



# PLANNING RATIONALE

OFFICIAL PLAN AMENDMENT & PLAN OF SUBDIVISION



## PROPOSED COMMUNITY MASTER PLAN

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# INTRODUCTION

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The Community Master Plan, also known as DEVCentre Masterplan, for 1950 Montreal Road presents a visionary and transformative redevelopment opportunity within the City of Cornwall. The proposed community plan builds upon the site's existing institutional framework and waterfront access while unlocking its potential to evolve into a vibrant, mixed-use community that supports residential growth, employment, tourism, recreation, and environmental stewardship. It is important to note that the proposed redevelopment is not a gated community but a new community that will be knitted into the fabric of the City Cornwall's east end.



Figure 1: Artistic Rendering of Retail Village

This Planning Rationale has been prepared in support of an Official Plan Amendment and a Plan of Subdivision application, which together lay the foundation for implementing the Master Site Plan. The proposed planning will enable a range of land use designations that include Residential, Mixed-Use that is comprised of Commercial, Residential, Consolidated Institutional and Employment Core uses, and Waterfront / Open Space Recreation. Through a holistic and integrated approach to land use, infrastructure, open space, and sustainability, the Community Master Plan reflects a comprehensive vision that aligns with municipal and provincial policy objectives.

The site is framed by a rich contextual fabric: adjacent to an established residential neighbourhood to the north; the City's Wastewater Treatment Plant to the east; and Glen Stor Dun Lodge to the west; while benefitting from extensive frontage along Montreal Road and the St. Lawrence River. This location affords exceptional opportunities for connectivity, placemaking, and economic development. Moreover, the Community Master Plan embraces leading-edge sustainability features including a District Energy System, green infrastructure, and active transportation networks.

The intent of this document is to articulate the planning, urban design, and policy rationale supporting the proposed Community Master Plan concept. It reflects a collaborative effort with municipal staff, technical consultants, and community stakeholders to ensure that the redevelopment not only complies with but advances the long-term planning and strategic goals of the City of Cornwall. The resulting framework provides a flexible yet robust guide for phased implementation that is responsive to market conditions, demographic shifts, and environmental imperatives.

# SITE OVERVIEW

The redevelopment site is located in the East End Community of Cornwall at 1950 Montreal Road immediately adjacent to city's Wastewater Treatment Plant. Encompassing 75 acres, the site represents a parcel within the municipal fabric of Cornwall, offering substantial opportunities for comprehensive redevelopment and community integration.

Located approximately 6 kilometres east of the city centre, the site is primarily accessed by car using the main entrance off Montreal Road. It is also accessed by bicycle or by foot via the waterfront multi-use pathway that runs parallel to the St. Lawrence River. Public transit service is provided by Cornwall Transit's Route 7-Montreal, that runs from the city centre along Montreal Road and loops around the DEV Centre before heading westward back to the city centre.

The site exhibits a generally level topography, with a gentle slope extending northward and a more pronounced grade decline toward the St. Lawrence River at the southern edge of the property. The vegetative coverage is predominantly composed of open grassland interspersed with small clusters of mature trees. Built form on the site is limited, except for the DEV Hotel & Conference Centre (formerly NAVCentre) and a stone house situated on the southern portion of the property. [See Figure 2]



Figure 2: [top-left] Google Map of project site; [top-right] Existing Topography; [bottom] Aerial View of DEV Hotel & Conference Centre

The site is situated within a context of diverse land uses. To the north, the site is bound by a low-density residential neighbourhood that includes key community amenities such as Ménard Park, St. Peter Catholic School, and Rose des Vents Public Elementary School, supporting family-oriented uses and community life. To the east, the site directly abuts the City of Cornwall's Wastewater Treatment Plant. The southern boundary of the site is defined by the St. Lawrence River providing a natural edge and significant opportunity for enhanced waterfront access and connectivity. To the west is Glen Stor Dun Lodge, a municipally owned and operated long-term care facility.

## EXISTING ZONING

The site is currently designated as Institutional under the City's Official Plan and Major Institutional under the City of Cornwall Zoning By-law and is presently occupied by the DEV Hotel & Conference Centre [see Figure 3]. It benefits from direct frontage onto Montreal Road, a designated arterial road as presented in the "Schedule 2- Transportation" of the Official Plan of the City of Cornwall, providing strong regional connectivity.



Figure 3: [top] City of Cornwall Zoning Map; [right] City of Cornwall Official Plan Map

The site is subject to site-specific zoning adopted through By-law 148/07 and amended by By-law 2023-077. The amended site-specific zoning permits expanded General Institutional uses, including institutional residential development, while also introducing specific development limitations. These include:



- o A maximum gross floor area of 350,000 square feet;
- o A maximum building height of 10 storeys;
- o The use of urban farming units; and
- o A minimum rear yard setback of 185 metres, which must be maintained unless further development permissions are obtained.

Adjacent land uses include The City of Cornwall's Wastewater Treatment Plant, also designated Major Institutional, and the Glen Stor Dun Lodge, designated General Institutional. The broader surrounding area is predominantly designated Residential, characterized by primarily single-detached dwellings.

The site's frontage along Montreal Road runs parallel to the St-Lawrence River. Situated between Montreal Road and the St. Lawrence River is a narrow parcel of land designated Open Space under the City's Official Plan. In addition, there is a unique water lot that runs the length of the project site that further enhances its prominence and accessibility within the local fabric.

## SITE CHALLENGES

Despite having such a large site, there are a few challenges to the site. Figure 4 (below) is the existing site with areas indicated in that shows the City's easement and the Wastewater Treatment Plant buffer zone for sensitive uses.

The first is the Wastewater Treatment Plant and the 150m buffer zone for sensitive uses. Guideline D-2, a subset of the Ministry of Environment, Conservation and Parks (MECP) D Series Guidelines, recommends that sensitive land uses should not be placed adjacent to treatment plants and have a recommended (conservative) separation distance of 150m.

Land Use Compatibility Studies were conducted for noise and smell and generally follow that same buffer zone if not a little more in some areas. The Air Quality Assessment reported nitrogen oxides, sulphur dioxides and odours exceed limits allowable criteria and is recommended to engage with the municipality to explore mitigation options. There is a need for ongoing dialogue between the developer and city to support regulatory compliance and land use compatibility. The Noise and Vibration Impact Study reported that transportation noise is within acceptable limits with minor mitigation measures, however, the Stationary Source noise from the Wastewater Treatment Plant Odor Control Unit Stack generate elevated sound levels. With the mitigation measures proposed and if they are followed, the proposed redevelopment was still considered feasible from an environmental noise perspective. Further analysis is anticipated to determine the recommended separation distance (or buffer zone) after further discussions and coordination have been conducted with MECP and other authorities having jurisdiction. For more information, refer to RWDI's Air Quality Assessment and Noise and Vibration Impact Study attached to this application.

The second site challenge is the easement which divides the east upper portion of the site. The purpose of the easement is to allow the City of Cornwall to run Municipal below-grade infrastructure (watermain and sanitary) that run north and south connecting to the northern residential neighbourhood and to Montreal Road.



Figure 4: Existing Site Plan with overlaid site challenges

The last site challenge, more of a clarification than a challenge, relates to the site's history which has an analysis already undertaken concerning heritage and archeological designations. With the well-known history through the 1700s and 1800s the City of Cornwall was one of many settlements that ran along the St. Lawrence River up to the Bay of Quinte, however, from the analysis, the DEV Centre site does not hold any archeological potential or cultural heritage value due to the extensive landscaping and construction on the site that has previously disrupted the site.

The stone house, once a farmhouse and also known as the Martin McMartin House, still resides on the site and functions as a restaurant for the DEV. It does not hold any heritage designation; however, historic maps show it in different locations on the site which alludes to the notion of it being an important historical building. Even though there is no heritage and archeological designations, it is important to the DEV Centre to celebrate the history of the St. Lawrence River by keeping sightlines along Montreal Road and the bike path clear, as well as celebrating the stone house by integrating it into a significant position within the masterplan. For further information, refer to Stage 2 Archaeological Assessment.

# VISION AND OBJECTIVES FOR COMMUNITY MASTER PLAN

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The aspirations for this Community Master Plan are not just a physical visualization but also the social make-up of the site. It can unlock local economic and social opportunities, including servicing the existing community which is comprised of a diverse and maturing population.

The **VISION** is to build a vibrant, innovative, and sustainable community that holistically balances growth through thoughtful design.

The **MISSION** is to create a dynamic, flexible, and inclusive environment where economic development and quality of life are elevated through responsible planning, cutting edge sustainable practices and visionary design principles, such as:

- o Improve the experience of pedestrians visiting the site and of inhabitants living on the site;
- o Foster a sense of ownership and enhance the community's livability by creating a sense of place and identity that is welcoming and vibrant;
- o Create buildings and places / programs that are flexible to ensure economic sustainability, able to withstand the test of time, and remain relevant in the face of societal, economic, and technological shifts;
- o Promote design excellence through sustainable, innovative, and appropriate choices; and
- o Ensure diversity by engaging with local communities such as Mohawk Council of Akwesasne.

To fulfill this mission statement, the following **OBJECTIVES** will act as guidelines and create a framework that will be integrated into the masterplan:

- o Contribute to housing growth;
- o Create mixed-use developments that can evolve with changing needs of community;
- o Expand on the City's waterfront development by investigating opportunities for a marina and other waterfront recreational amenities;
- o Improve neighbourhood connectivity and pedestrian priority that is universally accessible;
- o Implement cutting edge sustainable strategies;
- o Offer adaptable spaces and flexible zoning designations; and
- o Create a strategy for incremental growth and construction phasing.

The above perfectly aligns with the City of Cornwall's Strategic Priorities<sup>1</sup> mission statement which is "to foster vibrant, inclusive, responsible, and forward-thinking community services for current residents and future generations". The City's four (4) pillars in achieving this mission statement are:

- o Growing quality of housing stock, including affordable and social housing;
- o Attracting, enhancing workforce that meets demands of local employers;
- o Adapting to environment and climate change impacts and achieve Net-Zero by 2050; and
- o Being forward thinking by working proactively and collaboratively with the community and interest holders.

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<sup>1</sup> City of Cornwall Strategic Priorities, version 2024.1

The Master Site Plan's top priority is to ensure collaboration with a diverse group of expertise and stakeholders to meet the overall goals of the City and the project.

## COMMUNITY ENGAGEMENT AND PUBLIC CONSULTATION

As part of the planning process for this proposed redevelopment, a public open house was held on July 17, 2025, from 4:00 p.m. to 7:00 p.m. at the DEV Hotel & Conference Centre. The event provided an opportunity to present the planning process, the proposed land uses, development phases, and the long-term vision for the site to members of the public, stakeholders, and community representatives.

This engagement initiative is consistent with best practices in urban planning and reflects a commitment to transparency, inclusion, and early community involvement. To ensure broad outreach, signage promoting the event was installed on the project site and in Cornwall's downtown area. Flyers were distributed across the city, and the event was also promoted through Devcore's social media platforms.

The open house allowed the project team to answer questions, gather initial feedback, and increase awareness of the proposed redevelopment. This community-facing approach helps to build trust, generate dialogue, and create a planning process that is responsive to local aspirations.

A second open house will be hosted as part of the formal planning process for the Official Plan Amendment, Secondary Plan, and Draft Plan of Subdivision approvals. This second session will continue to support transparency and provide further opportunities for the public to engage and contribute to the project as it progresses through the municipal approval process.

All information presented during the July 17 open house has been made publicly available and shared with the community following the event.

## PROJECT DESCRIPTION

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The proposed redevelopment involves the comprehensive redevelopment of the existing site through the implementation of a Community Master Plan, to be delivered in four to seven major phases over time.



Figure 5: Isographic View of Community Master Plan concept

As outlined in the introductory section, the Community Master Plan envisions a diverse mix of land uses, including Residential, Mixed-Use (Commercial, Residential, Consolidated Institutional and Employment Core), and Waterfront/Open Space Recreation designations that span over the 3-Block that subdivide of the site. These uses have been strategically organized across the site to reflect and reinforce the surrounding neighbourhood. Residential block is concentrated toward the northern boundary, abutting existing neighbourhoods; Mixed-Use block is focused around the existing DEV Hotel & Conference Centre footprint moving south fronting Montreal Road; and the Waterfront/Open Space block is planned along the St. Lawrence River. [see Figure 6]

The site's primary vehicular access is provided via Montreal Road, with a secondary access point proposed from Concorde Avenue to the north. The internal road network is structured as a "ring road", supported by east-west cross streets that enhance connectivity and enable phased development while promoting pedestrian circulation and active transportation throughout the site.

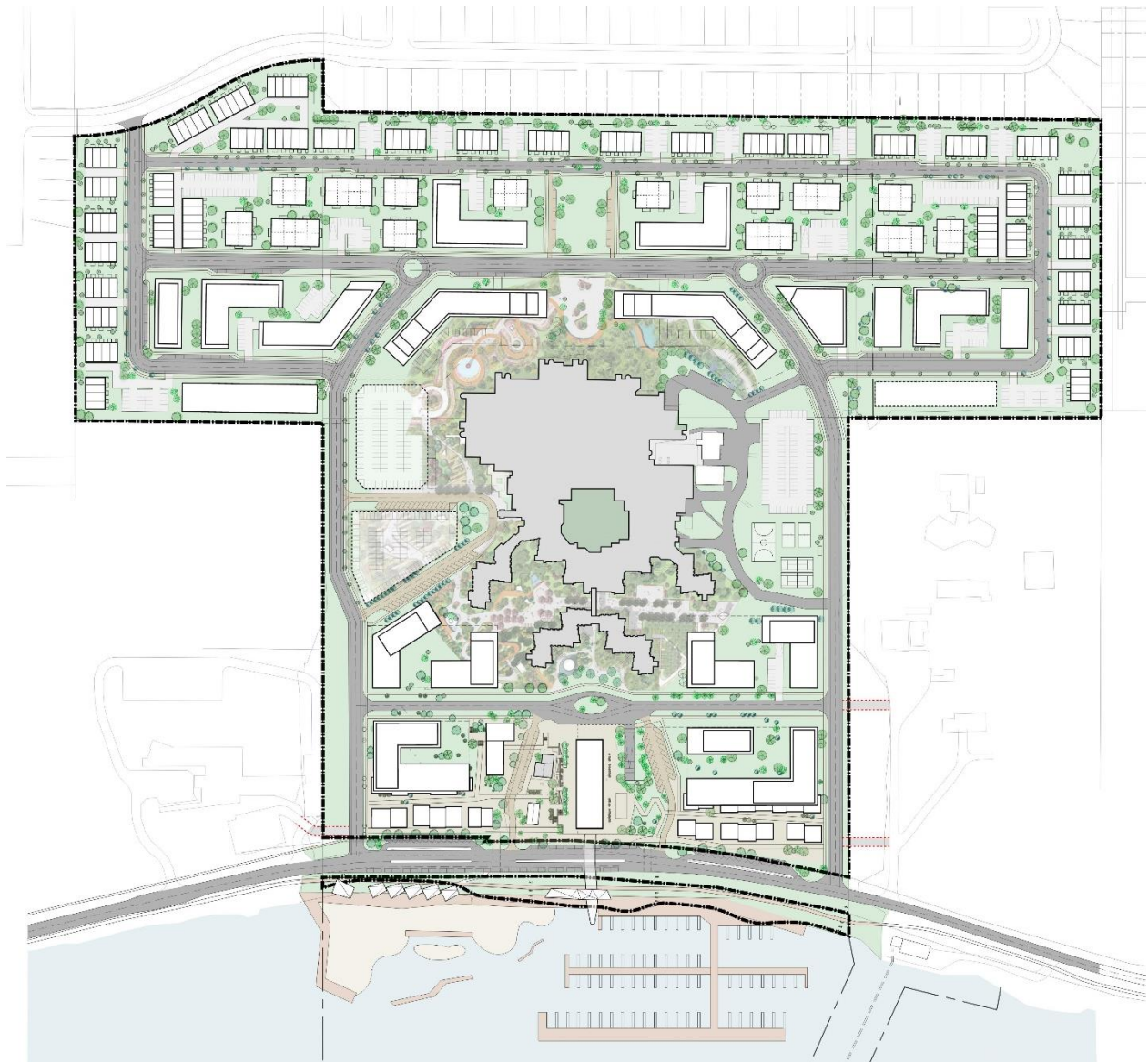


Figure 6: Master Site Plan – Overall Concept

## RESIDENTIAL BLOCK

The Residential block is situated at the northern end of the site, logically and contextually appropriate location given its adjacency to an established low-density residential neighborhood. This placement ensures compatibility with existing land uses while allowing for a seamless transition between the proposed redevelopment and the surrounding community.

This area is envisioned as a walkable, connected, and inclusive neighbourhood offering a range of housing typologies to support the broad demographic profile and respond to evolving housing needs. This diversity of housing types is intended to accommodate varying household structure, life stages, and level of income.

The proposed housing forms include:

- Row housing;
- Townhomes;
- Stacked townhomes;
- 18 to 24 walk-up units; and
- Medium density apartments

The proposed Residential block has been sensitively scaled in response to the surrounding context. Along the northern property boundary, building heights are limited to a maximum of 3-storeys to align with adjacent single-family homes and townhouses. Building heights transition inward, increasing to 5-storeys, and ultimately reaching up to 8-storeys in proximity to the existing DEV Hotel & Conference Centre. This graduated height strategy enables increased residential density while mitigating overlook, shadowing, and privacy impacts on adjacent properties. Along the north property line, the proposed housing blocks will have a deeper rear yard setback to create more of a buffer for shadows. In addition, the orientation of the site also helps mitigate the shadowing on the adjacent sites because its true north is at the northeast corner biasing the redevelopment on the project site to the east allowing the sun to still reach the adjacent properties [see Figure 7]. Refer to Schedule B – Building Height and Shadow Studies for the overall site and distribution of max building height.

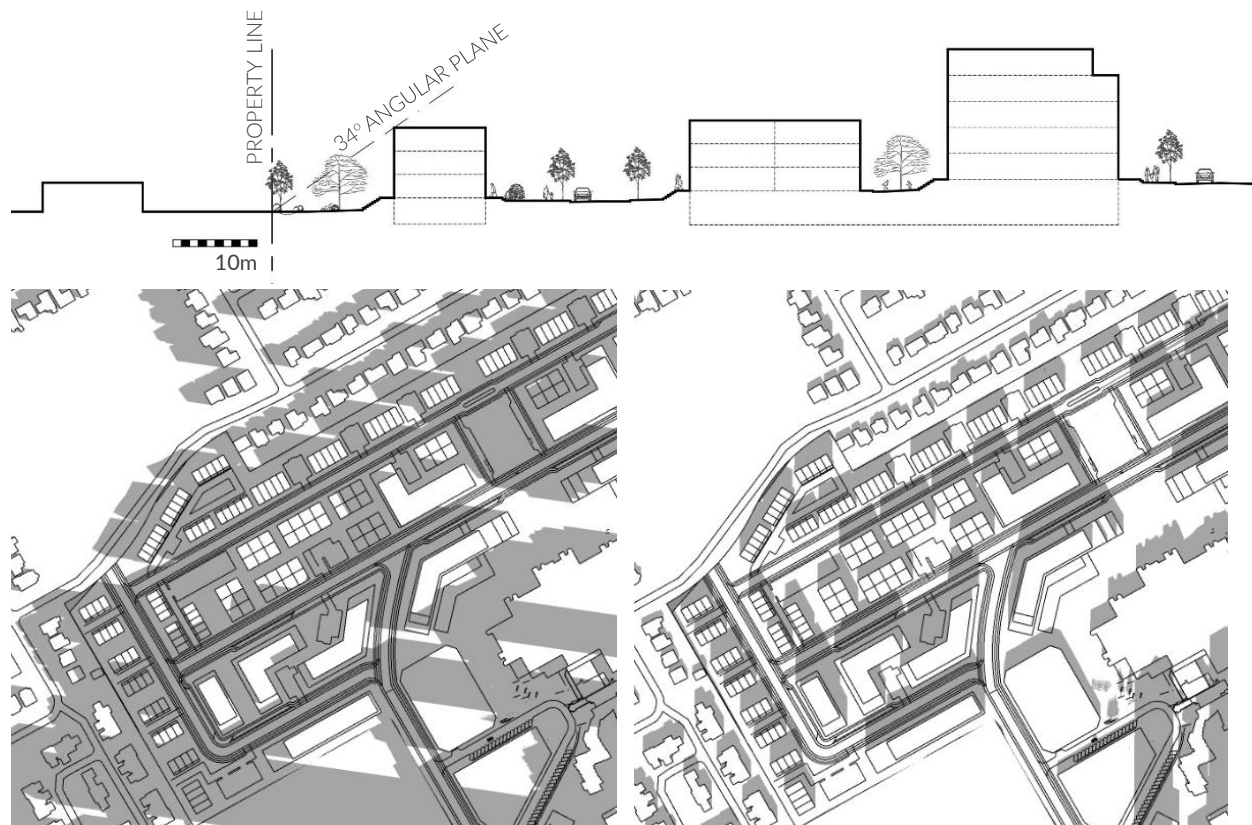


Figure 7: [top] North Site Section; [bottom-left] Spring Solstice 7am; [bottom-right] Winter Solstice 12pm

The area allocated for residential use spans approximately 40 acres, representing a significant portion of the redevelopment lands. An implementation approach of Part Lot Control and Site Plan Application, as described in the Secondary Plan, will allow the land to be phase in segments/lots following the overall Master Site Plan, which in turn will offer a cohesive residential community. This will also provide flexibility to adapt to changing market conditions and supports the City of Cornwall's broader housing supply and intensification objectives.



Figure 8: Artist Rendering of Master Site Plan Residential Development

The residential design will also embrace future-proofing principles, incorporating flexible unit layouts that accommodate multi-generational living, home-based workspaces, and adaptable interiors to support long-term viability and relevance of the housing stock.



Figure 9: Precedent Image, Clonmore Urban Towns Toronto

The redevelopment prioritizes active transportation and pedestrian connectivity, moving away from traditional car-oriented suburban models commonly found in similar scale cities. Parking will be predominantly located below grade, which maximizes open space, enhances streetscape quality, and encourages walkability and active lifestyles.

The internal layout supports interconnected pedestrian pathways with housing arranged to face internal green corridors in addition to the street. This creates a network of pedestrian-friendly spaces, fostering social interaction and enabling the integration of naturalized landscaping and stormwater management features.

The residential area is further supported by the mixed-use block planned along Montreal Road, which will provide proximity to retail, services, and amenities. This integration reduces the need for long commutes, encourages local economic activity, and contributes to a vibrant, complete community.

The purpose of the Residential Use is to create a thoughtful and integrated design approach that supports housing diversity, contextual sensitivity and community wellbeing. It not only addresses immediate housing demand but also establishes the foundation for a resilient, inclusive and connected neighbourhood that aligns with the long-term vision for growth and sustainability in the City of Cornwall.

## MIXED-USE BLOCK

The lower portion of the site is envisioned to accommodate a diverse mix of land uses, consistent with its designation as Mixed-Use. While the site is currently zoned Major Institutional, the proposed redevelopment framework introduces additional designations including Employment Core, Mixed-Use Commercial, and Mixed-Use Residential. This range of uses is intended to provide long-term flexibility and adaptability in response to evolving market conditions and development opportunities.

The presence of the 150-metre buffer associated with the Wastewater Treatment Plant, along with the site's frontage on Montreal Road, influences the spatial organization of land uses—particularly in the southern portion of the site. The area adjacent to the DEV Hotel & Conference Centre is proposed as Consolidated Institutional and Employment Core, creating a strong institutional and employment anchor. To the south of the east-west connector road and north of Montreal Road, Mixed-Use Residential is proposed providing a transition between institutional uses and the commercial frontage. Directly fronting Montreal Road, Mixed-Use Commercial is planned to activate the street edge and support a vibrant pedestrian environment. Refer to Schedule A – Designation.

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## CONSOLIDATED INSTITUTIONAL AND EMPLOYMENT CORE

The DEV Hotel & Conference Centre currently occupies a considerable built footprint of approximately 22,000 square metres and accommodates a diverse range of functions, including:

- o A hotel and restaurant comprising of 560 guestrooms, a restaurant, a pub and a cafeteria, and recreational amenities including large fitness centre, gymnasium, spa and Olympic-sized swimming pool;
- o A Conference Centre with 70 meeting rooms, high-end office spaces, and a 225-seat auditorium;
- o Formation centre for provincial institutions and private companies; and
- o Institutional and office spaces for NAV Canada and the Canadian Forces School of Aerospace Control operations (CFSACO).

The land immediately surrounding the DEV Hotel & Conference Centre has been reserved to accommodate the potential expansion of institutional programming. The designation would remain Institutional because it would allow program expansion, parking to support the use and other associated uses directly adjacent to the existing building.

As mentioned above, a minimum 150-metre setback from the Wastewater Treatment Plant poses some challenges for expanding institutional functions along the eastern portion of the site. In response, the current Master Site Plan proposes surface parking and a fitness / sports park – both considered non-sensitive. These

uses not only comply with the required buffer but also complement the programming of the DEV while providing added value and amenities to the rest of the site.

The area along the eastern edge of the property where Institutional uses are already established offers a strategic opportunity for an overlapping Employment Core Designation. This integrated approach would support complementary functions such as a District Energy Plant and Data Centre. The District Energy Plant would serve as the core of a site-wide District Energy System (DES), capable of sourcing energy from sustainable sources and redistributing it through the site via underground network (refer to Sustainability and Energy Planning for more information). The preferred location is east of the DEV where it can harvest any excess energy from the existing base building systems in addition to future renewable energy sources.

Co-located with the plant, a Data Centre represents another key opportunity. In addition to generating usable waste heat that can be reclaimed and reused within the DES, Data Centres are typically low-traffic, low-emission, and self-contained facilities, making them ideal for integration within institutional or employment-focused precincts. Data Centres represent high-value infrastructure investments and attract significant capital into the region. They create employment opportunities and support economic diversification. From a land use planning perspective, the co-location of these two uses provides an effective transitional buffer between the DEV and the Wastewater Treatment Plant.

Architecturally, both the District Energy Plant and the Data Centre can be sensitively integrated into the site by pushing the majority of the plant below-grade, thereby reducing the visual impact and preserving the Institutional uses and the public realm. A precedent for this approach is the recently developed Tunney's Pasture Plant in Ottawa, also designed by bbb architects Ottawa Inc, where the design prioritized the pedestrian experience by situating key infrastructure below grade and offering public gardens on the roof.



Figure 10: Tunney's Pasture Plant, Ottawa by bbb architects Ottawa Inc

Both the District Energy Plant and the Data Centre are consistent with the City's Official Plan Employment Core designation as they are considered Light Industrial uses. In alignment with this designation and the Provincial Guideline D-6 Compatibility between Industrial Facilities and D-6-3 Separation Distances, a 20-metre buffer is required between these uses and any adjacent sensitive land uses with a 70m potential influence area, similar to the requirements applicable to the Wastewater Treatment Plant. Prior to the advancement of any detailed planning or development applications for these uses, a Land Use Compatibility Report will be undertaken to confirm that all components of the proposed buildings comply with the prescribed separation distance.

It is also important to note that the areas described above are also intended to accommodate replacement parking facilities to offset any parking spaces being displaced during the phased build-out of the larger site. This ensures a continuity of access and service for institutional users and visitors throughout the redevelopment process.

The use of overlapping Institutional and Employment Core designations provides a flexible and strategic planning framework for the proposed redevelopment. This approach supports the continued evolution of institutional functions while enabling the integration of complementary employment uses—such as the District Energy Plant and Data Centre—that align with the City’s Official Plan and contribute to site-wide sustainability goals.

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### MIXED-USE COMMERCIAL – LOW TO MID-RISE

The south block of the site has been reserved for a Mixed-Use designation. As the main thoroughfare and main entrance to the site off Montreal Road, it is the most logical location because it opens up a range of opportunity for a variety of uses that will create an animated, livable community where residents can live, work, shop, and enjoy recreational activities in close proximity.



The Mixed-Use designation is putting a spin on conventional mixed-use development, drawing inspiration from the City of Cornwall’s historic culture and its bilingual cultural heritage. The design concept integrates a “Historic Retail Village” model that emphasizes human-scaled development, pedestrian orientation, and sense of place.

Figure 11: Artistic Rendering of Retail Village Pedestrian Street

The village concept takes a step away from traditional shopping plazas and focuses on establishing a walkable commercial environment that fosters social interaction and supports small-scale, community-oriented businesses. The built form may draw on architectural elements reflective of Cornwall’s historic vernacular, but it is primarily the urban design framework—including building placement, scale, and public realm integration—that creates the desired “village” character.

The proposed redevelopment places a few rows of buildings running east-west along Montreal Road frontage, with multiple active frontages facing both the arterial road and an internal pedestrian streets. This configuration establishes a streetwall condition that defines public space and promotes vibrancy at grade. Buildings along Montreal Road will be set back behind a landscaped buffer with at-grade parking, balancing accessibility with aesthetics and reinforcing a main-street shopping experience.



Figure 12: Artistic Rendering of Urban Public Plaza

The site has a substantial frontage along Montreal Road, spanning approximately 390m. To break down the scale and promote a village-like urban fabric, the proposed concept organizes the frontage into three blocks. The eastern and western sides incorporate the historical village retail. These bookend a central urban plaza anchored by a hotel, establishing a strong visual and functional landmark within the site. This block-based configuration introduces a mix and diversity of uses along Montreal Road, enhancing the walkability of the streetscape. The central plaza serves as a key node for public life, designed not only for pedestrian activity but flexible space capable of supporting community programming such as farmers' markets, seasonal festivals, and cultural events. Together, these elements contribute to a dynamic public realm, encouraging social interaction, economic activity, and a stronger sense of place.



Figure 13: Orthographic Perspective of Retail Village

## MIXED-USE RESIDENTIAL – HIGH-RISE

Given this southern block's location is at the greatest distance from the established low-density residential neighbourhoods to the north, this area has been identified as the most appropriate location for higher-density

development. The proposed building heights range from 10 to 26 storeys, with massing that steps down towards Montreal Road to maintain a transitional scale and reduce shadow and view impacts on the public realm. The tallest buildings, at 26 storeys, is strategically located north of the proposed east-west connector road, directly south of the DEV Hotel & Conference Centre, creating a visual anchor while respecting the surrounding built form context.

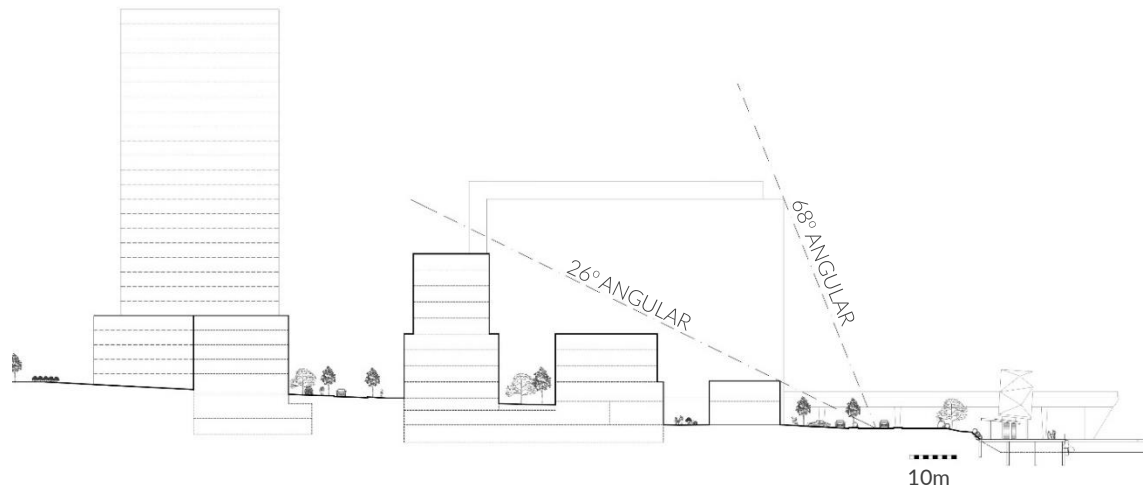


Figure 14: Site Section, South Property Line

To enhance the pedestrian experience and reinforce a human-scaled urban form, podiums at the base of high-rise buildings serve to ground the streetscape and mitigating the canyon effect often created by uninterrupted towers. These podiums define the public realm, supporting vibrant street-level activity of the proposed uses and providing visual continuity. All vehicular parking is located below-grade, eliminating surface lots and reducing visual and physical barriers to walkability. Access points to underground parking will be thoughtfully integrated into the urban fabric, aligned with existing and proposed curbside parking patterns and positioned to avoid conflict with key pedestrian crossings.

## WATERFRONT / OPEN RECREATIONAL BLOCK

The Southern boundary of the project site which overlooks the St. Lawrence River offers a rare opportunity to intergrade waterfront development as a defining element of the overall Community Master Plan. Waterfronts are recognized in planning practice as unique and valuable assets that can be transformed into vibrant, accessible, and sustainable community destinations. When well-designed, they offer environmental, recreational, cultural, and economic benefits that extend beyond the immediate redevelopment site.

The design intent for the waterfront is to create a multi-functional, publicly oriented space that supports a diverse range of uses, reinforces connections to the broader city, and enhances the overall identity of Cornwall's riverfront. The proposed waterfront program could include:

- A marina to serve local boaters, transient visitors, and potentially regional cruise operations;
- Recreational amenities such as a beach, swimming dock, paddleboarding areas, and fishing access;
- A pedestrian bridge crossing over Montreal Road to link the mixed-use areas directly to the waterfront;
- A boardwalk spanning the site's southern edge, creating a continuous pedestrian corridor;
- Pavilions designed for pop-up shops, farmers' markets, and seasonal retail, supporting small businesses and community events;
- The preservation and integration of the existing multi-use path, which forms part of Cornwall's larger waterfront trail system; and
- The potential for a waterfront restaurant, creating a key destination and gathering space with expansive views of the river.



Figure 15: Artistic Rendering of Proposed Waterfront Redevelopment

The proposed program builds on the vision outlined in the City of Cornwall's Waterfront Plan<sup>2</sup>. The plan emphasizes the importance of protecting public access, enhancing connectivity, and establishing distinct waterfront destinations. This site was identified as a potential location for expanded recreational and cultural programming, particularly in connection with Inverarden House and the historic Regency House area to the east.

<sup>2</sup> City of Cornwall Waterfront Plan, July 2019

By maintaining public transit access and reinforcing connections to the city-wide cycling and pedestrian network, the proposed waterfront ensures a high degree of accessibility. The marina and boardwalk also create the potential for water-based transportation, such as ferries or water taxis, which can enhance regional mobility and support Cornwall's broader tourism strategy.



Figure 16: Artistic Rendering of Proposed Waterfront Recreational Amenities

Review and coordination with relevant regulatory bodies will be required as part of redevelopment. The Raisin Region Conservation Authority (RRCA) and the St. Lawrence River Authority will need to review and approve any proposed waterfront designs and programming, particularly related to shoreline development and water-based uses.

The redevelopment's Environmental Impact Assessment Consultant, Kilgour & Associates, engaged both the RRCA and the City of Cornwall in March 2025; neither agency expressed concerns about the project at that time. Important to note that due to recent changes in provincial regulations, Conservation Authorities are now restricted in their ability to comment on species at risk. Their role is limited to matters of water management and natural hazard mitigation. In this context, the RRCA did not raise concerns related to the wetland adjacent to the site or other environmental constraints.

## GREEN SPACE, PARKLANDS

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Green Spaces and parklands are designed not only to enhance the aesthetic and ecological value of the redevelopment but also to support the health, well-being, and connectivity of the community. Strategically distributed through the site in different Blocks, these natural spaces serve as vital green infrastructure, promoting biodiversity, providing opportunities for active and passive recreation, and contributing to climate resilience through stormwater management and urban cooling.

Parkland dedication will be addressed through future planning approvals in collaboration with the Municipality. While most of the proposed parks will be accessed via the private street and multi-use pathway networks, options for municipal ownership and public access will be explored. To ensure long-term public use and enjoyment of these green spaces, specific legal mechanisms, such as rights-of-way, easements, or other tailored agreements, may be required to facilitate the transfer of parkland to the Municipality. The estimated value of parkland eligible for municipal ownership could be deducted from the overall land value to help satisfy parkland dedication requirements, with the remainder addressed through cash-in-lieu contributions. These arrangements will be subject to further negotiation and agreement with the Municipality at later stages of the planning process.

### NATURE PARK



Figure 17: Precedent Image, ProMedica Corporate Campus and Promenade Park, Ohio

A key feature of the Community Master Plan is the integration of a series of natural gardens surrounding the existing DEV Hotel & Conference Centre. These gardens will serve as both ecological and recreational assets, offering a seamless connection to various parts of the site and linking into the broader pedestrian and mobility network. Designed as immersive, green corridors, they will enhance the site's natural character while promoting connectivity and walkability throughout the redevelopment.

The Nature Park will prioritize the preservation of local biodiversity through the inclusion of native species and environmentally sensitive design. There is also opportunity for an ecological educational promenade that would provide opportunities for interactive learning, fostering greater environmental awareness among residents and visitors of all ages.

Beyond their ecological function, the nature gardens will be curated to establish a distinct visual and experiential identity. This unique character has the potential to create landmark destinations within the site, attracting visitors from outside the immediate community and contributing to the cultural and economic vitality of the area.

In addition, the scenic and tranquil setting of the gardens will provide important health benefits. Access to nature-rich environments supports both physical activity and mental wellbeing, offering restorative experiences and quiet spaces for reflection, leisure, and community engagement.



Figure 18: Precedent Image, Oudolf Garden, Germany

### RESIDENTIAL PARK

At the heart of the Residential Block is the creation of vibrant, accessible open spaces that promote an active, connected, and inclusive lifestyle. This open green space is important to the vision of the Residential Block, serving as essential infrastructure for both physical and social wellbeing.

By prioritizing green space in a residential community, it ensures that outdoor areas are not just passive green spaces, but rather multifunctional environments that support a wide range of community needs.



Figure 19: Artistic Rendering, Masterplan Residential Park

The open spaces will offer places for rest, relaxation, and quiet enjoyment, as well as open field for sports and social gatherings - all contributing to mental wellness and a healthy work-life balance for residents and visitors alike.

### FITNESS / SPORTS PARK

Proposed on the East end of the project site next to the DEV Hotel & Conference Centre is a fitness/sports park, strategically located to complement the surrounding land uses and linked to the DEV recreational facilities. The park will include a variety of facilities such as tennis courts, beach volleyball courts, and a

dedicated fitness playground, offering year-round opportunities for physical activity in a natural, open-air environment.



Figure 20: Precedent Image, Huachiao Vibrant Sports Park in Suzhou, Shanghai

The fitness/sports park is designed to support principles of active living, public health, and accessible open space, aligning with both municipal planning goals and broader public wellness strategies. The park will be universally accessible, ensuring that individuals of all abilities can safely and comfortably engage in exercise and recreational activities. A key feature of the park is its intergenerational appeal, providing a shared space where families and individuals of all ages can be active together. Whether through structured group activities or spontaneous independent workouts, the design promotes inclusive, community-centred use.

The fitness park may include:

- Outdoor fitness equipment and accessible exercise stations;
- Open lawn areas for stretching, yoga, or group fitness classes;
- Shaded pavilions or rest areas that double as social gathering spots;
- Wayfinding and instructional signage to promote safe and effective use;
- Lighting and other safety features for extended hours of use; and
- Integrated landscaping, seating, and hydration stations to enhance comfort and usability.

By promoting physical activity, fostering social interaction, and creating an inclusive public amenity, the fitness park will play a vital role in achieving the redevelopment's vision of a healthy, connected, and resilient community.

## GREEN INFRASTRUCTURE

Within the above-mentioned green spaces, it will be encouraged to use these spaces to help mitigate the stormwater management.

*Phytotechnology* is a plant-based approaches to degrade and remove contaminants in soil, water, and air. It is not known to all but phytotechnology is already playing key roles in the development and enhancement of our cities. Phytotechnology is used to remove suspended particles, reduce water flow, stabilize slopes, clean water from excessive nutrients, and improve water quality. The green spaces and parklands may include rain gardens, filtering marshes, and where possible, green roofs on the buildings.

Rain gardens and bioswales collect storm water and naturally filter the runoff to prevent it from being sent directly to the public sewer system. Rain gardens are constructed ponds where storm water runoff is discharged. Water is retained and slowly filtered through the soil before it gets released. A bioswale is a variation of the rain garden which can be located in green space or beside roads and streets to catch, hold, and release water runoff slowly into the municipal sewers.

Filtering marshes use aquatic plants to purify and to produce clean water. Water is pumped to higher grounds to the location of the start of the wetland system. Water will then go through the same cleaning process as in any natural environment. This final phase is where water is fully cleansed, and at this stage of the design, we integrate possibilities for users/visitors to interact with this “purified” water.

Green roofs can filter rainwater but are also very efficient at improving building insulation and maintaining cool temperatures inside the building. They also can provide temporary rainwater retention and offer the following benefits:

- Reduce runoff;
- Absorb carbon dioxide (CO<sub>2</sub>) and some airborne and precipitation-borne pollutants;
- Reduce energy used for heating and cooling; and
- Reduce the heat island effect.

# CONNECTIVITY

Connectivity and Infrastructure form the backbone of any community. It provides the essential services and facilities that support daily life, economic activities, and overall well-being. In the context of master planning, infrastructure encompasses a wide range of systems and structures including transportation networks, utilities, and digital connectivity. Connectivity, on the other hand, encompasses the strategic design and integration of these systems with social linkages to ensure seamless interaction and movement within and beyond the planned area. Effective connectivity enhances accessibility, promotes economic vitality, and improves quality of life by ensuring that residents and businesses are well-linked to essential services, opportunities, and each other.

The following diagram outlines the proposed connectivity systems and the ways in which the redevelopment will enhance the overall site circulation and integration. A comprehensive Transportation Impact Analysis (TIA) is currently underway, and any necessary refinements to the Community Master Plan will be undertaken to support the full build-out of the redevelopment.

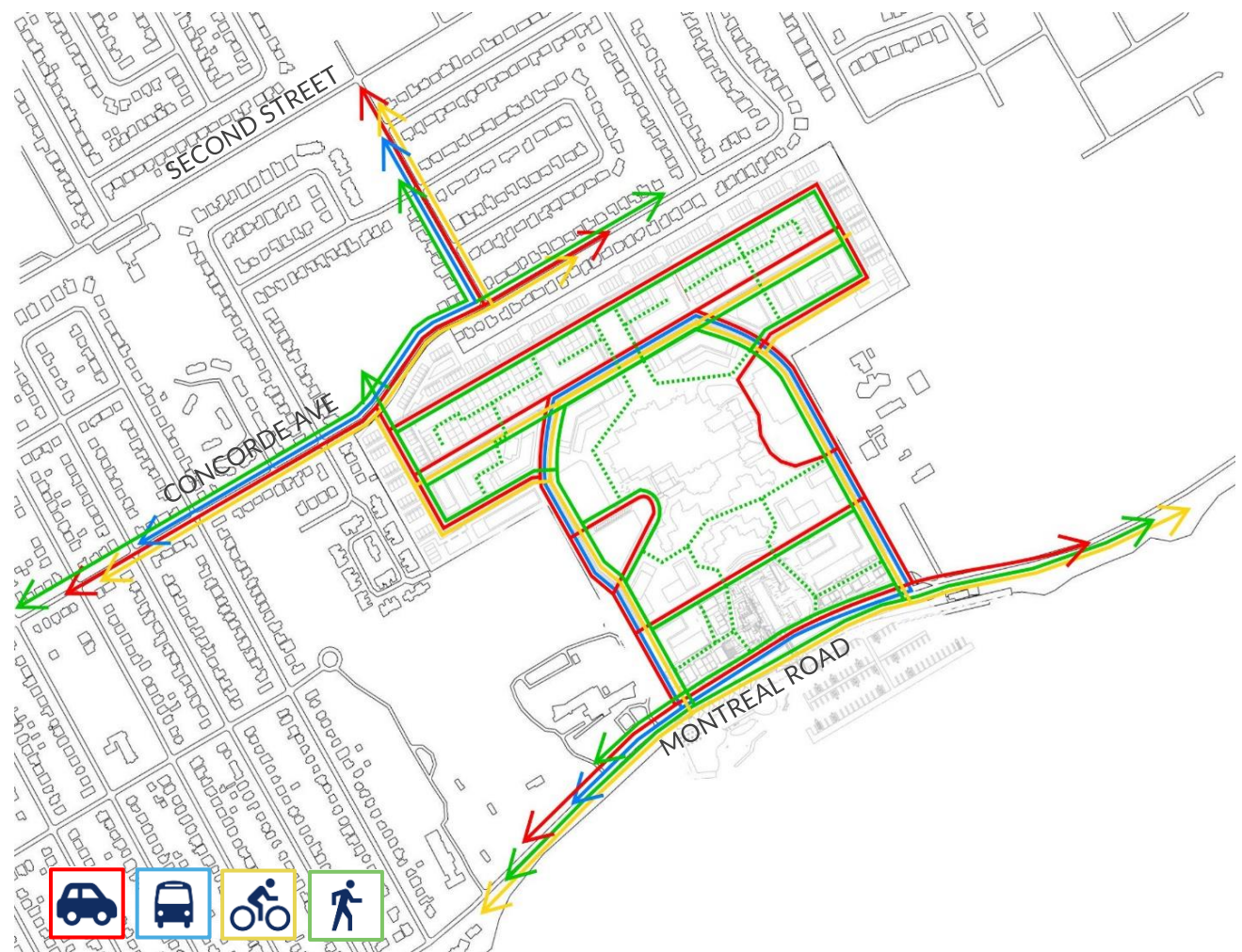


Figure 21: Schedule D Connectivity Map

## ROAD NETWORK AND MULTI-MODAL CONNECTIVITY

The roads network is a fundamental element of the proposed redevelopment, designed to support multi-modal transportation and ensure efficient connectivity throughout the site and with the surrounding community. It will facilitate efficient movement of vehicles, public transit, cyclists and pedestrians, while also supporting the movement of goods and services.

### SITE ACCESS AND CIRCULATION

The road network retains elements of the existing circulation pattern while introducing modifications to accommodate increased traffic volumes and to improve connectivity across the site. Primary access is planned at two points along Montreal Road, on the east and west sides of the redevelopment, with a secondary access at the north via Concorde Ave. The distribution of access points is intended to disperse traffic volumes, reduce localized congestion and improve overall site permeability. Internally, the road network includes a primary loop or “ring road” that circulates around the site with east-west connector roads that provide access to the rest of the site.

The proposed main access points on Montreal Road are located near adjacent driveways, which may introduce potential conflicts or driver confusion. These access locations will be reviewed as part of the Transportation Impact Assessment (TIA) to determine optimal solutions for shared access and appropriate routing to individual parcels. Given the scale of the redevelopment, establishing a shared access lane within the project boundary, supported by an easement agreement, may be a practical approach. The proposed northern access off Concorde Ave received a comment from the City that it may be ideal to have this access mid-way between intersections at Ivan Crescent and Billington Drive. The proposed redevelopment has been designed to optimize the internal development blocks by establishing a perimeter of low-rise residential built form. This configuration defines the edge of the internal road network and reinforces an active and consistent street frontage along the new access corridor. TIA will assess the ideal access location, particularly in relation to Menard Park, to ensure traffic and pedestrian safety, and compatibility with the surrounding residential context.

### PUBLIC TRANSIT

Effective public transit reduces traffic congestion, lowers emissions, and provides accessible transportation options for all residents. It is integral to the project to maintain the existing bus loop that circles around the site because it continues the 20-minute connection between the site and the downtown core.

### COMPLETE STREET DESIGN

A primary objective of the road network design is to create a balanced and complete street system that supports all modes of travel. The layout has been developed in conjunction with the design of below-grade infrastructure and active transportation features to ensure integration across all systems.

- Two standard road types are proposed:
  - A 20-metre right-of-way (ROW) accommodating on-road bike lanes

- A 16-metre ROW without bike lanes  
(Refer to Schedule C- Private Right-of-Way)
  - Both road types support below grade services including storm sewers, sanitary sewers, watermains, and district energy heating and cooling system.
  - A landscape buffer separates sidewalks from the roadway, providing space for bioswale or rain garden to manage stormwater runoff and contribute to the site's green infrastructure.
  - Where provided, bike lanes run on both sides of the street, following the direction of traffic. Painted lines delineate the cycling lane, and in locations with on-street parking, a painted buffer separates the bike lane from parked vehicles to protect cyclists from potential conflicts within the “door zone.” (see Figure 22)

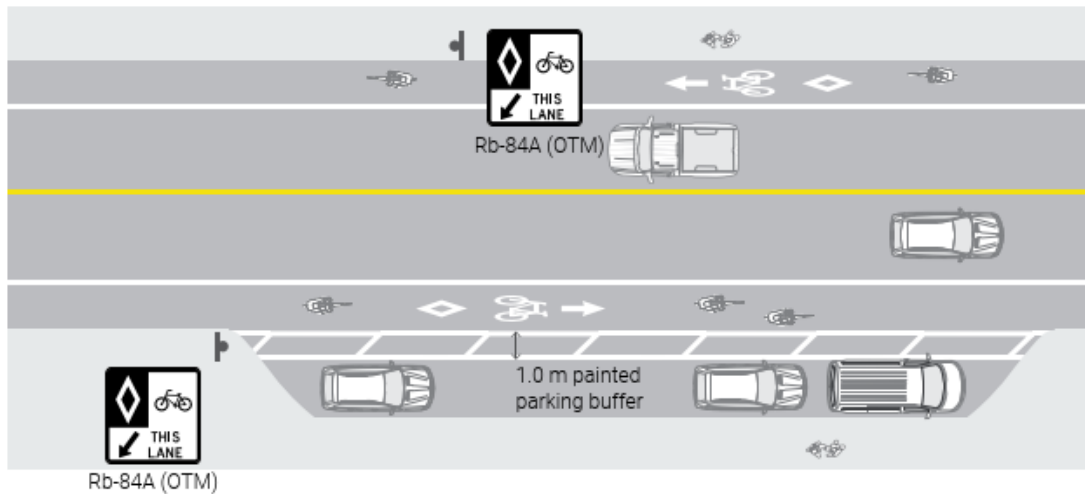


Figure 22: Example of Integrated Bike and Motorized Vehicle Road Design

## TRAFFIC CALMING AND VISUAL CUES

To promote safety and reduce travel speeds, particularly along longer east-west streets within residential blocks, traffic calming measures such as roundabouts can be proposed. These features help segment roadways into shorter visual and functional sections, encouraging lower vehicular speeds and enhancing pedestrian comfort.

## WOONERF (SHARED SPACE)

Select streets may incorporate the concept of a *Woonerf*—a Dutch term meaning “living street.” These shared-use corridors prioritize pedestrian and cyclist movement over that of vehicles by blurring the boundaries between sidewalk and roadway, often eliminating curbs and using shared materials and street furniture to create a unified public realm. While motor vehicle access is maintained, travel speeds are restricted to walking

pace to ensure user safety and comfort. Woonerfs will be strategically implemented in appropriate areas to support pedestrian-oriented development while accommodating necessary vehicular access.



Figure 23: Artistic Rendering of Woonerf at the DEV main entrance

## ACTIVE TRANSPORTATION, PEDESTRIAN AND BIKE

Creating space and opportunities for social interaction fosters a sense of community and belonging. Parks, public squares, and community centres along with well-connected neighbourhoods, enable residents to engage, collaborate and support each other. The proposed redevelopment incorporates a variety of green corridors that connects the entire site from existing Menard Park north of the site, to the south connecting into the City's 40km city wide bike path. These are in addition to the green pathways between the residential houses and in the mixed-use developments.



Figure 24: Collection of Artistic Renderings that Represent Placemaking

It is also critical to create cohesive streetscapes with an integrated and harmonious street environment which will enhance the functionality, aesthetic appeal, and social vitality of an area. This approach ensures that all elements of the street work together to create a unified and engaging public realm. It improves social interaction by creating public spaces that are inviting and comfortable, encouraging social interaction and community engagement. It increases the economic vitality of the redevelopment by creating attractive and functional streetscapes that can attract

businesses, shoppers, and tourists. It also supports environmental design with its sustainable streetscape designed to improve air and water quality, reduce urban heat islands, and support biodiversity.

As part of the broader redevelopment initiative, enhancements to Montreal Road are proposed to support a more pedestrian- and cyclist-friendly environment. In the next phase, the redevelopment project will incorporate context-sensitive traffic calming measures aimed at reducing vehicle speeds and volumes. These interventions are intended to increase safety for all road users, including pedestrians, cyclists, and individuals using mobility devices.

Importantly, these improvements will strengthen the connection between the proposed retail village and the adjacent waterfront development that front onto Montreal Road. By creating a safer, more inviting streetscape, Montreal Road will function as a key spine that unifies these destination areas, supports active transportation, and promotes street-level vibrancy. The integration of traffic calming strategies reflects a planning approach that prioritizes the neighbourhood streets as public realm - multi-functional spaces that support movement, social interaction, and economic vitality.

## **PARKING: STREET, SURFACE AND BELOW-GRADE**

Parking has been provided throughout the site from street parking to below grade parking. With the volume of traffic the proposed redevelopment may attract, it is important to incorporate adequate and well-designed parking solutions to ensure that the area is functional, accessible and appealing. The variety of parking solutions must support the needs of the residents, businesses and visitors while promoting sustainable and efficient land use.

## **UNIVERSAL DESIGN**

Universal Design will be a foundational principle guiding the redevelopment project, ensuring all new infrastructure and public spaces are inclusive, accessible, and responsive to the needs of individuals of all ages and abilities. Particular attention will be given to barrier-free circulation, especially in areas with challenging topography. For example, the southern portion of the site, which features a significant grade change, will require careful design of roads crossings, sidewalks, and public plazas to ensure accessibility for all users.

These principles will also extend to the transportation network including the design of accessible transit facilities, intuitive wayfinding, and accommodations for all modes of travel. Universal Design goes beyond physical access to promote equitable participation in public life, enhance safety and independence, and support a vibrant, inclusive public realm. Aligned with the City of Cornwall's accessibility objectives, the project will continue to integrate these strategies through detailed assessments in future planning phases.

## SUSTAINABILITY AND ENERGY PLANNING

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Sustainability and environmentally conscious designs represent a visionary approach to the Community Master Plan that prioritizes ecological balance, resource efficiency, and well-being of future generations. An analysis of the existing DEV Hotel & Conference Centre base building systems identified that it is generating more energy than being used. This opened an opportunity to support strategic energy planning of the site and finding ways to recover this energy and distributed throughout the site. A pre-feasibility report prepared by an Energy Engineering Group provided multiple scenarios of energy planning including a district energy system (DES).

A district energy plant became that pivotal component that can generate, recover and offer an efficient, sustainable, and centralized solution for heating, cooling, and power needs of the site that facilitates the DES. As mentioned above, the proposed location of the district energy plant is on the east side of the DEV Hotel & Conference Centre and its existing geothermal well. The key objectives of implementing a DES are to achieve 40% better than NEBC and reduce greenhouse gas (GHG) emissions.

Incorporating a DES into the Community Master Plan has the following benefits:

- Centralized Energy Production: Delivers thermal energy to multiple buildings through an insulated pipe network, improving efficiency compared to individual systems.
- Sustainable Energy Integration: Utilizes renewable sources such as biomass, geothermal, solar thermal, and waste-to-energy technologies to reduce carbon emissions and align with environmental goals.
- High Energy Efficiency: Capable of employing combined heat and power (CHP) systems, maximizing resource use by capturing waste heat from electricity generation.
- Flexibility and Scalability: Designed to evolve with the development, accommodating future population growth and emerging technologies.
- Environmental Benefits: Reduces the community's carbon footprint, enhances air quality, and supports climate resilience through optimized energy use and renewable integration.
- Economic Efficiency: Offers long-term cost savings through economies of scale and can attract residents and businesses seeking sustainable infrastructure.
- Resilience and Reliability: Provides stable energy supply with built-in redundancies, supporting operational continuity during peak demand or outages.
- Urban Integration: Sited and designed to minimize visual, noise, and emissions impacts, ensuring compatibility with surrounding land uses and the urban design framework.
- Community and Stakeholder Engagement: Involves consultation with stakeholders to ensure local energy needs are met and to build public support for sustainable infrastructure.

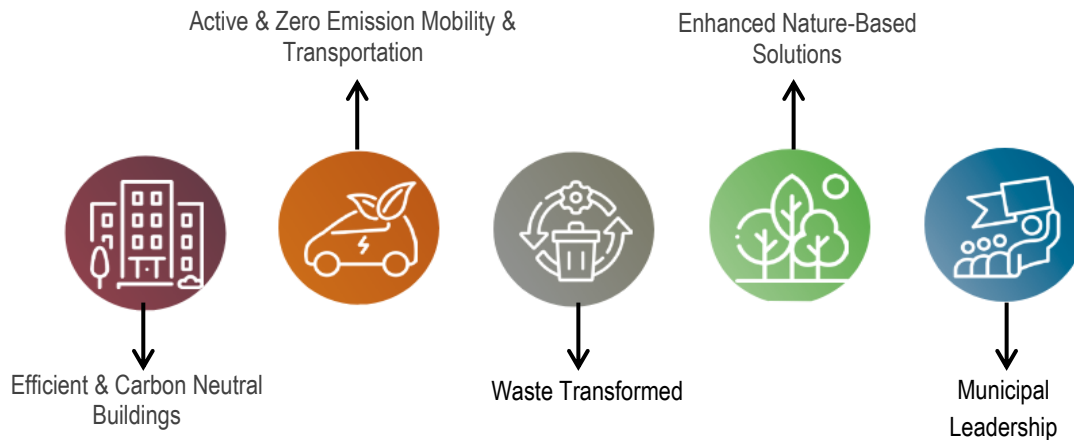


Figure 25: City of Cornwall Climate Action Plan Five Action Areas

The City of Cornwall’s Climate Action Plan (CAP)<sup>3</sup> focuses on reducing greenhouse gas emissions through five key action areas: Efficient and Carbon Neutral Buildings, Active and Zero-Emission Mobility and Transportation, Waste Transformation, Enhanced Nature-Based Solutions, and Municipal Leadership. The redevelopment project aligns with these objectives ensuring that the development contributes meaningfully to the City’s climate goals. By incorporating sustainable building practices, prioritizing low-emission transportation options, enhancing green infrastructure, and supporting a district energy system, the redevelopment project not only reflects the City’s vision but actively advances it. This integrated approach ensures that the implementation of the redevelopment project supports both municipal policy and the broader sustainability objectives of the development itself.

By incorporating a DES into the redevelopment project, it creates a more sustainable, efficient, and resilient energy infrastructure. This not only supports the immediate energy needs of the community but also contributes to long-term environmental sustainability and economic viability, making the area more attractive and livable for current and future residents.

<sup>3</sup> City of Cornwall Climate Action Plan, March 2023

## INFRASTRUCTURE & GRADING

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The proposed infrastructure strategy for the Community Master Plan builds upon existing development infrastructure while introducing a comprehensive network of new services to support the redevelopment. The new services will be coordinated with the DES to ensure proper space and servicing requirements. Below is a summary of the proposed new infrastructure networks and further described the Stormwater Management Report, Preliminary Servicing Report and Grading, Drainage and Servicing Plans by Novatech Engineering.

### PROPOSED SANITARY SERVICING

Sanitary servicing for the site will be supported by existing infrastructure, including a 1675mm diameter sanitary trunk sewer within the Montreal Road East right-of-way, a 200mm diameter sanitary sewer along Concorde Avenue, and a 1500mm diameter trunk sewer located within an easement on the site between Concorde Avenue and the Wastewater Treatment Facility at 2800 Montreal Road East.

The conceptual design proposes a network of 200mm and 250mm diameter sanitary sewers within the new internal redevelopment rights-of-way. The Residential portion of the site will discharge to the existing 1500mm trunk sewer via the easement, while the Mixed-Use and Waterfront precincts will connect to the 1675mm trunk sewer within Montreal Road East.

### PROPOSED WATER SERVICING

The existing water infrastructure includes a 400mm diameter PVC watermain along Montreal Road, a 150mm diameter PVC watermain along Concorde Avenue, and a 300mm diameter PVC watermain within the Sheridan Street right-of-way that extends onto the project site via an easement.

The proposed water servicing strategy will include a 300mm diameter private watermain loop within the internal 'Ring Road'. This loop will connect at two locations to the existing 400mm watermain along Montreal Road, ensuring system redundancy and capacity. Additionally, a 300mm diameter watermain within an existing easement will link the northern portion of the site to the Concorde Avenue system.

Residential developments in the northern area will be supported by a series of 200mm diameter watermains installed within redevelopment private rights-of-way. Building-level services will be designed to meet projected residential demands.

### PROPOSED STORMWATER MANAGEMENT

Storm servicing for the Community Master Plan will be provided through a dual drainage system. The minor system will convey runoff via underground storm sewers and storage cisterns, while the major system will

direct excess flows from significant storm events along defined overland flow routes. The site drains to two receiving systems:

- The Leitch McLennan Catchment via storm sewers ranging from 300mm to 600mm on Concorde Avenue and Sheridan Street; and
- The Riverfront Catchment via overland flow paths.

The proposed stormwater management's strategy will encourage the use of Low Impact Development (LID) techniques and Best Management Practices (BMPs) to enhance water quality and support groundwater recharge. These measures include:

- Discharge of roof leaders to grassed rear yards;
- Shallow swales designed at minimal slopes;
- 300mm deep sumps in all storm maintenance holes;
- 600mm deep sumps in catch basins.

Stormwater from the northern portion of the site will connect at two locations to the Concorde Avenue storm sewer system. Flow will be managed through a combination of rooftop storage, underground cisterns within parking structures, and landscaped on-site stormwater facilities. The southern portion of the site will drain directly to the St. Lawrence River.

# PHASING

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The proposed phasing of the Community Master Plan has been determined by current market conditions and the complexity of the infrastructure network that will service the site. Each Block is a substantial piece of land that will be broken up into multiple phases through Part Lot Control and Site Plan Control application as per described in the Secondary Plan.

The proposed phasing strategy has also taken into consideration the required buffer zone of the Wastewater Treatment Plant. Given the level of coordination required to address land use compatibility, the east portion of the site will be on hold for redevelopment. This area will remain reserved until an appropriate separation distance is confirmed and proposed land uses are reviewed and accepted by the Municipality and other Authorities Having Jurisdiction.

- Phase 1: Residential Block and Supporting Infrastructure
  - The initial phase centres on the development of a Residential Block and associated infrastructure, including:
    - Delivery of core infrastructure and utilities
    - Construction of new access points off Montreal Road, including the North-South connector road to the Residential Block
    - Development of the District Energy Plant and the Implementation of District Energy System (DES) Infrastructure
    - Parking structure to maintain DEVCentre operations
- Phase 2: Mixed-Use Block and Public Realm Enhancements
  - The second phase prioritises the Mixed-Use Block, with a focus on:
    - Expansion of the District Energy System (DES) to support mixed-use development
    - Development of Data Centre and connection to District Energy Plant
    - Market-driven sub-phase sequencing to optimise commercial and residential integration
    - Enhancements to the public realm
    - Implementation of pedestrian-priority strategies along Montreal Road
- Phase 3: Waterfront Development
  - The third phase involves the development of the waterfront and marina, which will be subject to a range of approvals from relevant governmental and regulatory bodies. These include, but are not limited to:
    - Ministry of Natural Resources;
    - the Ministry of Fisheries and Oceans
    - the Ministry of Environment
    - Conservation and Parks;
    - Additional authorities as required

While the overall phasing strategy provides a sequential framework, the Community Master Plan has been designed to allow for concurrent development across multiple Blocks, where feasible. This flexible approach

ensures that the Master Plan remains both strategic and adaptable, positioning the project for successful long-term implementation.

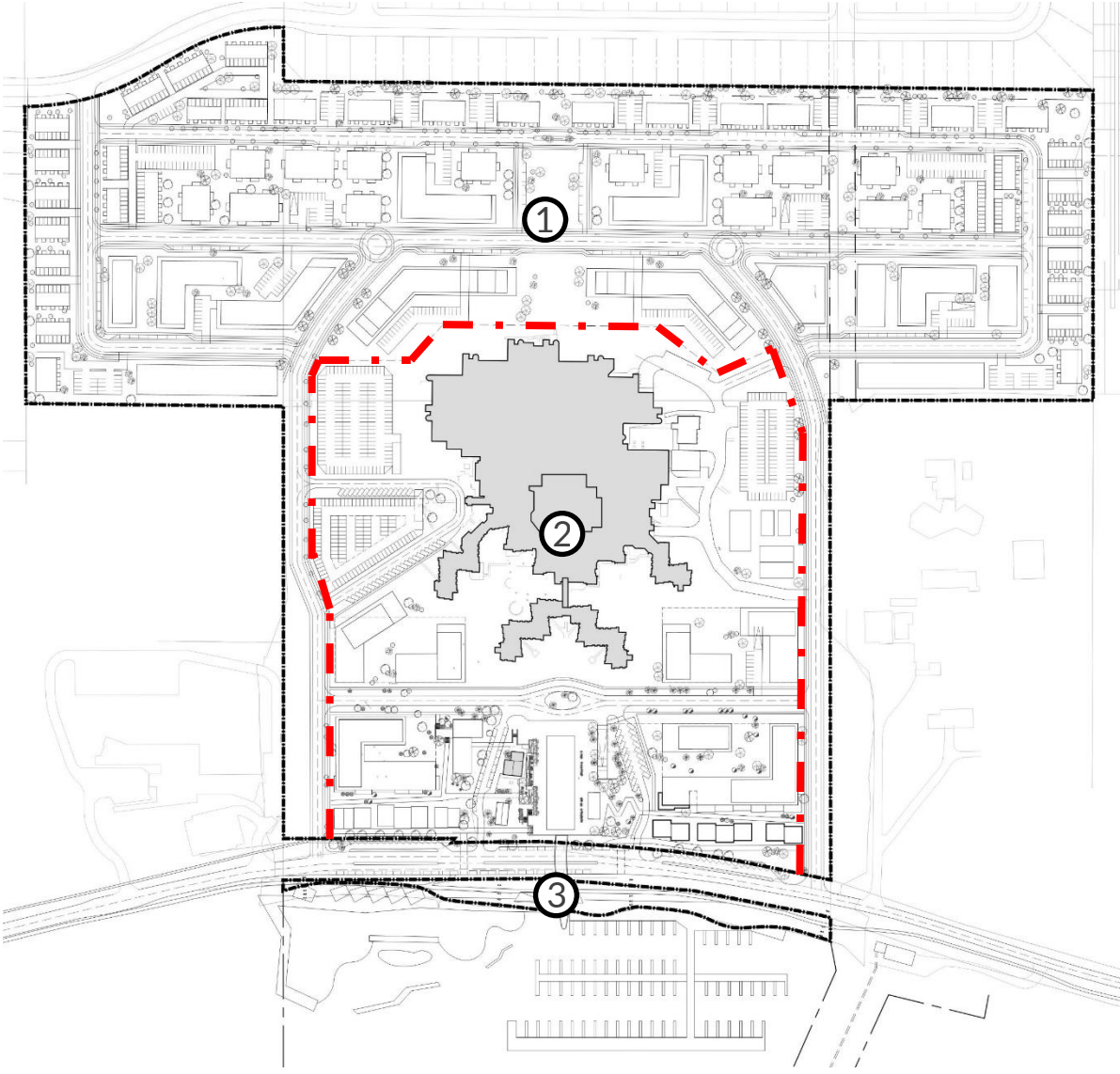


Figure 26: Overall Site Plan, Phasing

# POLICIES FRAMEWORK REVIEW

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## 2024 PROVINCIAL PLANNING STATEMENT (PPS)

### EFFICIENT LAND USE AND HOUSING SUPPLY

The proposed redevelopment supports the efficient use of land and infrastructure by introducing residential and mixed-use zones within an established settlement area, in alignment with PPS Policy 2.3.1.1, which directs growth to settlement areas.

1. *“Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas”*

The site’s redevelopment will increase housing supply and introduce a range of housing options, supporting PPS Policy 2.2.1, which requires planning authorities to provide for an appropriate mix of housing options and densities to meet current and future needs.

*“Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by: [...]”*

- b) *permitting and facilitating:*
  1. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
  2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3; c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and”*

### ECONOMIC GROWTH AND EMPLOYMENT

The redevelopment project integrates commercial, institutional and employment spaces that will support employment opportunities in accordance with PPS Policy 2.8.1.1, which promotes economic development through a mix of employment, institutional, and mixed uses. It also encourages compact and intensification-based development that supports complete communities.

*“Planning authorities shall promote economic development and competitiveness by:*

- a. *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs; [...] encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and*
- e. *addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.”*

Additionally, the proposed employment designation to the East of the existing DEV Hotel & Conference Center aligns with PPS Policy 2.8.2.3 since it will create a transition between the Wastewater Treatment Plant and the existing building and proposed surrounding uses.

*“Planning authorities shall designate, protect and plan for all employment areas in settlement areas by:*

- e) *including an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability”*

## INFRASTRUCTURE AND PUBLIC SERVICE OPTIMIZATION

PPS Policy 3.1.1 and 3.1.2 mandates that infrastructure and public service facilities be provided efficiently.

1. *“Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.”*
2. *Before consideration is given to developing new infrastructure and public service facilities:*
  - a. *the use of existing infrastructure and public service facilities should be optimized; and*
  - b. *opportunities for adaptive re-use should be considered, wherever feasible.”*

The redevelopment project optimizes the existing infrastructure, including roads and municipal services, and supports transit-oriented growth, which aligns with PPS Policy 3.2.1, promoting multimodal transportation and energy-efficient networks.

1. *“Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero-and low-emission vehicles.”*

The redevelopment project also integrates stormwater management solutions in accordance with PPS Policy 3.6.1 and a District Energy System in accordance with PPS Policy 3.8.1 to mitigate environmental impacts.

1. *“Planning authorities should provide opportunities for the development of energy supply including electricity generation facilities and transmission and distribution systems, energy storage systems, **district energy**, renewable energy systems, and alternative energy systems, to accommodate current and projected needs.”*

## ENVIRONMENTAL PROTECTION AND CLIMATE RESILIENSE

The redevelopment project includes green spaces and measures to enhance the waterfront area while protecting ecological integrity. PPS Policy 2.9.1 mandates municipalities to plan for climate change resilience and greenhouse gas reduction, which the proposed development addresses through energy-efficient buildings and active transportation infrastructure.

1. *“Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*
  - a. *support the achievement of compact, transit-supportive, and complete communities;*

- b. *incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
- c. *support energy conservation and efficiency;*
- d. *promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
- e. *take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.”*

## **PUBLIC SPACES, RECREATION, PARKS, TRAILS, AND OPEN SPACE**

The redevelopment project aligns with PPS Policy 3.9.1, which promotes healthy, active, and inclusive communities through well-planned public spaces, trails, and waterfront access.

1. *“Healthy, active, and inclusive communities should be promoted by:
 
  - a. *planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
  - b. *planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
  - c. *providing opportunities for public access to shorelines;.”**

The redevelopment project integrates publicly accessible parks, pedestrian promenades, and cycling trails that connect to existing municipal pathways, ensuring a seamless and interconnected open space network. These elements support Cornwall’s vision of an active and accessible community, fostering social interaction and encouraging sustainable modes of transportation. Additionally, Policy 3.9.1(c) encourages public access to shorelines, which is reflected in the Master Site Plan’s waterfront design, including open spaces, observation points, and improved pedestrian linkages to the St. Lawrence River. These features enhance the public realm while ensuring responsible environmental stewardship.

## **CITY OF CORNWALL OFFICIAL PLAN**

### **RESIDENTIAL DESIGNATION**

The northern portion of the site is proposed for residential development, supporting the City’s objective of providing diverse housing options. As per the Official Plan’s Housing and Residential Areas policies, the development aligns with Section 3.2.1, which promotes residential intensification and a mix of housing types.

1. *“That infilling and consolidation of existing urban development areas are to be actively encouraged, and given priority, such that a minimum target of 20% of new residential development occur through redevelopment or intensification. [...] A more consolidated and compact urban development pattern is more cost efficient for the City and its taxpayers and would:
 
  - a. *ensure that the future development blends in with existing neighbourhoods;**

- b. *make efficient and economic use of existing trunk sewer and water services as well as other municipal services [...] Compact development avoids the need to extend services over long distances and hence results insubstantial savings;*
- c. *make it easier for the City and other public or quasi-public agencies to provide and program new services and community facilities, all of which become more difficult or costly to provide when development is scattered;*
- d. *contain urban growth within the urban settlement area; [...]*
- f. *promote the strengthening of strong established Business Districts by maintaining future development within easy reach of core areas; promote a more sustainable City; and*
- g. *make possible a more complete and continuous street system, which supports the use of transit and active modes of transportation.”*

The proposed residential area will include mid-rise and high-rise buildings that respect the planned built form while optimizing land use. To ensure compatibility with the existing single-detached neighborhood to the north, the development will incorporate a density transition strategy, gradually increasing from lower-density housing along the northern edge to higher-density residential forms toward the south.

This transition aligns with best planning practices and Section 5.3.16 of the Official Plan, ensuring a smooth integration with existing communities while accommodating growth in a sustainable manner.

16. *Ensure that well designed residential subdivisions are developed consistent with contemporary planning principles. In particular: [...]*

- b. *encourage the development of complete neighbourhood units[...]*
- f. *encourage innovative subdivision designs such as solar oriented subdivisions, cluster designs, zero lot line and staggering of setbacks;*
- g. *encourage plans of subdivision which:*
  - i. *provide a suitable mix of housing types and reserve parcels for institutional uses;*
  - ii. *arrange higher density uses at the periphery of neighbourhoods in order to prevent vehicular penetration through the interior of the neighbourhood and also at community focal points;*
  - iii. *are designed with regard to accepted urban design practices / standards;*
  - iv. *improve accessibility for all people and permit accessory apartments;*
  - v. *utilize a transition of densities concept (e.g. apartments, town housing, single detached); [...]*
  - xii. *minimize the overall percentage of land devoted to streets;*
  - xiii. *provide suitable buffers adjacent to major streets, railway lines or incompatible land uses;*
  - xiv. *minimize walking distance to adjacent areas, parks, schools, bus stops, shopping and other community facilities through the provision of appropriate walkways;*
  - xv. *encourage the use of public transit through compact development and minimization of circuitous (indirect) streets;*
  - xvi. *provide centrally located and useable park sites of suitable size and dimensions;*
  - xvii. *provide continuous park and walkway systems;*
  - xviii. *take natural drainage and contours into account and retain as much of the existing tree cover, drainage courses and other natural features as is possible;*

- xix. *place utilities underground;*
- xx. *encourage active transportation;*
- xxi. *promote efficient development patterns which are financially sustainable for the municipality, and which promote cost effective development patterns and standards to minimize land consumption and servicing costs;*
- xxii. *promote land use patterns that conserve biodiversity, consider the impacts of climate change, and promote energy efficiency;*
- xxiii. *are transits supportive.”*

Furthermore, as outlined in Section 4.3.3 of the Official Plan, the development will incorporate appropriate buffering and setbacks to minimize impacts on adjacent lower-density residential areas, promoting a harmonious interface between new and existing housing while maintaining neighborhood character.

- 4. *“Design residential communities to include a mix of densities and encourage a gradation of densities, with the higher density areas clustered around community commercial areas, major transportation corridors, or other focal points.*
- 5. *Encourage townhouse and apartment/condominium projects to be generally developed in appropriate clusters in areas fulfilling particular location factors as opposed to allowing such development to be indiscriminately scattered throughout residential neighbourhoods”*

## MIXED-USE W/ MAJOR INSTITUTIONAL-LIGHT INDUSTRIAL

The central portion of the site will maintain the uses of its Major Institutional designation to continue accommodating institutional uses, including potential residences and community services. This aligns with Section 4.7.2.3 of the Official Plan, which encourages the retention and expansion of institutional uses into a community hub.

- 3. *Cluster related institutional uses, and encourage the joint use of community and educational facilities, including through the establishment of community hubs.”*

The proposed fitness parks around the institutional core will complement the institutional and surrounding residential zones, ensuring land use compatibility.

The addition of the Employment Area designation as part of this Mixed-Use designation will consolidate the proposed hub and create an innovation centre merged with the existing DEV Hotel & Conference Centre. The District Energy Plant and the proposed Data Centre that will be also used as a heating source, must be located in this area since it is considered a Light-Industrial use. One of the Strategic Direction presented in section 2.3 of the Official Plan of the City of Cornwall is to reduce greenhouse gas and encourage energy conservation through Land use planning:

*“2.5.1.9 Energy savings and greenhouse gas reductions can be achieved through encouragement of an orderly development pattern, innovative clean energy projects compatible in an urban setting, and urban design that reduces the reliance on the personal automobile and supports walking, cycling, and public transit.”*

In addition, section 13.3 “Sustainable Development Policies” states that the City’s planning regulation must offer flexibility to allow for sustainable energy sources in proposed development:

14. *“Investigate ways in which the City’s Zoning By-law, subdivision standards and other planning related legislation or requirements can be amended to encourage energy conservation. Consider granting of minor variances for energy conserving innovations.”*

## WATERFRONT AND MONTREAL ROAD CORRIDOR

The waterfront and Montreal Road corridor will be designated as Mixed-Use, fostering a vibrant community hub with commercial, residential, and recreational spaces. The existing McMartin Stonehouse will be preserved and enhanced through tourism and commercial activities.

This aligns with Section 7.1.2 of the Official Plan, which encourages mixed-use development along the waterfronts to promote economic activity and tourism:

1. *“Foster a beautiful and vibrant waterfront achieved through strategic enhancements and high-quality built form and urban design.*
2. *Improve public access and increase the year-round use and enjoyment of the waterfront. [...]*
4. *Recognize the waterfront as a potential tourism resource and encourage appropriate tourist projects and facilities on suitable sites. [...]*
5. *Continue to improve the visual image of the waterfront and encourage innovative development and design on or adjacent to the waterfront.*
6. *Ensure that waterfront development is compatible with, supportive of, and well-connected to adjacent districts. [...]*
10. *Recognize the historic importance of the waterfront.”*

Furthermore, section 6.3.7 and 6.3.9 of the Official Plan encourage the establishment of a continuous linear park system along the waterfront :

7. *“Wherever possible, encourage the creation of a continuous, linked open space system utilizing linear parks in addition to more traditional block shaped parks.*
  - c. *The City shall strive towards a continuous park system along the waterfront and shall investigate the feasibility of developing continuous parkland between Guindon Park and the Gray’s Creek Conservation Area”*
9. *“Continue to promote and develop a City-wide bikeway system in accordance with the Bicycle and Pedestrian Master Plan.”*

Since the waterfront will be improved as a recreational hub, the open space designation should be implemented as part of the Mixed-Use area for the proposed beach and marina on the south side of Montreal Road.

One of the Open Space Goals established in the Official Plan of the City of Cornwall is to encourage access to the waterfront and touristic uses. The integration of a marina and commercial services will enhance waterfront access and align with the City’s vision for a connected and dynamic waterfront district as per section 4.10.2.4:

4. *“Encourage greater public use, access and enjoyment of the waterfront area including both local and tourist recreation while being consistent with policies in Chapter 7: Waterfront Planning and the Waterfront Master Plan.”*

Additionally, section 4.10.3.2 states that these open space designations should be maintained when possible:

2. *“Use the following principles in the development or zoning of publicly owned Open Space areas:
  - e. Adequate provision shall be made for public access and enjoyment of the waterfront and the area immediately adjacent to the River shall wherever possible be maintained as open space.”*

## CITY OF CORNWALL’S STRATEGIC PRIORITIES

The City of Cornwall adopted in 2022 a “Strategic Priorities’ plan to guide the development throughout the City from 2022 to 2026. The mission established on this plan is similar to the project’s vision:

*“Mission : Our mission is to foster vibrant, inclusive, responsible and forward- thinking community services for current and future generations”*

## HOUSING

The proposed redevelopment supports Cornwall’s housing goals by delivering a mix of residential options on a strategic waterfront site. It contributes to intensification, addresses housing needs, and creates opportunities for housing in a walkable, mixed-use environment:

*“1.1 Our Strategy: We will create an environment that enables innovation to build more homes for residents of all ages, incomes, and demographics to enjoy. [...]*

*A[...] Reviewing building heights and density considerations to create housing that works for each space.”*

## TOURISM AND COMMUNITY HUB

The proposed redevelopment strengthens Cornwall’s identity as a connected, vibrant, and inclusive city. With public spaces, cultural programming, and event infrastructure like a hotel, a conference centre, a beach and a marina, it fosters community pride and economic vitality.

*“2.2 Our operations*

*E. Promote neighbourhood plans and designs that create connected communities that are safe, accessible, diverse, walkable, and healthy. [...]*

*H. Strengthen our City’s position to encourage local festivals, events, and attractions, which will increase the pride and prosperity in our residents.”*

Located directly across from the Akwesasne Reserve, the redevelopment project will actively include the Akwesasne community in both the planning and design processes.

A key feature will be an interpretation centre situated at the heart of the proposed waterfront retail village, providing space to gather and to share Akwesasne’s cultural heritage. The toponymy of some of the items (streets, parks, etc..) will also reflect and pay tribute to the Akwesasne people and their history.

This approach aligns with the City’s Strategic Plan, particularly Section 2.3 *Reflecting the Diversity of Our City*, which encourages meaningful action in response to the Truth and Reconciliation Commission’s Calls to Action.

The redevelopment project also embodies the vision of a future-ready Cornwall. It transforms underused waterfront lands into a dynamic, multi-purpose district. The project will support population growth, stimulate investment, and enhance Cornwall’s regional voice in planning, housing, and economic development.

## SUSTAINABILITY

The redevelopment project is committed to sustainable development, including energy-efficient buildings, green infrastructure, and EV charging. It aligns with Cornwall’s Climate Action Plan and can serve as a model for low-carbon, mixed-use urban redevelopment.

## CITY OF CORNWALL’S WATERFRONT PLAN

In 2019, the City of Cornwall updated its Waterfront Plan, originally adopted in 1989 and previously revised in 2007.

The purpose of this plan is to guide the development of the city’s waterfront and to identify community-driven projects that improve public access and enhance the visitor experience along the shoreline.

The Master Plan divides the waterfront into five distinct areas, with the property at 1950 Montreal Road located in the “East Front” sector. Since the property was owned by NAV Canada in 2019, it is referred as “NAV Centre”.

In the *Opportunities & Challenges* section of the East Front sector, the 1950 Montreal Road property is identified as a potential destination along the existing multi-use pathway. In 2019, the NAV Centre served the same function as the current DEV Hotel & Conference Centre. As such, the additional development proposed through the redevelopment project will further enhance opportunities for public access and enjoyment of the waterfront.

At that time, one of the key challenges noted for the East Front sector was “land ownership.” With the proposed redevelopment proposal now advancing, the City has a clear opportunity to collaborate with the developer to secure parkland dedication along the waterfront, an important step toward realizing the Waterfront Master Plan’s public access goals.

The redevelopment project represents a unique opportunity to implement key objectives of the City's 2019 Waterfront Master Plan through a **potential public-private partnership**. By transforming a strategic site on the riverfront, the project integrates new residential, commercial, hospitality, and public realm components, while also creating significant opportunities for public benefit.

The proposal includes public-facing features such as a multi-use pathway extension, a public plaza, and the potential for parkland dedication along the shoreline. These elements align with the City's goals of expanding waterfront access and enhancing the visitor experience, while also ensuring that these amenities serve the **entire community**, not just future residents or visitors.

The redevelopment project is also envisioned as a local and regional destination, anchored by a hotel, conference centre, and a waterfront retail village. At its heart, a proposed Akwesasne cultural interpretation centre will celebrate Indigenous heritage and storytelling. These components are designed to attract tourism, events, and community use year-round, supporting both economic development and cultural vitality.

The project's vision includes green infrastructure, tree planting, and sustainable urban design, reinforcing the City's commitments to environmental resilience and high-quality placemaking. Given its location and scale, the project offers the City a valuable opportunity to collaborate with the developer on public access, land use, and long-term stewardship, or alternatively, to see these public benefits delivered directly through private investment.

# CONCLUSION

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The proposed redevelopment of 1950 Montreal Road stands as a pivotal city-building initiative for Cornwall. It demonstrates how large-scale, master-planned developments can deliver meaningful, long-term public value through strategic land use, inclusive urban design, environmental innovation, and economic opportunity.

The Community Master Plan brings together multiple objectives:

- it addresses housing supply challenges through a diversity of forms and densities;
- strengthens the institutional and employment base of the city;
- activates underutilized waterfront lands for public benefit; and
- integrates robust sustainable infrastructure to support climate resilience.

These ambitions are grounded in and supported by the 2024 Provincial Planning Statement, the City of Cornwall Official Plan, the City's Strategic Priorities (2022–2026), and the Waterfront Master Plan.

Beyond fulfilling policy mandates, this proposal seeks to foster a complete and connected community that offers residents, visitors, and future generations a high quality of life. With thoughtful transitions between land uses, strong urban form, multi-modal connectivity, and expansive green and recreational spaces, the project sets a new benchmark for integrated development in Eastern Ontario.

Crucially, the Community Master Plan respects and enhances its surrounding context. It maintains compatibility with the existing neighbourhoods, provides essential buffers and transitions, and celebrates local history and culture, including the important presence of the Akwesasne community.

As the City of Cornwall continues to grow and evolve, the 1950 Montreal Road Community Master Plan represents a legacy investment in the city's future—one that is resilient, inclusive, and visionary. Through phased implementation and continued partnership with municipal authorities and community stakeholders, this redevelopment project by DEVCORE Group, bbb architects Ottawa Inc., and Nelligan Law will set a high benchmark for Cornwall's sustainable urban transformation.

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Celeste Cordonnier MCIP, RPP  
Lead Project Planner  
DEVCORE Group

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Anna Kourkounakis, Architect, OAA, M.Arch  
Lead Project Architect  
bbb architects Ottawa Inc.



# APPENDICES



## PROPOSED COMMUNITY MASTER PLAN

November 27<sup>th</sup>, 2025

Prepared by:

DEVCORE Group  
1950 Montreal Road  
Cornwall ON K6H 6L2

bbb architects Ottawa Inc.  
400 - 47 Clarence Street  
Ottawa, ON K1N 9K1

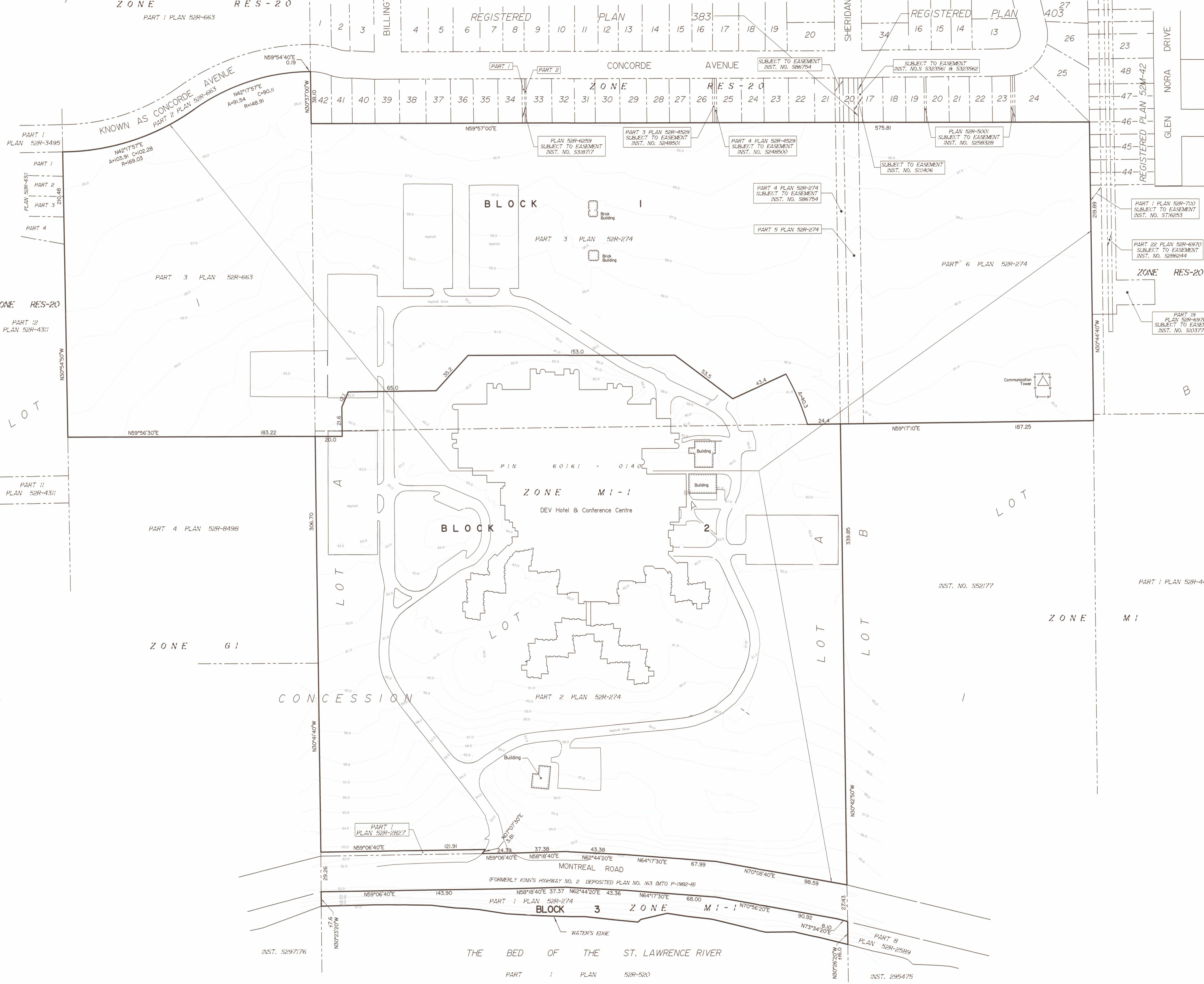
# APPENDIX

# A

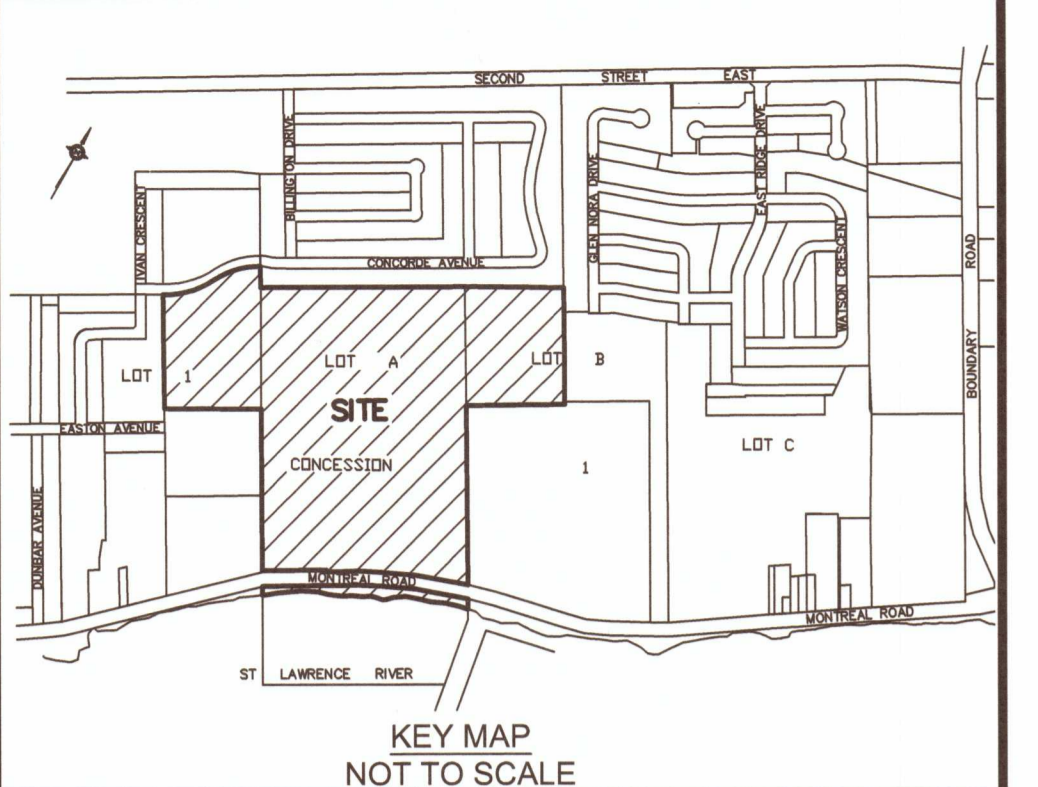




ZONE RES-20  
PART 1 PLAN 52R-663

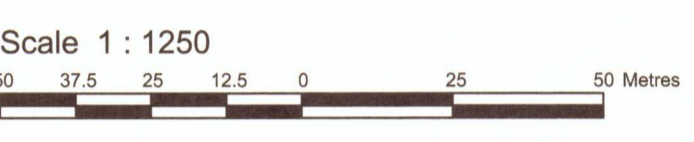


SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR LETTER DATED \_\_\_\_\_  
THIS DRAFT PLAN IS APPROVED BY THE CITY OF CORNWALL UNDER SECTION 51 OF THE PLANNING ACT. THIS \_\_\_\_\_ DAY OF \_\_\_\_\_



### DRAFT PLAN OF SUBDIVISION OF PART OF LOT 1, PART OF LOT A AND PART OF W 1/2 OF LOT B CONCESSION 1 (Geographic Township of Cornwall) CITY OF CORNWALL

Prepared by Annis, O'Sullivan, Vollebakk Ltd.



Metric  
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

**SURVEYOR'S CERTIFICATE**  
I CERTIFY THAT:  
The boundaries of the lands to be subdivided and their relationship to adjoining lands have been accurately and correctly shown.

May 20/25  
Date  
TYLER J. ALLISON  
ONTARIO LAND SURVEYOR

**OWNER'S CERTIFICATE**  
I CERTIFY THAT:  
This is to certify that I am the owner of the lands to be subdivided and that this plan was prepared in accordance with my instructions.

May 19/2025  
Date  
JEAN-PIERRE POULIN, PRESIDENT  
I HAVE THE AUTHORITY TO BIND THE CORPORATION

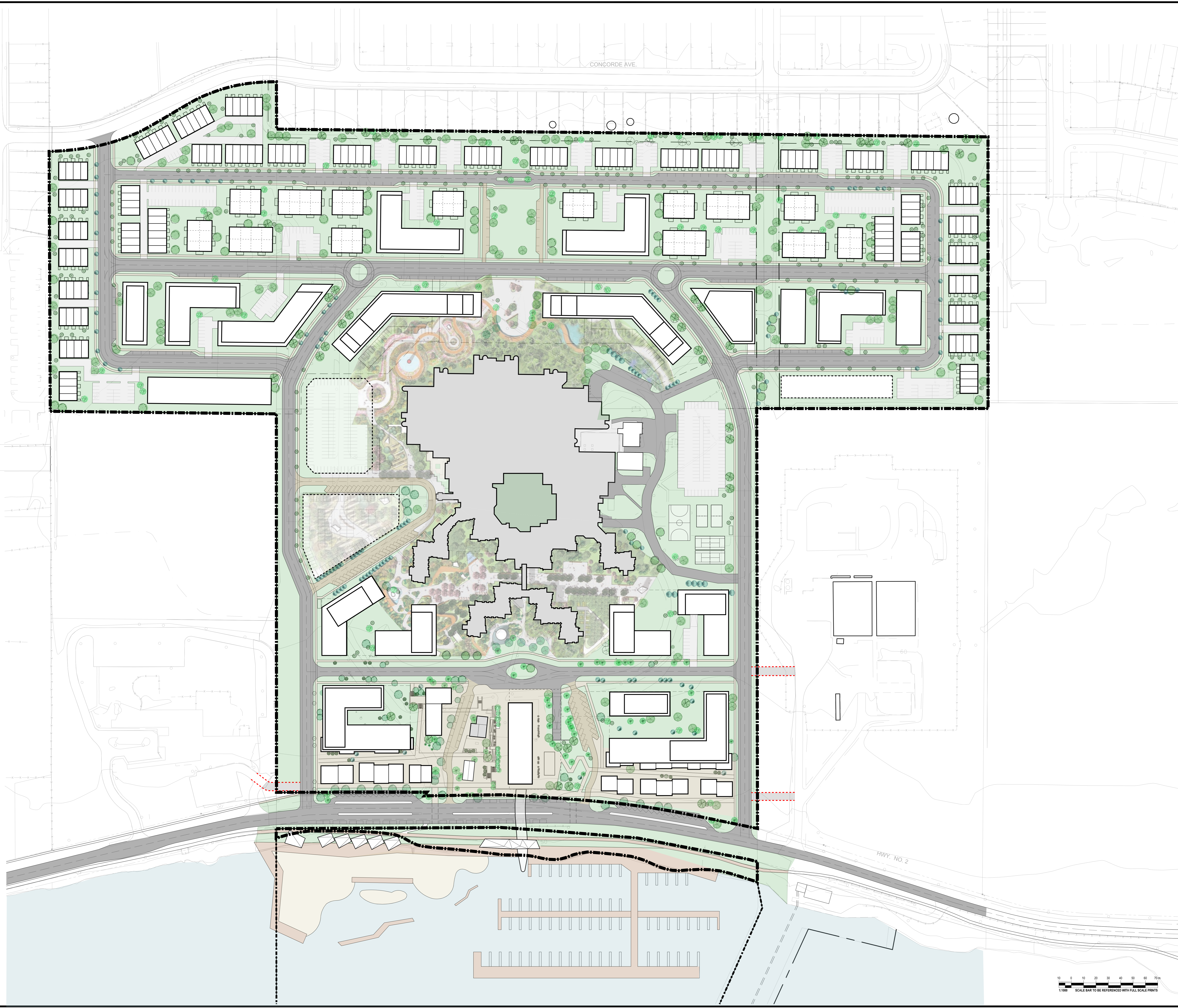
- ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51-17 OF THE PLANNING ACT**
- (a) see plan
  - (b) see plan
  - (c) see plan
  - (d) multi unit development
  - (e) see plan
  - (f) see plan
  - (g) see plan
  - (h) municipal water
  - (i) see geotechnical investigation report
  - (j) see plan
  - (k) see serviceability and stormwater master plan
  - (l) see plan

Topographic information shown is per GeoVerra Topographic Plan of Survey Rev. 0 09/16/22 "Original Issue" provided November 28, 2022.



APPENDIX

B



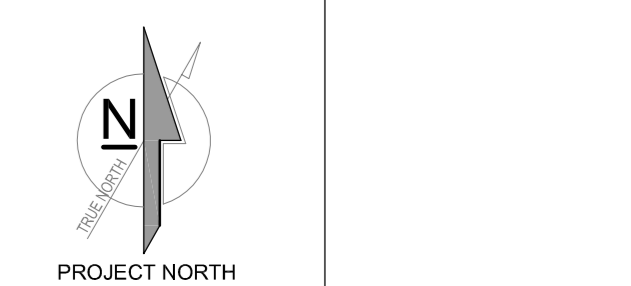
- PROPERTY LINE
- - - WATER LOT
- - - PROPOSED SHARED ACCESS
- █ EXISTING BUILDINGS
- PROPOSED BUILDINGS

NO.	DESCRIPTION	DATE	CHK
2	ISSUED FOR OPA & PLAN OF SUBDIVISION	2025.06.11	
1	ISSUED FOR PRE-CONSULT MTD	2025.05.01	

**REVISIONS | ISSUES**

CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND REPORT ANY OMISSIONS OR DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH WORK.

**DO NOT SCALE THE DRAWINGS**



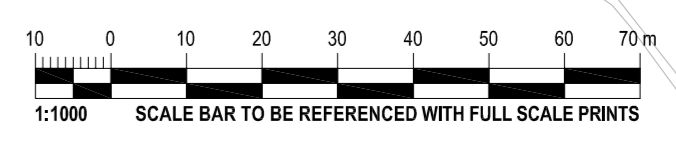
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED BY THE ARCHITECT.

PROJECT  
**1950 MONTREAL ROAD  
COMMUNITY MASTER PLAN**

DWG. TITLE  
**CONCEPT SITE PLAN**

PROJ. NO.	DRAWN BY	CHECKED BY

FULL SCALE (A)	DWG. No.	REV.
1:1000	<b>SK01</b>	<b>B</b>
HELP SCALE (A)		
1:2000		



# APPENDIX





SUMMER - 7am



FALL - 7am



WINTER - 7am



SPRING - 7am



SUMMER - 12pm



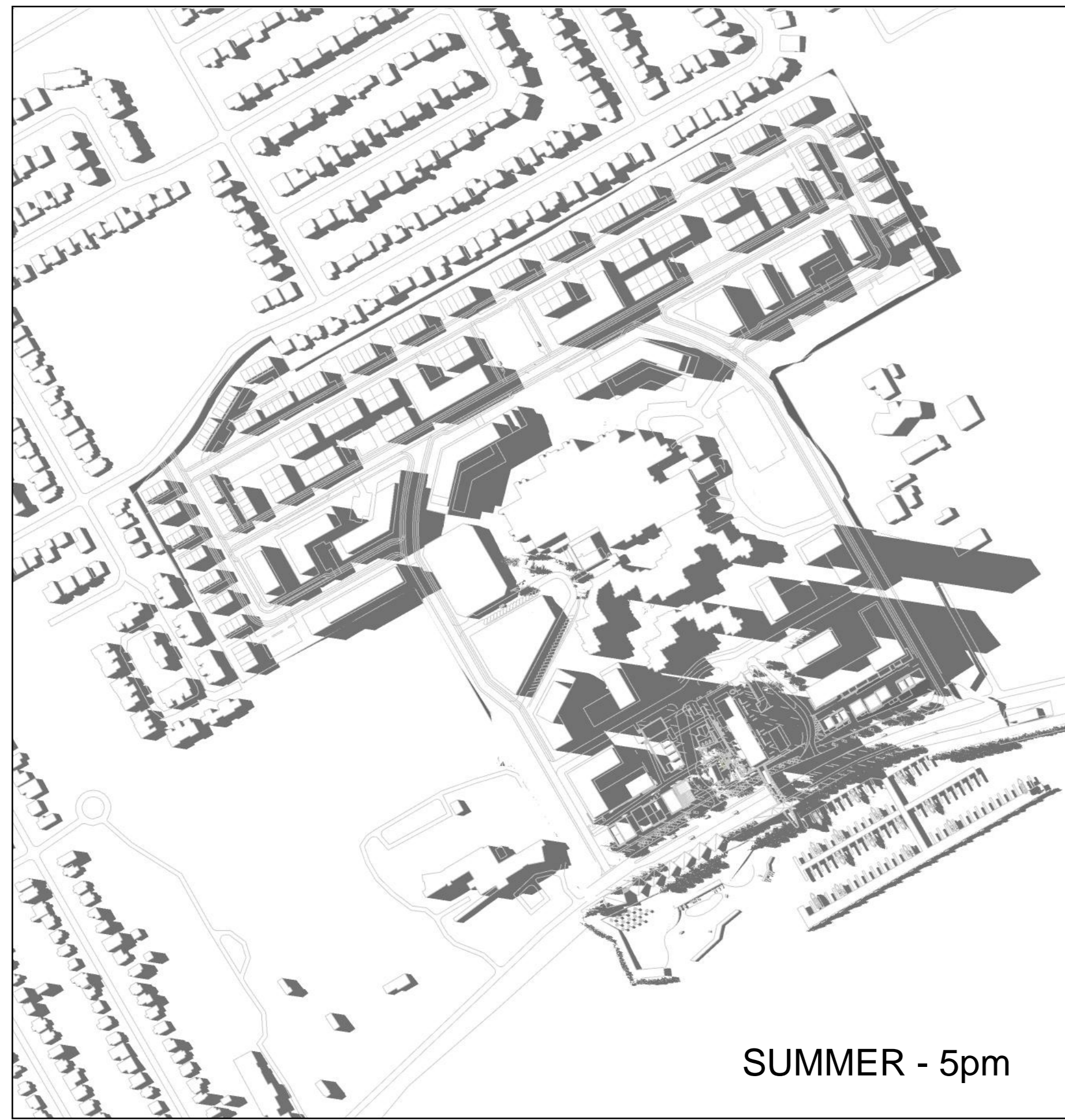
FALL - 12pm



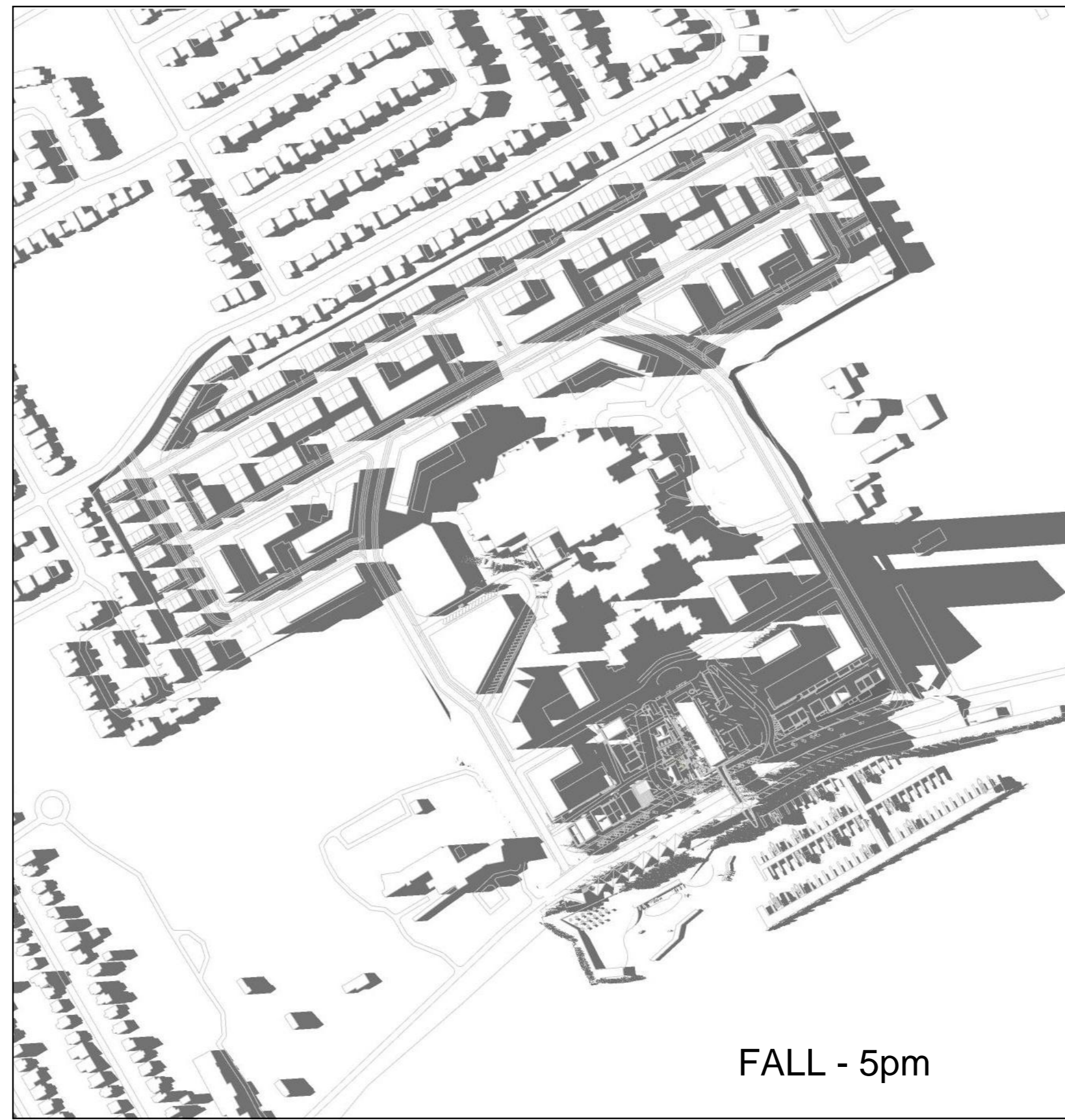
WINTER - 12pm



SPRING - 12pm



SUMMER - 5pm



FALL - 5pm



WINTER - 5pm



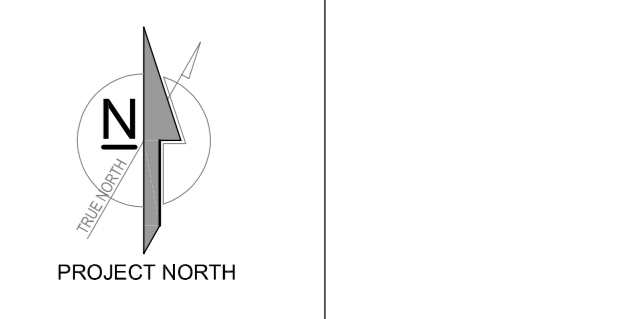
SPRING - 5pm

NO.	DESCRIPTION	DATE	CHK
1	ISSUED FOR CPA & PLAN OF SUBDIVISION	2025.06.11	

**REVISIONS | ISSUES**

CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND REPORT ANY OMISSIONS OR DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH WORK.

**DO NOT SCALE THE DRAWINGS**



THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED BY THE ARCHITECT.

PROJECT:  
**1950 MONTREAL ROAD  
COMMUNITY MASTER PLAN**

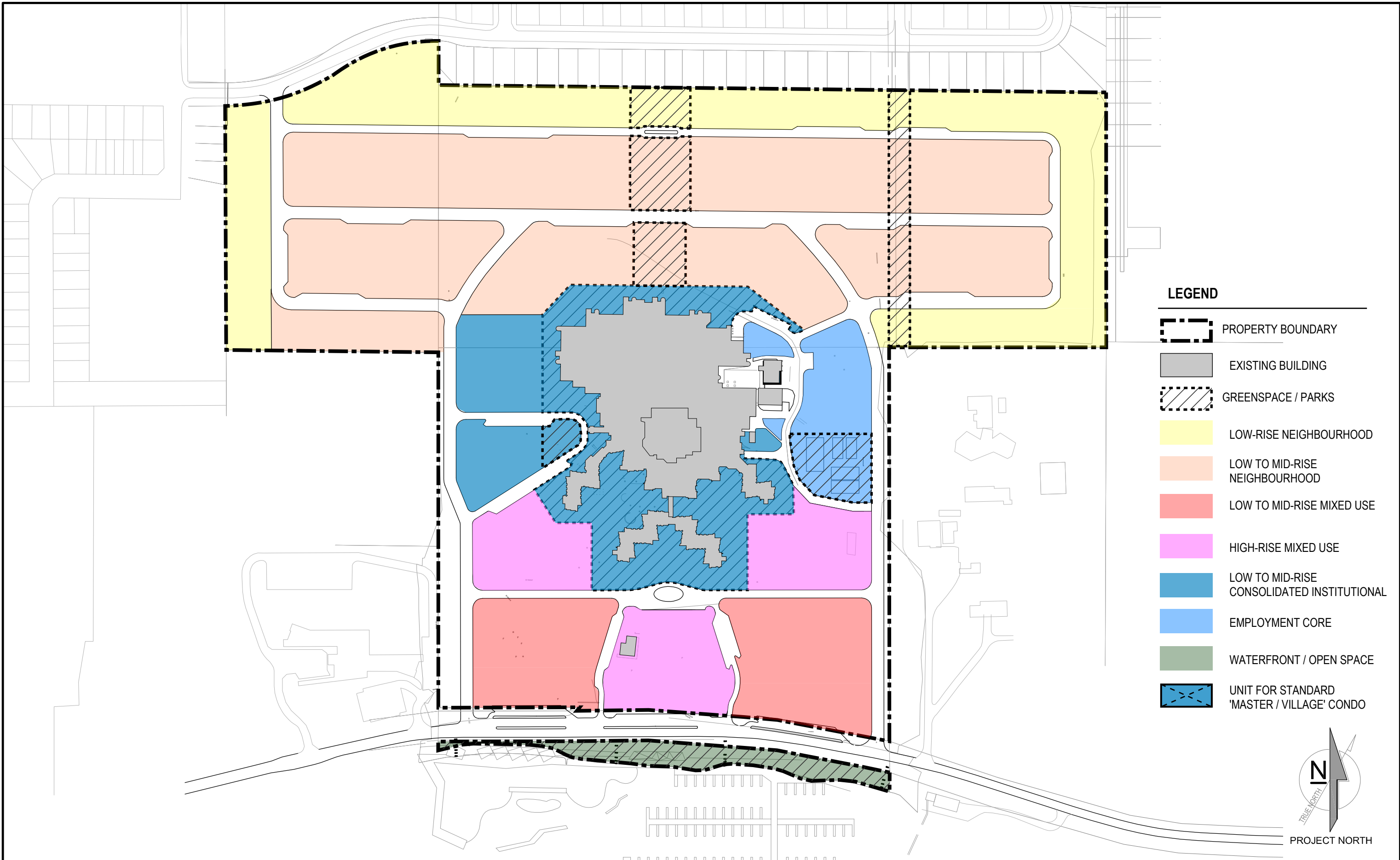
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**SHADOW STUDY**

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HALF SCALE (A3)		
NTS		

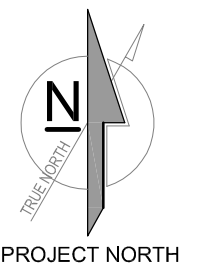


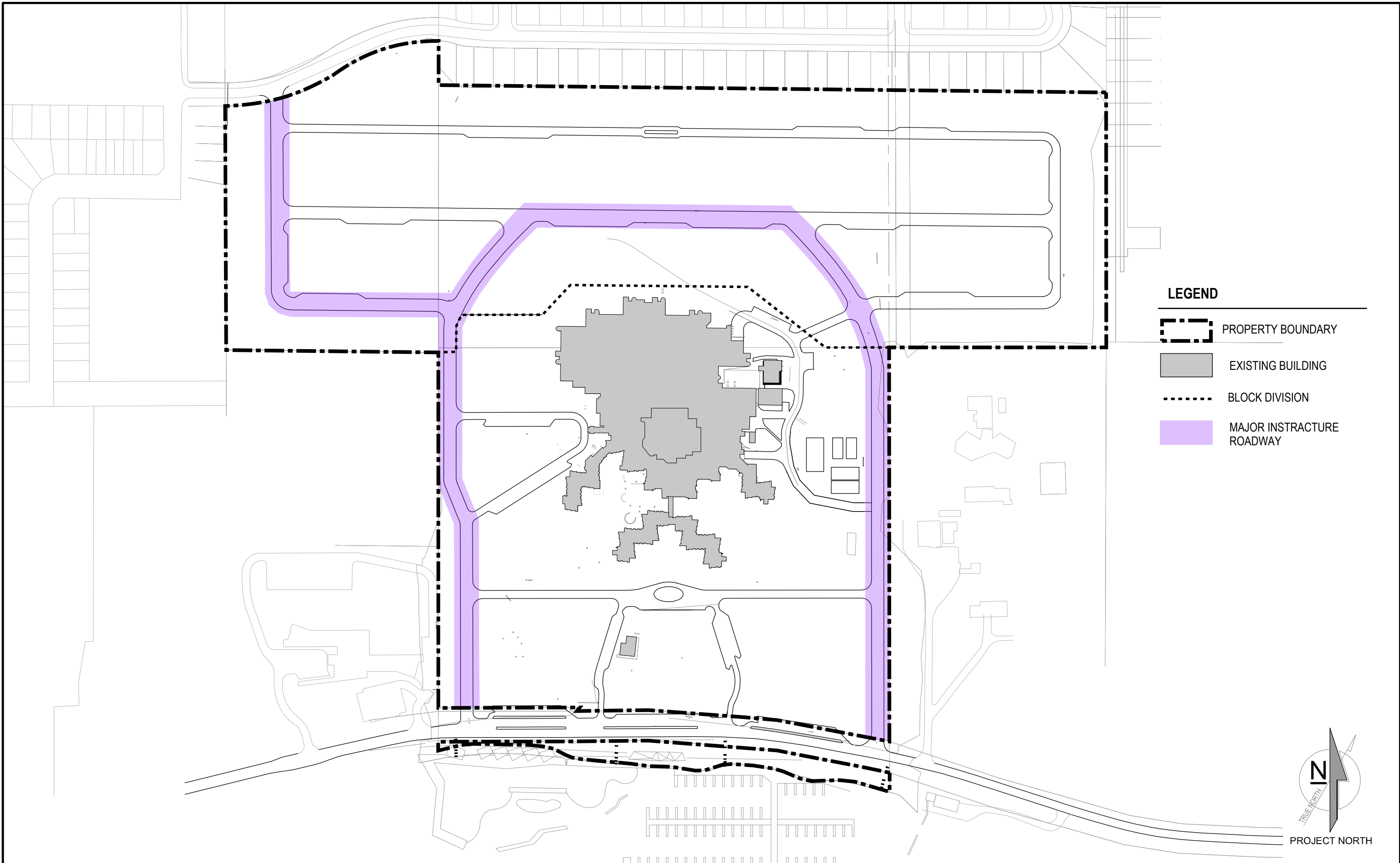
## APPENDIX

# D







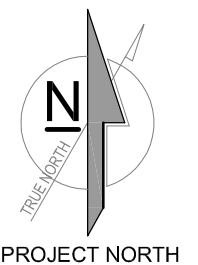
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  -  EXISTING BUILDING
  -  GREENSPACE / PARKS
  -  LOW-RISE NEIGHBOURHOOD
  -  LOW TO MID-RISE NEIGHBOURHOOD
  -  LOW TO MID-RISE MIXED USE
  -  HIGH-RISE MIXED USE
  -  LOW TO MID-RISE CONSOLIDATED INSTITUTIONAL
  -  EMPLOYMENT CORE
  -  WATERFRONT / OPEN SPACE
  -  UNIT FOR STANDARD 'MASTER / VILLAGE' CONDO





**LEGEND**

-  PROPERTY BOUNDARY
-  EXISTING BUILDING
-  BLOCK DIVISION
-  MAJOR INSTRUCTURE ROADWAY



**bbb architects**  
ottawa inc.

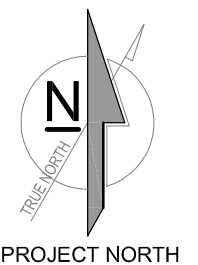
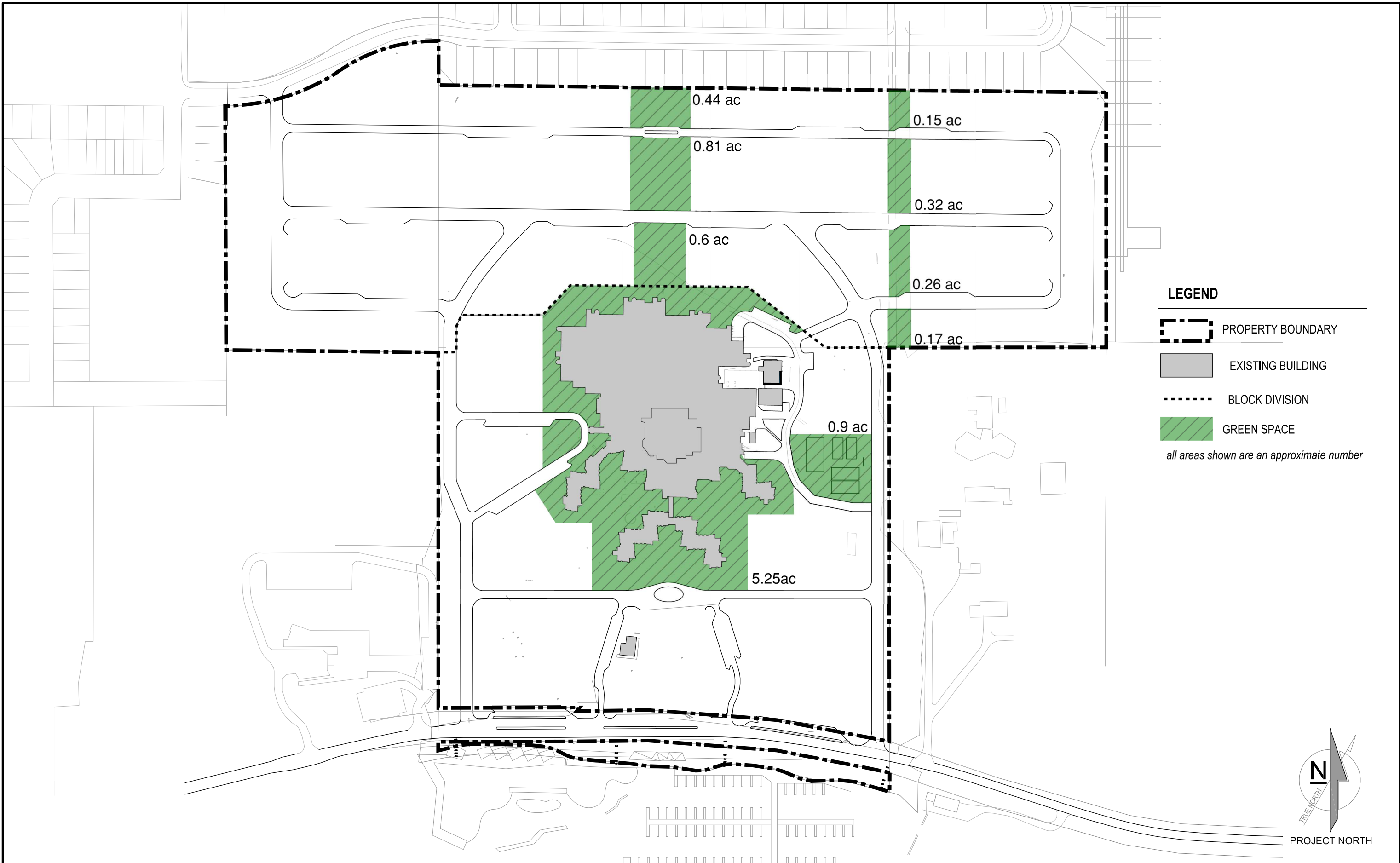
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1950 Montreal Road  
Cornwall, Ontario

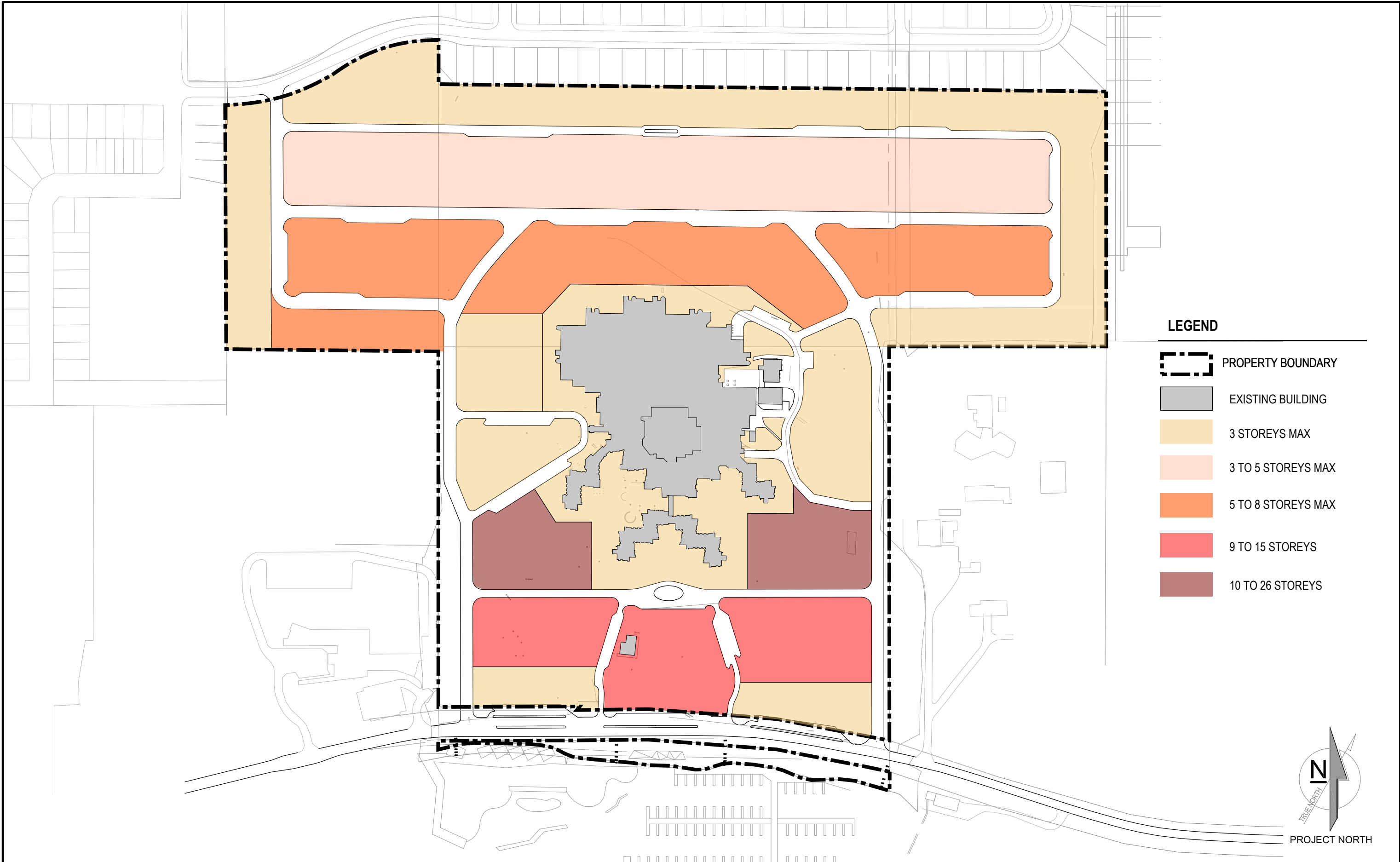
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**SCALE**  
FULL SCALE 1:3000  
HALF SCALE 1:6000

**DATE**  
2025.11.27

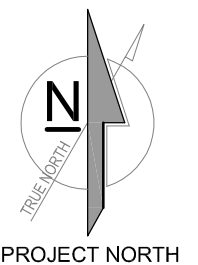
**DWG NO.**  
SCH A1

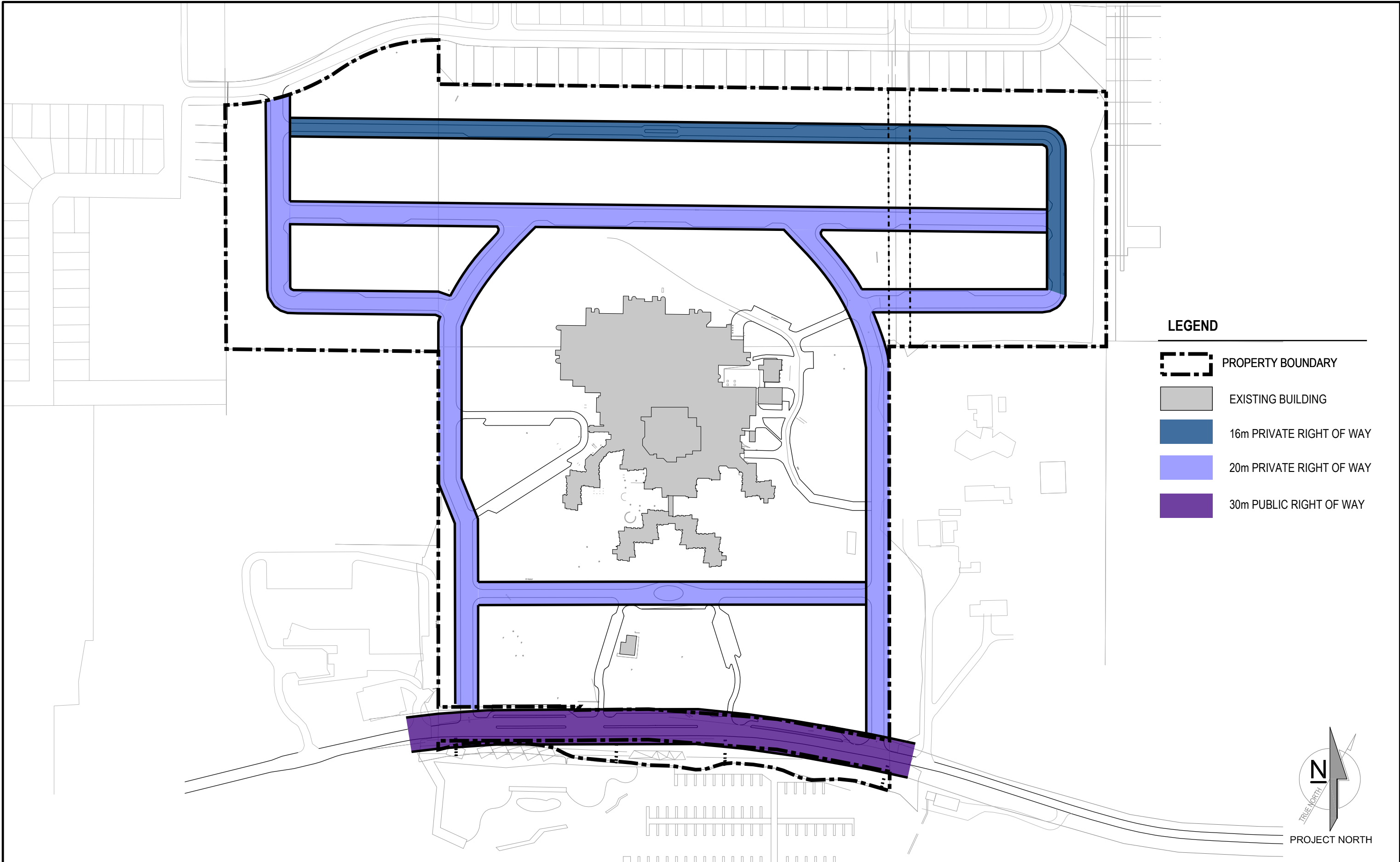









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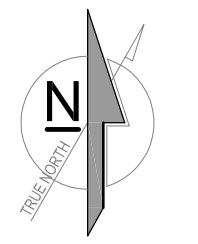
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-  EXISTING BUILDING
-  3 STOREYS MAX
-  3 TO 5 STOREYS MAX
-  5 TO 8 STOREYS MAX
-  9 TO 15 STOREYS
-  10 TO 26 STOREYS





**LEGEND**

-  PROPERTY BOUNDARY
-  EXISTING BUILDING
-  16m PRIVATE RIGHT OF WAY
-  20m PRIVATE RIGHT OF WAY
-  30m PUBLIC RIGHT OF WAY



PROJECT NORTH



**bbb architects**  
ottawa inc.

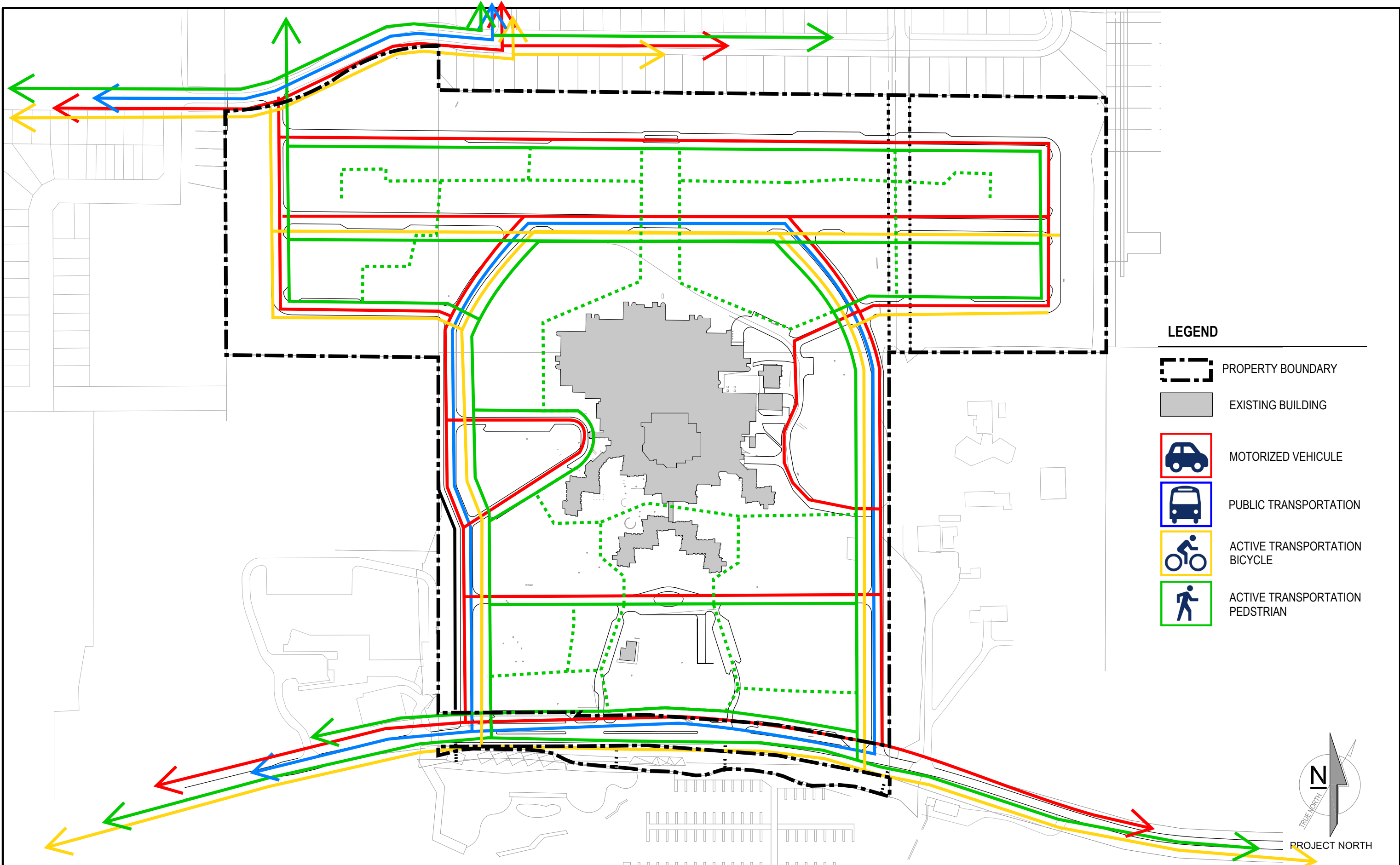
**PROJECT** Community Master Plan  
1950 Montreal Road  
Cornwall, Ontario

**NAME** **SCHEDULE C, PRIVATE RIGHT-OF-WAY**







**SCALE**  
FULL SCALE | 1:3000  
HALF SCALE | 1:6000

**DATE**  
2025.06.11

**DWG NO.**  
**SCH C**



**LEGEND**

-  PROPERTY BOUNDARY
-  EXISTING BUILDING
-  MOTORIZED VEHICLE
-  PUBLIC TRANSPORTATION
-  ACTIVE TRANSPORTATION BICYCLE
-  ACTIVE TRANSPORTATION PEDSTRIAN