



# DRAFT SECONDARY PLAN



## PROPOSED COMMUNITY MASTER PLAN

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Prepared by:

DEVCORE Group  
1950 Montreal Road  
Cornwall ON K6H 6L2

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# 1 INTRODUCTION

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The purpose of this secondary plan is to guide future growth and development of the DEVCentre redevelopment project lands surrounding the DEV Hotel and Conference Centre located at 1950 Montreal Road in Cornwall. This secondary plan provides the policy direction on land use, densities, building heights, infrastructure, open space, and mobility.

This secondary plan is the City Council's policy direction for municipal actions, particularly in the review of subdivision, zoning and site plan applications, applications to the Committee of Adjustment and the undertaking of public works.

The DEVCentre redevelopment project policies elaborate on or provide exceptions to the policies and schedules of the Official Plan of the City of Cornwall. In the event of conflict with the Official Plan, these Secondary Plan policies take precedence.

## 1.1 VISION

The vision of this development is to build a vibrant, innovative and sustainable community that holistically balances growth thought thoughtful design. This community will be planned as a mixed-use community with a vibrant public and private realm including generous open spaces, cultural and recreational amenities, and employment opportunities.

## 1.2 GUIDING PRINCIPLES

The vision is based on the following guiding principles:

- 1- Enhance mobility by prioritizing diverse transportation options, with a focus on improving the pedestrian experience throughout the site.
- 2- Cultivate a welcoming and vibrant sense of place that fosters community identity, enhances livability, and promotes a shared sense of ownership.
- 3- Design adaptable buildings and sites that ensure economic sustainability, withstand the test of time, and remain relevant amidst societal, economic, and technological changes.
- 4- Promote excellence by prioritizing sustainable, innovative, and context-appropriate design choices.
- 5- Foster diversity by actively engaging with communities, including the Mohawk Council of Akwesasne.

## 2 LAND DESIGNATION AND DIRECTED GROWTH

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This Secondary Plan establishes the land use framework for the DEVCentre Community. While it allows a broad mix of uses to support a complete community, certain automobile-oriented uses—such as auto repair shops, car washes, gas stations, drive-thrus, and all car oriented commercial uses - are prohibited as they conflict with the pedestrian-priority, mixed-use vision of the neighbourhood.

### 2.1 RESIDENTIAL BLOCK - LOW-RISE TO MID-RISE

The intent of the Low-Rise to Mid-Rise Neighborhood designation is to accommodate a limited area of lower-density development, complemented by a more expansive area for medium-density neighbourhood growth. This designation also serves as a buffer, linking the existing neighbourhoods to the north with the upcoming Waterfront Development to the south.

All types of residential uses are permitted except high-rise apartments. Complementary uses such as neighbourhood retail, personal services, daycares, cafés, parks, schools, and community facilities may be included.

#### PURPOSE AND OBJECTIVES

To create a livable, diverse, and walkable residential district offering a blend of low- and mid-rise housing, integrated local services, and strong connections to parks, mobility corridors, and adjacent mixed-use areas.

#### PERMITTED USES

- Low-rise, mid-rise, and stacked residential buildings (up to 8 storeys).
- Townhouses, stacked townhouses, walk-up apartments and apartment blocks.
- Home occupations and live-work units.
- Daycares, tutoring centres, and small-scale institutional uses compatible with residential context.
- Schools, nursing homes, and places of assembly.
- Local commercial uses (small cafés, bakeries, convenience retail, personal services).
- Parks, playgrounds, community gardens, and passive open spaces.

#### POLICIES

- High-rise residential buildings (above 8 storeys) are not permitted in this area.
- Neighbourhood commercial uses must be small-scale.
- Building heights shall transition downward near existing low-rise neighbourhoods.
- Parking is strongly encouraged at the rear or underground.
- Shared laneways are encouraged to reduce driveway interruptions.
- Development proposals shall include pedestrian and cycling links to adjacent blocks.

- Public or semi-public outdoor spaces (courtyards, pocket parks) are encouraged.

## DESIGN GUIDELINES

- Buildings shall include articulated façades, balconies, and window patterns to avoid blank walls.
- Main entrances must face public streets or pedestrian paths.
- Provide landscaped front yards, porches, or stoops to reinforce residential character.
- Provide street trees and pedestrian-scale lighting throughout the neighbourhood.

## 2.2 RECREATION AND TOURISM HUB – MIXED-USE BLOCK AND WATERFRONT BLOCK

This designation transforms the Montreal Road corridor into a vibrant waterfront destination by concentrating tourism, recreation, and hospitality activities along a key gateway to the site. By consolidating the commercial, cultural, and recreational functions within Blocks 2 and 3, the area becomes a continuous activity hub that strengthens Montreal Road’s role as the project’s main public frontage. The complementary mix of uses across both blocks, supported by shared public spaces, pedestrian connections, and waterfront amenities, creates a dynamic environment that attracts residents, visitors, and businesses alike.

**MIXED-USE BLOCK 2 (NORTH SIDE):** This block supports a combination of uses, with commercial spaces at street level to animate Montreal Road and residential units above to ensure a continuous and active presence throughout the day and evening.

**WATERFRONT BLOCK 3 (SOUTH SIDE):** This block focuses on recreational and waterfront-related activities, including a public beach, marina, multi-use trails, and complementary amenities that encourage year-round tourism and leisure.

Specific policies for each block are outlined below.

### PURPOSE AND OBJECTIVES

To create a lively, pedestrian-first waterfront district that supports tourism, leisure, commercial activity, and year-round cultural programming.

### POLICIES

- Active, ground-floor commercial uses are required along Montreal Road.
- Continuous public pedestrian access shall be maintained along Montreal Road.
- Development must preserve visual corridors and access to the waterfront.
- Parking shall be encouraged in rear-yard, underground, or structured, minimizing parking between buildings and Montreal Road.
- Lighting and sound systems must minimize disturbance to adjacent neighbourhoods.

## DESIGN GUIDELINES

- Use animated streetscapes at pedestrian level.
- Incorporate architectural references to local heritage, including McMartin House.
- Design plazas for flexible, multi-season activities.
- Provide outdoor terraces, patios, and public seating.
- Integrate consistent paving, lighting, and street furniture.
- Public art and interpretive elements may be considered to enhance and express the cultural, local and Indigenous heritage, urban design, and tourism character of the site.

### 2.2.1 MIXED-USE COMMERCIAL- LOW TO MID-RISE – BLOCK 2

The commercial village will be designed as pedestrian-oriented with pedestrian-only streets where suitable. Buildings must reflect the architectural character of McMartin House. Minimum height is two storeys. This plaza will feature boutique retail, services, restaurants, institutional uses, and residential above.

## PURPOSE AND OBJECTIVES

To establish a fine-grained, human-scaled commercial village with active ground-floor uses and residential or office uses above.

## PERMITTED USES

- Hotels, inns, and other short-term accommodations.
- Restaurants, cafés, pubs, food courts, patios, and seasonal kiosks.
- Retail stores, boutiques, specialty markets, and artisan workshops.
- Galleries, museums, performance and event venues, small-scale entertainment uses, and cultural or educational facilities.
- Fitness centres, spas, wellness studios, medical clinics, and pharmacies.
- Professional offices, co-working spaces, tourism services.
- Personal service establishments.
- Residential dwelling units located above ground-floor commercial or mixed-use spaces.
- Public plazas, promenades, waterfront activity areas, rooftop or courtyard gardens, and related public amenities.

## POLICIES

- Ground floors must be commercial or community-serving uses.
- Minimum building height is 2 storeys.
- Buildings generally 3–15 storeys with stepbacks for upper floors.
- No large-format retail unless fully integrated into multi-storey built form.
- Surface parking is not permitted along pedestrian-priority streets.

## DESIGN GUIDELINES

- Use narrow bays, articulated façades, and storefront rhythm to mimic typical of historic main streets.
- Follow accessibility standards for visibility for areas that have large area of glazing.
- Use pedestrian-scaled signage integrated into façades.
- Provide consistent paving, lighting, and street furniture.
- Encourage to provide micro-climate studies to ensure pedestrian comfort is not impacted.

### **2.2.2 MIXED-USE RESIDENTIAL - HIGH-RISE – BLOCK 2**

This designation applies south of the hotel and within the Heart of the Village. It supports high-density mixed-use development with tall buildings ranging from 9–26 storeys, depending on location.

#### PURPOSE AND OBJECTIVES

To enable high-density, transit-supportive mixed-use development with slender, well-designed towers and active podiums.

#### PERMITTED USES

- Hotels, inns, and other visitor accommodations.
- Restaurants, cafés, pubs, food courts, patios, and seasonal kiosks.
- Retail stores, boutiques, artisan shops, specialty markets, and personal or tourism-related services located at grade or within podium levels.
- Fitness centres, spas, wellness studios, medical clinics, and pharmacies.
- Galleries, museums, performance and event venues, and community or visitor facilities.
- Professional offices, co-working spaces, and tourism service providers.
- Mid- to high-rise residential dwellings located above commercial or podium levels.
- Public plazas, promenades, waterfront programming areas, and rooftop or podium amenity spaces that support tourism and community activity.

#### POLICIES

- North of the Retail Village: Buildings shall generally range between 10 and 26 storeys.
- Heart of the Village – Hotel Precinct: Buildings shall generally range between 9 and 15 storeys.
- Greater height may be considered where it can be demonstrated through urban design and shadow studies that the proposal achieves appropriate transition, minimizes visual impact, and contributes positively to the skyline.
- Lands within this designation shall be developed as high-density, mixed-use areas that integrate residential, hotel, commercial, and community-supportive uses within a compact, pedestrian-oriented built form.

- High-rise residential buildings shall be the predominant use and should include a mix of unit types and sizes to promote housing diversity.
- Building podiums shall provide active, publicly accessible uses along main streets to support a vibrant and pedestrian-friendly public realm.
- Ground-floor frontages should incorporate transparent façades, weather protection, and continuous sidewalks to encourage street-level activity.
- The overall design should contribute to a cohesive skyline and ensure a high-quality interface with adjacent public spaces and the waterfront.
- Parking shall be provided underground or within structured parking facilities integrated into the building design.
- Surface parking shall be minimized.
- Shared parking, loading, and access arrangements may be permitted where they improve site efficiency and reduce vehicular conflicts.

## DESIGN GUIDELINES

- Podiums must create a strong street-oriented base.
- High-rise buildings with 10 to 26 storeys shall include podium and slender tower form.
- Provide tower stepbacks above podium.
- Use balconies, recesses, and materials to add depth.
- Integrate green roofs and rooftop terraces are encouraged where feasible.
- Encourage to provide microclimate studies to ensure pedestrian comfort is not impacted.

### 2.2.3 CONSOLIDATED INSTITUTIONAL AND EMPLOYMENT CORE-BLOCK 2

This designation builds on the DEV Hotel and Conference Centre as an institutional anchor, adding structured parking, the District Energy Plant, data centre, rooftop recreation opportunities, and new employment-generating facilities.

#### PURPOSE AND OBJECTIVES

To create a cohesive institutional and employment district that supports training, hospitality, digital infrastructure, and sustainable utilities.

#### PERMITTED USES

- Hotel, conference, and training facilities.
- Educational, research, and administrative uses.
- Utility infrastructure including DES and data centre.
- Structured parking are encouraged to have rooftop recreation and agriculture.
- Ancillary commercial uses (cafés, convenience retail, services).
- Open spaces.

## POLICIES

- Development must reinforce the DEV Hotel as the hub of institutional activity.
- Utility uses shall be screened and architecturally integrated.
- Structured parking is preferred over surface parking.
- Building heights shall transition respectfully to adjacent zones.
- Projects shall support employment and training opportunities.
- Public access and safe pedestrian circulation shall be integrated.

## DESIGN GUIDELINES

- Development shall maintain the prominence of the existing main entrance and reinforce the established arrival experience.
- Building placement, massing, and orientation shall minimize shadow impacts on guest rooms
- Where feasible, new development should be oriented and designed to integrate with front-of-house areas, rather than with back-of-house or service functions.
- Integrated green roofs, living walls, and rooftop gardens are encouraged.
- Use landscaping to break down building massing.
- Provide clear pedestrian pathways linking buildings, transit, and adjacent areas.

### **2.2.4 WATERFRONT DEVELOPMENT – OPEN SPACE – BLOCK 3**

The Marina and beach area will transform the south site into a vibrant public recreation space with universal public access and naturalized shoreline treatments, creating a signature destination for Cornwall.

#### PURPOSE AND OBJECTIVES

To create a publicly accessible waterfront open space system for recreation, leisure, and cultural programming.

#### PERMITTED USES

- Public beaches and swimming areas.
- Marina facilities, docks, and piers.
- Waterfront trails, boardwalks, lookouts.
- Public lawns, picnic areas, and naturalized spaces.
- Event spaces for festivals and performances.
- Ancillary uses and buildings such as restaurants, seasonal kiosks, food vendors, recreation rentals, washrooms, lifeguard stations and other similar uses.

## POLICIES

- Continuous public pedestrian access is encouraged along the shoreline.

- A naturalized buffer must be maintained where feasible.
- Permanent built structures must remain modest in size and support public use.
- Parking must be minimized near the shoreline; priority to pedestrians/cyclists.
- Lighting shall minimize glare and protect dark skies and wildlife.

## DESIGN GUIDELINES

- Use naturalized shoreline treatments.
- Ensure trails and boardwalks meet universal accessibility standards.
- Provide a variety of seating options oriented to views.
- Use natural materials finishes for any ancillary building and structures to complement landscape where feasible.

# 3 VALUE THE ENVIRONMENT THROUGH INFRASTRUCTURE MANAGEMENT

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## 3.1 STORMWATER MANAGEMENT

Stormwater management within the DEVCentre redevelopment project shall prioritize sustainable, site-sensitive solutions that reduce runoff, improve water quality, and contribute to a high-quality public realm. The strategy will be closely integrated with streetscape design to manage stormwater at the source while enhancing the visual and environmental character of the development.

Storm servicing for the DevCentre redevelopment project will be provided using a dual drainage system: Runoff will be stored and conveyed by underground storm sewers and storage cisterns (minor system), while flows from large storm events which exceed the capacity of the minor system will be conveyed overland along defined overland flow routes (major system). Runoff from the site is tributary to two outlets:

- The Leitch McLennan catchment via the storm sewers on Concorde Avenue and Sheridan Street; and
- The Riverfront Catchment via overland flow pathways.

Low Impact Development (LID) techniques will be incorporated in the development design where possible.

It is proposed to service the proposed site's northern area with two (2) connections to the existing Concorde Avenue storm sewer system. The storm flows from the northern section will be controlled via rooftop storage, cisterns located in underground parking structures, and on-site stormwater facilities integrated into the landscape. The Southern area shall be conveyed directly to the St. Lawrence River.

Lot level and conveyance stormwater best management practices (BMPs) promote water quality treatment by reducing the rate and quantity of storm runoff from the development. The reduction in flow promotes the settling of any suspended solids and lowers the potential for re-mobilization of previously settled material.

In addition to the water quality benefits, the proposed lot level and conveyance BMPs will promote infiltration and help mitigate the reduction in groundwater infiltration / recharge resulting from development.

The storm drainage design for the proposed development includes the following BMPs:

- Roof leaders will be discharged to the grassed rear yards.
- Construction of swales at minimal slopes where possible;
- 300mm deep sumps in all storm maintenance holes; and,
- 600mm deep sumps in all catch basins.

Instead of relying solely on conventional underground infrastructure, the project shall implement green infrastructure techniques such as vegetated swales, rain gardens, permeable paving, and landscaped infiltration zones. These features should be embedded throughout the streetscape to reduce the volume and velocity of stormwater entering the municipal system.

Vegetalized surfaces along roadways and public spaces shall allow water to percolate naturally into the ground, filtering pollutants and recharging groundwater. In addition to their functional role, these planted areas will soften the built environment, provide shade, and support biodiversity, contributing to a more attractive and comfortable pedestrian experience.

This approach supports a resilient, climate-adaptive public realm that balances infrastructure performance with aesthetic and ecological benefits. By treating stormwater as a visible and integrated part of the streetscape, the project will model sustainable urban design and contribute to the long-term health of Cornwall's urban watershed.

### **3.2 PUBLIC PARKS AND URBAN PLAZA**

The commercial area located along Montreal Road will celebrate Cornwall's historic culture and its bilingualism by creating a Historic Retail Village. It emulates the architectural styles that reflect traditional and regional designs, both English and French, contributing to a sense of place and charm. It creates an opportunity to host community events, farmers' markets, festivals, and cultural activities, fostering a sense of community and belonging among visitors and residents. There is an emphasis on walkability, with pedestrian pathways, woonerfs, open plazas, and minimal vehicle traffic. This encourages visitors to stroll, explore, and engage with the environment at a leisurely pace.

The marina and beach will form a central feature of the DEVCentre redevelopment project, creating a new gateway to the St. Lawrence River for both residents and visitors. While Cornwall has an extensive shoreline, much of it is currently inaccessible or underutilized, particularly in the eastern sector of the city where the project site is located. This project presents a unique opportunity to reclaim the riverfront as a vibrant public space, reconnecting the community with its natural landscape and cultural identity.

The design of the marina and beach area will prioritize universal public access and walkability. It will be anchored by a high-quality public realm that encourages active and passive recreation, including waterfront trails, boardwalks, open seating areas, and programming spaces. Seasonal and community-focused activities, such as outdoor cinema nights, cultural festivals, food markets, and recreational water sports, will make the waterfront an animated and inclusive destination.

As the surrounding development evolves into a complete and connected neighbourhood with residential, institutional, and mixed-use components, the marina and beach will play a key role in defining the character and appeal of the district. This waterfront anchor will not only support tourism and economic development but also foster social cohesion.

To support long-term sustainability and resilience, the design may incorporate climate-adaptive infrastructure, naturalized shoreline treatments, and stormwater management systems that protect both the built and natural environment. In doing so, the marina and beach will become a symbol of how thoughtful urban design can transform underused land into a shared asset for the entire city.

### **3.3 DISTRICT ENERGY SYSTEM**

A District Energy System (DES) will be developed as a central component of the project's sustainability strategy. Located within the utility and community hub east of the DEV Hotel and Conference Center, the DES will provide an efficient, low-carbon energy solution to heat and cool a significant portion of the development.

The system will be designed to supply thermal energy, primarily for space heating and domestic hot water, to the new residential buildings located in the northern sector of the site, as well as to select mixed-use buildings in the southern portion of the development. The DES will operate through a network of underground insulated pipes that distribute hot water from the main plant to individual buildings. Each connected building will be equipped with a heat exchange unit to transfer energy into the building's internal heating systems.

A key feature of this system is the integration of the proposed data center as a secondary source of thermal energy. Waste heat generated by the operation of the data center will be recovered and redirected into the DES, significantly increasing the overall energy efficiency of the network. This synergy between digital infrastructure and energy systems reflects the project's commitment to circular resource use and innovative, climate-conscious design.

In addition to data center waste heat recovery, the DES will incorporate other renewable or low-carbon technologies such as geothermal or ambient heat sources, ensuring long-term energy resilience and adaptability. The system will be developed to accommodate phased expansion, enabling the connection of future buildings as the community grows.

By integrating the DES early in the development, the project will position itself as a leader in sustainable neighborhood energy systems and demonstrate how urban developments can effectively combine digital infrastructure with environmental performance.

## 4 MOBILITY

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### 4.1 ACTIVE TRANSPORTATION

The DEVCentre redevelopment project shall prioritize active transportation through a comprehensive and connected network of pedestrian and cycling infrastructure that links all parts of the site and integrates with the broader City network. The goal is to promote walking and cycling as safe, convenient, and enjoyable modes of transportation for both daily use and leisure.

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#### Waterfront Connections

The project will leverage the site's proximity to the St. Lawrence River by enhancing and expanding existing waterfront trails. A continuous boardwalk and bike path will be developed along the shoreline, offering scenic and accessible routes for cyclists and pedestrians. These trails will connect with Cornwall's existing active transportation network, reinforcing regional mobility and encouraging tourism along the waterfront.

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#### Residential Blocks

Within the residential sectors, mid-block pedestrian pathways will be integrated to provide direct and convenient shortcuts across development blocks. These green pedestrian links will improve walkability, enhance neighbourhood permeability, and reduce dependence on cars for short trips. Where feasible, multi-use paths that accommodate both pedestrians and cyclists will be incorporated into these connections.

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#### Commercial Village

The commercial village will be anchored by a central pedestrian street designed as a lively, car-free zone that encourages social interaction, street-level activity, and outdoor dining.

This space will prioritize pedestrian comfort through generous sidewalks, street furniture, landscaping, and public art.

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#### Site-Wide Network

Throughout the rest of the development, a network of sidewalks and multi-use paths will provide safe and continuous access across the site. All new streets will include sidewalks, and dedicated bike lanes that will be integrated into the street design where appropriate.

Where applicable, in lower-traffic areas it is encouraged to have shared streets between motorized vehicles and bikes to keep the pedestrian experience pleasant and safe. In green corridors, it is encouraged to have shared pedestrian and cycling paths to maintain comfort and efficiency for all users. This integrated active

transportation system will support a complete community that is accessible, inclusive, and sustainable, reducing car dependency and promoting healthy lifestyles.

## **4.2 COLLECTIVE TRANSPORTATION**

Public transit will play a key role in ensuring accessible and sustainable mobility within the DEVCentre redevelopment project. Currently, Cornwall Transit already serves the site, with

a bus route stopping at the DEV Hotel and Conference Center despite the property being privately owned. Building on this existing service, the future development will formalize and enhance transit access by dedicating public rights-of-way in favor of the City of Cornwall. These rights-of-way will ensure long-term feasibility for transit operations and facilitate the integration of bus infrastructure, such as stops, shelters, and turnaround loops, within the site.

By securing these transit corridors early in the planning process, the development will support seamless connections between residential areas, the commercial village, institutional uses, and the broader City network. Transit accessibility will reduce reliance on private vehicles, support equity in mobility, and help achieve the project's sustainability goals. For additional information on proposed rights-of-way, refer to Schedule C.

## **4.3 PARKING STRUCTURES**

The DEVCentre redevelopment project will adopt a parking strategy focused on minimizing surface parking to reduce urban heat islands and prioritize land use for people rather than vehicles. Across all sectors of the site, the preferred approach will be to provide underground parking wherever feasible. This will allow more space at ground level to be dedicated to public realm improvements, green infrastructure, and active uses that contribute to a vibrant and livable environment.

Where above-ground structured parking is required, these facilities shall be carefully designed to optimize land use efficiency by maximizing the number of spaces relative to the building footprint. Architectural and environmental design strategies, such as the use of reflective or green roofs, vegetated facades, and integrated solar shading, shall be encouraged to further reduce heat gain and improve the visual integration of parking structures within the urban fabric.

This parking approach aligns with the project's broader goals of climate resilience, pedestrian-friendly design, and the creation of high-quality public spaces that put people first.

## 5 IMPLEMENTATION

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The implementation of the DEVCentre redevelopment project Secondary Plan will occur in phases over several years and will require coordination between the City of Cornwall, the landowner (Devcore Group), developers, and various public and private stakeholders. This section outlines the key planning tools and mechanisms that will guide and enable the realization of the vision set out in this Plan.

### 5.1 SUBDIVISION APPROVAL

A plan of subdivision will be required to allow future division of the site by applications for part lot control exemption. The subdivision process shall establish the overall development structure of the site, including the creation of subdivision blocks that will assist in defining public rights-of-way, infrastructure corridors, and principal use (zoning and Official Plan designations) of the key components of the future development. The subdivision process, and specifically the subdivision agreement, will also define the primary framework of the future integrated mixed-use community, ensuring alignment with the street network, mobility structure, and land use designations outlined in this Secondary Plan.

Severance of individual development parcels, within each block on the plan of subdivision, shall be achieved through part lot control exemptions and/or plans of condominium. This approach allows for flexibility in phasing and supports a variety of building types and tenure forms

Subdivision applications must be supported by relevant technical studies and demonstrate conformity with the policies of this Secondary Plan, including those related to transportation, servicing, stormwater management, and the public realm. Each future division of a block on the proposed plan of subdivision shall be supported by supplementary applications and studies (i.e. site plan approval, conditions to part lot control exemption, applications for condominium approval, etc.)

### 5.2 OFFICIAL PLAN AMENDMENTS – SECONDARY PLAN

This Secondary Plan forms part of the City of Cornwall's Official Plan and has the full force and effect of policy under the *Planning Act*. Any changes to the land use designations, density permissions, or other key policy directions within this Plan will require a formal amendment to the City's Official Plan. Such amendments must be supported by planning rationale and, where applicable, technical studies demonstrating conformity with the broader policy framework and the public interest.

### 5.3 ZONING BY-LAW AMENDMENTS

To implement the policies of the Secondary Plan, the City of Cornwall will undertake amendments to the Zoning By-law. This may involve creating new zones or modifying existing ones to reflect the intended land uses, built form standards, and performance criteria described in this Plan. Site-specific zoning by-law amendments may also be required at the time of development applications. Zoning provisions should support

compact, pedestrian-oriented, and transit-supportive development patterns, in keeping with the vision of the DEVCentre redevelopment.

## 5.4 PART LOT CONTROLS

Within the subdivision blocks created by the initial plan of subdivision, individual development parcels shall be created by one or more of the following options, without requiring further plans of subdivision:

- *Part Lot Control Exemptions* under Section 50(7) of the *Planning Act*, (i.e. for townhouses, mixed-use projects, the DES, the data center and parks, etc.)
- plans of common element condominium (i.e. for private roads and infrastructure, etc.).
- plan(s) of standard condominium (i.e. for stacked dwellings, apartment buildings and infrastructure related to them, etc.). All shared private infrastructure located
- within the residential development parcels shall be included within a plan of condominium (standard or common element). These condominiums would have all statutory and contractual obligations to operate, maintain, repair and replace all shared private access and servicing within the residential development parcels. The contractual obligation to the municipality shall be confirmed in the subdivision agreement and the condominium agreement related to the specific condominium application. In addition, a single unit “master” standard plan of condominium shall be registered on the subdivision block created for major infrastructure, and

potentially on other lands within the site that comprise shared property for the benefit of all or multiple owners within the site. The “master” condominium would govern the major shared property throughout the site (i.e. that shared property that benefits all owners and, indirectly, members of the public).

This layered approach to dividing the subdivision blocks allows for a high degree of flexibility and adaptability in delivering a range of unit types and built forms over time.

All part lot control exemptions and condominium plans must conform to the approved subdivision and zoning by-law and must align with the urban design and infrastructure objectives established in this Secondary Plan.

## 5.5 FUTURE AMENDMENTS TO THE SECONDARY PLAN

This Secondary Plan is intended to be a flexible and adaptive policy framework that guides development over time. Future amendments may be considered to respond to changing conditions, market dynamics, or emerging priorities, provided they are consistent with the overall vision and objectives of the Plan. Any proposed amendment must be supported by appropriate studies and community consultation and will follow the procedures for Official Plan amendments under the *Planning Act*. Periodic reviews of the Secondary Plan may be initiated by the City or landowners to ensure ongoing relevance and effectiveness.