methods;
  - e) notices on title;
  - f) Site Plan Control;
  - g) development agreements; and
  - h) other appropriate measures designed to mitigate adverse impacts and permit alternative separation distances.

## **2.4 Natural Heritage**

1. The Town has undertaken a preliminary natural heritage assessment in respect of the Plan Area. The preliminary assessment included field work and desktop analysis to characterize the natural environmental features and areas of the Plan Area, including forested and cultivated habitats.
2. The Secondary Plan includes the retention of a mixed hardwood bush central to the Plan Area. This forested area is intended to remain within the ownership of the Town, and be integrated as appropriate into the multi-use path system, in addition to the passive recreational use of the forest.



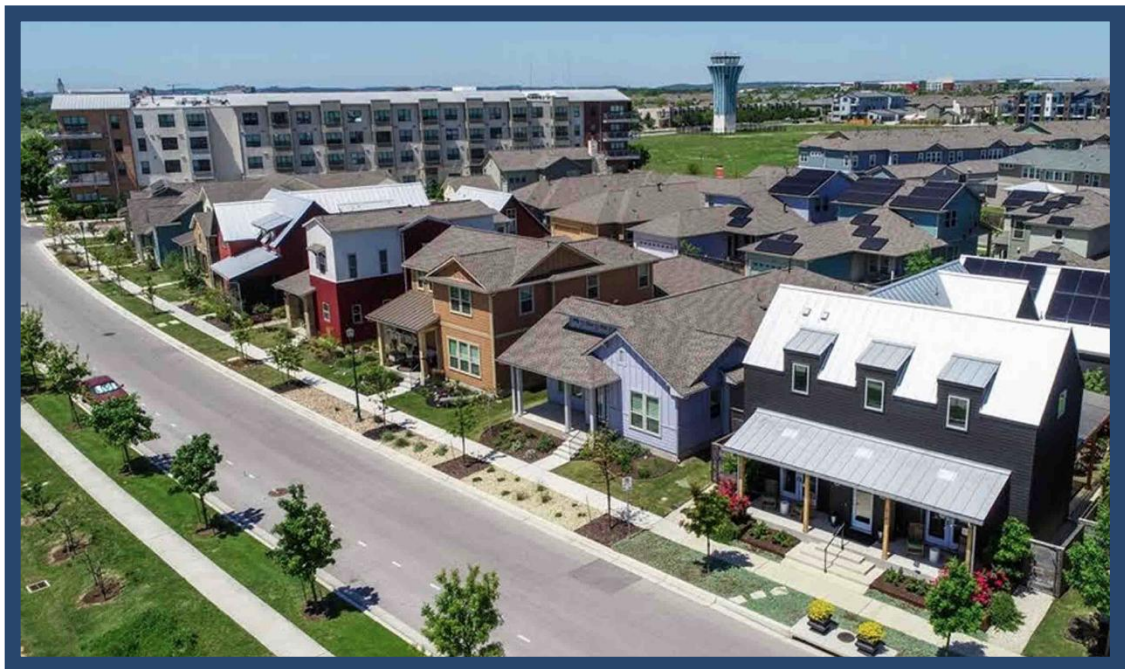
3. The location of the planned retained forest in proximity to the high-rise residential portion of the Plan Area is anticipated to provide for the use and enjoyment of the natural feature by the greatest number of people.
4. The forested area is also in close proximity to the other residential areas within the Secondary Plan Area, and it is anticipated that pedestrian and active transportation connections to the forest will be incorporated into the planning for these areas.
5. Development within the Secondary Plan Area will be required to meet the natural heritage policies of the Official Plan. In particular, it is anticipated that site specific investigations will be required as part of planning approvals for proposed developments.
6. Unstable slopes may exist within the Secondary Plan Area, and accordingly, it is expected that slope stability assessments will be required where development is planned in adjacent to a steep slope or ravine area.
7. The integrity of the Bonnechere River watershed is critical to the planning and engineering design of development within the Plan Area. Stormwater management measures shall be undertaken in accordance with the policies of the Official Plan, and shall ensure that appropriate quantity and quality controls are established for new development.

## **2.5 Cultural Heritage and Archeology**

1. The Town has undertaken a Stage One Archeological Assessment for the majority of the Secondary Plan Area, as part of the Whitton Road Closure and Realignment/Renfrew East Environmental Assessment.
2. Lands with archeological potential have been identified within the Plan Area, and development within the Plan Area shall be required to implement the recommended Stage Two investigations in accordance with the findings of the Stage One archeological assessment.
3. Discovered significant archeological resources within the Plan Area shall be managed in accordance with best practices in archeological resource conservation, under the direction of the consultant archaeologist, in accordance with Provincial requirements, and in consultation with indigenous communities.

## 2.6 Urban Design

1. Development within the Plan Area south of the Algonquin Trail, except for industrial uses, will be required to adhere to these urban design guidelines unless physical site constraints make it impossible to do so. Engineering and design solutions to site constraints will be required to be implemented where they exist to meet the design guidelines.
2. Is anticipated that the collector road system will be utilized as a harmonized street front and interface, acknowledging the public realm function of these corridors, and the potential to integrate pedestrian and active transportation infrastructure with the various destinations.
3. Parking shall be sited and designed such that it is easily accessed, however does not serve as a visual focal point of properties along collector roads.
4. Parking shall be located behind or beside buildings and store fronts so as to create a main street effect along the collector roads, where businesses are easily accessible by cyclists and pedestrians.
5. Functional building entrances, amenities (e.g., bike parking, seating, waste receptacles, landscaping), and building layout must address the street and be directly connected to the sidewalk or multi-use path within the public right-of-way without crossing a vehicular area. False facades that have no functional entrances or amenities are not permitted.



*Example of ground-oriented residential development with rear access parking and integration of active transportation infrastructure.*



6. Bicycle parking must be provided for all non-residential uses, including industrial uses, as well as for apartments and stacked townhouses.
7. Residential development along collector roads shall utilize rear laneway access, or common parking areas for vehicle access, parking, and waste collection. Individual driveway access to collector roads shall specifically not be permitted.
8. It is anticipated that higher density forms of residential development will be located along the collector roads. This will serve to mitigate the potential for individual driveways, and will support the greatest density of residential use adjacent to transportation infrastructure.
9. Reduced front yard setbacks along collector roads are encouraged, subject to visibility and engineering design requirements.
10. The design of developments should consider the opportunity for interaction between the natural and the built environments, particularly as it relates to orientation, access, and use of the retained natural features.



*Example of low-rise apartments with sidewalk integration and side/rear parking location.*

11. Developments along collector roads are encouraged to incorporate privately-owned public spaces, which serve to provide amenities for residents and the public, contribute to the aesthetic features of the Plan Area, and compliment Town-owned parks and open space areas.
12. Council may consider the contribution of well-designed, high-quality privately-owned public spaces toward the parkland dedication requirement under the

*Planning Act*, in its sole discretion. For greater certainty, areas must provide a function beyond access and amenities for users of the site in order to be considered for parkland dedication.

13. Site plan agreements and development agreements shall provide for the ongoing maintenance of privately-owned public spaces, where provided, by the developer, to the satisfaction of the Town, with appropriate recourse in the event of failure to properly maintain the spaces.
14. It is anticipated that that the height of taller buildings will be partially offset by the lower elevation of their location near the Algonquin Trail.
15. Related to the above policy, developments should maintain the natural grade to the extent possible. This natural topography is seen as a defining feature of the Plan Area and should be preserved to enhance the aesthetic character of the area.



## Section 3: Land Use Designations

### 3.1 Low-Rise, Mid-Rise and High-Rise Residential

#### 3.1.1 Permitted Uses:

- All residential uses and dwelling unit types
- Convenience Commercial uses

#### 3.1.2 Policies

1. Maximum building height within the residential designations shall be limited to the following:
  - a) Low-Rise Residential: three (3) storeys
  - b) Mid-Rise Residential: four (4) storeys
  - c) High-Rise Residential: six (6) storeys
2. Additional height may be considered on a site-specific basis through an amendment to this plan, in locations deemed by the Town to be appropriate, and with appropriate supporting materials.
3. Minimum parking space requirements shall be regulated by the zoning by-law, however, shall consist of a minimum of one parking space per dwelling unit, with additional visitor parking for buildings containing more than six dwelling units.
4. Convenience Commercial uses shall be included as a permitted use within the residential zones of the Plan Area.

5. The planned function of Convenience Commercial uses is to provide retail and service uses that serve the day-to-day shopping needs of residents living in the surrounding neighbourhood.

6. Convenience Commercial uses may include the following:

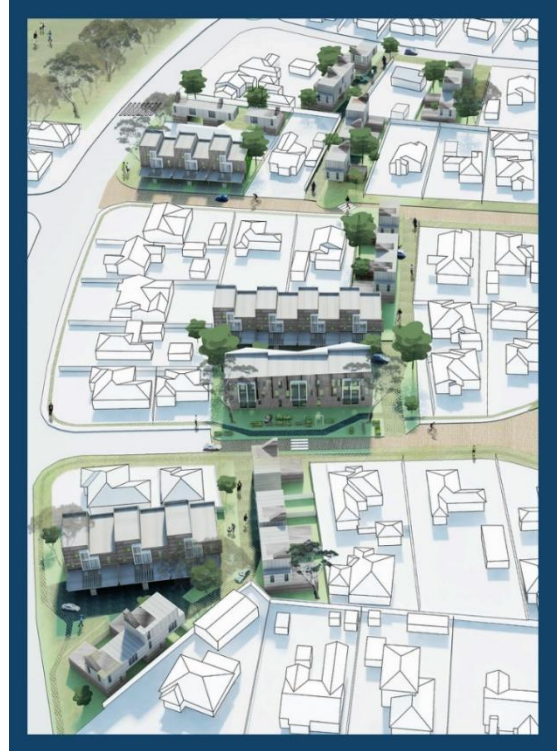
a) No lot frontage on a collector road:  
The on-premises retail sale of grocery items shall be the principal function.

b) Lot frontage on a collector road:  
Personal service establishments, retail uses, licensed childcare establishments, eating establishments.

7. Convenience Commercial uses shall have a maximum commercial gross leasable floor area as follows:

a) No lot frontage on a collector road:  
140 m<sup>2</sup> per lot

b) Lot frontage on a collector road:  
465 m<sup>2</sup> per lot



*Demonstration plan showing a mixed-density neighbourhood, providing a range of housing types and affordability options.*

8. The following policies shall apply to Convenience Commercial uses:

a) Convenience Commercial uses with no frontage on a collector road must be located on a corner lot where at least one of the streets fronting the lot intersects with a collector road.

b) Where a Convenience Commercial use is located on a collector road, the portion of the lot fronting the collector road must meet the minimum lot frontage requirements of the zone.

c) Convenience Commercial uses shall not be permitted on lots that do not meet the minimum lot frontage and area requirements for the zone. Site-specific zoning and minor variances shall not be permitted to reduce the minimum lot frontage and area.



- d) Zero side yard setbacks to achieve larger commercial floor areas with attached units on separate lots shall not be permitted
  - e) Must have a sidewalk or multi-use path along at least one of its lot frontages or flankages, and the primary commercial entrances must be oriented towards and be directly connected to the sidewalk or multi-use path within the public right-of-way without crossing a vehicular area, including but not limited to accesses, aisles, or parking lots.
  - f) Shall not be permitted on lots where the Convenience Commercial use does not have direct building frontage on the street (e.g., may not be behind other buildings or structures on the same or other lots).
  - g) Adequate off-street parking facilities shall be provided to satisfy the requirements of employees and customers.
  - h) Parking areas may not be located between the Convenience Commercial use and the street.
  - i) The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties.
  - j) No outdoor storage of goods or materials shall be permitted.
  - k) All signage must be affixed to the building. No detached signage shall be permitted, with the exception of A-frame signs. The Town's sign by-law shall be amended accordingly, and in the interim, the policies of this Plan shall prevail to the extent of any conflict.
  - l) Dwelling units may be permitted on the same lot as the Convenience Commercial use.
9. A vegetative screen shall be maintained or installed along the rear of the properties along Gillan Road, as part of the development of abutting lands within the Plan Area. Where existing mature trees and vegetation are present along the property line, these shall be retained to serve as the vegetative screen. Where vegetation does not exist along the property line, new plantings shall be installed to a reasonable initial height, however due to grading differences, it is anticipated that new plantings will need time to mature to provide an effective visual screen. The screen will not be expected to fully obscure all visibility from the existing properties to the new development, but should provide a reasonable measure of privacy. The requirement for a vegetative screen may be implemented through development, subdivision, or site plan agreements, or as conditions of development approval, as deemed appropriate by the Town.

## 3.2 Mixed-Use Commercial

### 3.2.1 Permitted Uses:

- A full range of commercial uses including retail, offices, service establishments, eating establishments, automotive uses, building supply stores, recreational uses, hotels, motels, and others.
- Residential apartments and stacked townhouses above and behind commercial uses.

### 3.2.2 Policies

1. Maximum building height within the Mixed-Use Commercial designation shall be limited to 4 storeys.
2. Additional height may be considered on a site-specific basis through an amendment to this plan, in locations deemed by the Town to be appropriate, and with appropriate supporting materials.



*Example of a four-storey mixed-use development with ground-floor commercial and upper-storey residential, with seamless integration to pedestrian amenities.*

3. Residential uses must be located above or behind commercial uses, relative to the street.
4. Minimum parking space requirements shall be regulated by the zoning bylaw.
5. Residential units may not be subdivided into separately conveyable properties, however, may be established as a condominium.
6. Stacked townhouses are defined as a building containing four or more dwelling units, where each unit is divided both horizontally and vertically from another dwelling unit by a common wall, and where each unit has an independent external access.

### **3.3 Industrial/Commercial**

#### **3.3.1 Permitted Uses:**

- A full range of commercial uses including retail, offices, service establishments, eating establishments, automotive uses, building supply stores, recreational uses, hotels, motels, and others.
- Light and Medium Industrial (Class I and II) Uses.

#### **3.3.2 Policies:**

1. The Industrial/Commercial designation will serve as the visible gateway to the Town and should be designed in such a way as to address and attract the travelling public to the Town.
2. The planned function of the industrial/commercial designation is to serve as an extension of the O'Brien Road commercial corridor, in a location that maximizes highway access in addition to meeting the needs of local residents.
3. Buildings, structures, and signage within the industrial/commercial designation should be designed to be address and be visible to the highway to the extent possible.
4. Land uses within the Industrial/Commercial designation should be those that are most likely to benefit from visibility, proximity, and access to Highway 17.

5. Developments should be designed with a high-quality of site, landscape, and architectural design, acknowledging the prominent location of the area.

### 3.4 General and Heavy Industrial

#### 3.4.1 Permitted Uses:

- General Industrial: Light and Medium (Class I and II) Industrial Uses.
- Heavy Industrial: Medium and Heavy (Class II and III) Industrial Uses.

#### 3.4.2 Policies:

1. Class I, II and III industrial uses shall be defined in accordance with Provincial Guidelines, as outlined in the Official Plan, and may include manufacturing, fabricating, processing, assembling, warehousing, storage, building yards, transportation terminals, municipal garage, repair garages of heavy equipment and trucks, and similar service industrial uses, depending on their particular classification.
2. Classification of a particular industrial use shall be based on Provincial Guidelines.



*Example of industrial park development with integrated active-transportation connection and street-adjacent building location.*



3. Minimum Separation Distances shall be based on Provincial Guidelines and may be increased or decreased in accordance with the Guidelines, including the preparation of a land-use compatibility assessment prepared by a qualified professional, completed in accordance with Provincial Guidelines.
4. Separation distances shall be measured reciprocally, meaning both sensitive and industrial uses must meet the setback.
5. Vacant properties must be handled in such a way as to permit the full potential use of the property.
6. Required setbacks, parking, and non-emitting amenity areas may be considered as part of the setback, subject to the recommendations of the land-use compatibility assessment.
7. With the exception of permitted uses, the policies of the Official Plan in regard to the Industrial designation shall apply.

## **3.5 Parks and Recreation**

### **3.5.1 Permitted Uses:**

- The permitted uses within the Parks and Recreation designation of the Secondary Plan shall be the same as those in the Official Plan.

### **3.5.2 Policies:**

1. The policies applicable to the Parks and Recreation designation of the Secondary Plan shall be the same as those in the Official Plan.

## **3.6 Environmental Protection**

### **3.6.1 Permitted Uses:**

- The permitted uses within the Environmental Protection designation of the Secondary Plan shall be the same as those in the Official Plan.



*Contextually-sensitive, passive recreational use of lands with the Environmental Protection designation is encouraged.*

### **3.6.2 Policies:**

1. The policies applicable to the Environmental Protection designation of the Secondary Plan shall be the same as those in the Official Plan.



## Section 4: Implementation Policies

### 4.1 Transportation

#### 4.1.1 Road System

1. **Schedule “C” - Conceptual Transportation Plan**, illustrates the planned network of roads, multi-use paths, along with the interaction of the Ottawa Valley Recreation Trail/Algonquin Trail with transportation system.
2. All proposed roads shown on **Schedule “C”** are designated as collector roads for the purposes of this Plan and the Official Plan.
3. The design of the transportation system, including the exact location of collector roads, Algonquin Trail crossings, land acquisition, alignment, and other matters pertaining to the actual location configuration and construction of the collector road system, shall be informed by the Whitton Road Closure/Renfrew East Environmental Assessment, and subsequent detailed engineering design and environmental assessment studies as required. Where a conflict exists between **Schedule “C”** and the results of detailed engineering design and/or environmental assessments, the designs and/or environmental assessments shall prevail. This Plan should be subsequently amended through a housekeeping amendment to reflect any significant deviations from **Schedule “C”**.
4. Should the alignment or location of the identified collector roads differ from that shown on the schedules to this Plan, an amendment to this Plan shall not be required in order for development to proceed. In this event, the boundary of adjacent designations shown on **Schedule “A” – Land Use Schedule** shall be interpreted to shift along with the road right-of-way, and following the interpretation policies of the Official Plan where a boundary location is in dispute.

5. Local street design shall align with the natural topography, extending perpendicular to elevation contours where feasible, to enhance effective drainage and optimize viewsheds from the roadway, ensuring both functional and aesthetic benefits.
6. School bus pick-up/drop-off areas shall be considered and incorporated in consultation with the Renfrew County Joint Transportation Consortium, as part of the design of the road system, through both development approvals and municipal capital projects.

#### **4.1.2 Connections to Existing Road System**

1. Planned connections to the existing road system include the following:
  - a) Gillan Road - North Connection
    - i. An existing section of Road frontage along Gillan Road, providing an early opportunity for extension of the road system into the Plan Area.
  - b) Gillan Road - South Connection
    - ii. A connection within the southerly portion of the Gillan Road frontage, requiring the acquisition of land in order to proceed.
  - c) Froats Street Extension
    - iii. A road connection across the Algonquin Trail providing access to O'Brien Road, completing a four-way intersection at Froats Street. Requires the acquisition of land in order to proceed.
  - d) Ph. 1 Optional Emergency Access
    - iv. Option to provide a secondary access to the Phase 1B lands in order to enable the development of high-rise residential uses.
  - e) Innovation Drive Extension
    - v. Early phase extension of Innovation Drive to the south and east, providing for the realignment of Whitton Road. Undertaken as part of Phase 1B of the Phasing Plan, to open up the Industrial/Commercial area of the Plan.
  - f) Whitton Road - North Connection
    - vi. Connection of the Innovation Drive extension to Whitton Road to provide for the expansion of commercial and industrial uses into the Industrial/Commercial designation.



- g) Whitton Road - South Connection
  - vii. Future Collector Road connection to Whitton Road in the southeast of the Plan Area. Provides for access and looping of the transportation system once the earlier phases are complete.

#### 4.1.3 Multi-Use Path System

1. The conceptual multi-use path network is illustrated on Schedule C to the Plan.
2. Multi-use paths should be extended into and through residential areas of the Plan as illustrated on Schedule C, ideally creating a looped/uninterrupted network.
3. It is the intent of this plan to align and design the multi-use path system to intersect with the high-density residential designation in order to provide the greatest access to these areas.



*Multi-use Path integrations throughout the Plan Area will encourage non-vehicular modes of transportation to meet daily needs, improving environmental, public health, and asset management outcomes.*

4. The multi-use path system should be designed and located to provide proximity and access to the greatest density of residential units, while ensuring a safe and integrated system.
5. The multi-use path system should intersect and interface with the Parks and Recreation and Stormwater Management designations to the extent possible to provide for the enjoyment of the Plan Area's natural features.

#### 4.1.4 Ottawa Valley Recreation Trail/Algonquin Trail

1. The Ottawa Valley Recreation Trail/Algonquin Trail is considered to be an important element of the Plan Area, and opportunities exist to provide multiple entrances and intersections with the Trail to support its use.
2. Intersections with the Algonquin Trail, including crossings, and access points, shall be planned and designed in consultation with the County of Renfrew. The priority shall be to ensure the greatest use and access of the trail, while ensuring that such access promotes public health, safety and functional objectives.

#### 4.2 Water, Wastewater and Stormwater Infrastructure

1. The location of trunk water and wastewater services into the area requires further engineering investigation but are generally anticipated to enter the Plan Area from Innovation Drive, Mask Road, and Gillan Road, subject to topographic considerations and downstream capacities.
2. The Town may extend water and wastewater services to the Plan Area along with major capital projects, where deemed appropriate and feasible to do so.
3. Where appropriate, and as part of development within the Plan Area, the Town shall require the oversizing of infrastructure, or the construction of regional infrastructure (e.g., stormwater management ponds, pumping stations) to accommodate future phases of development. Financial tools such as front-ending agreements should be explored in order to facilitate the provision of such infrastructure.
4. **Schedule “A” - Land Use Schedule** identifies the planned location of regional stormwater management facilities for the management of stormwater as a result of development in the Plan Area.

5. The location and sizing of the stormwater management facilities is subject to change based on detailed engineering design.



*Integrating stormwater management infrastructure with passive recreation and active transportation, where possible, provides dual quality-of-life and functional benefits.*

6. Should the location or sizing of the identified stormwater management facilities differ from that shown on the schedules to this Plan, an amendment to this Plan shall not be required in order for development to proceed. In this event, the boundary of adjacent designations shown on **Schedule “A”** shall be interpreted to shift along with the stormwater management facilities, and following the interpretation policies of the Official Plan where a boundary location is in dispute.
7. It is anticipated that the construction of the stormwater management facilities will be undertaken as part of the initial development within the catchment area or phase.
8. While the regional stormwater management facilities should be designed to accommodate post-development flows from the Plan Area, the planned stormwater management facilities shall not be interpreted to preclude the potential requirement for on-site retention and treatment of stormwater, particularly for commercial, industrial, mixed-use, and higher-density forms of residential development.
9. Regard shall be had for the Master Servicing Plan in the design of water, wastewater and stormwater infrastructure.

### 4.3 Phasing of Development

1. **Schedule “B” – Phasing Plan**, illustrates the potential phasing of development in the Plan Area. The Phasing Plan is intended to guide development and investment, and may be adjusted as circumstances warrant.
2. The Phases have been ordered based on ease of connection to the existing road system, the location of anticipated extensions of water, wastewater, and stormwater services into the area, and the logical expansion of existing development.
3. The Phases illustrated on **Schedule “B”** are summarized as follows:
  - a) Phase 1A (High Density Residential/Algonquin Trail District)
    - i. This area is envisioned as one of two priority locations for early phase development of the Plan Area. The Phase is in a location of likely extension of trunk services into the Plan Area, as well as being adjacent to the westerly planned stormwater management facility. The Phase benefits from existing frontage on Gillan Road, as well as potential emergency access to Mask Road, and the planned extension of Froats Street through the Mask/O’Brien block. The Phase contains the highest residential density within the Plan, providing the opportunity for adding a large number of residential units at the outset of Plan implementation.
  - b) Phase 1B (Innovation/Whitton Expansion District)
    - i. Concurrently with Phase 1A, Phase 1B represents the other logical point of connection to the existing road and infrastructure system, supported in part by the Whitton Road Closure and Realignment Environmental Assessment. The extension of Innovation Drive into the Whitton area can be accomplished without the acquisition of private lands, and the extension of services into the area will serve to open up significant highway-facing commercial and industrial lands to development. Depending on the alignment, extension of Innovation Drive further south across the Algonquin Trail may require the acquisition of a portion of land, however alternative alignments to avoid the need for land acquisition can be considered through detailed engineering design.



c) Phase 2 (Central West District)

- i. Phase 2 consists of the Mid-Rise Residential and a portion of the Low-Rise Residential designations of the Plan. The Phase will include the development of an internal local street network typical of subdivision development. The interface with existing residential development along Gillan Road should be designed with a sufficient lot depth so as to retain as much naturalized area and mature trees as feasible, however changes and impacts to the visibility and views of the existing residential development along Gillan Road should be expected, as is typical of development adjacent to the existing built-up area. The extent of amenity areas and private use of the Gillan Road properties will also need to be verified as part of the subdivision planning and design process to ensure that they are contained within the existing Gillan Road properties. The Town shall specifically not be responsible for the costs of relocation of structures and uses that encroach into the Plan Area.

d) Phase 3 (Southwest District)

- i. Phase 3 consists of the remaining portions of the Low-Rise and Mid-Rise residential areas, as well as the Mixed-Use Commercial and General Industrial areas west of the Innovation Road extension. The Phase is anticipated to involve the largest scale of subdivision development within the Plan, including the development of a local road network connecting to the proposed collector roads. This Phase will also result in the connection of the east and west sections of the proposed collector road system.

e) Phase 4 (Southeast District)

- i. Phase 4 is located at the approximate centroid of the Plan Area, and consists of the remaining portions of the General Industrial, Commercial/Industrial, and Mixed-Use designations. This Phase would include the closing of the collector road loop with Innovation and Whitton Roads.



## Section 5: Coordination and Interrelationships

### 5.1 Highway 17 Extension

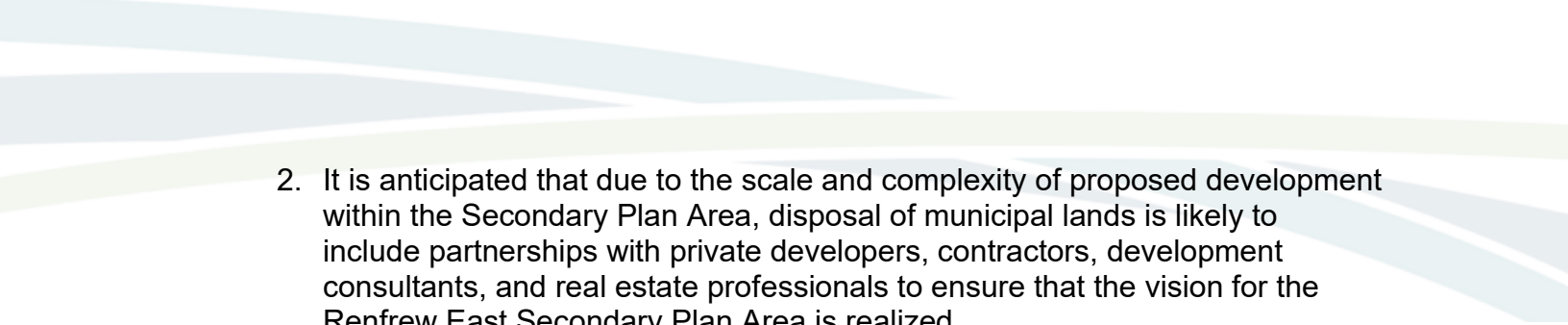
1. The extension of Highway 417, including the construction of the O'Brien Road interchange, is anticipated to improve access to the Renfrew East Secondary Plan Area, and create synergies with the development of highway-facing commercial and industrial uses in the Innovation/Whitton Expansion Area.
2. The Town will continue to coordinate with the MTO with respect to the design of the Highway 417/O'Brien Road interchange and resulting impacts to the Town's road system.
3. The Town will pursue funding opportunities to offset the costs of local works deemed appropriate for integration with the Highway 417 extension, as well as expansion of development into the Districts of the Plan.

### 5.2 Horton Township Future Development Lands

1. The Renfrew East Secondary Plan includes the extension of Innovation Drive to the municipal boundary between the Town of Renfrew and the Township of Horton.
2. Decisions regarding the extension of roads and services to Horton Township will be undertaken with consideration for capacity and anticipated development within the Town of Renfrew.

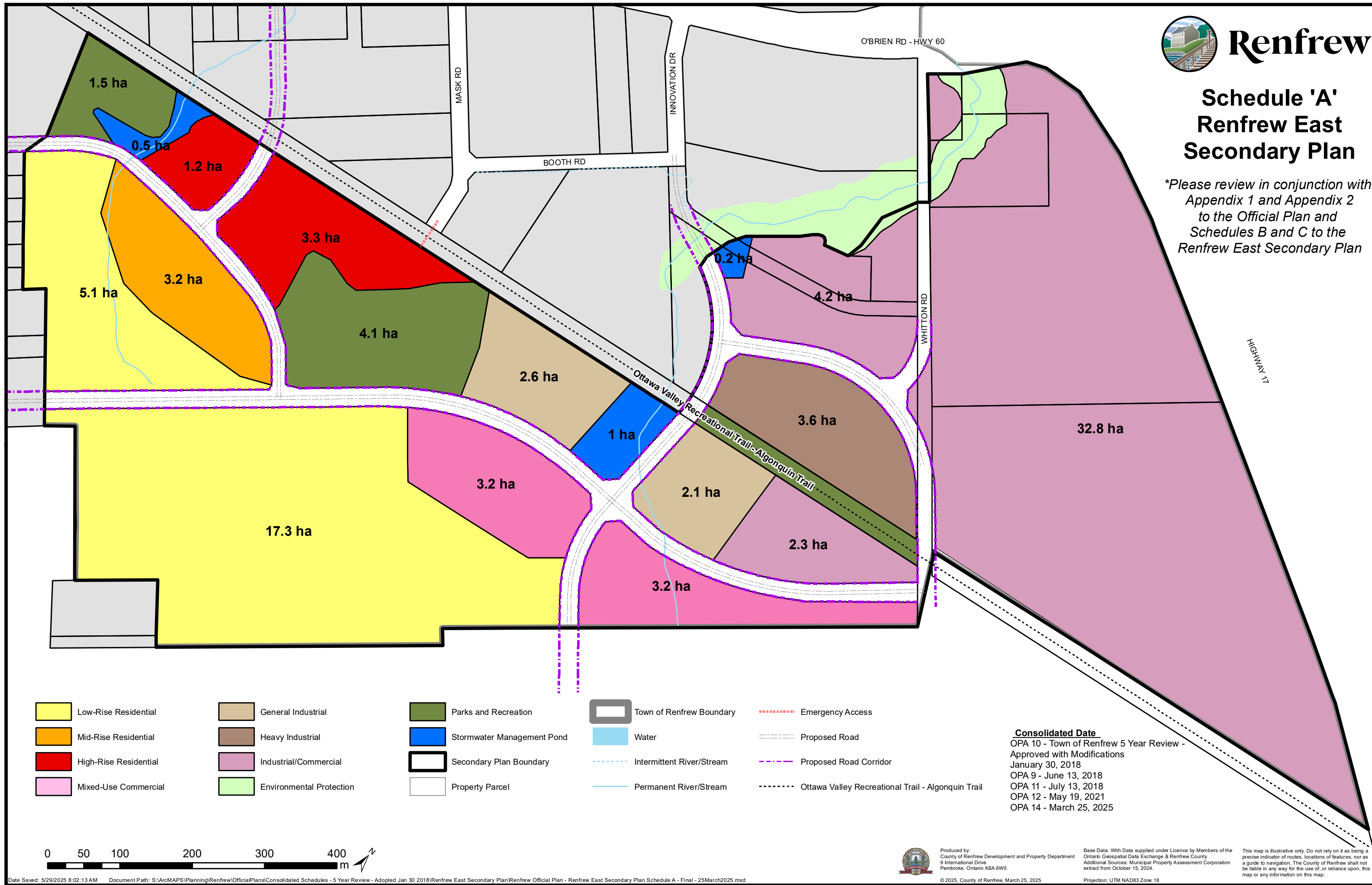
### 6.0 Surplus Municipal Land Strategy

1. The Town will develop a strategy for the disposal of lands within the Renfrew East Secondary Plan Area.

- 
2. It is anticipated that due to the scale and complexity of proposed development within the Secondary Plan Area, disposal of municipal lands is likely to include partnerships with private developers, contractors, development consultants, and real estate professionals to ensure that the vision for the Renfrew East Secondary Plan Area is realized.
  3. The Town will investigate opportunities for creative legal and financial tools to enable development of the area, including unique ownership structures, corporate vehicles, legal instruments, financing structures, and other mechanisms.

## Schedule 'A' Renfrew East Secondary Plan

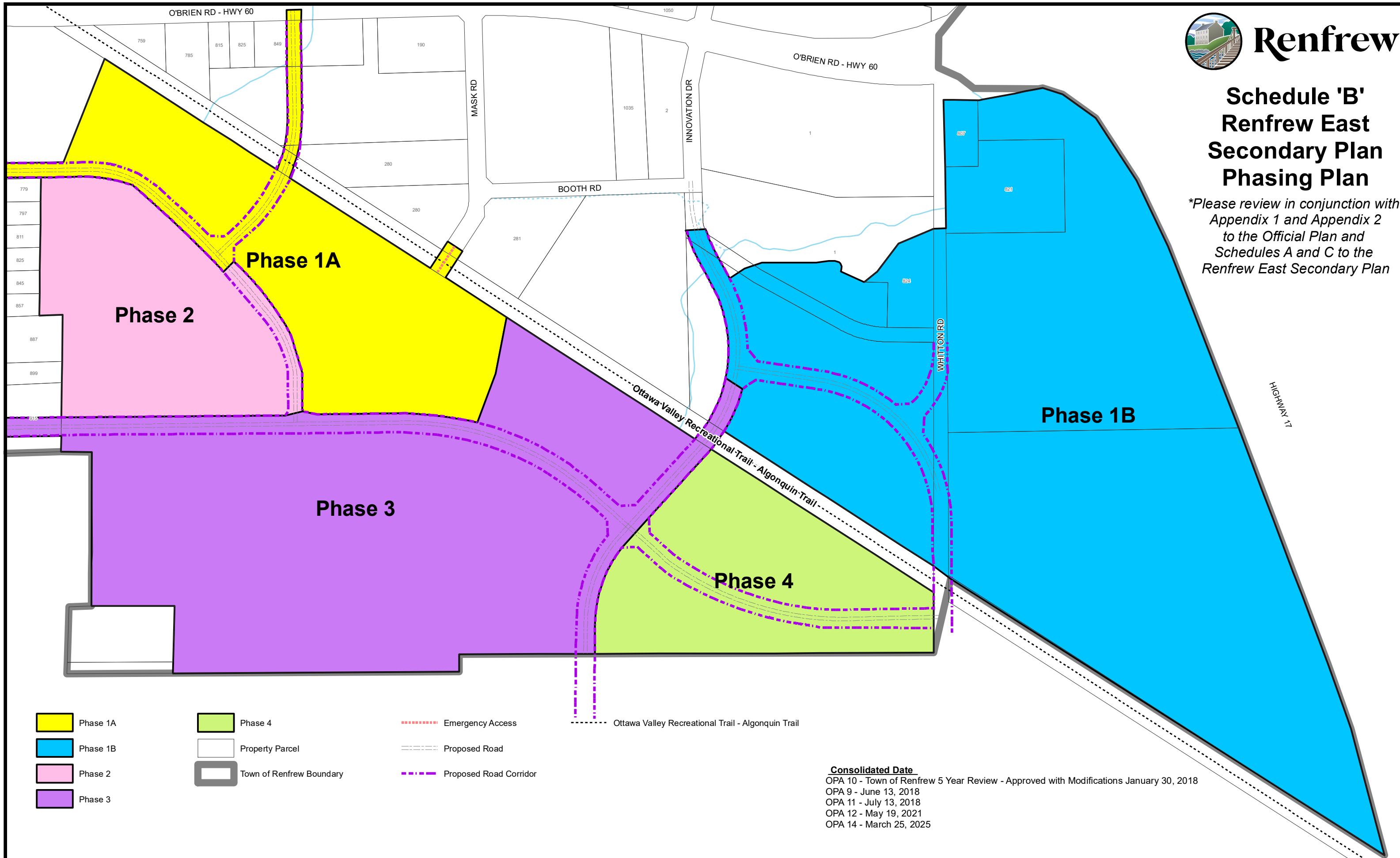
*\*Please review in conjunction with  
Appendix 1 and Appendix 2  
to the Official Plan and  
Schedules B and C to the  
Renfrew East Secondary Plan*





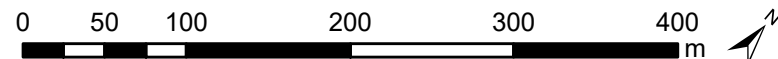
# Schedule 'B' Renfrew East Secondary Plan Phasing Plan

*\*Please review in conjunction with  
Appendix 1 and Appendix 2  
to the Official Plan and  
Schedules A and C to the  
Renfrew East Secondary Plan*



### Consolidated Date

OPA 10 - Town of Renfrew 5 Year Review - Approved with Modifications January 30, 2018  
OPA 9 - June 13, 2018  
OPA 11 - July 13, 2018  
OPA 12 - May 19, 2021  
OPA 14 - March 25, 2025



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County of Renfrew Development and Property Department  
9 International Drive  
Pembroke, Ontario K8A 6W5

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Ontario Geospatial Data Exchange & Renfrew County  
Additional Sources: Municipal Property Assessment Corporation  
extract from October 15, 2024

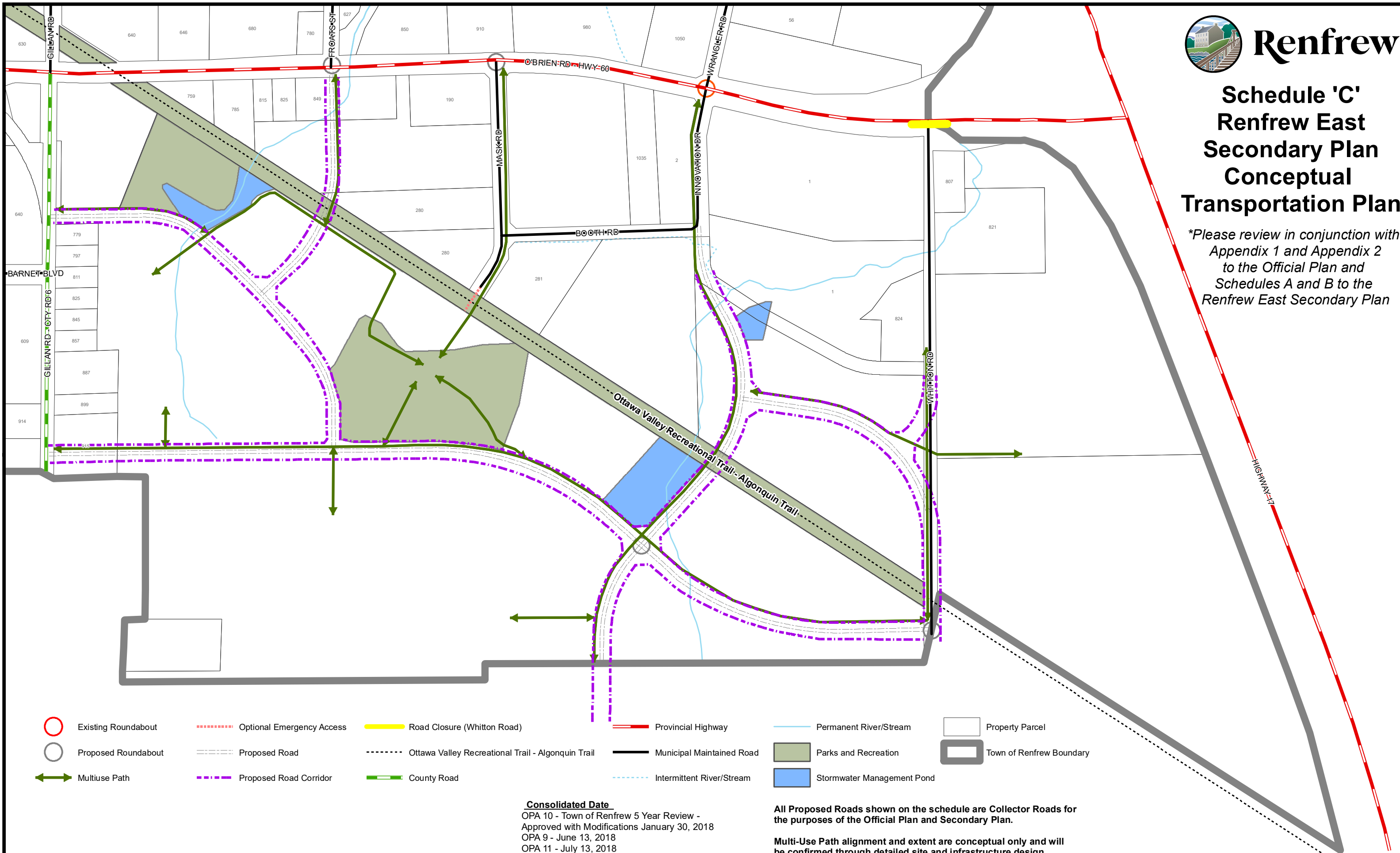
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Projection: UTM NAD83 Zone 18

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## Schedule 'C' Renfrew East Secondary Plan Conceptual Transportation Plan

*\*Please review in conjunction with  
Appendix 1 and Appendix 2  
to the Official Plan and  
Schedules A and B to the  
Renfrew East Secondary Plan*

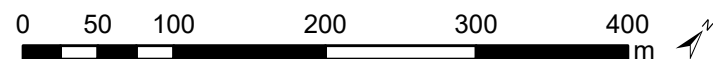


- |   |                     |   |                           |   |  |   |                           |   |                            |   |                          |
|---|---------------------|---|---------------------------|---|--|---|---------------------------|---|----------------------------|---|--------------------------|
|  | Existing Roundabout |  | Optional Emergency Access |  | Road Closure (Whitton Road)                        |  | Provincial Highway        |  | Permanent River/Stream     |  | Property Parcel          |
|  | Proposed Roundabout |  | Proposed Road             |  | Ottawa Valley Recreational Trail - Algonquin Trail |  | Municipal Maintained Road |  | Parks and Recreation       |  | Town of Renfrew Boundary |
|  | Multiuse Path       |  | Proposed Road Corridor    |  | County Road  |  | Intermittent River/Stream |  | Stormwater Management Pond |   |                          |

**Consolidated Date**  
OPA 10 - Town of Renfrew 5 Year Review -  
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**All Proposed Roads shown on the schedule are Collector Roads for the purposes of the Official Plan and Secondary Plan.**

**Multi-Use Path alignment and extent are conceptual only and will be confirmed through detailed site and infrastructure design.**



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# Renfrew