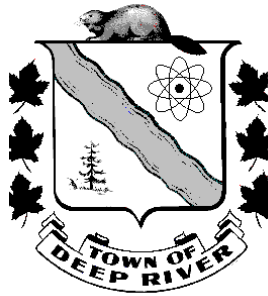

Planning Issues and Policy Options Report

Town of Deep River Official Plan

Prepared for



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Appendix A Engagement Plan – Deep River Official Plan Process



1 Report Purpose

The purpose of this report is to present an analysis of the planning issues identified through Official Plan Review consultation efforts to date, and to provide a preferred policy option for each identified issue based on provincial policy requirements and community development objectives. It is requested that the Steering Committee review and provide feedback on the preferred policy options, and confirm that all of the relevant planning issues have been addressed.

2 Background

2.1 Engagement Plan Progress

The Engagement Plan summarizes all of the milestones and deliverables in the Official Plan review process. The Engagement Plan was approved by the Steering Committee at its meeting of June 3, 2015, and is the reference point for all Technical Team activities. This report represents Step 8 of 15 in the Official Plan review process, and is followed in the Engagement Plan by the preparation of the Draft Official Plan. The Engagement Plan is attached as Appendix A to this report.

2.2 Previous Milestones Summary

The following is a summary and timeline of the tasks and milestones achieved in the course of the Official Plan Review to date:

- Official Plan Review Kick-Off Meeting (Public Works and Planning Committee) – April 8, 2015
- Official Plan Steering Committee Citizen Member Appointments – May 6, 2015
- Official Plan Steering Committee Meeting #1 – June 3, 2015
- Communications Protocol and Engagement Strategy Report – June 4, 2015
- Demographics and Housing Primer Report – June 16, 2015
- Issues Identification Workshop (Consolidated Focus Group Workshop #1) – June 18, 2015
- Draft Background and Scanning Report – July 9, 2015
- Official Plan Steering Committee Meeting #2 – July 15, 2015
- Final Background and Scanning Report – August, 2015
- Distribution of Community Group Consultation Letters – August 27, 2015
- Developer Group Consultation Meeting (Deep River Public Library) – September 9, 2015
- Visioning Workshop (Consolidated Focus Group Workshop #2) – September 10, 2015
- Business Group Consultation Meeting (Deep River Public Library) – September 14, 2015
- Draft Visioning Report – October 8, 2015
- Official Plan Steering Committee Meeting #3 – October 14, 2015
- CNL On-Site Consultation Meeting – October 22, 2015
- Memo to Official Plan Steering Committee Re: CNL Consultation Meeting – October 26, 2015
- Final Visioning Report – October 26, 2015
- Consultation Meeting with Sheila and Kirby Gallagher Re: Kerry Hill Court Development – October 28, 2015
- Statutory Special Meeting of Council – December 16, 2015

3 Planning Issues and Policy Options Analysis

3.1 Methodology

The Planning Issues and Policy Options report is the culmination of the background research and community consultation activities undertaken in support of the Official Plan Review. The planning issues listed in the Analysis section of this report reflect common land use planning matters, and also represent the main community-specific issues as identified in the Consolidated Focus Group Workshops. For each issue listed in the Analysis table, the community development objective related to the issue is compared to the provincial requirement(s) as described in the Provincial Policy Statement and Planning Act, as applicable. A preferred policy option is identified in the final column, which provides the basis for preparing the draft Official Plan policies related to that issue.



3.2 Analysis

Item	Policy Issue	Provincial Policy Statement	Community Objective	Preferred Policy Option
1	Growth and Settlement			
1.1	Population Characteristics	Upper-tier municipalities (County of Renfrew), in consultation with lower-tier municipalities (Deep River) shall identify, coordinate and allocate population, housing and employment projections for lower-tier municipalities, identify areas where growth or development will be directed, identify targets for intensification and redevelopment including minimum targets that should be met before expansion of the boundaries of settlement areas (1.2.4).	The participants in the Visioning Workshop expressed a desire to attract more employees from CNL and Garrison Petawawa to live in Deep River, and to attract and retain more young people and families. The Workshop participants endorsed a growth scenario that would see approximately 10% more employees from CNL and Garrison Petawawa living in Deep River by 2036, through a combination of employment growth and attracting a higher proportion of existing employees. Based on current assumptions, but subject to change, this scenario would result in approximately 590 new dwellings over the 20 year horizon of the plan.	Prepare Official Plan on the basis of the population growth target endorsed at the Visioning Workshop. Consult with County of Renfrew to finalize population, housing and employment allocations.



Item	Policy Issue	Provincial Policy Statement	Community Objective	Preferred Policy Option
1.2	Growth Areas	<p>Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years (1.1.2).</p> <p>Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted (1.1.3.1).</p> <p>Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas adjacent to the existing built-up area (1.1.2, 1.1.3.3, 1.1.3.6).</p> <p>New development shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (1.1.3.6).</p>	<p>At the Visioning Workshop, participants endorsed a growth vision that had four primary growth areas:</p> <ol style="list-style-type: none"> 1. Lands in the west of the Town surrounding Grouse Park, which are adjacent to the built up area, and are suitable for new residential development. 2. Lands generally within 750 metres (approximately 10 minute walk) of the Downtown area where intensification in the form of infill development and redevelopment should occur. A few large vacant sites exist in this area that should be developed at a high density. 3. Commercial lands along Highway 17, west of Kennedy Creek. Expansion of the existing commercial area westward on full municipal services. 4. Rural Commercial and Rural Residential lands in the vicinity of Highway 17, generally east and south of Kennedy Creek. Municipal water services are available on the highway, but sanitary services do not extend past Kennedy Creek. Development of rural commercial and compatible industrial uses, along with low density residential development on private services. 	<p>Prepare Official Plan policies directing growth to the four primary growth areas identified in the Visioning Workshop.</p>



Item	Policy Issue	Provincial Policy Statement	Community Objective	Preferred Policy Option
1.3	Residential Areas/Housing	<p>Municipalities, based on upper-tier population and dwelling unit allocations, shall provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area (County of Renfrew) by maintaining a 10-year supply of designated residential lands, and servicing capacity to provide for a three-year supply of residential units through appropriately zoned lands and lands within draft approved and registered subdivisions (1.4.1, 1.4.2).</p> <p>Municipalities shall also:</p> <ul style="list-style-type: none"> a) establish and implement minimum affordable housing targets b) meet the social, health and well-being requirements of current and future residents, including special needs requirements through all forms of housing, including intensification (e.g., second units, redevelopment); c) direct new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available; d) promoting housing densities that efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and e) establish development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining 	<p>Seniors Housing was expressed as a key concern by the community through the Housing Advisory Committee, Official Plan Steering Committee, and the Consolidated Focus Group Workshops. The Housing Advisory Committee studied seniors housing options, and prepared a survey for community members on the topic. One of the key findings was the desire for seniors housing to be in close proximity to the downtown to meet daily needs without the use of a vehicle. Generally, this was identified as a 10-minute walk (approximately 750 metres). The intensification growth area was established based on these results.</p> <p>The need for diversification in housing types was also raised through consultation. The Town's housing stock consists mainly of single-detached housing, which was seen as contributing to issues of affordability and availability of rental accommodation. The need for higher density forms of housing, especially row houses and apartments, was expressed.</p> <p>The growth areas were seen to differ in terms of appropriate housing densities. The new growth area was seen as an ideal location for single-detached, semi-detached and row dwellings. The intensification area was seen as an ideal location for the development of high density housing, including row dwellings and apartments. The rural lands south and east of Kennedy Creek were seen as a location where rural residential development on private services could occur as an alternative to urban living.</p>	<p>Establish Official Plan policies providing for a range of housing options in the different growth areas of the Town. Housing types and densities should differ based on location relative to the downtown and available services.</p>



Item	Policy Issue	Provincial Policy Statement	Community Objective	Preferred Policy Option
		<p>appropriate levels of public health and safety (1.4.3).</p> <p>Second units must be permitted in all detached, semi-detached and row houses, as well as in ancillary structures on lots containing these types of dwellings [Planning Act, s. 16(3)].</p>		
1.4	Commercial Areas	<p>Promote economic development and competitiveness by planning for and protecting an appropriate mix and range of employment and institutional sites, uses and infrastructure to meet the long-term needs of existing and future businesses, and encourage compact, compatible mixed-use development. Protect employment areas along major goods movement corridors (i.e., Highway 17) (1.3.1, 1.3.2.1, 1.3.2.3).</p>	<p>Participants in the workshops acknowledged the challenges with development of the Highway 17 corridor, especially issues related to access and servicing. Notwithstanding, participants viewed the continued development of the corridor as being important to the economic future of the Town.</p> <p>The downtown was seen as the civic centre of the Town, being a place where economic, cultural, residential and recreational functions converge. The promotion and continued development of the downtown was seen as important.</p>	<p>Establish Official Plan policies promoting the continued westward development of the Highway 17 corridor. Pursue an access solution in consultation with the Ministry of Transportation of Ontario.</p> <p>Promote the continued viability of the Downtown area by encouraging a compatible mix of high-density uses, with a focus on accessibility to the public.</p>
1.5	Rural Development Areas	<p>On rural lands located in municipalities, permitted uses include limited residential development and other rural land uses that are compatible with the rural landscape and can be sustained by rural service levels (1.1.5.2, 1.1.5.4).</p>	<p>Participants in the Workshops communicated a desire to see residential development proceed in the unserved area to the south and east of Kennedy Creek. Of particular interest were lands having access on Wylie Road, which were identified by the County of Renfrew in a 2010 Housing Analysis report as being a potential development site.</p>	<p>Permit limited residential development on private services in the unserved rural area of the Town to the south and east of Kennedy Creek along Highway 17.</p>



Item	Policy Issue	Provincial Policy Statement	Community Objective	Preferred Policy Option
2	Natural Heritage/Environment			
2.1	Parks, Open Space and Waterfront Areas	<p>Promote a healthy, active community by planning for a network of publicly-accessible built and natural amenities including streets, spaces (e.g., parks, open space, trails, water-based resources, shorelines, conservation areas) and facilities that are safe, pedestrian and active transportation-friendly, and foster social interaction.</p> <p>Important natural and ecological resources shall be protected and impacts to these resources minimized (1.5.1, 2.1.1).</p>	<p>In the Workshops, participants saw the parks and open space system in Deep River as a hallmark of the Town to be protected and promoted. Included in this system are the natural and landscaped open space areas, the trail system, and the waterfront and marina in the downtown area. The further expansion of these areas as the Town develops was seen as a priority. Through land development, the dedication of trails to improve parkland connectivity was seen as preferable to dispersed, disconnected neighbourhood parks.</p>	<p>Continue to promote, protect and enhance the parkland system throughout the Town, and incorporate policies in the Official Plan that communicate a preference for pedestrian connections in the dedication of parkland as part of development approvals.</p>
2.2	Green Infrastructure, Environment and Climate Change	<p>Promote green infrastructure, renewable energy systems and alternative energy systems. Support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which promote compact form, mixed use, active transportation, and energy efficient design (vegetation, building orientation, energy conservation). Direct freight-intensive land uses to areas well served by major highways (1.6.2, 1.6.11.2, 1.8.1).</p>	<p>A strong desire to promote green technology and infrastructure was communicated by participants of the Workshops. Of particular interest was infrastructure to support bicycle use. Residents viewed Deep River as a community with particularly high bicycle usage, and wanted to encourage that.</p> <p>An interest in protecting the environment, including sustainable resource and energy use, and efforts to mitigate and adapt to climate change, was communicated by Workshop participants. An interest in a local green energy project was proposed, possibly a “small modular nuclear reactor” to provide electricity to the community. Since Deep River is a community founded on the nuclear industry, it was seen as a good location for such a project.</p>	<p>Adopt policies supporting the use of alternative transportation, including bicycle transportation, and encourage Council to invest in infrastructure to support bicycle use (i.e., parking facilities, lanes, signage).</p> <p>Prioritize bicycle infrastructure as a requirement for development proposals, particularly in the Intensification Growth Area (i.e., within 750 metres of the Downtown). Examples include the implementation of minimum indoor and outdoor bicycle parking spaces for high density residential developments.</p> <p>Promote green energy infrastructure as part of municipal capital planning and promote efforts to procure upper-tier government funding for green energy projects.</p>



Item	Policy Issue	Provincial Policy Statement	Community Objective	Preferred Policy Option
3	Infrastructure			
3.1	Transportation	<p>Provide infrastructure and public service facilities in a safe, coordinated, efficient and cost-effective manner. Consider impacts from climate change while accommodating projected needs and optimizing the use of existing infrastructure and facilities (1.6.1, 1.6.3).</p> <p>Encourage a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support active transportation (1.6.7.4).</p> <p>Protect major goods movement facilities and corridors for the long term (1.6.8.2).</p>	<p>The transportation network was seen as relatively stable, however portions of the network were identified as being locations where future development would take place, particularly in the Downtown and Highway 17 areas, and in the west end.</p> <p>Workshop participants identified a lack of gateway design and appropriate signage directing Highway 17 traffic into the Downtown area. The Downtown is currently not visible from the intersection of Deep River Road and Highway 17, and participants wanted to see more effort to bring the travelling public into Town for economic benefit.</p>	<p>Promote continued efficient use of existing infrastructure, particularly through focusing development in the Intensification growth area.</p> <p>Promote the installation of gateway features and the design of the intersection of Highway 17 with Deep River Road, including promotional and wayfinding signage, and maximizing the view into the downtown area from Highway 17, including the removal of visual obstructions, where feasible.</p> <p>Promote planning and management of infrastructure to ensure appropriate levels of maintenance and funding.</p>
3.2	Servicing	<p>See Item 3.1</p> <p>Provide municipal water and sewage services in an efficient and cost-effective manner and avoid uneconomical expansion. Full municipal services are the preferred form of servicing. Individual services (well, septic) are permitted where full or communal services are not available and where the lands are suitable for such services with no negative impacts to surface and groundwater resources [1.1.3.2(a)(2), 1.6.6.2, 1.6.6.4].</p> <p>Plan for stormwater management with the goal of minimizing and/or preventing increases in contaminant loads, changes in water balance and erosion, risks to</p>	<p>The condition of the water, sewage and stormwater piping system was not noted as a matter of concern by the community.</p> <p>The capacity of the sewage plant capacity was a matter of particular concern for supporting an aggressive growth scenario.</p>	<p>The Town should continue to require the evaluation of sewage plant and pipe capacity for new subdivision and condominium development on full municipal services.</p> <p>Development on private services should be an option for development in the Rural Development Area south and east of Kennedy Creek along Highway 17.</p>



Item	Policy Issue	Provincial Policy Statement	Community Objective	Preferred Policy Option
		<p>human health and safety, and property damage. Promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development (1.6.6.7).</p>		
3.3	Public Facilities and Spaces	<p>See Item 2.1</p> <p>Co-locate public service facilities in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration and active transportation (1.6.5).</p>	<p>During consultations with CNL, the technical team discussed CNL's plans to construct an "Innovation Centre" on the Chalk River Labs site. The Technical Team discussed the possibility of a partnership with CNL to construct a joint Recreation and Discovery Complex, providing both recreation opportunities as well as showcasing the history and nuclear research underway at CNL.</p> <p>At the Workshops, participants communicated a desire to see improvements made to the Deep River Community Centre, or a replacement, as it is aging.</p> <p>The Deep River Science Academy (DRSA) was seen as a vital part of the culture of Deep River by Workshop participants. The location of the DRSA on the Keys Centre property was viewed as a good option for the use of the property.</p>	<p>Include the intention of Council in the community services and facilities policies of the Plan to undertake research and planning efforts toward determining the options for improvements or replacement of the Deep River Community Centre</p> <p>Ensure the Keys Centre and the adjacent AECL-owned property, as well as the Downtown, are appropriately designated to permit a community facility, and ensure the meaning of a community facility is construed broadly enough to include the potential for CNL's planned "Innovation Centre".</p>



Item	Policy Issue	Provincial Policy Statement	Community Objective	Preferred Policy Option
4	Implementation	See Item 1.4		
	Economy	<p>Support long-term economic prosperity by:</p> <ul style="list-style-type: none"> a) promoting opportunities for economic development and community investment-readiness; b) optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities; c) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; d) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes; g) providing opportunities for sustainable tourism development; i) promoting energy conservation and providing opportunities for development of renewable energy systems and alternative energy systems, including district energy; a) encouraging efficient and coordinated communications and telecommunications infrastructure (1.7.1). 	<p>The economy was one of the most discussed items at both Workshops, particularly in relation to changes at CNL, and the associated impacts that any changes have on the Town. The historical economic link between CNL and the Town was acknowledged. Historically, this has been to the benefit of both the Town and the Labs. Participants wanted to see this positive reciprocal relationship continue.</p> <p>Participants also wanted to see more economic diversification to ensure that Deep River's economy will be resilient and robust in the face of volatility or decline in any single economic sector.</p>	<p>Ensure that a wide range of business and economic uses are permitted along the Highway 17 corridor, and in the Downtown area. The Highway 17 corridor and adjacent lands are well suited to land intensive commercial and industrial uses, including manufacturing, warehousing and the processing of raw materials (e.g., lumber, metals, plastics).</p> <p>Continue the use of a Community Improvement Plan (CIP), and explore option for applying CIP benefits to the Highway 17 corridor as a tool for attracting new business.</p> <p>Prioritize and expedite development approvals related to CNL projects, and pursue partnerships with CNL for mutually beneficial initiatives (e.g., Balmer Bay Road extension).</p>

4 Next Steps

4.1 Additional Stakeholder Consultation

4.1.1 County of Renfrew

The County of Renfrew is the approval authority in respect of the Deep River Official Plan, and consultation with the County is compulsory under Section 17(15)(a) of the Planning Act. Prior to preparing the draft Official Plan, the Technical Team will formally pre-consult with the County to determine whether there are any matters that the County wishes to be addressed in the Official Plan review. As a result of consultation, the County may supply the Town with information or mapping that may be of value in assisting with plan preparation.

4.1.2 Ministry of Transportation of Ontario

The Ministry of Transportation of Ontario (MTO) controls all matters relating to the operations and improvement of the Highway 17 corridor running through the Town. This is of particular concern to the Technical Team, as the future expansion of the Highway Commercial area westward along Highway 17 requires both entrance and land use approvals from the MTO as part of the development process. Based on consultations with MTO to date, it is understood that the MTO is not supportive of additional entrances directly off of Highway 17, and instead prefers entrances to come off of a Town road.

4.1.3 Development and Business Community

The Technical Team held a consultation meeting with members of the development community on September 9, 2015. Three members of the development community participated in the meeting. A consultation meeting with the business community was also held on September 14, 2015, however there were no attendees, even though business community members were contacted directly in advance of the meeting to extend an invitation. As a follow up to the consultation meetings, members of the development community will be contacted directly to solicit input prior to preparation of the Draft Official Plan.

4.2 Draft Official Plan

Consistent with Step 9 of the Official Plan Review Engagement Plan, the endorsement of the Issues and Options Report will be followed by the preparation of the Draft Official Plan. The Technical Team may request that one or two Steering Committee meetings be convened during plan preparation should any issues arise requiring Steering Committee direction.

4.3 Statutory Open House/Public Meeting

Steps 10 and 11 of the Engagement Plan are the statutory open house and public meeting. These public consultation events are required under the Planning Act in order to give members of the public and opportunity to review the draft Official Plan and provide feedback. Providing oral comments at a public meeting or providing written comments to Council prior to adoption of the Plan is required in order for a person to be eligible to file an OMB appeal regarding the adopted Plan.

Please contact us should you have any questions or require clarification on any matter discussed in this report.

Trusting this is satisfactory.

Yours truly,



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Eric Withers, MCIP, RPP
Planner

Appendix A Engagement Plan – Deep River Official Plan Process

