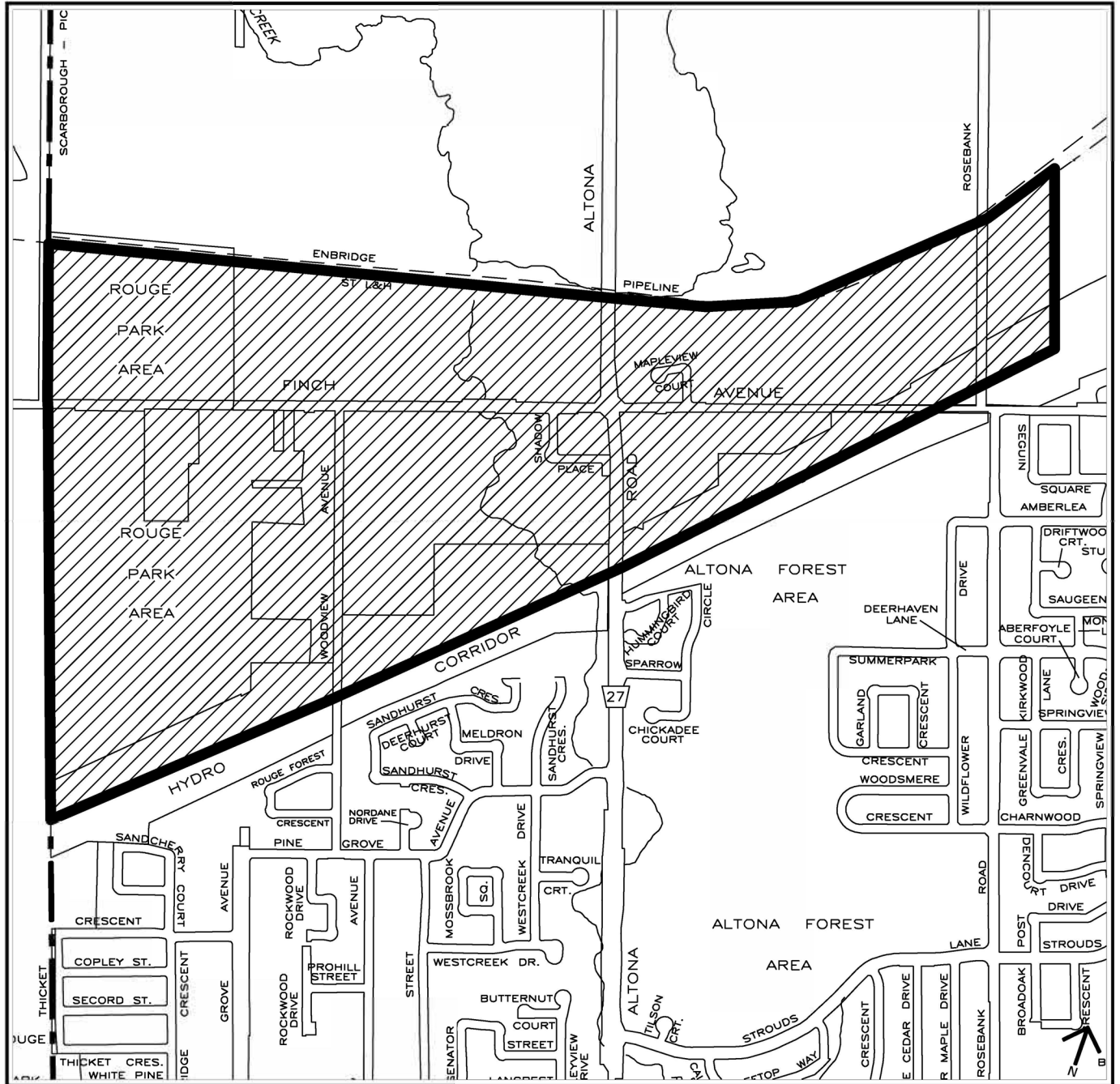


City of
PICKERING

Rouge Park Neighbourhood

Section N1

Rouge Park Neighbourhood
DEVELOPMENT GUIDELINES



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The Rouge Park Neighbourhood Development Guidelines were adopted by Pickering Council on April 10, 2000 and revised on January 20, 2003.

On November 17, 2003, Pickering Council further revised the Guidelines to remove the requirement for a stormwater pond on Woodview Avenue.

Rouge Park Neighbourhood Development Guidelines

N1.1 General Description

The Rouge Park Neighbourhood is located along the west side of Pickering, at the northern limit of the City's South Urban Area. It comprises an area of approximately 160 hectares. The Neighbourhood is bounded on the west by the Pickering-Toronto boundary, on the north by the Interprovincial Pipeline/C.P. Rail line, on the south by the Ontario Hydro Gattineau Corridor, and on the east by open space lands just east of Rosebank Road.

The Neighbourhood includes part of the Rouge Park, and has significant open space lands associated with the Petticoat Creek valley, wetlands, and various wooded areas. The Official Plan designates these lands as "Open Space System - Natural Area". All lands with the "Natural Area" designation, as well as "Freeways and Major Utilities – Potential Multi-Use Areas" (the Ontario Hydro Gattineau Corridor), are also designated as the "Rouge-Duffins Wildlife Corridor". Additional information regarding environmental features and stormwater management is available in the Rouge Park Neighbourhood Environmental Master Servicing Plan (see section N1.4 of these Guidelines).

The developable lands within the Neighbourhood are designated "Urban Residential Areas – Low Density", as well as "Mixed use Area – Local Node" at the south-east corner of Finch Avenue and Altona Road. Developable lands comprise approximately 25% of the total Neighbourhood area.

N1.2 Development Goals

Developable areas within the Rouge Park Neighbourhood comprise many small properties, some of which are irregularly shaped. The challenge in developing/redeveloping the Neighbourhood is overcoming this fragmented ownership, so that the resulting impression is that of a cohesive, well-designed neighbourhood.

In order to accomplish this, the Rouge Park Neighbourhood Development Guidelines establish the following broad goals:

Goal 1: Finch Avenue will serve as the backbone of the Neighbourhood.

Development adjacent to this primary road should establish a strong visual and physical relationship with the street, a relationship which is evident through the Neighbourhood.

Goal 2: Development must maintain a connection with surrounding natural areas.

The greatest attribute and most identifiable aspect of this Neighbourhood is the variety and number of natural areas, valleys and open space lands. Neighbourhood design within developable areas must be done in a manner that retains visual and physical (where appropriate) connections to these areas. This can be accomplished through careful design and placement of internal roads and walkways, and siting of buildings.

Goal 3: The intersection of Finch Avenue and Altona Road will be the central focus of the Neighbourhood.

This will be accomplished through development controls requiring high-quality building and landscape design, and the provision of a mix of uses including educational facilities and multi-unit residential development, as well as limited retail, commercial, institutional, and office uses.

Goal 4: Residential areas feature a variety of housing types of high-quality design arranged on efficient street patterns.

Housing types may include detached, semi-detached, townhomes, and multi-unit dwellings which contribute to a lotting pattern and streetscape that is aesthetically pleasing, diverse, encourages social interaction within a neighbourhood, and supports safe environments.

N1.3 Tertiary Plan

Figure A presents a Tertiary Plan that illustrates many of the design objectives discussed in the following text. The location of the various symbols on the Tertiary Plan should not be considered absolute, as they will be refined through the review and approval of development applications.

N1.4 Environmental Master Servicing Plan

City Council has endorsed an Environmental Master Servicing Plan for the Rouge Park Neighbourhood (EMSP). The EMSP is a companion document to these Development Guidelines, and provides direction on stormwater management and strategies for developing in an environmentally responsible manner. Staff and Council will refer to the EMSP when considering development applications within the Neighbourhood. Landowners and developers must refer to the EMSP when designing and undertaking development.

N1.5 Rouge Park Management Plan

A portion of the Rouge Park occupies much of the western third of the Neighbourhood. The Pickering Official Plan contains policies that deal specifically with the Park. Section 10.16 of the Plan establishes general resource management policies for supporting the goals of the Rouge Park Management Plan, and section 11.16 requires that new development in the Rouge Park Neighbourhood have regard for the Management Plan.

N1.6 Rouge-Duffins Wildlife Corridor Management Plan Initiative

A Management Plan should be prepared for the Rouge-Duffins Wildlife Corridor, which would address preservation, maintenance and restoration of the Corridor. Stakeholders such as the Ministry of Natural Resources, Toronto & Region Conservation Authority, Region of Durham, City of Pickering, Canadian Pacific Railway, Interprovincial Pipelines, and Ontario Hydro Services are encouraged to come together and forge a partnership to support the future of the Wildlife Corridor.

Owners of lands within the Wildlife Corridor should be required to operate and undertake works within the parameters established by a Rouge-Duffins Wildlife Corridor Management Plan.

N1.7 Servicing

N1.7.1 Stormwater Management

The Tertiary Plan identifies the preferred location of a stormwater management pond. Lands east of Petticoat Creek would contribute to a pond located on Ontario Hydro lands on the west side of Altona Road. Detailed siting, engineering and grading plans are required prior to finalization of the sites – reference should be made to the Environmental Master Servicing Plan for additional stormwater management details.

Stormwater from lands west of Petticoat Creek will be directed to Petticoat Creek with quality control provided before stormwater outlets into Petticoat creek.

As discussed in the Environmental Master Servicing Plan, there may be a limited opportunity for some lands at the north-west corner of Finch Avenue and Rosebank Road to drain to an existing storm sewer along Rosebank Road.

N1.7.2 Sanitary Sewerage

The existing main sewer lines are located along Woodview Avenue near Sandhurst Crescent, as well as along Altona Road at Pine Grove Avenue. The extension of sanitary sewers into the Neighbourhood will be required prior to development occurring.

The sewer along Woodview will serve the area west of Petticoat Creek. It will require minor upgrades prior to extension, and has capacity to accommodate approximately 500 additional people. The sewer along Altona can serve the remainder of the Neighbourhood. With minor improvements, it can accommodate approximately 1,700 additional people.

It may be possible to service a limited amount of land west of Rosebank Road via a sanitary sewer which exists on Rosebank, south of Finch Avenue. Such a possibility can be examined further once detailed development applications are submitted for the area. The City will support this servicing arrangement provided that it is acceptable to the Region of Durham, and does not require substantial regrading of the subject lands which may inappropriately impact surrounding properties.

An alternate means of providing sanitary sewerage to certain areas (particularly those on the north side of Finch Avenue, west of Petticoat Creek) is a direct connection to the York-Durham Trunk Sewer via a pumping station/forcemain. The City will support this servicing arrangement, provided that the pumping station/forcemain is privately owned and operated, or otherwise agreed to by the Region.

N1.7.3 Water Supply

The majority of homes within the Neighbourhood are currently served by the Regional water supply system, which includes watermains installed along Finch and Woodview Avenues. With the recently completed expansion of the Ajax Water Supply Plant, there are no constraints on the system's ability to accommodate planned growth in this area. No facilities other than the extension of watermains are required.

N1.7.4 Servicing Other Lands

Within the Rouge Park Neighbourhood, a few existing homes are situated outside of developable areas (there are several on Finch Avenue west of Woodview Avenue). As lands in the vicinity of such homes are developed, the Region is encouraged to make available water and sanitary sewerage to existing homes.

N1.8 Neighbourhood Population Targets

The Official Plan establishes a population target for the Rouge Park Neighbourhood of 1,600 people. Based solely on sanitary sewer capacity, a population target of 2,000 people is achievable 550 west of Petticoat Creek, and 1,450 east of the creek. However, if the population were to grow much beyond 1,600 people, the Durham District School Board has indicated that an elementary school site would be required within the Neighbourhood.

In order to minimize the need for public facilities in this area of limited developable lands, a population target of 1,600 people will be retained, with a maximum of 550 people on lands developed west of Petticoat Creek, which contribute to the Woodview Avenue sanitary sewer.

At Council's discretion, the population target may be exceeded if the City, in consultation with the Durham District School Board, is satisfied that existing development, or proposed development, does not generate the need for additional school facilities within the Neighbourhood (which would be in addition to the site required by the Durham Catholic District School Board, see section N1.9.5).

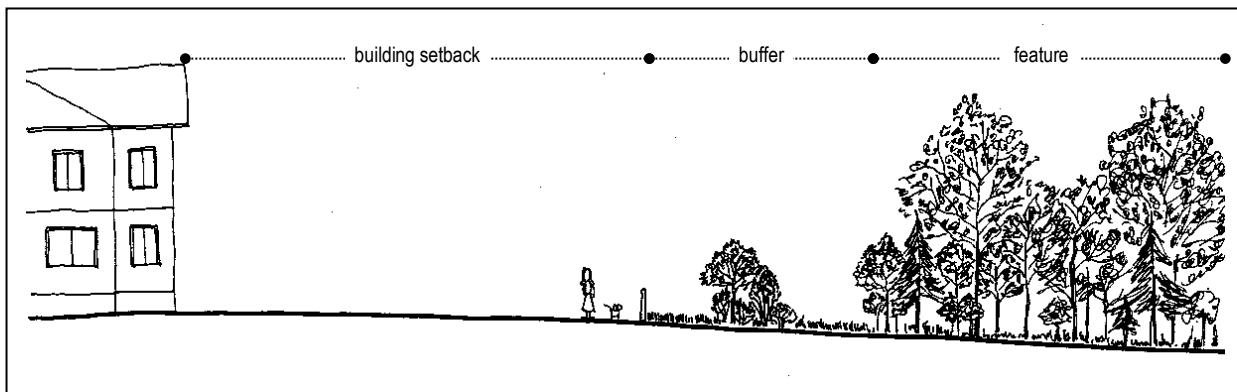
The population target of 550 people west of Petticoat Creek may be exceeded if the City and Region are satisfied that alternative servicing arrangements are feasible and appropriate. This may include a direct connection to the York-Durham Trunk Sewer via a privately owned and operated sewage pumping facility.

N1.9 Development Standards

N1.9.1 Developable Areas

The Tertiary Plan includes a delineation of “developable areas” within the Neighbourhood. The delineation is based on the exclusion of sensitive natural features such as wetlands, woodlots and stream corridors. Functions associated with those features may depend on lands adjacent to the features and thus, some restrictions may be placed on the adjacent lands within the developable areas currently identified.

The precise relationship between features and functions for specific areas will be determined when development is proposed for that area, through the submission of an Environmental Report (see section 15.11 of the Pickering Official Plan). The Environmental Report will be required to, among other matters, precisely define the limits of development and identify appropriate edge management strategies which may include buffers, restoration zones, and building setbacks. The Environmental Master Servicing Plan provides direction on undertaking this work for various areas within the Neighbourhood. Where appropriate, the conveyance of significant environmental features and their buffers to the City or other public agency may be required as conditions of development approval.



Cross-section of a typical edge management strategy

At the time of Council approval of these Development Guidelines, the lands on the north side of Finch Avenue, opposite Woodview Avenue, were subject to a development application and appeal of the Pickering Official Plan. The “dashed” line identified on the Tertiary Plan for this area indicates that development limits have yet to be determined. This will be accomplished through the review of the development application, and resolution of the Official Plan appeals.

N1.9.2 Transportation Network

Existing Roads

The two primary roads in the Neighbourhood are Finch Avenue and Altona Road, which are both arterial roads that perform an important traffic function in the City. As lands are developed along these roads, this function must be maintained. Accordingly, the number and spacing of new access points to Finch and Altona will be carefully reviewed by City and Regional staff. However, with the City's interest in Finch Avenue serving as the Neighbourhood's "backbone", access restrictions to Finch will be less stringent compared with Altona Road.

It is anticipated that Finch Avenue and Altona Road will be widened to four lanes in the future, and upgraded to standard urban cross-sections with curbs, gutters and sidewalks. At the time of improvements to Finch Avenue, the Finch/Rosebank Road intersection will be realigned. It is also anticipated that new signalized intersections will occur along Finch Avenue at Rosebank Road, and at Woodview Avenue.

As modifications to Finch Avenue, Altona Road, and Rosebank Road are made, impacts on the area's natural features and functions, and abutting properties, should be minimized and opportunities to maintain/enhance natural features and functions should be pursued. Standard engineering and construction techniques may not be appropriate. Innovative and environmentally-responsible techniques such as the following may be required:

- establish right-of-way widths that are consistent with the required number of lanes, rather than securing the maximum permissible widths;
- shade street lights and other ambient lighting away from nearby woodlots;
- minimize alterations to existing grades and drainage patterns;
- minimize loss of existing vegetation; and
- provide culverts and other road-crossing opportunities for herpetovores and small mammals.

As set out in section 11.16(c) of the Official Plan, City Council will support improvements to the level crossings of the C.P. rail line at the Scarborough-Pickering Townline Road, Altona Road, and Rosebank Road, such as the installation of appropriate safety measures including automatic safety gates, and grade separations where appropriate.

Future Roads

The Tertiary Plan identifies the approximate alignment of future principal roads within the developable areas. These principal roads (in addition to other future roads that may be required for some areas), are required to create permeable development pockets, and facilitate an efficient movement of pedestrians, private vehicles, transit, and service vehicles through the Neighbourhood.

The Tertiary Plan also identifies "additional access locations" along Finch Avenue and Altona Road. These locations will provide access to small and/or irregularly shaped areas that may be better served by private roads rather than more land-consumptive public roads. Alternate, additional and temporary access points must be approved by the City and Region of Durham. Alternative development standards such as reduced right-of-ways and private rear lanes will also be considered.

A potential “through-road” between Finch and Altona is identified for the south-east corner of the two streets. This connection is preferred if the lands redevelop primarily as one block. However, if existing homes on the south side of Finch are retained through redevelopment, the through-road (although desirable) will not be required (see section N1.9.3).

Cohesive Street Design

As new public roads and improvements to existing roads are designed, the outcome should be a public road network that presents a distinct character for the Neighbourhood. This would include a unified approach to:

- street tree species;
- boulevard and median landscaping, particularly at the Finch/Altona intersection;
- demarcation of pedestrian crossings;
- style of street lights; and
- placement of street furniture.

In addition, the style of street lights and selection of street trees and landscaping materials should enhance environmental features and functions in the Neighbourhood.

Sidewalks

Sidewalks will be required on at least one side of all new public roads. For condominium developments, a pathway system should provide convenient pedestrian access to appropriate areas within the site, as well as connections to public sidewalks and streets.

Trail System

The City of Pickering Trails and Bikeway Master Plan identifies a network of off and on-road trails throughout urban and rural Pickering for such users as pedestrians, joggers, cyclists, in-line skaters, cross-country skiers, etc. Over time, key recommendations of the Master Plan will be implemented to achieve the City’s vision of a multi-modal community.

The Master Plan identifies several conceptual trail routes through the Neighbourhood. On-road “future bike routes” are identified along Altona Road, Finch Avenue and the Townline Road. Off-street trails include a “future hiking trail” along Petticoat Creek (likely on the east side of the creek), and “future multi-use pathways” within the Hydro corridor and along the York-Durham Trunk Sewer.

The Tertiary Plan identifies potential trail access locations that will link new development with these trail systems. Opportunities to secure adequate right-of-way for these future trail systems, as well as links to the Neighbourhood, will be considered in the review of subdivision and site designs, as the area develops. Prior to the construction of any trails, detailed assessments of trail locations and alignments will be required.

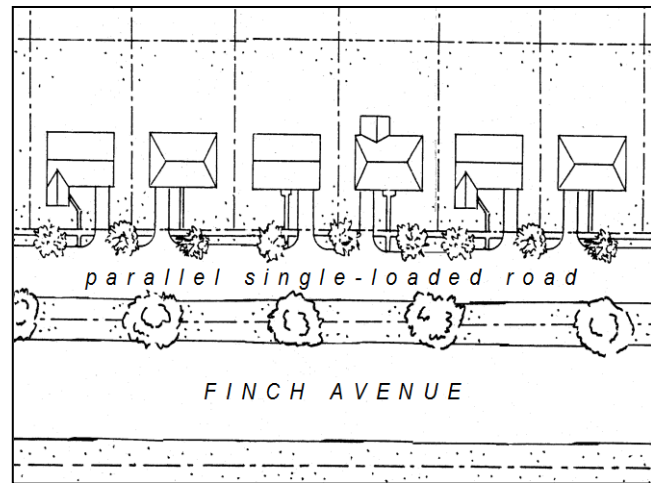
Design of improvements to Finch Avenue and Altona Road should accommodate space within the right-of-way for bicycle lanes, as per the Trails and Bikeway Master Plan.

N1.9.3 Streetscape

Development Along Finch Avenue and Altona Road

Finch Avenue is expected to maintain its role as the key street or “backbone” of the community. This may involve a continuation of the historic development pattern along Finch – that of homes and other buildings facing the street.

New development along Finch Avenue and Altona Road should employ innovative architectural and urban design techniques to humanize the street, mitigate the effects of traffic, and present an attractive frontage along these roads. Development with reverse frontages and noise attenuation devices such as significant fencing and earth berms is strongly discouraged.



Potential streetscape adjacent to Finch Avenue

Appropriate design treatments could include the use of:

- single-loaded service roads;
- homes oriented towards Finch and/or Altona, and accessed via private rear lanes;
- soft landscaping treatments (trees, shrubs, hedges, etc.) which help define street and property edges, while also providing limited sound absorptive qualities;
- enhanced flankage elevations featuring ample glazing, entrances and architectural detailing; and
- multi-floor buildings sited close to existing streets, thereby using their building mass as a separator between the road and rear amenity areas.

Altona Road will likely experience a higher rate of traffic growth than Finch Avenue. Although use of the above design treatments is also encouraged for Altona Road, limited use of noise attenuation devices may be permissible.

Potential for Rear-Lot Development

As mentioned previously, development patterns along Finch Avenue have historically featured buildings that face the street. This includes several existing homes fronting the south side of Finch just east of Altona Road, and the north side of Finch immediately east of the Regional Water Tower. The properties on which these homes are situated are of sufficient depth to accommodate rear-lot development, which would allow for redevelopment of the surrounding lands while retaining existing homes. This will only be practical however, if landowners are unified in their approach to redevelopment of the lands – either all homes are retained, or the entire block is redeveloped.

A coordinated plan will be required for these blocks upon submission of the first major development applications in these areas. If existing homes are retained, abutting development should be of a compatible scale and character, with particular attention to lot frontage and building heights, as well as front, side and rear yards.

Development Along New Roads

As discussed in section N1.9.2, a network of public and/or private roads will be required within the developable areas to provide for permeability and to facilitate efficient vehicular and pedestrian circulation. For ground-oriented dwellings (detached, semi-detached, townhomes etc.), attention to a dwelling's relationship with the street is important.

Accordingly, their design should consider the following principals:



Example of an attractive streetscape

Principal 1: Homes should feature prominent main entrances that are easily identifiable and visible from the street.

A prominent entry point provides a focal point for the home and fosters a sense of warmth and human habitation. Highly visible entrances support informal surveillance along a street, thereby reducing potential for vandalism and crime.

Principal 2: Homes should provide windows and doorways at the front face of the house to provide “eyes on the street”.

Windows “open the home”, which fosters a sense of warmth and human habitation and provide opportunities for living space (e.g. family room/kitchens) to be drawn to the front of a dwelling. This arrangement of internal space maximizes opportunities for informal surveillance of yard and street from within a home.

Principal 3: Homes should offer an amenity area that accommodates opportunity for street-side interaction.

An amenity area could be a front yard, landscaped area, porch, veranda, etc. Providing this space enhances opportunities to socialize with neighbours – this social interaction can strengthen a sense of community within a neighbourhood. Reduced building setbacks can draw amenity areas closer together.

Principal 4: A garage should be scaled and integrated with the design of a house such that it is not the dominant aspect of the home.

The width and projection of a garage should be sensitive to the over-all scale of the house. The garage could be detached and placed in rear or side yard. The use of shared driveways can increase the percentage of a front yard available for landscaping. Common underground parking areas could be used for multi-unit grade related housing.

N1.9.4 Neighbourhood Centre

Building Focus

Development around the intersection of Finch Avenue and Altona Road will be the “heart” of the Neighbourhood, both in appearance and function. The use of appropriate building heights, massing, architectural features and landscaping will establish a focal point at this intersection.

The Tertiary Plan identifies a “neighbourhood focus” at the four corners of the intersection, which require a strong presence at Finch and Altona to define the area as a centre. This can be accomplished by building close to the street, providing outdoor public space (squares, plazas), and the use of hard and soft landscaping. Parking areas should be organized such that the majority of the area does not separate principal buildings from Finch Avenue.

Architecturally significant structures that relate to the built heritage of this area are encouraged. This would include use of similar architectural styles and building materials.

The building focus should be augmented by distinctive boulevard and median landscaping which will assist in establishing a sense of “arrival” at the intersection.

Building Heights

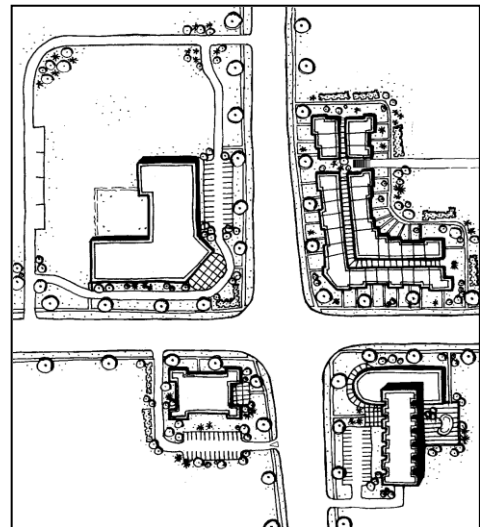
In order to provide for a suitable visual focus within the Centre, building heights will preferably range from 8.5 to 15 metres in height (generally 3 to 5 stories), with nothing less than a height typically achieved with 2 storeys. Within this range, proposed building heights and massing must be sensitive (i.e. minimize the casting of shadows) to adjacent development.

In areas beyond the Neighbourhood Centre, building heights should be sensitive to the area’s surrounding built and natural environment. Typically, the tallest buildings will be comparable in height to that of a mature tree canopy – 4 to 5 stories.

Local Node

The south-east corner of Finch Avenue and Altona Road is designated “Mixed use Area - Local Node” in the Official Plan. This designation provides for a broad range of uses, including: medium density residential; retailing of goods and services; offices; restaurants; and community, cultural and recreational uses. Considering the size of the Local Node parcel, as much as 1,000 square metres of non-residential space is anticipated if the property redevelops.

The mix of uses permitted by the Local Node designation further enhances opportunities for the Finch/Altona intersection to be the focus of the Neighbourhood, by providing for the day-to-day shopping needs of area residents. Accordingly, redevelopment of this corner is strongly encouraged to accommodate a range of uses, in particular, retail, commercial and office space on the first few floors, with residential units on upper floors.



Building masses are arranged in a manner that frames and draws attention to the intersection (this drawing is conceptual only and is not intended to reflect an approved site design).

If the building on the site is re-used, rather than fully redeveloped, an intensive re-landscaping of the site is encouraged. This could include an architectural/landscape feature to serve as a focus towards the Finch/Altona intersection, manicured greenspace paralleling the perimeter of the site, and landscape strips that define parking areas.

North-East Corner

The depth of lots at the north-east corner of Finch Avenue and Altona Road may be too shallow to accommodate development fronting Altona Road. Preferably, the entire block of land will be developed comprehensively.

Access Locations to Properties at the Intersection of Finch and Altona

Access to the blocks of land at the four corners of the intersection will be dependant on the type of use proposed on these properties. Residential development will be encouraged to make use of new, internal roads. For commercial/mixed use development, the Region of Durham will generally permit full access to Finch Avenue, provided the access point is located as far as possible from the intersection. Access locations along Altona Road may have restricted turning movements.

Equipment and Service Area Screening

Roof mounted mechanical equipment should be screened so it is not visible from the road or any adjacent use. Screening methods should be integrated into the building design. Mechanical equipment, service areas, and transformers at grade should be housed in the main building where possible, or where not possible, screened with decorative fences, landscape features or building elements.

Refuse storage must be fully enclosed and preferably internal to the buildings. Provision must also be made to accommodate waste recycling.

Outside storage will not be permitted.

Restriction on Uses

Retail facilities within the Neighbourhood Centre should provide for the day-to-day shopping needs of residents in the area. Therefore, "highway-commercial" type uses such as gas stations and drive-through facilities such as restaurants, banks and convenience stores will not be permitted.

N1.9.5 School and Park Site

As identified on the Tertiary Plan, the north-west corner of Finch and Altona has been reserved for a 2.0-hectare elementary school site for the Durham Catholic District School Board, and a 1.7 hectare Neighbourhood Park. These community facilities will serve the Neighbourhood and a broader area.

The school and its related landscaping elements will provide a prominent focal point for the Neighbourhood. The building should be sited close to the intersection, with outdoor play areas provided at the rear of the school.

N1.9.6 Views and Vistas

Certain existing and built features will establish and enhance the area's character, sense of place, and create landmarks. They will also assist with one's orientation within the Neighbourhood. To create and/or retain these views, local road orientation and building mass should be utilized in a manner that features and frames prominent views of creek valleys and forested areas.

In particular, the vista along any extension (public or private road) of Woodview Avenue should be terminated by either the existing natural features to the north, or an architectural focal point or significant landscape feature.

N1.10 Cultural Heritage

N1.10.1 Heritage Structures

The City's Cultural Heritage goal is to respect its cultural heritage, and conserve and integrate important cultural heritage resources from all time periods into the community (section 8.1 of the Official Plan). This can be accomplished by identifying important cultural heritage resources, so that they can be conserved and integrated into the community fabric.

Four dwellings in particular, at 51, 240 and 450 Finch Avenue, and 1973 Altona Road (identified on the Tertiary Plan), are considered significant. Prior to development occurring on these properties, an assessment of the architectural and heritage significance of each structure should be undertaken by the applicant, and strategies for retaining the structures on site should be explored, if appropriate. This same examination should apply to any property in the Neighbourhood if it exhibits traits of architectural and/or heritage significance. Heritage Pickering should be consulted in determining if the examination is necessary for these other structures.

N1.10.2 Archaeological Resources

There are registered archaeological resource sites within the general area of the Rouge Park Neighbourhood. If development is proposed on or near a property that contains one of the registered sites, the Region of Durham will require the applicant undertake an archaeological assessment of the subject property.

N1.11 Unit Transfers and Density Bonuses

N1.11.1 Unit Transfers

The Rouge Park Neighbourhood has a small developable area. Recognizing landowner interests, design objectives, and the population target, residential unit transfers in accordance with the density transfer policy of the Official Plan (section 15.18) may be permitted.

For those circumstances in which a development proposal may be able to fulfill the objectives of this Development Guideline, yet exceed the maximum allowable residential density established by the Official Plan, the transferring of residential units from one property to another within the Neighbourhood will be considered. Both the granting and receiving properties must demonstrate how the transfer will satisfy the requirements of this Guideline, and, if approved, an implementing zoning by-law will detail the granting and receiving properties, and the number of units transferred.

N1.11.2 Density Bonuses

Density bonuses may be permitted, as per section 15.17 of the Official Plan, subject to Council's approval. Council may pass a by-law for a specific site that permits an increase in density of up to 25% beyond the maximum allowable density permitted by the Official Plan, for that site.

A bonus is given only in return for the provision of specific services or facilities listed in the Official Plan, such as: additional open space; community facilities; assisted or special needs housing; preservation of heritage buildings or structures; or, the preservation of natural heritage features and functions. The accompanying table lists services or facilities that may warrant bonuses if they are provided through development in the Rouge Park Neighbourhood.

In considering a development proposal which requires a density bonus, Council will evaluate:

- the proposal within all applicable objectives of these Guidelines and relevant Official Plan policies; and
- the "public good" that would be gained by accepting the benefit offered by the proponent in exchange for the density bonus.

As a condition of passing a density bonus by-law, the City will require that benefiting landowner(s) enter into one or more agreements, registered against the title of the lands, dealing with the provision and timing of specific facilities, services or matters to be provided in return for the bonus. Preparation and registration of such agreements will be at the expense of the applicant.

Services and Facilities Required for a Density Bonus

General Provision	Specific Requirement
Additional Open Space	<ul style="list-style-type: none"> • developable land is conveyed to a public agency for the purpose of public trails, or other uses as deemed appropriate by Council
Community Facilities	<ul style="list-style-type: none"> • provision of community facilities such as: playground; sports field; daycare; community hall; transit shelter; trail/walkway
Assisted or Special Needs Housing	<ul style="list-style-type: none"> • private development of such facilities as: rental housing; nursing homes; income-assisted housing; non-profit housing; bungalows
Preservation of Heritage Buildings or Structures	<ul style="list-style-type: none"> • in situ preservation of buildings determined to be of architectural and/or heritage significance
Preservation of Natural Heritage Features & Functions	<ul style="list-style-type: none"> • in an area designated for residential development, provision of lands beyond that required to buffer adjacent natural features • in an area designated for residential development, conveyance to a public agency of existing natural features located on the lands, such as small woodlots

N1.12 Staging

Development/redevelopment within the Rouge Park Neighbourhood will occur on full municipal services, and will proceed based on orderly extension of the services. At the discretion of the City and Region, properties may be permitted to develop independently, provided that road and servicing connections to adjacent properties are designed for, protected, and where required, constructed within the limits of the subject property.

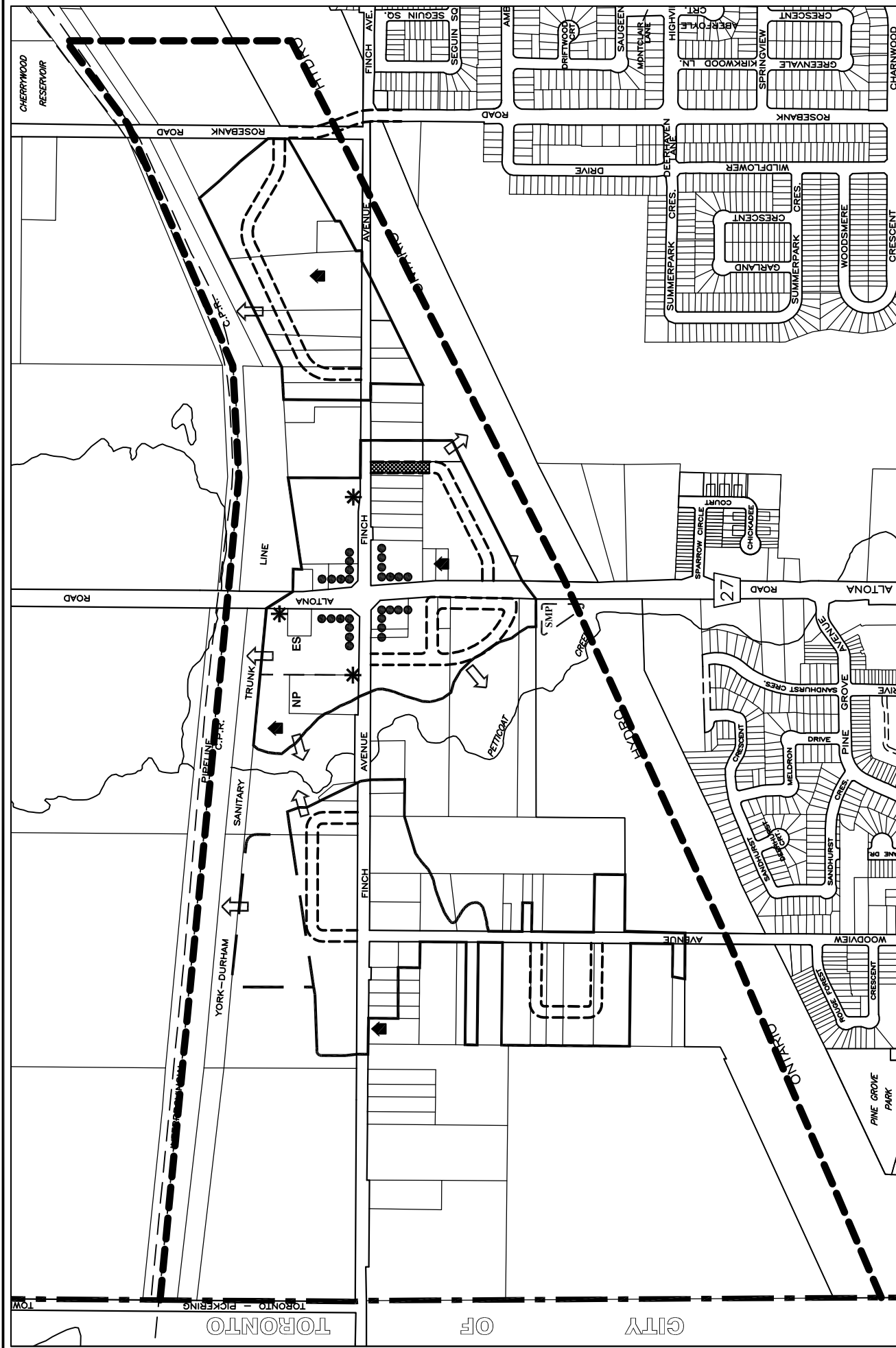
Landowners may be required to enter cost-sharing agreements for certain facilities, such as stormwater management ponds, as conditions of development approval. Developers may be required, as conditions of development approval, to post signs at the terminus of partially completed roads identifying that future construction of a through road will occur.

N1.13 Implementation

Council and City staff will rely on the direction provided by the Official Plan, the Rouge Park Neighbourhood Environmental Master Servicing Plan, and these Development Guidelines in the review of all development applications in the Neighbourhood. The Guidelines should also be referred to in the preparation of:

- zoning by-law amendment applications;
- draft plans of subdivision;
- draft plans of condominium;
- siting and architectural design statements;
- site plans;
- building permit applications; and
- construction/engineering drawings.

Landowners are required to contribute to the cost of the Rouge Park Neighbourhood Study, which will be adjusted annually based on the Southam Construction Cost Index. Contributions will be based on the developable area of the property, and required as a condition of development approval.



ROUGE PARK NEIGHBOURHOOD Tertiary Plan

FIGURE A



- DEVELOPABLE AREAS
- NEIGHBOURHOOD FOCUS
- - - - - FUTURE ROADS
- SEE SECTION N1.9.1
- SEE SECTION N1.9.3
- NEIGHBOURHOOD BOUNDARY
- FUTURE STORMWATER MANAGEMENT POND
- FUTURE NEIGHBOURHOOD PARK
- FUTURE ELEMENTARY SCHOOL
- ↑ POTENTIAL TRAIL ACCESS
- * POTENTIAL ACCESS LOCATION

