



Staff Report

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Report To:	Planning and Development Committee		
Date of Meeting:	December 7, 2020	Report Number:	PSD-055-20
Submitted By:	Faye Langmaid, Acting Director of Planning and Development		
Reviewed By:	Andrew C. Allison, CAO	Resolution#:	PD-211-20, PD-212,20 C,529-20
File Number:	COPA 2020-0002; PLN 41.10	By-law Number:	
Report Subject:	Southeast Courtice Secondary Plan – Recommendation Report for Official Plan Amendment 124		

Recommendations:

1. That Report PSD-055-20 be received;
2. That Official Plan Amendment 124 to include the Southeast Courtice Secondary Plan in the Clarington Official Plan be adopted;
3. That upon adoption by Council, the Southeast Courtice Secondary Plan be implemented by Staff as Council's policy on land use and planning matters and be implemented through the capital budget program;
4. That the Director of Planning and Development Services be authorized to finalize the form and content of OPA 124, the Secondary Plan and the Urban Design and Sustainability Guidelines resulting from Council's consideration, public participation, agency comments and technical considerations;
5. That the Urban Design and Sustainability Guidelines appended to the Secondary Plan be approved and be used by staff to guide development applications and public projects;
6. That the Director of Planning and Development Services be authorized to execute any agreements to implement the Secondary Plan once adopted by Council;
7. That OPA 124 be forwarded to the Region of Durham for approval; and
8. That all interested parties listed in Report PSD-055-20 and any delegations be advised of Council's decision regarding the adoption of the Secondary Plan.

Report Overview

Staff are pleased to present the Southeast Courtice Secondary Plan for Council adoption based upon the extensive consultation that has occurred.

The purpose of the Official Plan Amendment 124 is to adopt the Southeast Courtice Secondary Plan and the Urban Design and Sustainability Guidelines into the Clarington Official Plan. This Amendment applies to only the lands located within the Southeast Courtice Secondary Plan Area. The policies and guidelines will guide the creation of transit-oriented neighbourhoods and include a diverse range of housing located within walking distance of shopping, services, schools and amenities. The neighbourhoods will include a variety of densities and mix of uses along Bloor Street and Courtice Road. A linked system of parks, trails and green space will support pedestrian movement throughout the area.

These new neighbourhoods will be designed to include easily recognizable sustainable design elements such as centrally located schools and parks to promote walkability, a connected system of sidewalks, trails and cycle routes supported by a diverse planting program, vegetated swales to promote groundwater infiltration as well as less recognizable features including 'green' infrastructure to address stormwater management.

After adoption by Council, the Southeast Courtice Secondary Plan will be sent to the Region of Durham for approval.

1. Purpose of the Report

- 1.1 The purpose of this staff report is to recommend to Council the adoption of Official Plan Amendment 124 (OPA 124) to the Clarington Official Plan to include the Southeast Courtice Secondary Plan in the Official Plan. The recommendation comes following a thorough public planning process. The staff recommended OPA 124 includes the Southeast Courtice Secondary Plan and the Urban Design and Sustainability Guidelines are incorporated as Attachment 1 to this staff report.
- 1.2 This report includes a summary of the process and comments received since the release of the draft Secondary Plan and draft Urban Design and Sustainability Guidelines, and draft Official Plan Amendment on June 1, 2020.

2. Background

- 2.1 The Southeast Courtice Secondary Plan (Secondary Plan) area is located generally between the Robinson Creek valley in the west and Hancock Road in the east. It extends from south of Bloor Street northward to Durham Highway 2 (Figure 1).

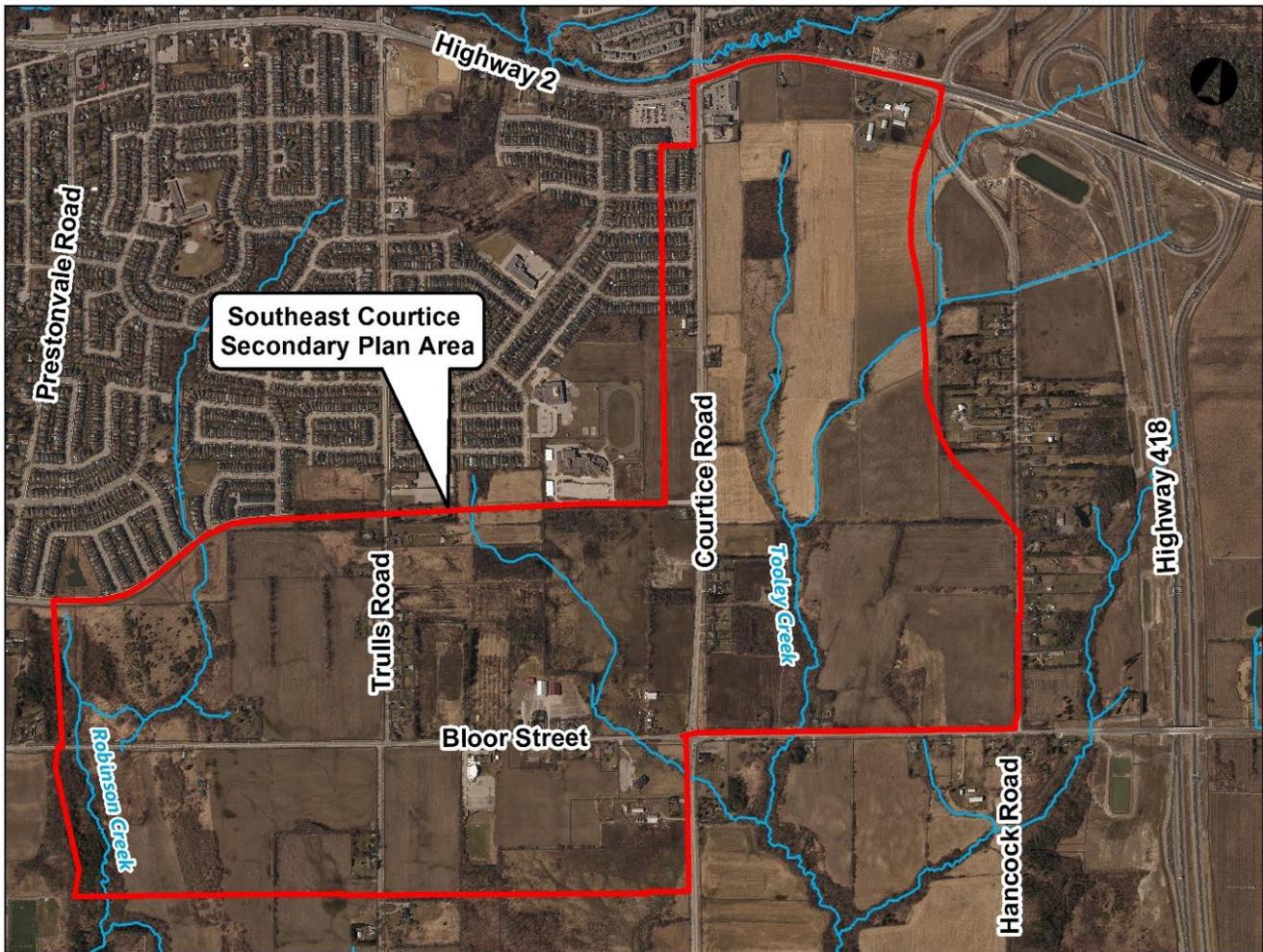


Figure 1: Southeast Courtice Secondary Plan Area

- 2.2 There are approximately 60 landowners within this Secondary Plan area. Ownership is a mixture of parcel sizes, including larger farm parcels and single residential lots.
- 2.3 The Secondary Plan area contains the headwaters and tributaries of Tooley Creek and Robinson Creek. These watercourses, and their associated woodlots and wetlands add interest to this area and guide the structure of the Secondary Plan layout. These natural areas will be incorporated into an overall parks and open space system that will link the entire neighbourhood together.
- 2.4 All of the higher density uses, which range between 3 and 12 storeys, will be focused along the three Regional Corridors of Durham Highway 2, Courtice Road and Bloor Street. The remainder of the area will predominantly be single detached and semi-detached units.

- 2.5 The goals of sustainability, liveability and inclusivity link all parts of the Secondary Plan and are pursued in tandem to create a well-balanced community that meets the needs of residents and workers while respecting the natural environment.

3. Public Participation

- 3.1 The preparation of this Secondary Plan has been supported by a thorough public engagement strategy, including a range of public consultation initiatives, including online and in-person events. These efforts have been in addition to all statutory meetings requirements. All landowners in the area received notice of all the public information centres held and the statutory public meeting. Also, the landowners have been informed that this recommendation report is being presented to Council.

- 3.2 All public notices, communications and review periods have been designed to ensure conformity with the requirements of both the Planning Act and Municipal Class Environmental Assessment (EA). To avoid creating confusion by sending multiple notices, and to focus Municipal resources more effectively, this project was designed to jointly satisfy the requirements of both the Planning Act and the Environmental Assessment Act.

- 3.3 In summary the following were the opportunities provided for public consultation:

Project Web page

- 3.4 To facilitate public participation and to provide information, a project web page(www.clarington.net/SoutheastCourtice) was created. All information associated with the project including meeting notices, presentation materials, staff and consultant's reports are housed on this web page.
- 3.5 Since the project web page was created in October 2017 it has been visited by over 3,150 different people. Of that number, over 900 different people visited the web page after the draft Secondary Plan and Urban Design and Sustainability Guidelines (Guidelines) were posted to the web page on June 1, 2020.

Initial Planning and Development Committee Public Meeting – January 2018

- 3.6 The Public were first invited to participate in the process at a Public Meeting before Council in January 2018. The general public and all landowners (60+) within the Secondary Plan area were invited to this meeting. Notice of the meeting was also advertised in the Clarington This Week and Orono Times newspapers and on the Municipal website for the two weeks preceding the meeting. The Public Meeting and associated staff report ([PSD-011-18](#)) outlined the proposed planning process, the composition of the steering committee and the terms of reference for the Secondary Plan. Shortly after Council approval to proceed, AECOM was hired (COD-013-18), and the Southeast Courtice Secondary Plan planning process began.

Public Information Centre number 1 – June 2018

- 3.7 The first Public Information Centre (PIC) was held on June 27, 2018. The initial PIC was to introduce the public to the project by defining the study area, the process, and the study priorities. Over 800 people were invited to this PIC. This included landowners within and surrounding the Secondary Plan area, people who had expressed an interest in the project, Council members, and steering committee members. The over 60 residents, business owners, agencies and developers attending the session were interested in how the framework for future development of this area would be created. The integrated Environmental Assessment (EA) process was introduced at the project launch to inform the community that the EA was being undertaken simultaneously with the Secondary Plan.

Landowner Meeting – October 2019

- 3.8 In October 9, 2019, a meeting was held for all the landowners within the Secondary Plan area. This gave these stakeholders the opportunity to view and provide feedback on the three alternative land use concepts developed for Southeast Courtice. Of the over 60 landowners invited, approximately 30 attended the meeting.

Public Information Centre number 2 – November 2019

- 3.9 The same three land use options were presented to the general public at the project's second PIC on November 5, 2019. Notice of the PIC was given in the same manner as PIC #1. Approximately 90 people attended this information centre.
- 3.10 Following the second PIC, the Municipality launched an online mapping exercise to generate additional feedback. The next major step in the public engagement process was the statutory public meeting held on June 23, 2020.

4. Priorities in the Secondary Plan and the Urban Design Guidelines

4.1 The Southeast Courtice Secondary Plan, the Urban Design and Sustainability Guidelines and the preparation process has addressed the five priorities identified by Council in the Secondary Plan Terms of Reference;

- Affordable Housing
- Sustainability and Climate Change
- Excellence in Urban Design
- Community Engagement
- Co-ordination of Initiatives

Affordable Housing

4.2 Clarington Council, through Official Plan policy and the Housing Task Force, supports the provision of a variety of housing types, tenure and costs for people of all ages, abilities and income groups.

Sustainability and Climate Change

4.3 Clarington Council adopted a sustainable, “green lens” approach to development throughout the Official Plan. This Secondary Plan has addressed the criteria developed for Secondary Plans in Clarington’s Green Development Program and the Priority Green Development Framework.

Excellence in Urban Design

4.4 The goal for any new development is to celebrate and enhance the history and character of Clarington. New neighbourhoods are to be created with a sense of place and all development should result in high quality design. The Secondary Plan policies supported by the Urban Design and Sustainability Guidelines provide substantial direction for high quality design.

Coordination of Initiatives

4.5 There are several projects integrated with, and yet separate from the Secondary Plan. This includes the Environmental Assessment process for higher order roads in the Secondary Plan, the Robinson and Tooley Creeks Subwatershed Study and the Courtice Employment Lands/Major Transit Station Area Secondary Plan.

Environmental Assessment Process

4.5.1. The Municipal Class Environmental Assessment (EA) Act process recognizes the desirability of coordinating or integrating the planning processes and approvals under the EA Act and the Planning Act, providing the intent and requirements of both Acts are met. The aim is to streamline the planning and approvals process. The integrated approach provides proponents with the opportunity to avoid duplication.

4.5.2. The key to the EA and planning process integration is to identify when and how the EA process is addressed and EA criteria are met, through the preparation of a supplementary document showing the integration steps as follows:

- **Data Collection and Background Document Review:** Previous and ongoing land use planning and technical environmental documents collected and reviewed as evidence of inventory and assessment efforts. The technical documents have been posted for review on the project web page and circulated to the agencies for their review and comment.
- **Identification of Opportunities and Constraints (Phase 1 EA):** Based on review of the background documents along with public comments received from the first Public Information Centre (PIC), problems and opportunities associated with the development of Southeast Courtice lands were used to create the Problem and Opportunity Statement.
- **Identification of Alternative Solutions to Problem or Opportunity (Phase 2 EA):** Alternative methods to address the project need (as identified in Phase 1 of the EA) are documented, such as do nothing, development limitations, improve transit, build new roads, etc. The EA considered the Secondary Plan's goals to promote a sustainable natural environment through the protection of the identified natural heritage system within an urban setting. In addition, it is the intent of this Secondary Plan to promote the community planning and design features along with practical road layouts for the area.
- **Notifications:** All project notices and communications demonstrate clearly the integrated approach procedure regarding the Secondary Plan.
- **Consultation Events, Meetings and Documentation:** Consultation is a key component for both the Planning and EA process. All work was synchronized to ensure documentation supporting both the Planning process and the EA process.

- **Project Summary Report:** Documents will incorporate the commitments made (including EA Monitoring) into the appropriate EA and planning documents which will serve as the basis of approvals for the associated infrastructure.
- 4.6 The final steps of the Class Environmental Assessment process have not been completed yet. This will include confirming the applicable Class EA Schedule for the preferred solution (project), additional Class Environmental Assessment Phases as appropriate, project summary documentation, public notification and review. As part of this process, the Landowners Group will take the lead for the EAs for the identified road projects with the Municipality as a co-proponent.

Robinson Creek and Tooley Creek Subwatershed Study

- 4.7 This Secondary Plan is located within the watersheds of the Robinson Creek and Tooley Creek. The Subwatershed Study (SWS) Existing Conditions Report was released for public comment, and a public meeting was held in November 2019.
- 4.8 The second phase of the SWS is nearing completion. In this phase, a Subwatershed Management Report will be prepared. It will provide direction regarding stormwater management controls, low impact development measures and groundwater recharge/infiltration parameters. It will also include natural heritage strategies which will protect, rehabilitate and enhance the environment within the study area. The consultants preparing the SWS, CLOCA and staff have been working together to ensure the necessary policies have been included in the Secondary Plan prior to the report being finalized. After the Secondary Plan is adopted, the development approvals process will provide additional opportunity for the implementation of the Subwatershed Study recommendations.

Courtice Employment Lands and Major Transit Station Area Secondary Plan

- 4.9 The Courtice Employment Lands (CEL) and Major Transit Station Area (MTSA) Secondary Plan is located adjoining to, and immediately south of, the Southeast Courtice Secondary Plan. Two north/south collector roads are proposed to connect these two secondary plans just north of the proposed GO Station site, within the CEL and MTSA Secondary Plan Area. The Southeast Courtice Secondary Plan, and its integrated Environmental Assessment, will take the lead in establishing the alignment of these collector roads and will establish land uses, policies, mobility and connectivity options that respond and complement the planning for the CEL and MTSA.

5. Official Plan Amendment and the Secondary Plan Process – Final Phase

Statutory Public Meeting Notice

- 5.1 The Public Meeting notice was provided to over 800 people including property owners inside the Secondary Plan area, landowners within 120 metres of the Secondary Plan area and interested parties. All draft and supporting documents were posted to the project web page by June 1, 2020. Clarington Communications promoted the Public Meeting on the Municipal website and through social media. Notice advertising the Public Meeting was placed in Clarington This Week and the Orono Times for three weeks preceding this meeting. All registered interested parties from the beginning of the project were either mailed or emailed the notice of Public Meeting.
- 5.2 In addition to receiving a notice of Public Meeting, external agencies and internal departments were requested to provide their comments regarding the Draft Secondary Plan and the Draft Urban Design and Sustainability Guidelines.
- 5.3 The Statutory Public Meeting Staff report ([PSD-021-2020](#)) was released for public review as part of the June 23, 2020 Special Meeting of the Planning and Development Committee agenda. The Staff Report provided an overview of the planning process for Secondary Plans, a brief overview of the planning policy framework in which the Secondary Plan has been developed, a summary of public and agency comments received to date, as well as an overview of the Southeast Courtice Secondary Plan and the Urban Design and Sustainability Guidelines.

Statutory Public Meeting – June 23, 2020

- 5.4 The Statutory Public Meeting was held at Council's Planning and Development Committee virtually on June 23, 2020. The Statutory Public Meeting was the opportunity for Staff to present the Secondary Plan and the Guidelines to Council and the public to ask questions and provide feedback. The meeting was 'attended' by approximately 63 people. The Statutory Public Meeting provided the opportunity for the public to formally comment on the draft OPA, the draft Secondary Plan and the draft Guidelines. Since the Public Meeting staff has received an additional 40 written submissions. A summary of public submissions is provided in Section 7 of this report and the Public Comment Summary Table in Attachment 3 of this report.

- 5.5 A Notice of Council's decision regarding Draft OPA 124, Draft Southeast Courtice Secondary Plan and the Draft Urban Design and Sustainability Guidelines was sent following the ratification of decisions made by Committee at the Statutory Public meeting held on June 23, 2020. This notice was sent to the landowners within the Secondary Plan area and interested parties. The standard notice was modified to provide further explanation to the recipient as to why they were receiving the Notice from the Municipality and explained in plain language what the resolution meant.
- 5.6 Attachment 2 to this staff report presents the Sequence of Events regarding the Southeast Courtice Secondary Plan as well as a hyperlink to the modified Notice of Council's Decision described above. In total, each of the landowners have received six notifications including the one for this report, as the project has advanced to the recommendation stage.
- 5.7 Staff have also received comments from the Region of Durham, CLOCA, Bell, Canada Post, Durham Regional Police Service, the Kawartha Pine Ridge District School Board and the Peterborough Victoria Northumberland Clarington Catholic District School Board. A summary of their Comments is provided in Section 8 of this report and the Agency Comment Summary Table in Attachment 4 to this report. The comment tables provide a review of each comment received and a response as to how the comment/request has been addressed in the Secondary Plan.

6. Provincial and Regional Policy Conformity

- 6.1 The Southeast Courtice Secondary Plan is in conformity with the Provincial Policy Statement, 2020, A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2019, and the Durham Region Official Plan. Collectively the directions regarding complete communities, a thriving economy, a clean and healthy environment and social equity have shaped both the Clarington Official Plan and this Secondary Plan. The Statutory Public Meeting Report [PSD-021-20](#) outlined how the Secondary Plan is in conformity to these planning documents and included the summary of the robust public engagement activities.

7. Public Submission Summaries

General Public Comments

- 7.1 General inquiries were brought forward regarding the timing of construction, project completion, and clarification on the boundary of the Secondary Plan. Other inquiries touched upon the details related to the Secondary Plan project and the impacts on specific properties within the Secondary Plan area. Related comments included topics such as decisions on future and surrounding land uses, proposed densities, housing, roads/extensions, traffic and servicing.

- 7.2 Comments were received regarding Secondary Plan boundary adjustments, street realignments, future infrastructure, stormwater management, and noise and odour from nearby potential industrial facilities. Many comments supported environmentally protected lands and features/habitat, increased vegetation, parks, schools, community facilities, transportation and neighbourhood connectivity.
- 7.3 More specific concerns were related to seasonal maintenance of roads, wildlife protection, Tooley Creek, groundwater and the impact to property development potential. No submissions from the general public were directly related to a proposed Secondary Plan policy or Urban Design and Sustainability guideline. The comments have informed the proposed Secondary Plan policies, giving regard to the concerns expressed. Support and gratitude from the public were also expressed.
- 7.4 Specific comments were received including the request for additional lands to be designated for high density/mixed use along Durham Highway 2 and resizing the adjacent park. A request to shift the Neighbourhood Park and the elementary school south of Bloor Street, as well as to realign Farmington Drive were also received.

Landowner Group

- 7.5 The Landowners Group (LOG) represented by Delta Urban Inc. as well as two developer/landowners are members of the project Steering Committee. The LOG provided several sets of comments regarding the Secondary Plan and the Urban Design and Sustainability Guidelines since release for the Public Meeting in June 2020. Comments were policy and guideline specific. They ranged from being minor in nature, (grammar, numbering, consistent terminology) to extensive in that they sought changes to land use provisions that were more aligned with developer expectations (height, density and built form).
- 7.6 The LOG also provided detailed comments regarding school and park locations, the environmental constraints overlay and the extent of the environmental study area.
- 7.7 All public comments, including those from the LOG, are included in the Public Comments Summary Table in Attachment 3 to this report. The summary table provides an outline of the comment received as well as a response as to how the comment/request has been addressed.

8. Agency Comments

Central Lake Ontario Conservation (CLOCA)

- 8.1 The extensive comments provided by CLOCA support environmental protection, recommend conservation and appropriate mitigation measures are incorporated, and helped strengthen the policy structure of this Secondary Plan.

- 8.2 CLOCA has encouraged sustainable initiatives be incorporated throughout the Secondary Plan and Urban Design Guidelines. This includes low-impact development and stormwater management features within the road network and open space system. Maintaining ecological integrity is necessary to conserve natural features within the area. This includes minimizing creek crossings and ensuring trails are planned and constructed carefully.
- 8.3 Additional recommendations were noted specifically relating to meeting the Durham Region Official Plan's woodland cover target of 30% to support ecosystem health; the creation of green streets; low-impact developments; and proposed roads and modifications related to potential flooding, drainage, and overall topography. To achieve "complete streets" design, CLOCA encouraged that the streets incorporate active transportation routes (bike lanes), permeable paving, trees and vegetation as well as stormwater planters. New development should be separated from designated vegetated protection zones to minimize impacts.

Region of Durham

- 8.4 Staff have received two extensive sets of comments from the Region of Durham since the release of the draft Secondary Plan and draft Urban Design Guidelines in June 2020.
- 8.5 The Region of Durham has provided guidance on Regional Corridor and general land use policies and Regional servicing as it relates to future development in the Secondary Plan area. The comments were supportive of the Secondary Plan including higher density, built form requirements along Regional Corridors. Policy direction to ensure that adequate access and spacing of arterial roads to accommodate higher traffic volumes as well as for all modes of transit were provided. Policy suggestions have strengthened how the public realm and surrounding land uses are shaped, while promoting an attractive community design.
- 8.6 Region of Durham staff note there is a high degree of respect for natural systems in Secondary Plan area which is complemented by referencing the existing Clarington Official Plan policies. Regional Staff encourage an increase in tree planting along pedestrian routes.
- 8.7 The Region also suggested policy changes to enhance pedestrian routes, provide better connectivity within the street network, on trails and within development blocks in order to allow for a more walkable community to and from nearby transit stops and amenities. Further comments for the proposed roads and extensions recommended ensuring all street users, especially cyclists, be accommodated by adhering to Provincial road design standards. Design consistency is required for the active transportation network including trails, crossings, and sidewalks.

- 8.8 Region of Durham staff initially expressed concern that Clarington staff were proceeding to recommend to Council the Adoption of the Secondary Plan prior to final revisions to the Functional Servicing Report and the Transportation Report. Updates to these reports are ongoing and are being coordinated with Region of Durham staff. During recent meetings, neither Clarington nor Region of Durham staff, or the consultants preparing the reports, anticipate that any final findings from either of these reports will impact the Secondary Plan.
- 8.9 Recommendations from both the Functional Servicing Report and the Transportation Report will be addressed during the development application process. Policies have been included in the Secondary Plan to this effect. At the same time, if the report findings necessitate amendments to the Secondary Plan, Region of Durham staff, in consultation with Clarington staff can incorporate the necessary amendments into the Secondary Plan prior to Region of Durham Approval.

School Boards

- 8.10 The Kawartha Pine Ridge District School Board (KPRDSB) and the Peterborough Victoria Northumberland and Clarington Catholic District School Board (PVNCCDSB) support the configuration of the neighbourhoods and the proposed elementary school locations identified in the Secondary Plan. While the Boards are pleased with the direction and potential population in the Southeast Courtice Secondary Plan, they note continuous monitoring of development within and around the area will be conducted by the Boards to determine whether additional elementary or secondary school sites are required.
- 8.11 The KPRDSB has indicated their desire for the two sites located north of Bloor Street while the PVNCCDSB has requested the site south of Bloor Street. These School Boards are also working together to release a joint Education Development Review and have advised that this review may demonstrate the projected need for additional elementary school sites in Courtice.

Other Agencies and Clarington Departments

- 8.12 Comments have been received from Durham Regional Police Service, Canada Post, and Bell Canada. These agencies suggested minor policy modifications to the Secondary Plan or Urban Design and Sustainability guidelines. Generally, comments from these agencies are more pertinent at the development application stage.
- 8.13 The Clarington Legislative Services Department, Financial Services, and the Clarington Fire & Emergency Services Department generally had no objections to the Secondary Plan.

- 8.14 Staff from Clarington’s Public Works Department – Infrastructure Division are on the Secondary Plan Steering Committee and have been providing continuous and invaluable input to the Secondary Plan and Urban Design and Sustainability Guidelines since the beginning of the project.

Indigenous Consultation

- 8.15 The Curve Lake First Nation provided valuable information to the Secondary Plan process, raising concern for potential environmental impacts to drinking water quality, fish and wild game, territorial lands, archaeology and Aboriginal heritage and culture. In response to the comments, staff have included Curve Lake First Nation as an interested party for the two ongoing Subwatershed studies. Staff and Curve Lake First Nation liaison staff have also committed to bi-monthly meetings to continue our open dialogue.
- 8.16 All agency comments are included in the Agency Comments Summary Table in Attachment 4 to this report. The summary table provides an outline of the comment received as well as a response as to how the comment/request has been addressed.

9. Key Revisions to the Secondary Plan since the Public Meeting

- 9.1 The recommended OPA 124 attached to this report, reflects the changes made in response to extensive public participation and comments, agency comments and staff’s continuing review. While a considerable number of comments were received by CLOCA, the Region of Durham and the Landowner Group, the concerns raised and the staff response to them, did not significantly change the direction of the Secondary Plan or the Design Guidelines from the drafts released on June 1, 2020. The following summarizes the changes made to the Secondary Plan and the Urban Design and Sustainability Guidelines.
- 9.2 Changes to Schedule A – Land Use
- The High Density/Mixed Residential designation at Durham Highway 2 and Courtice Road has been expanded south along Courtice Road and east along Durham Highway 2.
 - Farmington Drive has been shifted eastward south of Bloor Street; and
 - The elementary school, neighbourhood park and parkette have shifted south of Bloor Street.

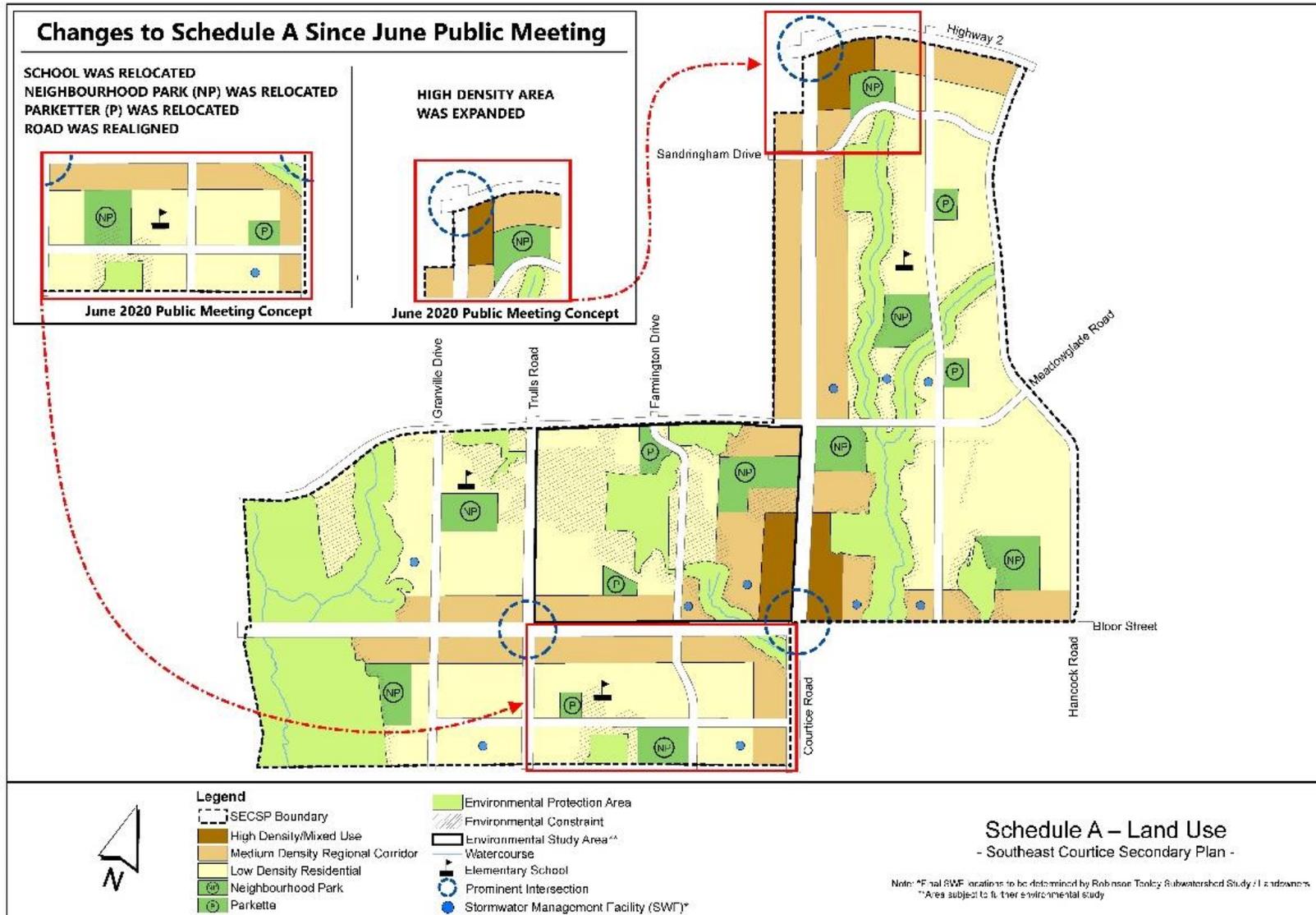


Figure 2. Changes made to the Land Use Schedule presented at the public meeting

9.3 Changes to Schedule B – Transportation, Parks and Open Space

- Farmington Drive, south of Bloor Street, has been shifted eastward
- Elementary School symbol south of Bloor Street has been shifted westward.
- Neighbourhood Park south of Bloor Street has been relocated to the south
- Parkette south of Bloor Street has been relocated to the west.

9.4 Summary of revisions to Secondary Plan policies:

- Reorganization of the document layout including an expanded Community Structure chapter;
- Objectives have been added to many sections including Land Use, Urban Design and Transportation;
- Many numeric references have been removed from the Urban Design chapter;
- Policies regarding Environmental Protection, Stormwater Management and Cost Sharing have been added;
- At many intersections with Regional Corridors, the minimum height of buildings is four storeys;
- The multiway design for Bloor Street and Courtice Road is no longer a requirement, but instead encouraged particularly in proximity to the High Density/Mixed Use areas at Bloor and Courtice Roads;
- Additional Rear Lane policies have been included; and
- Affordable Housing Policies have been strengthened (see Section 9.4.1.)

Affordable Housing Policies

9.4.1. Clarington Council, through Official Plan policy supports the provision of a variety of housing types, tenure and costs for people of all ages, abilities and income groups. These Council policies are also reflected in the adopted Affordable Housing Tool Kit as outlined in the staff report [CAO-013-19](#).

9.4.2. The Clarington Affordable Housing Toolkit has the following recommendations that are being implemented through this Secondary Plan:

- **Encouraging affordable housing through Secondary Plan policies:** The Terms of Reference for the Secondary Plan as approved by Council and agreed to by the Landowners Group includes affordable housing as a priority for the project.

- **Expedited approvals:** The Secondary Plan includes policy that any project with a component of rental units designated and approved by CMHC at 80% of the average market rent will be given priority processing.
- **Accessory Units:** The Secondary Plan includes policies that provide for accessory units in detached or semi-detached units, expanding the supply of rental units in the community.

9.4.3. Following the statutory public meeting, and after more research, staff included policies in the Secondary Plan that require either the dedication of land for affordable housing or contribution of funds to the Municipality to support development of affordable housing units. In discussions with the Landowners Group, they have selected the option of providing funds to the Municipality through a voluntary contribution agreement.

9.4.4. Once Council adopts the Secondary Plan, Planning staff will present to Council's Task Force on Affordable Housing about how other Secondary Plans will continue to implement this approach and how the Municipality should treat these funds.

9.4.5. The Secondary Plan policies for the provision of land or funds for affordable housing are not linked to additional density.

9.5 The Southeast Courtice Secondary Plan implements the affordable housing policies of the Clarington Official Plan as well as the direction of the Clarington Affordable Housing Toolkit in collaboration with the private sector.

Summary of Revisions to the Urban Design and Sustainability Guidelines

9.6 Like the Secondary Plan, the Urban Design and Sustainability Guidelines have been reorganized into a more standardize format. The above described changes to the Secondary Plan policies has necessitated minor changes. As with the Secondary Plan policies, there are no major shifts in direction since the Draft Urban Design and Sustainability Guidelines were presented at the public meeting.

9.7 All comments received regarding the Urban Design and Sustainability Guidelines are in the Urban Design and Sustainability Guidelines Comments Summary Table in Attachment 5 to this report. The summary table provides an outline of the comment received as well as a response as to how the comment/request has been addressed.

10. Fiscal Impact Analysis Summary

- 10.1 Large scale development proposals can require significant public investment. The Municipality also needs to understand what the long-term revenue and expenditure impact of the proposed developments would be before they are approved. The Official Plan requires that a Financial Impact Analysis (FIA) be undertaken for Secondary Plans. Accordingly, staff have undertaken a Financial Impact Analysis for the Southeast Courtice Secondary Plan.
- 10.2 The Southeast Courtice Secondary Plan will guide development of approximately 295 hectares of land. The Secondary Plan area is anticipated to undergo significant growth and development, with a planned population of approximately 12,694 residents and 5,036 residential units including 13 parks (eight neighbourhood parks and five parkettes), 10 stormwater management facilities and three elementary schools.
- 10.3 Residential and commercial growth has a significant financial impact to the Municipality through both the initial investment in infrastructure as well as the annual costs of providing services to a growing community.
- 10.4 While there are tools in place to fund capital infrastructure that is required for growth, the ongoing cost of providing services are not covered by such charges. These services are borne by the Municipality's taxable assessment; therefore, it is important to determine if the new assessment growth in the Secondary Plan area will be sufficient to pay for the ongoing operations which are associated with that growth.
- 10.5 The FIA includes assumptions and estimates which are based on the best information available at the time of writing. The actual design of the Secondary Plan, the timing of the development, type of development, and service impact will all modify the actual results.
- 10.6 As summarized by the FIA, it appears that there will be a relatively minor shortfall in the annual revenue generated to contribute to operating costs, there are impacts of growth that accrue to the community. On the other hand, economic growth from additional small businesses needed to service the population, business to business sales, and cultural diversity are all positive outcomes of this growth that do not impact the Municipality's bottom line as it does not directly attribute to property tax or user fee revenues.
- 10.7 The FIA recommends that the Municipality revisit the Development Charges Study before the five-year required review once all the secondary plans currently underway are completed in order to ensure that all capital costs are properly included and recovered.

11. Next Steps

- 11.1 As with other secondary plans and given the number of documents and comments from Council. Some technical changes to wording or schedules may take place prior to the Municipality forwarding the documents to the Region of Durham for approval. Recommendation #4 requests Council authorize the Director of Planning and Development Services to finalize the form and content of OPA 124.
- 11.2 Once Clarington Council adopts OPA 124, it will be forwarded to the Region of Durham for review and approval. The Region has various options. It may approve, approve with modifications, deny or make no decision (in other words defer making a decision) regarding OPA 124 and the Secondary Plan.
- 11.3 Prior to issuing a decision on OPA 124, it is anticipated that Region of Durham staff will provide a list of proposed modifications to the Director of Planning and Development Services. Staff will review those proposed modifications and bring a report to Council outlining the proposed modifications. Council will then be able to provide comments to the Region of Durham on the proposed modifications before the Region of Durham issues its decision.
- 11.4 Once the Region of Durham issues its decision, the landowners and those people on the interested parties list will be notified and a 20-day appeal period is provided. Any person or organization that has provided comments to Clarington Council prior to the adoption of OPA 124, and/or to the Durham Region prior to issuing its decision, has the right to appeal all or part of the Official Plan Amendment. Once the OPA is approved and the appeal period lapses, the Secondary Plan becomes part of the Official Plan and it would be in full force and effect.

12. Concurrence

Both the Director of Financial Services and Director of Public Works concur with the recommendations of this report.

13. Conclusion

- 13.1 The Southeast Courtice Secondary Plan will guide the development of a transit supportive neighbourhood that will be the future home for about 12,000 residents. This Secondary Plan encourages a diverse range of housing units within walking distance to shopping, services, schools and amenities. The conservation of the natural environment and the development of a robust active transportation network is provided as a foundation for this plan. Densities will be concentrated along the Regional Corridors (Durham Highway 2, Bloor Street and Courtice Road) while the remainder of the area will support low density housing.
- 13.2 It is respectfully recommended that Council Adopt Official Plan Amendment 124 to include the Southeast Courtice Secondary Plan and Urban Design and Sustainability Guidelines into the Clarington Official Plan.

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Attachments:

- Attachment 1 - OPA 124, Southeast Courtice Secondary Plan and UDSG
- Attachment 2 – Sequence of Events
- Attachment 3 – Public Comments Summary Table
- Attachment 4 – Agency Comments Summary Table
- Attachment 5 - Urban Design and Sustainability Guidelines Comments Summary Table

Interested Parties:

List of Interested Parties available from Department.



**Amendment No. 124
To the Clarington Official Plan**

Purpose: The purpose of this Amendment is to include the Southeast Courtice Secondary Plan into the Clarington Official Plan. This Secondary Plan, including Urban Design and Sustainability Guidelines will facilitate the development of a sustainable, livable and inclusive community in Courtice.

Key to this Secondary Plan area is the presence and protection of the Robinson Creek and Tooley Creek valleys and the associated natural environment. Along with the two Regional Corridors, Bloor Street and Courtice Road, these are predominant features defining the structure of the Secondary Plan area.

Although predominantly residential, the Secondary Plan area will feature a mix, location and intensity of uses that allow many needs to be met locally, while also having access to broader amenities. Walking, cycling and transit are all provided for throughout.

The major roads are important transportation routes and they will feature landscaping, built form, and a mix of uses that are connected to the interior neighbourhoods. They are designed to have attractive and inviting spaces.

Location: This Amendment applies to approximately 295-ha area generally bounded by Hancock Road in the east, the Robinson Creek Valley to the west and by Durham Highway 2 in the north. The southern boundary is a future collect road located south of Bloor Street. The subject lands are entirely within the Courtice urban area.

Basis: Clarington Council authorized the commencement of this Secondary Plan at a public meeting before Clarington Council in January 2018. The Secondary Plan has been prepared based on five priorities of Council. Affordable Housing, Excellence in Urban Design and Sustainability and Climate Change are key policy directions guiding the Secondary Plan. This Plan has been integrated with the Robinson Creek and Tooley Creek Subwatershed Study as well and the Municipal Class Environmental Assessment process for new roads. And fundamental to the above has been Public Participation.

The Secondary Plan's first public information centre (PIC) was held at the South Courtice Arena in June 2018. Over 60 landowners and members of the public attended this session. At this meeting,

attendees were introduced to the Secondary Plan planning and design process.

Background reports were prepared as part of the Secondary Plan process. The background reports below highlighted key challenges and opportunities for Southeast Courtice and provided direction to the Secondary Plan. The list of reports is as follows:

- Technical Summary Report
- Planning Background
- Affordable Housing Analysis
- Commercial Needs Assessment
- Transportation Report
- Functional Servicing Background Report
- Landscape Analysis
- Agricultural Impact Assessment
- Archaeological Assessment
- Built Heritage and Cultural Heritage Landscape Screening
- Natural Resources Background Analysis, SWS Integration
- Sustainability & Green Principles

Also supporting the Secondary Plan is the Robinson Creek and Tooley Creek Subwatershed Study. Recommendations stemming from this study have been incorporated into the Secondary Plan and will be further addressed through development applications within the Secondary Plan Area.

Prior to the second PIC, all landowners in the Study area were invited to an information session. This included a presentation of existing land use policy and best practices in neighbourhood design. This was followed by a presentation of three land use options for the Area. The priorities for all three options included environmental protection, an active transportation network and diverse housing mix, however each option explored a unique development objective. This same information was then presented to the public at the second PIC. Approximately 120 people attended these two sessions.

Public and landowner input was received through an online community building tool, surveys, comment forms and roundtable discussions. The Steering Committee's input has also provided direction.

The Southeast Courtice Secondary Plan and the Urban Design and Sustainability Guidelines have been created based upon the study team's analysis and the public consultation process described above.

**Actual
Amendment:**

Unless otherwise indicated, in the Amendment, newly added text is shown with underlining, and deleted text is shown with a ~~strike-through~~.

1. Existing Part Six, Section 3 “General Policies for Secondary Plans” is hereby amended as follows:
 - “3. Secondary Plans have been prepared for the following areas:
 - a) Bowmanville East Town Centre;
 - b) Bowmanville West Town Centre;
 - c) Courtice Main Street;
 - d) Newcastle Village Main Central Area;
 - e) Port Darlington Neighbourhood;
 - f) South-West Courtice;
 - g) Clarington Energy Business Park;
 - h) Brookhill Neighbourhood;
 - i) Clarington Technology Business Park; ~~and~~
 - j) Foster Northwest and
 - k) Southeast Courtice.”
2. Existing Part Six Secondary Plans is amended by adding a new Secondary Plan to Part Six as follows:

Secondary Plans

Southeast Courtice Secondary Plan

Municipality of Clarington

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1 Introduction

Southeast Courtice represents a major expansion of the Courtice community.

The Southeast Courtice Secondary Plan area is approximately 295 hectares in size. It is comprised of portions of the Emily Stowe, Avondale and Ebenezer neighbourhoods as identified in Appendix B of the Clarington Official Plan. It is generally bounded to the north by Durham Highway 2 and Hancock Road to the east, while the southern boundary is south of Bloor Street and the western boundary is located east of Prestonvale Road near Robinson Creek.

Prominent features include the presence of a number of regional roads which bisect and border the area and significant *natural heritage features* and *hydrologically sensitive features*, including the headwaters and tributaries of Tooley Creek and Robinson Creek.

The Secondary Plan area is anticipated to undergo significant growth and *development*, with a planned population of approximately 12,000 residents and 5,000 units. The purpose of the Secondary Plan is to establish goals and policies to guide *development* within Southeast Courtice, as it is implemented through subdivision, zoning and site plan control. Several key themes run throughout this Secondary Plan:

Sustainability – Southeast Courtice will be developed to minimize the community's impact on the environment and to protect and celebrate nature. The Secondary Plan supports sustainability by:

- Setting a high standard of environmental performance for buildings, *infrastructure* and other parts of the built environment;
- Mitigating the community's contribution to climate change while also assuring its resilience through adaptation measures;
- Supporting lifestyles that result in lower resource consumption and produce less waste and pollution;
- Creating a community where people can move around by walking, cycling and transit rather than private automobile; and
- Developing in a manner that is compatible with the surrounding natural environment.

Liveability – Southeast Courtice will offer an excellent quality of life for residents

and workers. The Secondary Plan supports liveability by:

- Providing the public and private amenities needed in day-to-day life;
- Creating a pleasant place to be through the design of the built environment and access to nature;
- Fostering a sense of identity and belonging; and
- Supporting and enabling healthy active lifestyles.

Inclusivity – Southeast Courtice will be a community that everyone can call home, regardless of age, ability or income. Inclusivity is promoted by:

- Providing a range of housing choices for a diversity of income levels and household sizes, including *affordable* housing;
- Creating a community that is fit for all stages of life and people of varying ability; and
- Reflecting and celebrating the cultural heritage of the area, past and present.

The Urban Design and Sustainable Development Guidelines included as an Appendix provide further guidance on the implementation of the policies of this Secondary Plan.

2 Vision and Objectives

2.1 Vision

Southeast Courtice will be a sustainable, liveable and inclusive community. It will have its own identity, while contributing to the larger Courtice and Clarington communities. Although predominantly residential, it will feature a mix, location and intensity of uses that allow many needs to be met locally, while also having access to broader amenities in the surrounding areas. Walking, cycling and transit will be attractive and viable alternatives to the car.

A key part of Southeast Courtice's identity will be the presence of nature. The *natural heritage system*, including features related to the Robinson and Tooley Creeks, will be conserved, enhanced, and sensitively incorporated into a *parks* and open space system. Trees and landscaped spaces will extend greenery throughout the area.

The area's major roads will also serve as defining features for Southeast Courtice. While providing important transportation routes, they will feature landscaping, built form, mix of uses and connections to the interior of the neighbourhood that make them attractive and inviting public places. They will serve as community focal points

Southeast Courtice Secondary Plan – Recommended

which join Southeast Courtice together.

In this manner, Southeast Courtice will combine diverse uses, intensities and places into an integrated and connected whole.

2.2 Objectives

The goals of sustainability, liveability and inclusivity link all parts of the Secondary Plan and are pursued in tandem to create a well-balanced community that meets the needs of its residents and workers while respecting fundamental environmental constraints. To realize these goals, *development* within the Southeast Courtice Secondary Plan area shall achieve the following objectives:

- 2.2.1 Foster a sustainable, low-carbon community that is resilient to the potential impacts of climate change.
- 2.2.2 Create an efficient land use pattern and urban form which is supportive of transit provision, enables residents to meet many of their needs locally within walking distance, and provides good transitions between uses and areas of development intensity.
- 2.2.3 Foster a multi-modal community where walking, cycling and transit are viable and attractive alternatives to travel by automobile.
- 2.2.4 Protect, maintain and enhance the natural heritage system in a manner which conserves and enhances its ecological integrity and function.
- 2.2.5 Provide access within walking distance to an appropriate supply of parks, schools, community amenities and local retail and services.
- 2.2.6 Integrate the built and natural environments to create a sense of place and identity, as well as provide access to nature in an appropriate manner.
- 2.2.7 Prioritize the creation of an attractive and vibrant public realm, integrated with a hierarchy of community focal points, to serve as the centre of day-to-day activities and community life.
- 2.2.8 Offer a variety of housing forms, sizes and tenures, including affordable housing, that allow households of various sizes and incomes to find a home within Southeast Courtice.
- 2.2.9 Celebrate the cultural heritage of the area in a manner which communicates and conserves meaningful elements of its landscape and historic evolution.
- 2.2.10 Phase development in a manner which supports efficient infrastructure implementation.

3 Community Structure

The Community Structure for the Southeast Courtice Secondary Plan establishes a distribution of uses and intensities of *development* to achieve the objectives identified in Section 2 of this Secondary Plan. The components of the Southeast Courtice Secondary Plan that define its Community Structure are identified below.

3.1 Regional Corridor

- 3.1.1 Bloor Street, Courtice Road and Highway 2 and the lands adjacent to them are *Regional Corridors*. They are Priority *Intensification* Areas and the routes for future transit service. *Regional Corridors* align with the Medium Density Regional Corridor and High Density/Mixed Use designations shown on Schedule A.
- 3.1.2 *Regional Corridors* shall be the location of the highest densities, tallest buildings and greatest mixing of uses, in order to concentrate population in areas with good access to transit and amenities.
- 3.1.3 *Development* along *Regional Corridors* shall achieve an overall density of 85 units per net hectare.
- 3.1.4 *Regional Corridors* shall be the location of commercial retail and service uses to serve the community. Commercial retail and service uses shall be concentrated to reinforce community focal points, while ensuring a good level of amenity within walking distance of all residential areas.
- 3.1.5 *Regional Corridors* are located along the principal transportation routes through and within the community. These routes will feature the highest frequency and most direct transit connecting the area to the rest of Clarington and Durham Region.
- 3.1.6 The principal transportation routes along *Regional Corridors* also contribute to local connectivity, joined to a modified grid network of streets that connects to the rest of the neighbourhood.
- 3.1.7 Given volumes of vehicular traffic, particular care shall be given to creating an environment that is safe, comfortable, attractive and efficient for users of *active transportation*.
- 3.1.8 Within *Regional Corridors*, the public right-of-way and private built form shall be designed to create important and inviting public spaces which contribute significantly to the identity of the area and serve as community focal points.

3.2 Prominent Intersections

- 3.2.1 Prominent Intersections are located at Bloor Street and Trulls Road, Bloor Street

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and Courtice Road, and Highway 2 and Courtice Road.

- 3.2.2 Prominent Intersections shall serve as community focal points, both visually in terms of building height, massing and orientation, architectural treatment and materials, and landscaping, and functionally in terms of destination uses and public spaces and amenities such as street furniture and public art.
- 3.2.3 Within Regional *Corridors*, the greatest heights and densities shall occur at Prominent Intersections and the nodes which surround them. These areas are also encouraged to have the greatest concentration of commercial retail and service uses.
- 3.2.4 Among these nodes, a hierarchy will be established as follows:
- a. Bloor Street and Courtice Road shall feature the greatest heights and densities and the primary concentration of retail and service uses. The provision of retail and service uses shall allow residents to meet many of their retail and service needs within the local area;
 - b. Highway 2 and Courtice Road shall feature a similar intensity of *development* as the node above, although over a smaller area. Existing levels of retail and service uses will be maintained in this area; and
 - c. Bloor Street and Trulls Road shall feature built form not less than 4 *storeys* in height and are encouraged to include retail and service uses that provide amenity to the surrounding neighbourhoods.
- 3.2.5 Privately owned publicly-accessible plazas shall be located at Prominent Intersections to contribute to their visual prominence, reinforce their role as community focal points, improve the relationship of built form to the public right-of-way, and contribute to the area's identity. Alternative locations that provide a similar level of amenity may be considered to satisfy this requirement.

3.3 Urban Residential

- 3.3.1 Urban Residential areas are predominantly residential areas, outside of the Regional *Corridors*, which will feature built form of lower density and height in ground-related units. Urban Residential areas correspond with the Low Density Residential designation shown on Schedule A.
- 3.3.2 Urban Residential areas will be the location of many of Southeast Courtice's larger *parks* and schools. These amenities will be integrated into areas set apart from the intensity of the Regional *Corridors*.
- 3.3.3 Other compatible uses, including small-scale service and neighbourhood retail commercial uses and home-based occupations will be permitted.
- 3.3.4 Urban Residential areas shall combine with other elements of the Community Structure to create neighbourhoods at a walkable scale which contain a mix of

land uses and housing types, provide access to local retail and services, and are within a short walking distance to a Neighbourhood Park.

3.4 Parks and Open Space System

3.4.1 The *parks* and open space system comprise: Environmental Protection Areas and associated areas, *parks* and other outdoor civic uses, and *stormwater management ponds*. Together, they provide spaces that support the *ecological functions* and *hydrological functions* of the area, serve as venues for outdoor community and recreational life, and, through trails and crossings, contribute to pedestrian and cycling networks.

Environmental Protection Areas and Associated Areas

3.4.2 Environmental Protection Areas are the primary component of the *parks* and open space system. The conservation and enhancement of Environmental Protection Areas will bring the imprint of the area's natural features and original geography into the development of Southeast Courtice in a way that defines Community Structure and identity.

3.4.3 The features of the Robinson Creek and Tooley Creek systems contribute particularly strongly to Community Structure and connect to a broader sub-watershed beyond the Secondary Plan area boundaries. The Robinson Creek defines the western boundary of the Secondary Plan area. The Tooley Creek forms the basis for naturalized corridors that run through much of the Secondary Plan area.

3.4.4 Access to Environmental Protection Areas and associated areas through the development of public trails will be undertaken in a manner which conserves their ecological integrity. Environmental Protection Areas will serve as the backbone of network of *parks*, trails and open spaces.

Parks

3.4.5 *Parks* are vital public spaces connecting to a broader public realm network. A quantity and quality of *park* space shall be provided that meets the needs of residents and enables a variety of opportunities for passive and active *recreation*.

3.4.6 *Parks* shall be located to achieve a number of objectives:

- a. By locating adjacent to Environmental Protection Areas, parks will foster a connection to natural areas, contribute to the identity of Southeast Courtice as a community close to nature, create a visual connection to the larger open space system and link into a system of trails;
- b. By locating adjacent to other outdoor civic uses, like school grounds, parks will create larger open spaces and realize co-benefits in terms of

amenities;

- c. Ensure that the entire community has good access to *parks* within a short walking distance of their homes; and
- d. Ensure good access and visibility from public streets.

Stormwater Management Ponds

3.4.7 Where appropriate, *stormwater management ponds* will be treated as public assets and part of the *parks* and open space system. Their amenity and ecological value will be realized as: areas of passive *recreation* through the inclusion of paths and trails; areas of ecological value as enhanced *wildlife habitat* through appropriate planting; and visual extensions of other components of the *parks* and open space system.

3.5 Gateways

3.5.1 Gateways shall be located at major arterials along the eastern edge of the Secondary Plan area and feature landscaping that highlights entry into the Courtice area. The primary gateway shall be located at Hancock Road and Highway 2, with a secondary gateway located at Hancock Road and Bloor Street.

4 Land Use

4.1 Objectives

- 4.1.1 Realize efficient and *transit-supportive* urban densities by achieving targets of 50 people and jobs per gross hectare.
- 4.1.2 Feature a mix of uses and a variety of locations that enable residents to meet many of their needs within walking distance.
- 4.1.3 Locate the highest intensity of *development* and greatest mix of uses along Regional *Corridors* to foster access to commercial amenities and transit.
- 4.1.4 Provide levels of commercial retail and service uses to meet local needs without detracting from the Courtice Urban Centre located outside the Secondary Plan area near the intersection of Trulls Road and Highway 2.

4.2 General Policies

- 4.2.1 The pattern of land use is identified in Schedule A of the Secondary Plan. Minor alterations which maintain the general intent of the policies of this Secondary Plan may occur without amendment through the *development* approval process in accordance with policies 24.1.2 and 24.1.3 of the Clarington Official Plan.
- 4.2.2 The following land use designations apply within the Secondary Plan Area:

- a. High Density/Mixed Use;
- b. Medium Density Regional Corridor;
- c. Low Density Residential;
- d. Neighbourhood Parks;
- e. Parkettes; and
- f. Environmental Protection Areas.

4.2.3 Schedule A also includes two overlays that establish areas where further study is required before *development* as per the underlying designation is permitted:

- a. Environmental Constraints; and
- b. Environmental Study Area.

4.2.4 The consolidation and integrated *development* of properties within the Secondary Plan area shall be encouraged.

4.2.5 New *development* shall provide a range of unit sizes, in terms of number of bedrooms, within multiple-unit buildings.

4.2.6 Drive-through facilities are not a permitted use in any land use designation.

4.2.7 Service stations are not a permitted use in any land use designation.

4.3 High Density/Mixed Use

4.3.1 Lands designated as High Density/Mixed Use are located within the Regional *Corridor*.

4.3.2 The High Density/Mixed Use designation allows for the greatest concentration of density and mix of uses in the Secondary Plan Area along portions of Regional *Corridors*. The areas designated High Density/Mixed Use are nodes that shall serve as community focal points located at Prominent Intersections.

Permitted Uses

4.3.3 The predominant use of lands with the High Density/Mixed Use designation is housing in mid- and high-rise building forms combined with concentrations of retail and service uses, including professional offices and medical office uses.

4.3.4 Permitted dwelling types shall include:

- a. Apartment buildings; and

b. *Dwelling units* within a *mixed use* building.

4.3.5 The High Density/Mixed Use designation supports *mixed use* buildings with commercial uses located within a building podium and/or at-grade.

4.3.6 Stand alone retail, service or office is not permitted within this designation.

Height and Density

4.3.7 Building heights shall be a minimum of 7 *storeys* and a maximum of 12 *storeys*.

4.3.8 *Development* on lands designated High Density/Mixed Use shall have a *net density* target of 120 units per net hectare.

4.3.9 The highest and most dense forms of *development* shall be located fronting the *Regional Corridor*. *Development* shall provide a transition, locating less dense and lower scale buildings in locations adjacent to lower density designations.

4.3.10 Notwithstanding policy 4.3.7 of this plan, *development* at the Prominent Intersection of Bloor Street and Courtice Road may permit heights greater than 12 *storeys*, subject to the following conditions:

- a. The *development* is complementary with the scale of surrounding buildings;
- b. There is high-quality architectural design and treatment to create a signature, landmark *development*;
- c. The massing of the *development* includes a podium and tower element. The floor plate of the tower element is no greater than 750 square metres to ensure a slim profile and fast-moving shadow;
- d. *Development* ensures comfortable conditions on surrounding pedestrian spaces in terms of wind; and
- e. No incremental shadow impacts are created on adjacent public *parks* or other sunlight sensitive land uses.

4.4 Medium Density Regional Corridor

4.4.1 Lands designated as Medium Density Regional Corridor are generally located within the *Regional Corridor*.

Permitted Uses

4.4.2 The predominant use of lands within the Medium Density Regional Corridor designation are a mix of housing types and tenures in mid-rise building forms. Retail and service uses shall be provided at strategic locations to reinforce the Community Structure and provide access to local amenities within walking distance for residents of the surrounding areas.

4.4.3 Permitted dwelling types shall include:

- a. Apartment buildings;
- b. Townhouses;
- c. Stacked townhouses;
- d. Dwelling units within a *mixed use* building;
- e. *Accessory apartments*, as per Policy 6.3.5 of the Clarington Official Plan; and
- f. Other dwelling types that provide housing at the same or higher densities as those above.

4.4.4 Retail and service uses including professional offices and medical office uses shall only be permitted on the ground floor of a *mixed use building* with an entrance and frontage onto an arterial road.

4.4.5 A concentration of retail and service uses, including professional and medical offices, is encouraged to reinforce the Prominent Intersection of Bloor Street and Trulls Road.

Height and Density

4.4.6 Building heights shall be a minimum of 3 *storeys* and a maximum of 6 *storeys*.

4.4.7 *Development* on lands designated Medium Density Regional Corridor shall have a *net density* target of 60 units per net hectare.

4.4.8 The highest and most dense forms of *development* shall be located fronting the *Regional Corridor*. *Development* shall provide a transition, locating less dense and lower scale buildings in locations adjacent to the Low Density Residential designation within the Urban Residential area.

4.4.9 Within the Medium Density Regional Corridor designation, the highest and densest forms are encouraged to be located at the intersections of a *Regional Corridor* with an arterial or collector road to provide built form and housing type variety along the *Regional Corridors*.

4.4.10 Within the Medium Density Regional Corridor designation buildings and townhouses less than 4 *storeys* in height are not permitted within 50 metres of the following:

- a. The intersection of Bloor Street and Trulls Road;
- b. The intersection of Courtice Road and Sandringham Drive;
- c. The intersection of Courtice Road and the future East-West Collector located south of Bloor Street;

- d. The northeast corner of the intersection of Courtice Road and future Meadowglade Road;
- e. The southeast and southwest corners of the Bloor Street and Farmington Drive intersection; and
- f. The intersection of Highway 2 and the future North-South collector road located between Courtice Road and Hancock Road.

4.5 Low Density Residential

Permitted Uses

- 4.5.1 The predominant use of lands within the Low Density Residential designation shall be a mix of housing types and tenures in low-rise building forms.
- 4.5.2 The following residential building types are permitted:
 - a. Detached dwellings;
 - b. Semi-detached dwellings;
 - c. Townhouses; and
 - d. *Accessory apartments*, as per Policy 6.3.5 of the Clarington Official Plan.
- 4.5.3 Detached and semi-detached dwelling units shall account for 80 percent of the total number of units in Low Density Residential designation, with units in other building types accounting for the remaining 20 percent.
- 4.5.4 Other uses, including small scale service and neighbourhood retail commercial uses, which are supportive of and compatible with residential uses, are also permitted in accordance with Policies 9.3.1, 9.3.2 and 9.3.3 of the Clarington Official Plan.

Height and Density

- 4.5.5 Buildings within the Low Density Residential designation shall not exceed 3 *storeys* in height.
- 4.5.6 *Development* on lands designated Low Density Residential shall have a minimum *net density* of 13 to a maximum *net density* of 25 units per net hectare.

5 Urban Design

5.1 Objectives

- 5.1.1 Realize attractive and harmonious built form which creates visual interest and contributes to a positive public realm.
- 5.1.2 Prioritize the creation of a positive public realm, of which public streets are an essential component, which is the focus of day-to-day activities and community life through building orientation, massing and height, animating uses, materiality, street furniture, landscaping, and public art.
- 5.1.3 Establish a modified grid pattern of streets, complemented by off-street mid-block connections and trails, to serve as a network of fine-grained connectivity between all parts of the Secondary Plan area and, where appropriate, to surrounding areas.
- 5.1.4 Provide a good transition between areas of different *development* intensity and uses.

5.2 General Policies

- 5.2.1 *Development* shall distribute heights, densities and concentrations of varied uses as per the policies of this Secondary Plan to realize diversity within the built environment and create community focal points.
- 5.2.2 *Development* shall provide good transitions between areas of different height, density and uses within the Secondary Plan area and to the areas and uses outside its boundaries.
- 5.2.3 A modified grid network of streets and the associated pattern of blocks shall serve to integrate and link high, medium and low density areas into a unified urban fabric.
- 5.2.4 The highly connected network of streets shall be supplemented by mid-block pedestrian connections and trails to further enhance the pedestrian permeability of the area, the efficiency and variety of pedestrian routes and access to transit.
- 5.2.5 *Development* shall contribute to the creation of a high quality public realm which is safe, comfortable, visually-pleasing and animated, supports *active transportation* and community life, and contributes to the distinct character of Southeast Courtice.
- 5.2.6 Streets, mid-block connections and trails are important parts of the public realm. In addition to serving as routes, they shall serve as public places in their own right and a venue for community life. They shall link Southeast Courtice together, and with other public places create a public realm network.
- 5.2.7 Built form shall be massed and sited to frame streets and public spaces in a consistent manner.
- 5.2.8 To support the animation of the public realm and enhance the pedestrian environment, the primary orientation of buildings and the location of main

pedestrian entrances shall be on a public street. Reverse frontage *development* generally shall not be permitted within the Secondary Plan Area.

- 5.2.9 To avoid a garage-dominated streetscape where lot frontages are narrow, public rear lanes are permitted and encouraged.
- 5.2.10 The site planning of parking accessed from a rear laneway shall produce an attractive and safe rear lane streetscape, providing for both vehicular and pedestrian safety and landscape opportunities.
- 5.2.11 More broadly, *development* shall be sited and building elevations and site plans designed to create an animated frontage or flankage of streets, mid-block connections and public spaces to achieve animation and passive surveillance, through the location of building entrances and outdoor amenity areas, street furniture, and transparent glazing.
- 5.2.12 Variation in building typology, architectural detailing and massing shall be used to create built form variation that is harmonious and that avoids repetition which can reduce the visual interest of streetscapes.
- 5.2.13 Buildings should be sited to avoid front-to-back and/or overlook conditions and where this cannot be achieved, impacts should be minimized with appropriate screening through architectural or landscape treatment.
- 5.2.14 *Development* shall limit the negative impacts of parking and loading on the public realm.
- 5.2.15 *Development* shall enhance the experience of the community within its natural setting, linking the Regional *Corridor* and lower density areas to the *parks* and open space system.
- 5.2.16 Air conditioning units, utility metres and similar features should not be visible from the public realm and/or well integrated, recessed and screened.
- 5.2.17 *Development* within the Secondary Plan Area shall be developed in accordance with the urban design policies of this Secondary Plan. Urban Design and Sustainability Guidelines shall accompany this Plan and be used as guidance in the interpretation and implementation of the Secondary Plan's policies.
- 5.2.18 Views to key landmarks and natural features shall be maintained and created through the layout of the street network, the creation and reinforcement of the *parks* and open space network, the establishment and landscaping of gateways, the siting of buildings and the design of sites.
- 5.2.19 Public art is encouraged to be incorporated into private *development* and public *infrastructure* in order to foster a stimulating public realm and contribute to the area's sense of identity.

5.3 Development within Regional Corridors

5.3.1 The urban design policies in this section pertain to lands designated High Density/Mixed Use and Medium Density Regional Corridor.

Intensity and Transitions

5.3.2 Within the Regional *Corridors* the greatest heights and highest density buildings shall be located on the Regional *Corridor* frontage, with height and density decreasing as a transition to lower density designations, *parks* and Environmental Protection Areas. The Municipality may require that applications for *development* include an analysis as part of the *development* review process to address applicable angular plane guidance.

5.3.3 Along the Regional *Corridor*, the greatest heights and densities will occur primarily at Prominent Intersections and secondarily at the intersection of Regional *Corridors* with other arterials.

5.3.4 *Development* may be required to undertake technical studies including a wind study and/or sun/shadow study which demonstrate mitigation of potential shadow or wind impacts on existing or proposed pedestrian routes, public spaces and adjacent *development* to the satisfaction of the Municipality.

Public Realm and Connections

5.3.5 *Development* shall be located to frame the street with a consistent street wall and provide a continuous streetscape.

5.3.6 The primary orientation of *development* will be toward the Regional *Corridor*.

5.3.7 Side and rear elevations visible from the public realm shall have attractive façade treatments using high quality materials.

5.3.8 *Development* shall provide a balance of hard and soft landscaping.

5.3.9 Mid-block pedestrian connections shall be provided at regular intervals to the Regional *Corridor* to improve access from interior neighbourhoods.

5.3.10 Gridded rectilinear lot dimensions shall be established within the Regional *Corridor*, where feasible.

Plazas

5.3.11 In reference to policy 3.2.5, plazas should be provided in areas that complement the public realm of the Prominent Intersections and encourage public accessibility. Plazas are open spaces designed for public use and defined by surrounding buildings and/or streets.

5.3.12 Plazas should:

- a. Be accessible and visible along the Regional *Corridors* in order to enhance usability;
- b. Optimize the siting and design to enhance views to public streets or utilize mid-block connections to connect with the street network;
- c. Be programmed for casual use and be a place for small gatherings;
- d. Be defined by adjacent buildings with at least one edge open to the public sidewalk or mid-block connection; and
- e. Be designed with small-scale elements to create a human scale with ample seating and pedestrian-scale lighting.

Parking, Loading and Mechanical Structures

5.3.13 Parking and loading facilities shall be located at the side or rear of buildings, to promote an attractive public realm and encourage pedestrian activity.

5.3.14 Off-street parking areas shall be configured to reduce their visual impact when viewed from the public realm or adjacent residential lots by:

- a. Locating parking facilities underground or within a parking structure that is integrated within a residential, *mixed use* or commercial building;
- b. Establishing joint access to parking lots on adjoining properties where feasible;
- c. Using hard and soft landscaping within the parking area to reduce the visual impact of large parking surfaces;
- d. Screening and buffering parking areas adjacent to residential properties using a combination of opaque fencing or walls and landscaping;
- e. Screening parking areas through the use of low decorative fences, walls and landscaping; and
- f. Locating site access at the rear or side of properties fronting the Regional *Corridor*.

5.3.15 Loading, servicing and other functional elements are encouraged to be integrated within the building envelope. Where this is not possible, these elements shall not be located adjacent to public spaces and shall be screened from view to avoid visual impact to the public realm or surrounding residential areas.

5.3.16 Garbage and recycling facilities shall be integrated within a building envelope, where applicable.

5.3.17 All major rooftop mechanical structures or fixtures including satellite dishes communications antenna shall be suitably screened and integrated with the building, where feasible. Parapets may be utilized to accommodate such screening.

5.4 Development within Low Density Residential Designation

5.4.1 In Low Density Residential areas, the following policies shall apply:

- a. Dwelling units shall have their main entrance visible and accessible from the public street;
- b. Garages are encouraged to be accessed from a rear lane, particularly for townhouses and/or lots less than 9 metres wide;
- c. Where garages are located at the front of the building facing a street, they shall be integrated in a manner which does not dominate the streetscape;
- d. Driveways shall not exceed the width of the garage;
- e. Front yards shall have an appropriate amount soft landscaping to create an attractive and vegetated streetscape, allow permeability for stormwater and achieve sustainability objectives;
- f. The maximum number of contiguously attached townhouses shall be six;
- g. Buildings on corner lots or abutting *parks* shall have windows, materials and architectural treatments consistent with the front elevation where sides or flankage of buildings is visible;
- h. Front and exterior side yard porches shall be encouraged, and
- i. Back lotting onto Arterial and Collector Roads is prohibited.

5.4.2 Individual site access for any permitted residential use adjacent to an arterial road generally shall not be permitted. Rear lanes shall be the preferred option for accessing such sites.

5.4.3 The boundary between areas designated Low Density Residential and Medium Density Regional Corridor shall generally be a public street with buildings of each designation fronting onto the street.

5.4.4 Policies 5.3.14 to 5.3.17, pertaining to parking, loading, and mechanical, apply to the *development* of townhouses within the Low Density Residential designation.

5.5 Transition

5.5.1 Where new *development* abuts a lawfully existing use, mitigation measures including transition setbacks or *buffers* shall be provided from the adjacent

lawfully existing use in accordance with the appropriate studies and in keeping with the Urban Design and Sustainability Guidelines.

- 5.5.2 Where new *development* abuts designated Employment Areas, a *buffer* and other measures shall be undertaken to provide visual separation and ensure the long term feasibility of employment uses.
- 5.5.3 Applications for new *development* may be required to undertake studies to ensure compatibility with uses adjacent or in the vicinity in accordance with the Province's D-6 Series Guidelines, addressing such adverse impacts as noise, vibration, dust and odour or the location of industrial facilities on adjacent employment lands.
- 5.5.4 Where new *development* abuts designated Prime Agricultural land, mitigation measures including transition setbacks or *buffers* shall be provided from the adjacent designation in accordance with the Urban Design and Sustainability Guidelines. Any required mitigation shall be provided for within the Urban Area.

5.6 Private Amenities

- 5.6.1 New multi-unit residential *development* shall provide shared space for both indoor and outdoor amenities.
- 5.6.2 Courtyards and privately owned publicly-accessible amenities shall have at least two points of pedestrian access.
- 5.6.3 The design and location of pedestrian entrances to courtyards and privately owned publicly-accessible amenities shall be clearly identifiable as public to encourage public use through their siting and the use of design elements.

6 Natural Heritage

6.1 Objectives

- 6.1.1 Protect, maintain and enhance the *natural heritage system*, including its *ecological integrity* and function.
- 6.1.2 Protect *natural heritage features* and functions from incompatible development.
- 6.1.3 Incorporate the *natural heritage system* into the *parks* and open space system.
- 6.1.4 Use the landscape to contribute to a sense of place and integrate the *natural heritage system* in a manner which defines community identity.
- 6.1.5 Where appropriate, realize the amenity of the *natural heritage system* in terms of low-intensity *recreation* and *active transportation* and pedestrian permeability of the neighbourhood through trails and linkages.

- 6.1.6 Maintain ecological functions while integrating the *natural heritage system* with the stormwater management system.

6.2 General Policies

- 6.2.1 All *development* shall adhere to the policies of the Clarington Official Plan, as it pertains to the policy areas of the *Natural Heritage System* in Section 3.4, the Watershed and Subwatershed Plans policies in Section 3.5, the Hazards policies in Section 3.7 and the Environmental Protection Areas policies in Section 14.4.
- 6.2.2 In addition to policy 6.2.1, the Robinson Creek and Tooley Creek Subwatershed Study (Subwatershed Study) shall form the basis for any study undertaken regarding the *natural heritage system*. More detailed studies may refine on a site by site basis the recommendations from the Subwatershed Study however the study must address the matters raised by the Subwatershed Study including *linkages*.
- 6.2.3 For those properties not assessed for Headwater Drainage Features in the Subwatershed Study or where agricultural fields have gone fallow, Headwater Drainage Feature Assessments may be required prior to any *development* in order to accurately assess hydrologic functions of these features.
- 6.2.4 Revegetation of riparian corridors that are less than 30 metres wide is encouraged.

6.3 Environmental Protection Area

- 6.3.1 Lands designated Environmental Protection Area are shown on Schedule A.
- 6.3.2 Environmental Protection Areas include *natural heritage features, hydrologically sensitive features*, lands within the *regulatory flood plain* of a watercourse, headwater drainage features with a “Protection” classification and hazard lands associated with valley systems, including slope and erosion hazards. Areas associated with Environmental Protection Areas support their ecological integrity and include *vegetation protection zones* and other natural heritage areas.
- 6.3.3 *Stormwater management ponds* shall not be permitted to be developed in lands designated Environmental Protection Area. Once constructed, *stormwater management ponds* shall be designated Environmental Protection Area and be zoned appropriately.
- 6.3.4 The delineation of the boundary of lands designated as Environmental Protection Area are approximate and shall be detailed through appropriate studies prepared as part of the review of *development* applications in accordance with the policies of this Secondary Plan and the Clarington Official Plan.

6.3.5 The Municipality may require Environmental Protection Areas to be conveyed to a public authority, where appropriate, as part of the *development* approval process at minimal or no cost to the receiving public authority. Conveyance of lands designated Environmental Protection Area and associated *vegetation protection zones* shall not be considered as contributions towards the parkland dedication requirements under the Planning Act.

6.4 Environmental Constraints Overlay

6.4.1 Environmental Constraints are shown as an overlay on Schedule A.

6.4.2 Environmental Constraints include features identified as “Moderate Constraint Areas” in the Robinson Creek and Tooley Creek Subwatershed Study. These features are not currently identified as Environmental Protection Areas but have potential ecological and/or hydrological value that requires site-specific assessment prior to *development*. They include:

- a. Wetlands over 0.5 ha that are isolated and/or of lower sensitivity/quality;
- b. Category 1 and 2 Hedgerows identified as *linkages*;
- c. *Vegetation protection zones*;
- d. Species-at-risk setbacks;
- e. Complex Ecological Land Classification units containing both high/medium constraint and low constraint features;
- f. Agricultural/pasture lands with evidence of *hydrological function*;
- g. Areas providing candidate/unconfirmed species-at-risk habitat or significant *wildlife habitat*; and
- h. Headwater drainage features with a “Conservation” or “Mitigation” classification.

6.4.3 The presence and precise delineation of these features and the level of *development* acceptable shall be determined through an Environmental Impact Study prepared as part of the review of *development* applications in accordance with the policies of this Secondary Plan and the Clarington Official Plan.

6.4.4 If the Environmental Impact Study establishes that *development* can proceed, then the underlying designation shall apply over those lands without the requirement for an amendment to this Plan. Mitigation measures may be recommended to offset impacts.

6.4.5 If the Environmental Impact Study determines that development may not proceed the underlying designation shall not apply and lands will be

considered to be designated Environmental Protection Area and will be zoned appropriately.

- 6.4.6 The Environmental Impact Study shall identify the extent of *vegetation protection zones* and other protective measures as per the policies of this Secondary Plan and the Clarington Official Plan.
- 6.4.7 The Subwatershed Study referenced in Policy 6.2.2 also identifies “Low Constraint Areas”, comprising features in which *development* intrusion is not restricted by existing policies and regulations. It is encouraged that these features be incorporated into site-level plans where possible to avoid net loss of natural cover.
- 6.4.8 The Subwatershed Study referenced in Policy 6.2.2 identifies and assesses a number of Headwater Drainage Features. Those identified as “protection” are included in the Environmental Protection Area designation. For those Headwater Drainage Features identified as “conservation”, applications for *development* shall:
- a. Maintain, relocate and/or enhance the drainage feature and its riparian corridor;
 - b. If catchment drainage will be removed due to diversion of stormwater flows, restore lost functions through enhanced lot level controls as feasible;
 - c. Maintain or replace on-site flows using mitigation measures and/or wetland creation, if necessary;
 - d. Maintain or replace external flows to the extent feasible; and
 - e. Use natural channel design techniques to maintain or enhance the overall productivity of the reach.
- 6.4.9 Headwater Drainage Features that have been relocated and the associated riparian corridors established by permissions in policy 6.4.8 shall be considered to be designated Environmental Protection Area and shall be zoned appropriately to prohibit *development*.

7 Parks and Community Facilities

7.1 Objectives

- 7.1.1 Provide a quantity and quality of *park* space that meets the needs of residents and enables a variety of opportunities for passive and active *recreation*.
- 7.1.2 Use the design of *parks* and open spaces to create unique places that contribute to the area’s sense of identity.

- 7.1.3 Integrate *parks* into a broader open space and public realm networks.
- 7.1.4 Provide appropriate levels of service in terms of schools and community facilities.
- 7.1.5 Locate schools, *parks* and other community amenities to promote safe and convenient access by walking and cycling.

7.2 Parks

- 7.2.1 *Parks* shall be provided as part of an integrated and connected *parks* and open space system.
- 7.2.2 *Parks* shall be integrated and connected into a broader public realm network that also includes civic/institutional uses, streets, mid-block connections, trails and privately owned publicly-accessible spaces.
- 7.2.3 The *park* system, as a whole, shall provide a variety of opportunities for passive and active *recreation* and be comprised of well-designed spaces that contribute to the area's sense of identity.
- 7.2.4 The following types of *parks* are included in the Parks designation:
 - a. Neighbourhood Parks; and
 - b. Parkettes.
- 7.2.5 *Parks* shall be established in accordance with the following:
 - a. Neighbourhood Parks are *parks* of between 1.5 and 3 hectares in size that provide a variety of amenities, including sports fields. They are located in central locations to allow for good accessibility by walking. All planned school sites shall, wherever feasible, have a Neighbourhood Park abutting them to provide areas of shared amenity; and
 - b. Parkettes are *parks* of between 0.5 and 1.0 hectares in size that provide a variety of amenities, but do not contain sports fields. Parkettes contribute to the variety of leisure and recreational amenities in the community and improve accessibility to *park* space by walking.
- 7.2.6 Dedication of lands for Neighbourhood Parks and Parkettes shall be in accordance with the Clarington Official Plan.
- 7.2.7 The locations of Neighbourhood Parks are shown on Schedule A. The precise size and location of Neighbourhood Parks shall be determined at the time of *development* review and approval, based on the parkland provision requirements of Section 18 of the Clarington Official Plan.
- 7.2.8 The locations of some Parkettes are shown on Schedule A. The precise number, size and location of Parkettes shall be determined at the time of *development*

review and approval, based on the parkland provision requirements of Section 18 of the Clarington Official Plan.

7.2.9 *Parks* are encouraged to be bordered by public streets, Environmental Protection Areas, other natural heritage areas, other public facilities such as schools, and the flanks of residential uses. Residential and commercial uses backing onto *parks* shall be minimized.

7.2.10 Areas conveyed for parkland purposes will be programmable lands.

7.2.11 Environmental Protection Areas, associated *vegetation protection zones* and stormwater management areas shall not be conveyed to satisfy parkland dedication requirements under the Planning Act.

Privately Owned Publicly-Accessible Spaces

7.2.12 In addition to the publicly owned lands which form the Parks designation, *development* is encouraged to include privately owned publicly-accessible spaces that contribute to the sense of place in the community and the quality of the urban environment.

7.2.13 Privately owned publicly-accessible spaces can include public squares, plazas, courtyards, walkways and passages, atriums, arcades and parklike spaces. They contribute to the urban environment by creating spaces for social interaction, adding to visual interest, improving mid-block permeability and complementing adjacent land uses.

7.2.14 Public access to privately owned publicly-accessible spaces will be secured through the *development* approval process.

Courtice Memorial Park

7.2.15 Courtice Memorial Park will serve as a landmark outdoor space for the larger Courtice community and will be expanded through parkland dedication associated with the *development* process.

7.2.16 The *park* shall be located with a minimum of two frontages along major arterial roads.

7.2.17 The *park* shall use its location adjacent to the *natural heritage system* to provide direct linkages to the Regional and Municipal Open Space System.

7.2.18 The *park* shall incorporate elements, such as plaques, pathway markers, public art and landscape features, into the *park* design to reflect and celebrate the cultural heritage of the area.

7.3 Elementary Schools

7.3.1 The location of school sites is shown symbolically on Schedule A and shall be

further delineated through the *development* review process or during site selection by a School Board.

- 7.3.2 The school sites shown on Schedule A shall not preclude the selection of alternate school sites by a School Board.
- 7.3.3 School sites will be developed in accordance with the relevant policies of Section 18.5 of the Clarington Official Plan.
- 7.3.4 In the event that all or part of a school site should not be required by a School Board, the Municipality of Clarington shall be given the first opportunity to purchase all or part of the school site.
- 7.3.5 Elementary school sites shall be located centrally to promote accessibility by walking and, where feasible, adjacent to planned Neighbourhood Park sites.
- 7.3.6 Where a school site adjoins a Neighbourhood Park, the school site shall be designed to facilitate potential joint use between the Municipality and the respective School Board.

7.4 Community and Recreation Facilities

- 7.4.1 The Municipality shall undertake an update of its plan for community and recreation facilities based on the projected population of the Southeast Courtice Secondary Plan area.
- 7.4.2 Future community facilities shall be located in highly accessible areas that can be accessed by pedestrians and cyclists, as well as by automobile.
- 7.4.3 The co-location of elementary schools with day care centres and community centres shall be considered.

8 Community Culture and Heritage

8.1 Objectives

- 8.1.1 Encourage the conservation, protection, enhancement and adaptive reuse of *cultural heritage resources*.
- 8.1.2 Incorporate cultural heritage into community design and *development*.

8.2 Reflecting the Local Community

- 8.2.1 The conservation and enhancement of significant *cultural heritage resources* shall be consistent with the provisions of Section 8 of the Clarington Official Plan and all relevant Provincial legislation and policy directives.

- 8.2.2 Ten properties of cultural heritage value or interest have been identified within or adjacent to the Secondary Plan area:
- a. Properties at 1805 & 1811 Highway 2, 2840 Hancock Road (adjacent to Secondary Plan area), and 2149 Courtice Road are identified as Secondary Resources on the Municipality of Clarington Heritage Register;
 - b. The Lower Alsworth House at 1738 Bloor Street and Ebenezer United Church at 1669 Courtice Road (adjacent to Secondary Plan area) are identified as Primary Resources on the Municipality of Clarington Heritage Register;
 - c. Properties at 1798 Highway 2, 1604 Bloor Street and 1678 Bloor Street are Identified as ‘Candidate’ resources by the Clarington Heritage Committee; and
 - d. Property at 2433 Courtice Road has been identified as an additional potential *built heritage resource* during a field review.
- 8.2.3 The Municipality will determine if a Cultural Heritage Evaluation Report is required for any properties that are identified on the Municipality of Clarington’s Cultural Heritage Resource List and any properties that have been identified as having potential Cultural Heritage Value or Interest.
- 8.2.4 A Heritage Impact Assessment, that includes measures to avoid direct impacts, and actions to avoid or reduce indirect impacts such as shadowing, isolation, obstruction of views, change in land use, or land disturbances, shall be conducted prior to *development* on or adjacent to properties for which a Cultural Heritage Evaluation Report has been conducted and determined that the properties meet the criteria for cultural heritage value or interest as prescribed in O. Reg. 9/06.
- 8.2.5 The naming and design of *parks*, public spaces and prominent streetscapes shall have regard for the evolved cultural and natural heritage landscape. These features and amenities shall incorporate local heritage or natural influences including historic names, interpretive features, vernacular building elements, plantings and historic drainage patterns.

9 Transportation

9.1 Objectives

- 9.1.1 Foster a community where walking, cycling and transit are viable and attractive alternatives to travel by automobile.
- 9.1.2 Establish a streets and blocks pattern that creates fine-grained connectivity throughout the community.

- 9.1.3 Create routes for *active transportation* that are direct and efficient and offer high levels of connectivity with multiple choice of routes.
- 9.1.4 Establish a network that integrates interior lower density neighbourhoods and the higher density Regional *Corridors* where transit will be most frequent and direct.
- 9.1.5 Use mid-block connections and trails to augment the network established by streets to improve permeability for users of *active transportation*.
- 9.1.6 Wherever possible, continue the pattern of fine-grained connections to surrounding urban areas.
- 9.1.7 Design streets as *complete streets* to ensure that all kinds of traffic can use them in a safe and comfortable manner: motorists, transit users, cyclists, pedestrians and people with accessibility challenges. Prioritize active modes of transportation and the needs of the most vulnerable users.
- 9.1.8 Design streets as important public places. Create environments which are safe, inviting, comfortable and visually-pleasing for pedestrians and other forms of *active transportation*.
- 9.1.9 Create efficient routes for through traffic along major arterials.
- 9.1.10 Connect Southeast Courtice to the local and regional transit networks and provide levels of service that make transit a viable and attractive mode of transportation.

9.2 Transportation Network

- 9.2.1 The transportation network in Southeast Courtice facilitates the movement of people and goods through an integrated, efficient, comfortable, safe, and accessible transportation system. The Transportation Network provides a full range of convenient, practical, and enjoyable mobility options.
- 9.2.2 The transportation network includes multiple components including the Public Transit Network, Active Transportation Network and Road Network.
- 9.2.3 The transportation network in the Southeast Courtice Secondary Plan area shall be developed in accordance with Schedule B Transportation, Parks and Open Space and the policies of this Secondary Plan, with further guidance provided in the Urban Design and Sustainability Guidelines and the Southeast Courtice Transportation Report.
- 9.2.4 The Transportation Network shall include public roads, public rear lanes, transit, and designated bicycle and pedestrian routes and facilities.
- 9.2.5 *Development* proposals and all public roads shall be designed to connect with the existing road network to create a rectilinear grid pattern of roads that defines *development* blocks and establishes a highly interconnected and permeable

network that supports *active transportation* and maximizes accessibility and support for transit. The rectilinear grid pattern may be modified to accommodate natural heritage areas and other constraints. Connectivity by *active transportation* throughout the Secondary Plan area and to surrounding areas shall be further enhanced by mid-block connections and trails through and across Environmental Protection Areas.

9.2.6 The grid pattern shall integrate areas of various *development* intensity and uses.

9.3 Road Network

9.3.1 The road network serves as the primary framework for all forms of mobility and connectivity in Southeast Courtice. The road network includes a hierarchy of street types which is consistent with the hierarchy established through the Clarington Official Plan. These street types have specific characteristics and include the following classifications consistent with Schedule B:

- a. Arterial Roads: arterial roads are higher-order roadways designed to efficiently move large volumes of traffic at moderate to high speeds over long distances. Because of their scale and the opportunities that they provide for enhanced connectivity, arterial roads contribute to the primary structure of the community. Arterial roads in Southeast Courtice are to accommodate vehicular traffic, transit and goods movement, and are designed to be context sensitive and support *active transportation* objectives in accordance with the policies of this plan. Arterial roads may be under the jurisdiction of the Region of Durham or the Municipality.
- b. Collector Roads: collector roads are under the jurisdiction of the Municipality. They provide for key linkages with arterial streets. Collector roads should support walking and cycling and can support local transit.
- c. Local Roads: local roads carry lower volumes of vehicular traffic, provide a safe environment for pedestrians and cyclists and provide direct access to individual properties.
- d. Rear Lanes: rear lanes provide access to private garages or parking spaces and may provide direct access to secondary suites. Rear lanes provide relief to the local street system and promote through traffic movements on arterial and collector roads.

General Policies Applying to All Roads

9.3.2 The alignment of arterial and collector roads is shown on Schedule B. These alignments are approximate and will be built according to detailed planning and engineering studies and through completion of Municipal Class Environmental Assessment. Changes to the alignments which the Municipality determines are in keeping with the intent of this Secondary Plan shall not require an amendment to this Plan.

- 9.3.3 Roads shall be designed as *complete streets* to ensure that all kinds of traffic can use them in a safe and comfortable manner: motorists, transit users, cyclists, pedestrians and people with accessibility challenges. Active modes of transportation and the needs of the most vulnerable users shall be prioritized.
- 9.3.4 Roads shall be designed to be important public places and create environments which are safe, inviting, comfortable and visually-pleasing for pedestrians and other forms of *active transportation*.
- 9.3.5 All public rights-of-way are encouraged to promote the use of *Green Infrastructure* including perforated pipes, rain gardens and bioswales.
- 9.3.6 All arterial, collector and local roads shall also be planned to include a vibrant and healthy tree canopy, consisting of primarily native plantings. The tree canopy will provide shade and enhance and establish a vibrant urban environment. A tree canopy plan shall be prepared for each plan of subdivision. In order to maximize the amount of tree planting and to minimize the removal of in-situ trees, the co-location of utilities is encouraged.

Existing Roads

- 9.3.7 Arterial roads including Bloor Street, Courtice Road, Highway 2, Trulls Road and Hancock Road are existing roads within the Southeast Courtice Secondary Plan Area. Existing roads provide a framework for future enhancements and will generally be improved consistent with the policies of this Secondary Plan.
- 9.3.8 The conveyance of land consistent with the widening of the rights-of-way shown in this plan shall be required to permit the *development* of lands adjacent to existing roads. Additional dedication for road widenings may be required, such as for grading, drainage and stormwater management, auxiliary turn lanes, transit provisions and utilities.
- 9.3.9 Hancock Road will be realigned according to Schedule B of this plan. The *development* of lands abutting or adjacent to this route shall consider the new alignment of Hancock Road.

New Roads

- 9.3.10 Several street extensions are provided through this Secondary Plan including the Granville Drive, Farmington Drive, Meadowglade Road and Sandringham Drive extensions.
- 9.3.11 Two new collector roads are also provided as shown on Schedule B including a north-south road connecting Highway 2 and Bloor Street and an east-west road connecting Courtice Road with the Granville Drive extension located south of Bloor Street.
- 9.3.12 All new roads, public or private, will be built to be consistent with the policies of

this plan. Additional dedication for road widenings may be required, such as for grading, drainage and stormwater management, auxiliary turn lanes, transit provisions and utilities.

9.3.13 New local roads will be established in a modified grid pattern in accordance with the policies of this plan.

9.4 Arterial Roads

9.4.1 Courtice Road and Bloor Street are Type A arterial roads. Highway 2 is a Type B arterial road. These roads and adjacent lands form the Regional *Corridor* component of the Community Structure.

9.4.2 Courtice Road and Bloor Street are encouraged to be developed as Multi-Ways as detailed in the Urban Design and Sustainability Guidelines. The design of the Multi-Ways will balance the functional requirements of a Type A arterial road and a local road. Multi-Ways realize the following objectives:

- a. Fulfill the function of a Type A arterial road as an efficient and high-volume route for a range of travel modes and include the following considerations:
 - i. Through lanes shall be appropriately dimensioned to ensure the efficient movement of vehicular traffic; and
 - ii. Transit *infrastructure* such as bus shelters should be accommodated within the side medians.
- b. Fulfill the function of a local road through the establishment of local service lanes adjacent and parallel to the Type A arterial road which:
 - i. Allows the grid network of internal local and collector roads to connect to the service lanes at more frequent intervals than would be permitted by a Type A arterial road. The Multi-Way will support high levels of permeability and accessibility between low, medium and high density areas; and
 - ii. Creates a traffic-calmed lane that buffers built form, public spaces and *active transportation* routes from higher speed through lanes.
- c. Create an attractive urban *corridor* which functions as a successful public place, a community focal point, as well as a safe and comfortable environment for *active transportation* and access to transit including specific consideration of the following:
 - i. Slow traffic in proximity to pedestrian and cycling *infrastructure* through the use of a service lane and other traffic calming measures as needed;
 - ii. Utilize a planting and furnishing zone adjacent to the roadway

where required;

- iii. Accommodate on-street parking, where appropriate;
- iv. Connect the pedestrian streetscape with adjacent public plazas;
- v. Provide landscape plantings, shade trees and street furniture;
- vi. Provide a sidewalk on both sides of the right-of-way;
- vii. Provide appropriate lighting of the pedestrian realm; and
- viii. Provide segregated bicycle routes clearly identified by signage.

9.4.3 Multi-Ways within the Secondary Plan Area shall be designed following the principles of *complete streets* provided in Policy 19.6.4 of the Clarington Official Plan and shall incorporate segregated bicycle *infrastructure*, provide public transit *infrastructure* and integrate the principles of universal design to facilitate access for all abilities.

9.4.4 The Municipality of Clarington will work with the Region of Durham to design and stage the implementation of the Multi-Way concept on the portions of Courtice Road and Bloor Street within the Secondary Plan area, and shall consider its extension beyond the Secondary Plan area's borders.

9.4.5 On-street parking shall be considered within the Municipal portion of the Multi-Way rights-of-way on Bloor Street and Courtice Road.

9.4.6 As a new road configuration which may include portions of the right-of-way under Regional and Municipal jurisdiction, Multi-Ways may require a new approach to the interpretation of existing road policies and standards which focuses on their intent in the evaluation of the full right-of-way.

9.4.7 On segments of Bloor Street and Courtice Road where a Multi-Way configuration is not deemed feasible, alternative design solutions should be implemented that achieve the objectives for the Multi-Way established in Policy 9.4.2, with regard to Durham Region guidelines and the requirements of Arterials Type A as identified in Appendix C, Table C-2 of the Clarington Official Plan, and will consider the following elements:

- a. Type A arterial rights-of-way serve a wide variety of functions and shall carefully balance safety, visual amenity and pedestrian considerations;
- b. Dedicated bikeways with clearly identified signage and/or pavement markings shall be provided;
- c. Transit oriented design elements shall be accommodated including transit shelters, accessible sidewalk connections and curb cuts to access transit

stops;

- d. Regular planting of street trees is encouraged to create a comfortable and desirable pedestrian environment;
- e. Appropriate lighting will be provided to enhance the safety and comfort of the pedestrian streetscape;
- f. Lighting shall be downcast to reduce light pollution; and
- g. Strategies to accommodate on-street parking shall be considered, particularly in proximity to Prominent Intersections.

9.4.8 Arterial roads identified as Arterial B or Arterial C on Schedule B will generally be designed according to the requirements for Arterials Type B or Arterials Type C respectively in Appendix C, Table C-2 of the Clarington Official Plan and will be consistent with the requirements set forth in the Urban Design Guidelines for Southeast Courtice and will consider the following elements:

- a. A two-way dedicated bicycle path including appropriate signage and/or pavement markings;
- b. Sidewalks shall be provided on both sides of the right-of-way;
- c. Transit oriented design elements shall be accommodated including transit shelters, accessible sidewalk connections and curb cuts to access transit stops;
- d. Regular planting of street trees is encouraged to create a comfortable and desirable pedestrian environment;
- e. Appropriate road scale lighting shall be provided at the pedestrian scale to contribute to the safety and comfort of the streetscape; and
- f. Lighting shall be downcast to reduce light pollution.

9.4.9 Improvements to Highway 2, Bloor Street, and Courtice Road are to meet the planning, engineering, design, and approval requirements of the Region of Durham and the intent of this Secondary Plan.

9.5 Collector Roads

9.5.1 Collector roads shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan and include the following design standards:

- a. A minimum of two through lanes shall be provided, the right-of-way may include a turning lane at junctions and intersections;

- b. A clearly marked on-street bicycle lane shall be provided on collector routes on both sides of the right-of-way;
- c. Landscaping and tree plantings are encouraged within the right-of-way;
- d. A sidewalk shall be provided on both sides of the right-of-way set back from the curb or otherwise buffered from active lanes of traffic;
- e. Appropriate lighting shall be provided to contribute to the safe function of the roadway as well as the safe and appropriate lighting of the pedestrian realm; and
- f. Lighting should be downcast to reduce light pollution.

9.5.2 Collector roads shall be designed to incorporate passive and physical traffic calming measures where appropriate to reduce speeds and improve safety.

9.5.3 The intersection of collector roads on Highway 2, Bloor Street, and Courtice Road are to meet the planning, engineering, design, and approval requirements of the Region of Durham.

9.6 Local Roads

9.6.1 Local roads shall be established on a modified rectilinear grid pattern to realize high connectivity and permeability across the Secondary Plan area.

9.6.2 Draft plans of subdivision shall have regard for the design guidelines for local roads, lanes and green streets contained in the Urban Design and Sustainability Guidelines.

9.6.3 Local roads shall be designed to incorporate passive and physical traffic calming measures to reduce speeds and improve safety.

9.6.4 Local roads shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan and include the following design standards:

- a. On-street parking lane shall be available on either side of the right-of-way;

- b. Parking lanes may have permeable paving and be broken by landscaped curb extensions as a pedestrian facility and traffic calming measure;
- c. Sidewalks are encouraged on both sides of a local road;
- d. Appropriate lighting shall be provided to contribute to the safe function of the roadway as well as the safe and appropriate lighting of the pedestrian realm; and
- e. Lighting should be downcast to reduce light pollution.

9.6.5 The design and location of local roads shall also be consistent with Policy 19.6.23 of the Municipality of Clarington Official Plan.

9.6.6 An east-west right-of-way shall be established as a local road, located north of Bloor Street, extending east of Trulls Road and providing an easterly connection from Trulls Road extending to the Farmington Drive extension. This route shall be established as a public right-of-way through the *development* approval process.

9.6.7 An east-west right-of-way shall be established as a local road, located north of Bloor Street, extending west of Trulls Road and providing a westerly connection from Trulls Road to the Granville Drive extension. This route shall be established as a public right-of-way through the *development* approval process.

9.6.8 The east-west local road connecting the Granville Drive extension to Trulls Road and from Trulls Road to the Farmington Drive extension, north of Bloor Street, shall perform as a collector road to provide a connection between residential neighbourhoods and community uses. There shall be an emphasis on creating safe and pedestrian-focused environments.

9.7 Rear Lanes

9.7.1 Public rear lanes are permitted and encouraged to support safe and attractive streets by eliminating the need for driveways and street-facing garages.

9.7.2 Public rear lanes can provide alternative pedestrian routes through a community and shall provide a safe environment for pedestrian and vehicle travel.

9.7.3 Public utilities may be located within public rear lanes subject to functional and design standards established by the Municipality.

9.7.4 Rear lanes shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan and include the following design standards:

- a. Lanes shall allow two-way travel and incorporate a setback on either side of the right-of-way to the adjacent garage wall;
- b. Lanes shall provide access for service and maintenance vehicles for required uses as deemed necessary by the Municipality and may include enhanced laneway widths and turning radii to accommodate municipal vehicles including access for snowplows, garbage trucks and emergency vehicles where required;
- c. Laneways shall be clear of overhead obstruction and shall be free from overhanging balconies, trees and other encroachments.
- d. Lanes shall intersect with public roads;
- e. No municipal services, except for local storm sewers, shall be allowed, unless otherwise accepted by the Director of Public Works;
- f. No Region of Durham infrastructure shall be permitted;
- g. Lanes should be graded to channelize snow-melt and runoff;
- h. The design of lanes shall incorporate appropriate elements of low impact design including permeable paving where sufficient drainage exists;
- i. Lanes should be prioritized where *development* fronts onto an arterial or collector road network;
- j. Access for waste collection and emergency service vehicles is to be accommodated;
- k. Access to loading areas should be provided from rear lanes;
- l. Appropriate lighting shall be provided to contribute to the safe function of the roadway as well as the safe and appropriate lighting of the pedestrian realm; and
- m. Lighting should be downcast to reduce light pollution.

9.8 Public Transit

- 9.8.1 The Public Transit Network will enhance the community of Southeast Courtice and will support the creation of a sustainable, liveable, and active community.
- 9.8.2 The Municipality shall ensure that transit facilities are integrated early and appropriately throughout Southeast Courtice by including Durham Region Transit in all *development* pre-application meetings, and ensuring that transit requirements are addressed through municipal capital works and private *development* applications.

- 9.8.3 The design of transit stops shall incorporate appropriate amenities and shall consider transit shelters, seating, tactile paving, bike racks, curb cuts and appropriate lighting.
- 9.8.4 To facilitate the creation of a *transit-supportive* urban structure, the following measures shall be reflected in *development* proposals, including the subdivision of land:
- a. *Transit-supportive* densities provided on lands within the *Regional Corridor* in keeping with municipal density targets;
 - b. An *active transportation* network that promotes direct pedestrian access to transit routes and stops;
 - c. Transit stops located in close proximity to activity nodes and building entrances;
 - d. Provision for transit stops and incorporation of bus-bays where appropriate into road design requirements; and
 - e. Where feasible, the integration of transit waiting areas in buildings located adjacent to transit stops.

9.9 Integration and Quality of Active Transportation Routes

- 9.9.1 Principles of *active transportation* promote all self-powered forms of mobility. The *active transportation* network provides opportunities for *active transportation* and enhances mobility by providing for an alternative to local automotive transportation.
- 9.9.2 The policies of the Southeast Courtice Secondary Plan are an extension of the Municipality's Active Transportation Network and are intended to ensure the local provision and ongoing development of an *active transportation* network which connects residents of differing abilities to destinations and other modes of transportation such as public transit.
- 9.9.3 The *active transportation* network includes both on- and off-street facilities including trails, sidewalks, separated bicycle lanes and on-street bicycle lanes. Elements of the Active Transportation System are shown on Schedule B of this plan.
- 9.9.4 All road *infrastructure* within the Southeast Courtice Secondary Plan area shall promote the safety and visibility of vulnerable road users.
- 9.9.5 The *active transportation* network may be provided within road rights-of-way as well as through trails and mid-block connections. *Active transportation* connections across barriers (natural and related to *infrastructure*) shall be

planned at appropriate walking/cycling intervals to reduce barriers between areas and increase accessibility for all ages and abilities.

- 9.9.6 To support increased network connectivity, provide relief from continuous facades and to establish secondary view corridors connecting prominent arterial or collector roads, mid-block connections shall be established throughout the Secondary Plan Area and in particular through high and medium density blocks within the *Regional Corridor*.
- 9.9.7 Destinations such as natural areas, *parks*, schools, *recreation* areas and stores and connections with areas outside the Secondary Plan area boundaries will be integrated through the on- and off-street *active transportation* network including segregated and on-street bike lanes and multi-use trails.
- 9.9.8 All collector and local roads shall also be planned to include a vibrant and healthy tree canopy, consisting of primarily native plantings. The tree canopy will provide shade and enhance and establish a vibrant urban environment. A tree canopy plan shall be prepared for each plan of subdivision. In order to maximize the amount of tree planting and to minimize the removal of in-situ trees, the co-location of utilities is encouraged.

Trails

- 9.9.9 Trails serve as a key form of off-street connectivity within the community of Southeast Courtice. They allow for *recreation* and *active transportation*, creating off-street linkages between destinations as well as providing safe and enjoyable access to the *parks* and natural heritage systems.
- 9.9.10 As outlined in policy 18.4.3 of the Clarington Official Plan, Municipal trails will be developed within two classifications - primary and secondary trails.
- 9.9.11 The design of the recreational trail should reflect the function and nature of the type of open space it occupies.
- 9.9.12 Primary trails are multi-use trails that provide for a variety of recreational uses and occasional vehicular access for maintenance purposes. They shall generally adhere to the following design principles:
- a. Primary trails shall be barrier free and have multiple access points;
 - b. Entrances should be clearly demarcated with gateway features such as public art where appropriate;
 - c. Washrooms, parking, furniture including benches and bins, signage, interpretive facilities and lighting should be provided to enhance safety and support use by all ages and abilities; and
 - d. Primary trails shall allow for two-way cyclist or pedestrian passage.

- 9.9.13 Secondary trails provide access to natural areas and, where appropriate, stormwater management areas. They integrate these areas into the *park* and open space network and support passive *recreation* opportunities in these environments. Secondary trails are narrower than primary trails and usually have a surface of crushed aggregate or woodchip.
- 9.9.14 Trails and creek crossings will be minimized within Environmental Protection Areas to conserve the *ecological function* and *hydrological function* of the features comprising the *natural heritage system*.
- 9.9.15 Trail location shall be the subject of an Environmental Impact Study, where appropriate.
- 9.9.16 Trails identified on Schedule B shall be assessed as part of an Environmental Impact Study being undertaken on adjacent lands.
- 9.9.17 Trails should generally follow the alignment indicated on Schedule B. The precise classification and alignment of trails will be confirmed through the *development* approvals process.
- 9.9.18 Additional trails may be identified through the development approvals process to augment the trail system identified on Schedule B.

10 Housing

10.1 Objectives

- 10.1.1 Offer a variety of housing forms, sizes and tenures, that allow households of various sizes and incomes to find a home within Southeast Courtice.
- 10.1.2 Encourage the provision of *affordable* housing and rental housing.
- 10.1.3 Foster aging in place by encouraging a range of housing that can meet the needs of Courtice residents during all phases of life.

10.2 General Policies

- 10.2.1 A variety of housing forms, sizes and tenures shall be provided in Southeast Courtice to meet the needs of a diverse population and households of various sizes, incomes and age compositions. This housing mix is encouraged to include purpose-built rental and seniors housing.
- 10.2.2 *Affordable* housing is encouraged to locate within the *Regional Corridors* to provide residents excellent access to public transit.
- 10.2.3 *Affordable* housing, including subsidized non-market housing units, is encouraged to be integrated within neighbourhoods and combined in *developments* that also provide market housing to provide opportunities for a

range of housing tenures and prices that support diversity.

- 10.2.4 New *affordable* housing and purpose-built rental housing should incorporate barrier-free, universal or flex design features in both common and living areas.
- 10.2.5 The Municipality should collaborate with public and non-profit housing providers to encourage a supply of subsidized non-market housing units to be included within the housing mix in the Secondary Plan area.
- 10.2.6 To support the provision of *affordable* housing units, the Municipality will explore other potential incentives such as reduced or deferred development charges, reduced application fees, grants and loans, to encourage the *development* of *affordable* housing units. The reduction or deferral of Development Charges shall be done in consultation with the Region of Durham. The Municipality will also encourage Durham Region to consider financial incentives for *affordable* housing.
- 10.2.7 As an incentive for the provision of *affordable* housing, as defined in Section 24.2 of the Clarington Official Plan, reductions in the minimum parking requirement under the Zoning By-law may be considered by the Municipality on a site-by-site basis where housing that is *affordable* is provided as part of a *development* proposal.
- 10.2.8 To facilitate the *development* of *affordable* housing units within the Secondary Plan area and in the Municipality, the Landowners Group in the Secondary Plan Area shall provide at their choice either land or a contribution of funds to the Municipality for the development of affordable, public or non-profit housing in the community.
- 10.2.9 The land to be conveyed as provided in Section 10.2.8 shall have an approximate size of 1.5 hectares, be fully serviced and be gratuitously conveyed free and clear of encumbrances. Conveyance shall occur at the time of approval of the first plan of subdivision within the Secondary Plan area.
- 10.2.10 The contribution of funds as provided in Section 10.2.8 will be through a contribution agreement to be negotiated between the Municipality and the Landowners Group. The contribution of funds shall be paid by the Landowners Group upon the approval of the Secondary Plan and upon the first approval of a development application in the Secondary Plan area at a rate of \$400.00 per unit.
- 10.2.11 A range of unit sizes are encouraged within apartment and multi-unit buildings, including those suitable for larger households and families.
- 10.2.12 An *accessory apartment* is permitted within the Secondary Plan Area within a detached dwelling, semi-detached dwelling or townhouse subject to the following:

- a. Only one *accessory apartment* is permitted within the dwelling;
- b. One additional parking space is required for the *accessory apartment* in accordance with the Zoning By-law;
- c. Sufficient water supply and sanitary servicing capacity exists;
- d. The *accessory apartment* complies with the provisions of the Ontario Building Code, Ontario Fire Code and any other relevant regulations; and
- e. The *accessory apartment* is registered with the Municipality.

10.2.13 One additional *accessory apartment* shall be permitted in a detached accessory building with access to a rear lane. The additional *accessory apartment* is encouraged to be in the form of a unit on the second storey of a detached garage with access to the rear lane. This unit is subject to the following:

- a. One additional parking space is required for the *accessory apartment* in accordance with the Zoning By-law;
- b. Sufficient water supply and sanitary servicing capacity exists;
- c. The *accessory apartment* complies with the provisions of the Ontario Building Code, Ontario Fire Code and any other relevant regulations; and
- d. The *accessory apartment* is registered with the Municipality.

10.2.14 Reduction of parking requirements for *accessory apartments* may be considered if the proposed unit is deemed to have excellent access to transit.

10.2.15 The Municipality will give priority to development applications that include *affordable housing* units that are being funded by federal and provincial government programs or non-profit groups.

11 Infrastructure, Stormwater Management and Environmental Performance

11.1 Objectives

11.1.1 Incorporate *infrastructure* and *utilities* in a manner that is sensitive to the quality of the public realm.

11.1.2 Reduce the impact of *development* on hydrologic and ecological systems through the use of the principles of Low Impact Development and *Green Infrastructure*.

11.1.3 Extend greenery throughout Southeast Courtice through native plantings, which include a diversity of tree species that contribute to the urban forest and a vibrant and healthy tree canopy.

11.1.4 Promote the use of technologies and methods which improve the environmental performance of *development*.

11.2 Infrastructure and Utilities

11.2.1 Telecommunications/communications utilities, electrical stations or sub-stations, mail boxes or super mail boxes and similar facilities should be incorporated and built into architectural and landscaping features, rather than being freestanding. Where feasible, these shall be compatible with the appearance of adjacent uses and include anti-graffiti initiatives.

11.2.2 Super mailboxes shall not be located in a municipally owned *park*.

11.2.3 Sanitary sewer alignments are subject to change as future detailed design work is completed as part of *development* applications.

11.3 Stormwater Management and Low Impact Development

11.3.1 Stormwater management facilities shown on Schedule A and B are illustrative and final location and sizing shall be determined through the *development* application process.

11.3.2 Proposed stormwater management quality, quantity, erosion control and water balance for ground water and natural systems shall be assessed during the *development* approval process to determine the impact on the *natural heritage system* and environmental features.

11.3.3 The submission of the following plans and reports shall be required to determine the impact of stormwater quality/quantity, erosion and water balance of the proposed *development*. All reports shall be prepared in accordance with the Robinson Creek and Tooley Creek Subwatershed Study including:

- a. Stormwater Management Report and Plan;
- b. Erosion and Sediment Control Plan;
- c. Servicing Plans;
- d. Grading Plans;
- e. Geotechnical reports;
- f. Hydrogeologic reports; and
- g. Other technical reports as deemed necessary.

11.3.4 The Stormwater Management Report and Plan identified in Policy 11.3.3 shall apply a range of stormwater management practices including Low Impact Development techniques to ensure water quality control, baseflow management, water temperature control and the protection of aquatic habitat. The Stormwater Management Report and Plan shall explore and consider the feasibility of, and opportunities to, implement such Low Impact Development measures as:

- a. Permeable hardscaping;
- b. Bioretention areas;
- c. Exfiltration systems;
- d. Bioswales and infiltration trenches;
- e. Third pipe systems;
- f. Vegetation filter strips;
- g. Green roofs (multi-unit buildings);
- h. Rainwater harvesting; and
- i. Other potential measures.

11.3.5 Stormwater management plans shall demonstrate how the water balance target set in the Robinson Creek and Tooley Creek Subwatershed Study is achieved.

11.3.6 Stormwater management for all *development* shall be undertaken on a volume control basis and shall demonstrate the maintenance of recharge rates, flow paths and water quality to the greatest extent possible. Peak flow control and the maintenance of *pre-development* water balance shall be demonstrated.

11.3.7 High Volume Recharge Areas shall maintain a *pre-development* water balance.

11.3.8 *Development* of all detached, semi-detached and townhouse dwellings shall demonstrate the use of an adequate volume of amended topsoil or equivalent system to improve surface porosity and permeability over all turf and landscaped areas beyond 3 metres of a building foundation and beyond tree protection areas.

11.4 Urban Forest and Native Plantings

11.4.1 Together, new *development* and public realm improvements shall establish an urban tree canopy throughout the Secondary Plan area to minimize the heat island effect, provide for shade and wind cover and contribute to a green and attractive environment.

11.4.2 New *development* and public realm improvements are required to use native

plant species wherever possible, particularly along rights-of-way and pedestrian trails.

- 11.4.3 New *development* and public realm improvements shall only use native plantings within 30 metres of Environmental Protection Areas.
- 11.4.4 All private *development* shall be supported by landscape plans which demonstrate how the *development* will contribute to the urban forest, improve the health and diversity of the natural environment, support other local plant and animal species and further enhance the connectivity of the built environment to *natural heritage features* and *hydrologically sensitive features*.
- 11.4.5 All private *development* shall contribute to the woodland cover target for the watershed in keeping with the Robinson Creek and Tooley Creek Subwatershed Study and in accordance with Environment Canada’s target for woodland cover.
- 11.4.6 A diversity of tree species shall be planted in *parks* and along rights-of-way to provide a healthy and more robust tree inventory that is less prone to insects and diseases.
- 11.4.7 Selection of tree species within the Secondary Plan area will contribute the Municipality’s species diversity objectives.
- 11.4.8 Where trees and shrubs are destroyed or harvested pre-maturely prior to proper study and approval, compensation will be calculated at a 3:1 ratio.

11.5 Building Technology

- 11.5.1 Buildings shall be constructed with attractive and durable materials that conserve energy by lowering maintenance and replacement costs.
- 11.5.2 New *development* shall consider the use of renewable energy sources.
- 11.5.3 New *development* shall consider the use of technologies such as green roofs and reflective roof surface materials with high thermal reflectivity.

11.6 Urban Design and Sustainability Guidelines

- 11.6.1 The Urban Design and Sustainability Guidelines contained in Appendix A and described in Policy 12.3.8 and 12.3.9 provide direction in the form of design guidance and strategies to implement the vision and objectives of the Secondary Plan. If there is a conflict between the Secondary Plan policy and the Guidelines, Secondary Plan policy prevails.

12 Implementation and Interpretation

12.1 Environmental Study Area

- 12.1.1 Lands identified as Environmental Study Area are identified on Schedule A. The lands generally bound by Trulls Road in the west, Courtice Road in the east, Bloor Street in the South and Meadowglade Road to the north and shown on Schedule A have been identified as an Environmental Study Area.
- 12.1.2 The Environmental Study Area identifies an area that contains complex natural features and functions, many of which require additional study to define. An Environmental Impact Study shall be prepared for the Area, in accordance with the policies of the Official Plan.
- 12.1.3 Until the Environmental Impact Study has been completed in accordance with Policy 12.1.2, land uses within the Environmental Study Area shall be limited to existing lawful/permitted uses.
- 12.1.4 Following the completion of the required study to the satisfaction of the Municipality, the Environmental Study Area may be modified as deemed appropriate by the study, without amendment to this Plan, and the underlying land use designation will apply.
- 12.1.5 The Zoning By-law shall be amended as appropriate following the completion of the required study to implement new land use permissions for the study area.

12.2 Zoning By-law

- 12.2.1 A Zoning By-law shall implement the policies of this Secondary Plan.

12.3 Implementation

- 12.3.1 The policies of this Secondary Plan shall be considered when making decisions related to *development* of the lands within the Southeast Courtice Secondary Plan Area. The policies of this Secondary Plan shall be implemented by exercising the powers conferred upon the Municipality by the Planning Act, the Municipal Act and any other applicable statutes, and in accordance with the applicable policies of the Official Plan.
- 12.3.2 Detailed studies prepared in support of a development application may refine on site by site basis the recommendations of the Robinson Creek and Tooley Creek Subwatershed Study however the study must address the issues raised by the Subwatershed Study.
- 12.3.3 The Municipality will monitor the policies of this Secondary Plan as part of the regular Official Plan review and propose updates as deemed necessary.

- 12.3.4 It is not possible or desirable to recognize all existing uses in the Secondary Plan. An existing use of land, building or structure which is lawfully in existence prior to the passage of the implementing Zoning By-law and which does not conform to this Secondary Plan, but continues to be used for such purposes, shall be deemed to be legal non-conforming.
- 12.3.5 Non-conforming uses, legal or otherwise, shall be encouraged to relocate or redevelop so that the subject land may be used in conformity with the policies of this Secondary Plan and the provisions of the implementing Zoning By-law.
- 12.3.6 Inherent to the Southeast Courtice Secondary Plan is the principle of flexibility, provided that the general intent and structure of the Plan are maintained to the satisfaction of the Municipality. As such, it is the intent of the Municipality to permit some flexibility in accordance with Official Plan policy 24.1.5 in the interpretation of the policies, regulations and numerical requirements of this Secondary Plan except where this Secondary Plan is explicitly intended to be prescriptive.
- 12.3.7 The Urban Design and Sustainability Guidelines, including the Demonstration Plan, are contained as an appendix to this Secondary Plan.
- 12.3.8 The Urban Design and Sustainability Guidelines provide specific guidelines for both the public and private sectors. They indicate the Municipality of Clarington's expectations with respect to the character, quality and form of *development* in the Southeast Courtice community. The Demonstration Plan illustrates the planning principles that are inherent to the Secondary Plan. It is one example of how the Secondary Plan might be implemented within the Secondary Plan area. The Urban Design and Sustainability Guidelines and Demonstration Plan have been approved by Council, however, do not require an amendment to implement an alternative design solution, or solutions at any time in the future.
- 12.3.9 Engineering *infrastructure* shall follow the schedule within the Municipality's and Region's capital budget, as agreed to by the landowners' group.
- 12.3.10 All new *development* within the Southeast Courtice Secondary Plan area shall proceed on the basis of the sequential extension of full municipal services through the Regional and Municipal capital works programs and plans of subdivision.
- 12.3.11 *Development* applications for lands abutting the arterial road and collector roads shown in Schedule B shall require that lands be dedicated for road widenings as determined by the Municipality or Region.
- 12.3.12 The conveyance of additional land or the contribution of additional funds to facilitate the development of affordable housing beyond the provisions in policies 10.2.8, 10.2.9 and 10.10.10 shall not be utilized as a means to increase the number of units permitted by the Secondary Plan or as a means to

not implement the policies of the Secondary Plan.

- 12.3.13 Approval of *development* applications shall be conditional upon commitments from the appropriate authorities and the proponents of *development* to the timing and funding of the required road and transportation facilities, *parks* and community facilities. These works shall be provided for in the subdivision and site plan agreements. Phasing of the *development*, based on the completion of the external road works, may be required by the Municipality of Clarington.
- 12.3.14 Approval of *development* applications shall also be conditional upon commitments from the appropriate authorities and the proponents of *development* to the timing and funding of required stormwater management, sanitary sewer and water supply facilities. These works shall be provided for in subdivision and site plan agreements. Phasing of *development*, based on the completion of external sewer and water services, may be implemented if required by the Municipality of Clarington.
- 12.3.15 The Secondary Plan recognizes that comprehensive planning requires the equitable sharing amongst landowners of costs associated with the *development* of land. It is a policy of this Secondary Plan that prior to the approval of any draft plan of subdivision, applicants/landowners shall have entered into appropriate cost sharing agreements which establish the means by which the costs (including Region of Durham costs) of developing the property are to be shared. The Municipality may also require, as a condition of draft approval, that proof be provided to the Municipality that landowners have met their obligations under the relevant cost sharing agreements prior to registration of a plan of subdivision.

12.4 Interpretation

- 12.4.1 The Southeast Courtice Secondary Plan has been prepared to align with the policies of the Official Plan. The policies of this Secondary Plan, along with Maps and Appendices shall be read and interpreted in conjunction with the policies of the Official Plan.
- 12.4.2 In the event of a conflict between the Official Plan and this Secondary Plan, the policies of the Secondary Plan shall prevail.
- 12.4.3 The boundaries shown on Schedule A to this Plan are approximate, except where they meet with existing roads, river valleys or other clearly defined physical features. Where the general intent of this Secondary Plan is maintained to the satisfaction of the Municipality, minor boundary adjustments will not require an amendment to this Secondary Plan.
- 12.4.4 Where examples of permitted uses are listed under any specific land use designation, they are intended to provide examples of possible uses. Other similar uses may be permitted provided they conform to the intent and all applicable provisions of this Secondary Plan.



Legend

-  SECSP Boundary
-  High Density/Mixed Use
-  Medium Density Regional Corridor
-  Low Density Residential
-  Neighbourhood Park
-  Parkette
-  Environmental Protection Area
-  Environmental Constraint
-  Environmental Study Area**
-  Watercourse
-  Elementary School
-  Prominent Intersection
-  Stormwater Management Facility (SWF)*

Schedule A – Land Use
- Southeast Courtice Secondary Plan -

Note: *Final SWF locations to be determined by Robinson Tooley Subwatershed Study / Landowners
**Area subject to further environmental study



Legend

- SECSP Boundary
- Environmental Protection Area
- Environmental Constraint
- Environmental Study Area**
- NP Neighbourhood Park
- P Parkette
- Arterial A (Dedicated Bicycle Lane)
- Arterial B (Dedicated Bicycle Lane)
- Arterial C (Dedicated Bicycle Lane)
- Collector (On-Street Bicycle Lane)
- Trail
- Watercourse
- Elementary School
- Stormwater Management Facility (SWF)*

Schedule B - Transportation, Parks and Open Space

- Southeast Courtice Secondary Plan -

Note: *Final SWF locations to be determined by Robinson Tooley Subwatershed Study / Landowners
**Area subject to further environmental study



SOUTHEAST COURTYCE URBAN DESIGN & SUSTAINABILITY GUIDELINES

Prepared by AECOM Canada Ltd.

Prepared for the Municipality of Clarington



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1.0

INTRODUCTION

The Southeast Courtice Secondary Plan (Secondary Plan) area is approximately 295 hectares in size. It is comprised of portions of the Emily Stowe, Avondale and Ebenezer neighbourhoods. It is generally bounded to the north by Durham Highway 2, Hancock Road to the east, south of Bloor Street to the south and east of Prestonvale Road near Robinson Creek to the west. Prominent features include the presence of several Regional roads which bisect and border the area and significant natural heritage and hydrological features, including the headwaters and tributaries of Tooley Creek and Robinson Creek. The planned population for Southeast Courtice is approximately 11,800 residents and approximately 4,900 units.

Further to the north-west of Southeast Courtice, at the intersection of Trulls Road and Highway 7, is the planned Urban Centre. The lands to the north and west of the Secondary Plan Area are predominantly low-density residential. Portions of the lands to the south are contained within the Courtice Urban Area and are comprised of agricultural, commercial and employment uses; Highway 401 lands and a proposed Courtice GO station. The lands to the east comprise a narrow strip of non-farm, estate residential units and agricultural lands, wooded areas and stream courses. There are existing parks and community facilities within the Secondary Plan Area, including the Courtice Flea Market, Courtice Memorial Park, Hope Fellowship Church and Family Worship & Outreach Center.

The Urban Design & Sustainability Guidelines (Guidelines) build on the Municipality of Clarington Council's sustainable 'green lens' approach to achieve sustainable development through community design, an interconnected system of parks and open spaces, efficient street and block patterns and environments that promote walking and cycling. Both the Secondary Plan and Guidelines emphasize several key themes, including sustainability, liveability and inclusivity.

Southeast Courtice is to be developed by minimizing the community's impact on the environment. This is to be achieved by setting a high standard of environmental performance of built form, supporting lifestyles that consume fewer resources, providing mobility options other than the private automobile and developing in a manner that is compatible with the surrounding environment. The community is to offer an excellent quality of life for its residents and workers. This is to be achieved by providing a range of amenities for day-to-day life, fostering a strong sense of identity and supporting active lifestyles. Southeast Courtice will also be a community for everyone. This is to be achieved by providing a range of housing choices for a diversity of income levels and household sizes, creating a community for all stages of life and celebrating the community's cultural heritage.

Please refer to **Figure 1** to see the existing context of Southeast Courtice.

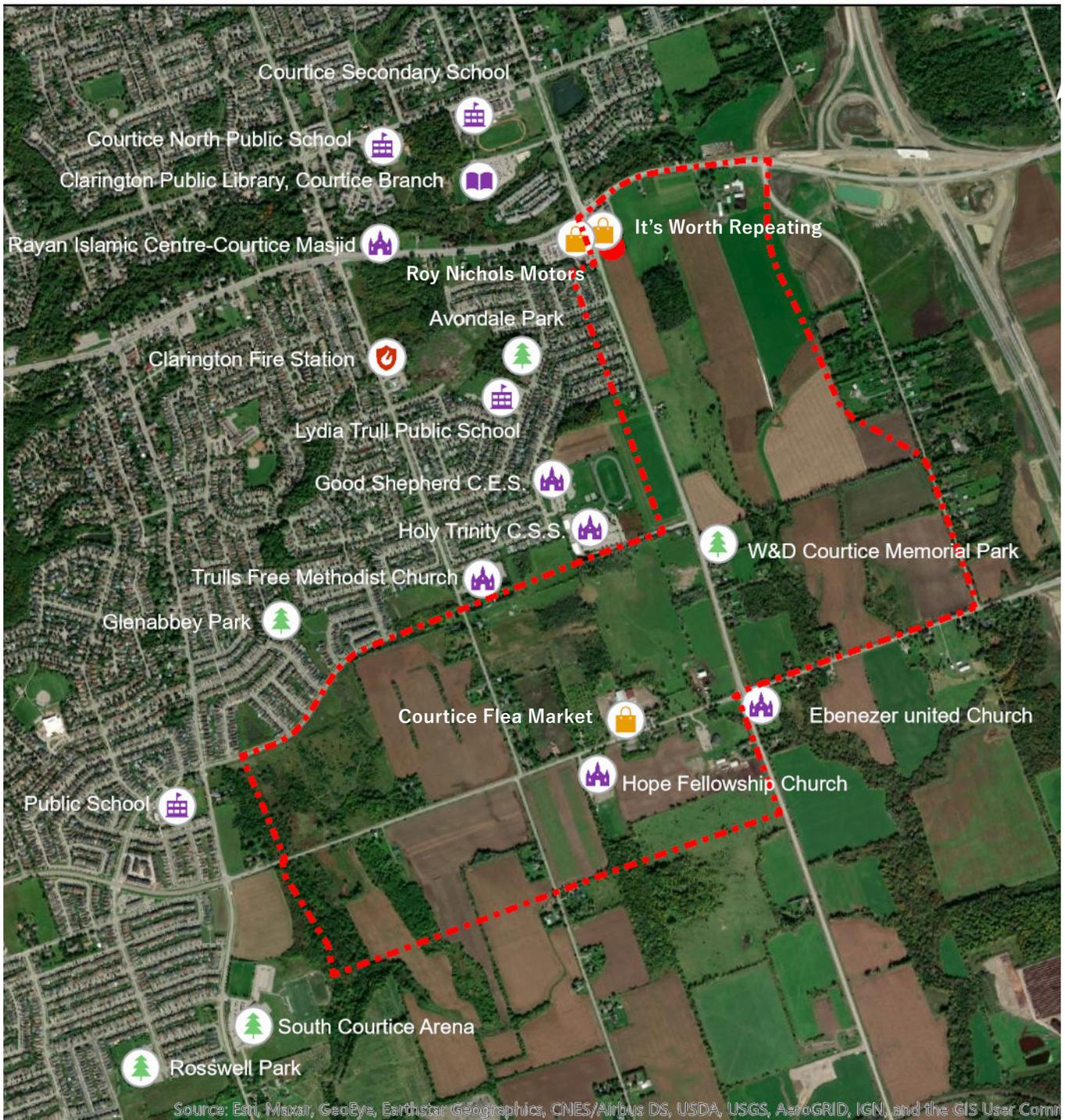


Figure 1: Existing Context

1.1 PURPOSE

The purpose of the Guidelines is to prepare the Municipality of Clarington for future development within the community of Southeast Courtice. The Guidelines provide direction in the form of design guidance to establish the vision and objectives articulated in the Secondary Plan. The Guidelines are intended to guide and promote new development that achieves the following:

- Protects and enhances the natural heritage system and other environmental features;
- Creates a vibrant, walkable and complete community;
- Ensures high-quality built form and parks and open spaces to create pleasant public and private realms; and
- Promotes health and safety by promoting active transportation and in doing so, relieves vehicular congestion by providing other options to get around.

The Guidelines are to be used as an evaluation tool for development applications. They are to be used by:

- Municipal council and committees when evaluating if an application meets the Municipality's vision for development in Southeast Courtice;
- Municipal staff and external agencies when reviewing development applications and as a reference for design decisions for Municipality-proposed studies and projects;
- The development industry including but not limited to developers, consultants and property owners to demonstrate how their proposals align with the Municipal vision for Southeast Courtice; and
- The public for use of greater awareness of the benefits of urban design in their community.

1.2 INTERPRETATION

The Guidelines are intended to provide guidance of the policies of the Clarington Official Plan (Official Plan) and Southeast Courtice Secondary Plan. It provides further guidance on the policy directions for urban design, streets, parks and open spaces, built form and sustainability. The Guidelines provide further guidance at subdivision, zoning and site plan control stages to ensure that high levels of urban design and sustainability are achieved.

The Guidelines are to be read in conjunction with the policies of the Official Plan, particularly Section 5: Creating Vibrant and Sustainable Places and Section 9: Livable Neighbourhoods and read in conjunction with the policies of the Secondary Plan, particularly Section 5: Urban Design. Furthermore, the Guidelines should be read in conjunction with the Official Plan; Clarington Zoning By-law (Zoning By-law); Priority Green, Clarington's Green Development Framework and Implementation Plan; and Clarington General Architectural Design Guidelines.

Should a conflict occur between the Clarington General Architectural Design Guidelines and the Guidelines, the guidance direction of the latter shall prevail.

1.3 RELATED DOCUMENTS

The Guidelines and Secondary Plan are not to be read in isolation. The documents are subject to further higher-tier land use planning policies and plans, both from the Municipality, Durham Region and the Province and include the following, as seen in **Figure 2**:

- Provincial Policy Statement, 2020;
- Growth Plan for the Greater Golden Horseshoe, 2019;
- Durham Regional Official Plan, 2017; and
- Municipality of Clarington Official Plan, 2018.

Other relevant documents that provide guidance and direction include the following:

- Priority Green - Green Development Framework & Implementation Plan, 2015;
- Clarington's Green Community Strategy, 2010; and
- It's All Connected: Actions to Foster a Community-Wide Culture of Sustainability in Clarington, 2014.

Additionally, the Guidelines and Secondary Plan are integrated with and respond to the adjacent neighbourhoods of Southwest Courtice and the Courtice Employment Lands. The documents also incorporate recommendations from the Robinson Tooley Subwatershed Study, 2020.



Figure 2: Related Documents

2.0

VISION & OBJECTIVES

2.1 VISION

Southeast Courtice will be a sustainable, liveable and inclusive community. It will have its own identity while contributing to the larger Courtice and Clarington communities. Southeast Courtice will feature a mix of uses, across different intensities, to allow needs to be met locally while having access to amenities in the surrounding areas. As part of encouraging healthy, active lifestyles, alternatives to getting around will be provided through walking, cycling and transit.

Southeast Courtice's road network is a defining feature, not only as important transportation routes but also as places that will feature high-quality built form, landscaping and connections to the interior of the neighbourhood to make them inviting and attractive public places. A key part of Southeast Courtice's identity is the presence of nature. The natural heritage system will be conserved, enhanced and sensitively incorporated into an interconnected system of parks and open spaces to improve and extend greenery throughout the community.

Please refer to **Figure 3** for the Demonstration Plan that provides the overall vision for Southeast Courtice.

2.2 OBJECTIVES

In order to realize the vision for Southeast Courtice, the Guidelines shall support the Secondary Plan to achieve the following objectives:

- Create an efficient land use pattern and urban form which is supportive of transit, enables residents to meet many of their needs within walking distance and provides good transitions between uses and areas of development intensity.
- Foster a multi-modal community where walking, cycling and transit are viable and attractive alternatives to travel by automobile.
- Protect, maintain and enhance the natural heritage system in a manner which conserves and enhances its ecological integrity and function.
- Provide access within walking distance to parks, schools, community amenities and local retail and services.
- Integrate the built and natural environments to create a sense of place and identity, as well as appropriately provide access to nature.
- Prioritize the creation of an attractive and vibrant public realm, integrated with a hierarchy of community focal points, to serve as the focus of day-to-day activities and community life.
- Offer a variety of housing forms, sizes and tenures, including affordable housing, that allow households of various sizes and incomes to find a home within Southeast Courtice.
- Foster a sustainable, low-carbon community, resilient to the potential impacts of climate change.
- Celebrate the cultural heritage of the area in a manner which communicates and conserves meaningful elements of its landscape and historic evolution.
- Phase development in a manner which supports efficient infrastructure implementation.

Legend

- High Density/Mixed Use
- Medium Density Regional Corridor
- Low Density Residential
- Neighbourhood Park
- Parkette
- Environmental Protection Area
- Environmental Constraint
- Environmental Study Area
- Arterial Road
- Collector Road
- Special Local Road
- Local Road
- Rear Lane
- Mid-Block Pedestrian Connection
- Trail
- Stormwater Management Facility
- ▲ Elementary School
- Prominent Intersection
- Gateway

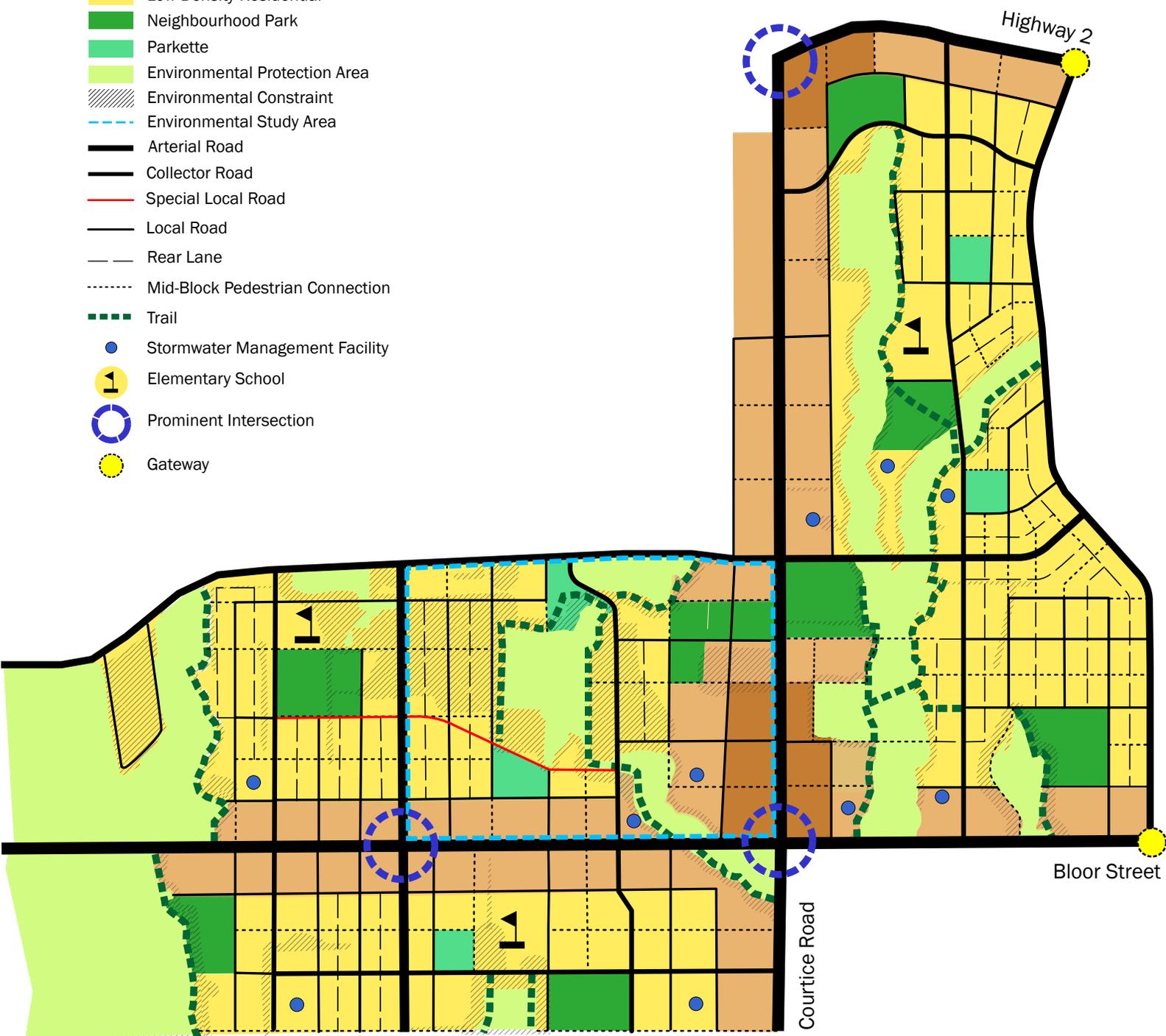


Figure 3: Demonstration Plan

3.0

COMMUNITY STRUCTURE

The Southeast Courtice Secondary Plan provides the framework for the development of a new complete, compact, walkable, friendly and accessible neighbourhood for Southeast Courtice. The Guidelines identify and guide the components that structure the community and include the following:

- Regional Corridors
- Prominent Intersections
- Urban Residential Areas
- Parks and Open Spaces
- Gateways

This section is meant to provide an overview of the different components of the community structure; however, they alone do not convey all the guidance intended. The general guidelines outlined in this section should also be read with the relevant subsequent sections of the Guidelines. Please refer to **Figure 4** for the locations of the components in Southeast Courtice.

Legend

- Regional Corridor
- Urban Residential Areas
- Neighbourhood Park
- Parkette
- Environmental Protection Area
- Prominent Intersection
- Gateway

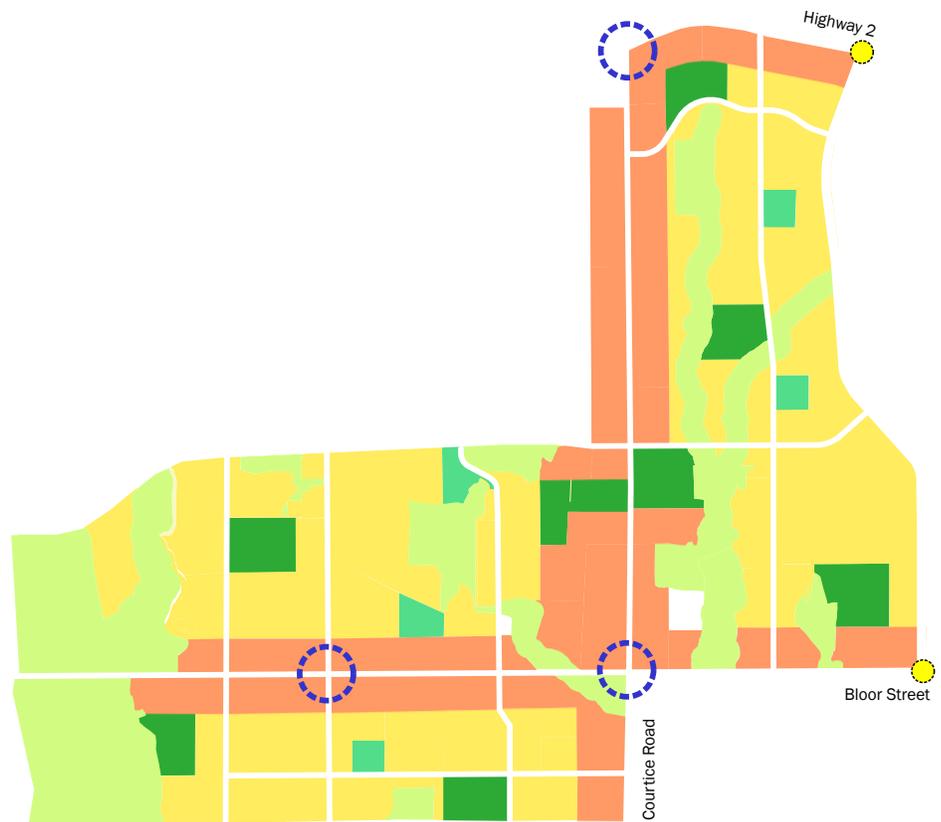


Figure 4: Community Structure

3.1 REGIONAL CORRIDORS

Regional Corridors are the primary component of the community structure. They are comprised of Bloor Street, Courtice Road and Highway 2, as well as the lands adjacent to them. As they are designated Priority Intensification Areas and are routes for future transit services, they are the locations of the highest densities in Southeast Courtice. The Regional Corridors encourage compact urban form and development patterns to support higher densities and transit services, while fostering vibrant, attractive public and private realms. Please refer to **Figure 5** for the locations of Regional Corridors in Southeast Courtice.

GUIDELINES

- a. Regional Corridors are the primary corridors for all transportation modes and shall be designed to support the highest densities, tallest built form and greatest mix of uses.

- b. Gateways, along Regional Corridors, will serve as the entries into Courtice, with appropriate landscaping and consideration of views.
- c. Development within the Regional Corridors shall incorporate a high-quality built form through appropriate architectural and landscape treatment to provide a complementary interface between the public and private realms.
- d. Regional Corridors will connect to the road and active transportation networks to promote connectivity and permeability throughout Southeast Courtice.
- e. The Regional Corridors of Bloor Street and Courtice Road are encouraged to be designed as Multi-Ways, in accordance to the right-of-way requirements of Type A Arterials.

Legend

-  Secondary Plan Boundary
-  Regional Corridor
-  Arterial Road
-  Collector Road

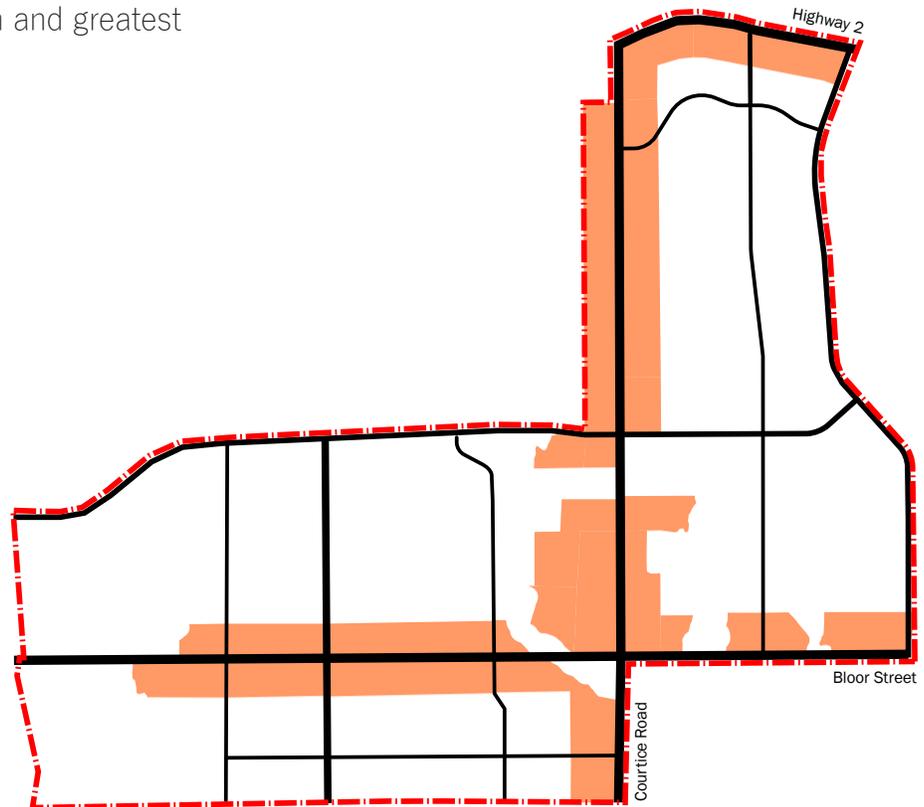


Figure 5: Regional Corridors

3.2 PROMINENT INTERSECTIONS

Within Regional Corridors, the greatest heights and densities shall occur at Prominent Intersections and the nodes which surround them. A Prominent Intersection is generally the area comprising the extent a block length in all directions at these intersections. These areas shall also have the greatest concentration of commercial retail and service uses.

Planning for nodes should take into consideration their ability to support transit ridership by coordinating the intensity and mix of uses alongside existing or planned levels of transit service. A hierarchy of Primary and Secondary Nodes is established based on built form, heights, densities, uses and locations in Southeast Courtice. Please refer to **Figure 6** for the locations of Prominent Intersections in Southeast Courtice.

- b. Primary Nodes shall be characterized by the greatest heights and densities, with a concentration of retail and commercial uses.
- c. Secondary Nodes shall be characterized by high- to medium-density built form with ground-floor retail either framing a public square or fronting a linear plaza. It shall be articulated by high-quality landscape design to support wayfinding and a sense of place within the community.
- d. At Prominent Intersections, there are to be privately owned publicly-accessible plazas that act as community focal points and improve the interface between public and private realms.

GUIDELINES

- a. Prominent Intersections shall be designed to be community focal points and will be articulated through built form massing and density, architectural treatment, landscaping and the design of privately owned publicly-accessible plazas.

Legend

-  Secondary Plan Boundary
-  Regional Corridor
-  Arterial Road
-  Collector Road
-  Prominent Intersection (Primary Node)
-  Prominent Intersection (Secondary Node)



Figure 6: Prominent Intersections

3.3 URBAN RESIDENTIAL AREAS

Urban Residential Areas are predominantly residential neighbourhoods located outside of the Regional Corridors and include lower-density built form and building heights. Urban Residential Areas will promote compact ground-related housing and provide smaller-scale commercial needs. They will also be supported by schools, parks and local movement networks, including trails, Collector and Local roads.

Urban Residential Areas contain a mix of land uses and housing types, have access to smaller-scale service and retail needs, and are within 400 metres (or a 5-minute walking distance) to a Neighbourhood Park or Parkette. The neighbourhoods will help implement the vision of Southeast Courtice to become a complete, compact community. Please refer to **Figure 7** for the locations of Urban Residential Areas in Southeast Courtice.

GUIDELINES

- New development shall not negatively impact the existing established neighbourhoods in Courtice.
- Neighbourhoods will be connected to the surrounding areas by the street and active transportation networks to encourage permeability and connectivity.
- Higher-density built form is encouraged along Arterial and Collector Roads.
- Neighbourhoods will provide opportunities to encourage small-scale service and neighbourhood retail.



Figure 7: Urban Residential Areas

3.4 PARKS & OPEN SPACES

The parks and open space system comprise of Environmental Protection Areas and parks, along with stormwater management ponds. Together, they provide spaces that support social vibrancy, community gathering and recreation, while supporting the ecological and hydrological function of the community. The parks and open space system will also be functional, safe and interconnected as a system within Southeast Courtice. Please refer to **Figure 8** for the locations of Parks and Open Spaces in Southeast Courtice.

GUIDELINES

- a. The Environmental Protection Areas are the primary structuring component of the parks and open space system.
- b. The Environmental Protection Areas are to be protected, preserved and enhanced to improve ecological diversity and environmental stability while improving access and opportunities for appropriate low-intensity recreation.
- c. Parks and open spaces shall be designed to promote accessibility and usage for all ages and abilities. Therefore, they shall be bordered by public streets and other public facilities.
- d. Parks will be located strategically for high visibility throughout the community so that most residents are within a 5-minute walking distance to a Neighbourhood Park or Parkette.
- e. The design of parks should provide amenities such as entrance features, visitor drop-off area, pedestrian-scale lighting and wayfinding.
- f. Built form adjacent to parks and open spaces, through architectural and/or landscape treatment, will maintain a visual and/or physical connection to parks and open spaces.
- g. Areas with stormwater management facilities are to be integrated with parkland to visibly create a continuous green space with appropriate measures implemented for public safety.

Legend

-  Secondary Plan Boundary
-  Neighbourhood Park
-  Parkette
-  Environmental Protection Area
-  Arterial Road
-  Collector Road



Figure 8: Parks and Open Spaces

3.5 GATEWAYS

Gateways mark the arrival into Courtice from the surrounding area. They are located along Hancock Road where it intersects at both Highway 2 and Bloor Street. Their locations offer opportunities to create key landmarks in the community, with consideration of views. Please refer to **Figure 9** for the locations of Gateways in Southeast Courtice.

GUIDELINES

- Gateways should feature high-quality landscape design that includes elements that enhance the public realm, including wayfinding or landscape features that mark the entry into the community.
- Gateways should be designed to identify the intersection as an entry point into the community.
- Gateways can, but are not limited to, being smaller park-like spaces with street furniture, lighting and plantings.

Legend

-  Secondary Plan Boundary
-  Arterial Road
-  Collector Road
-  Gateway

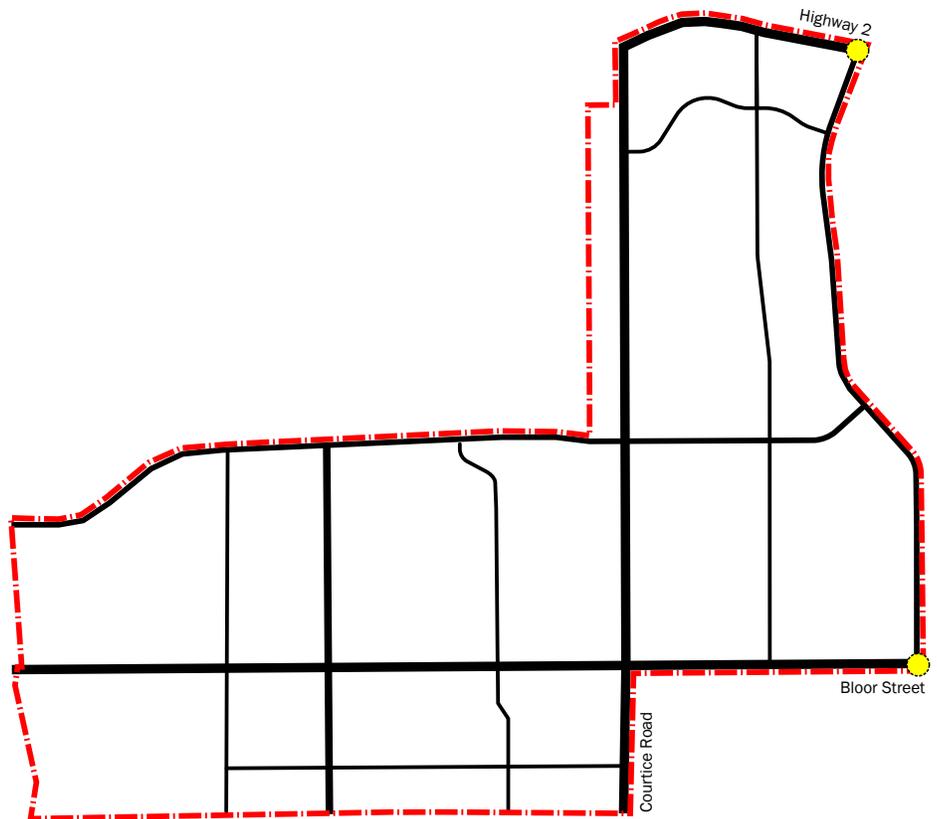


Figure 9: Gateways

4.0

STREET &

BLOCK PATTERN

The street and block pattern defines and structures the community. It can directly influence development opportunities, mobility options and neighbourhood character. Southeast Courtice is designed to establish a modified grid pattern of streets, complemented by off-street mid-block connections and trails to serve as a network of fine-grained connectivity throughout the community. Blocks should be designed to be flexible and accommodate intensification over time.

Related to the street and block pattern are lot sizes. Throughout Southeast Courtice, it is encouraged to have a mix of lot sizes to promote a variety of built form, development types and urban design. Lot sizes also have a direct impact on density, affordability and development costs.

Figure 11 provides a conceptual demonstration of the streets and blocks, establishing the layout of the modified grid pattern.

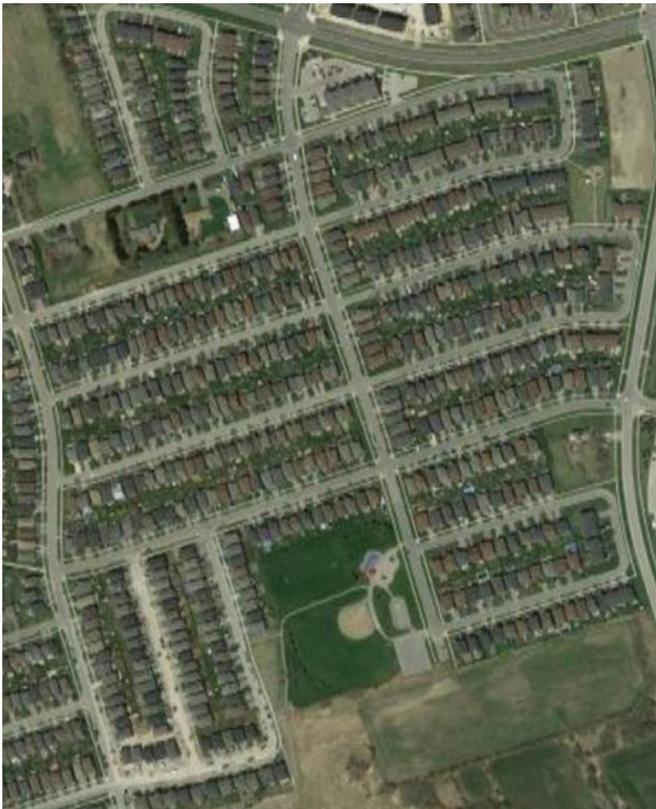


Figure 10: Existing Street and Block Pattern in Courtice

GUIDELINES

- a. A modified grid pattern of streets and blocks shall be implemented to connect within Southeast Courtice and connect out to surrounding areas to facilitate direct routes while respecting natural features and topography.
- b. Where a natural feature restricts the development of a grid pattern, the pattern of streets and blocks shall be designed to facilitate the efficient movement of people and goods, while promoting connectivity and permeability.
- c. Block lengths should be a maximum of 200 metres.
- d. In Urban Residential Areas, mid-block pedestrian connections are required for blocks longer than 200 metres.
- e. Cul-de-sac and dead-end streets are discouraged, however where deemed necessary, pedestrian connectivity and sightlines should be preserved.
- f. Variation in block sizes with a mix of building typologies is encouraged.
- g. Provide simple and rectilinear lot shapes so as not to limit design and siting options.
- h. Corner lots should have adequate width to permit appropriate building setbacks from both streets.
- i. Rear lanes are encouraged where driveways and front-yard garages are to be restricted, notably behind properties fronting along Arterial Roads.

Legend

-  Arterial A
-  Service Road
-  Arterial B
-  Arterial C
-  Collector
-  Special Local Road
-  Local Road
-  Rear Lane
-  Mid-Block Pedestrian Connection

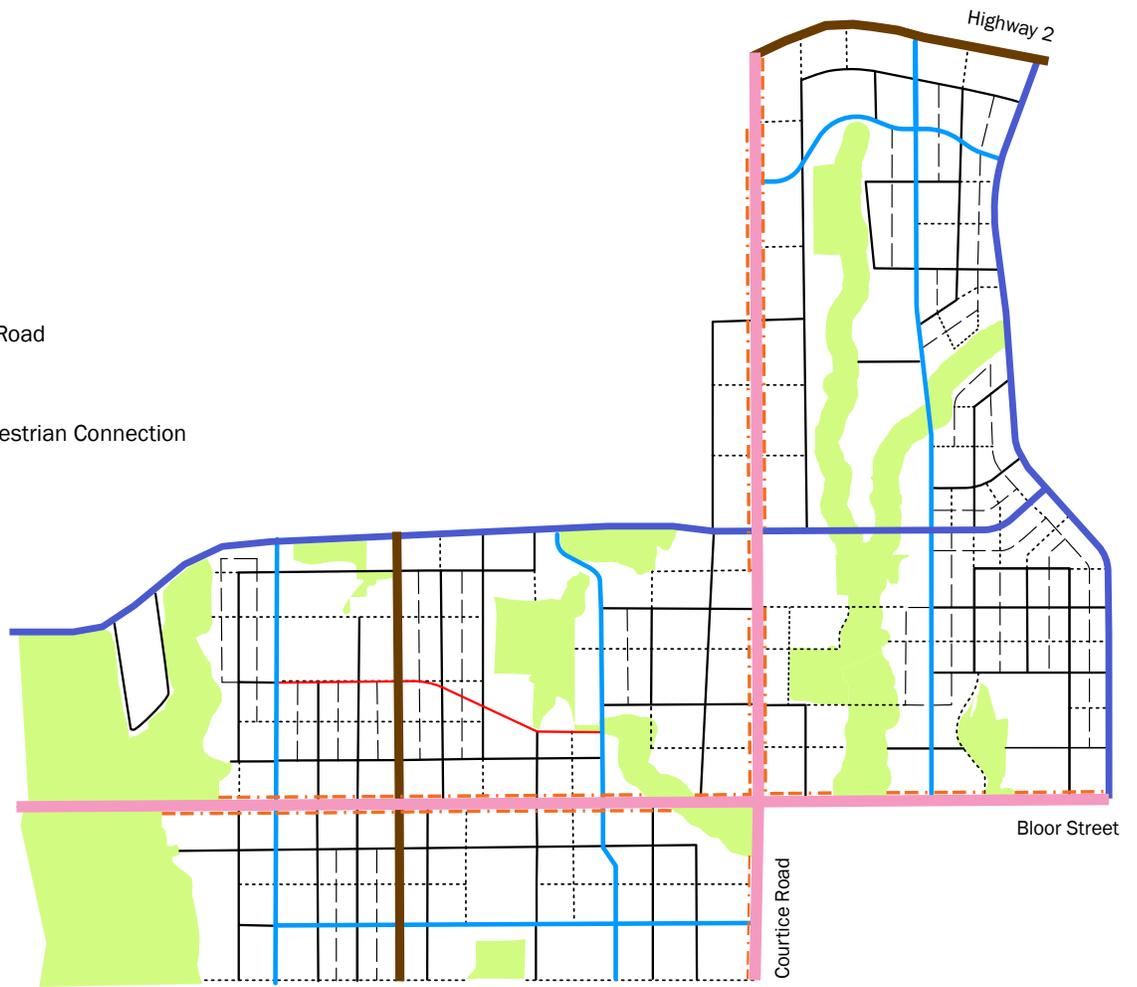


Figure 11: Street and Block Pattern

5.0

BUILT FORM

5.1 HIGH- AND MID-RISE BUILDINGS

High- and mid-rise buildings are important in establishing a compact, walkable and transit-oriented community in Southeast Courtice. They also provide the greatest densities and uses for residents and jobs and play a significant role in contributing to the creation of a vibrant community. High- and mid-rise building typologies include mixed-use and apartment buildings.

They will provide a high degree of architectural character that is suitable for their location. As noted in the Secondary Plan, high-rise buildings have heights between 7 to 12 storeys, and mid-rise buildings have heights between 3 to 6 storeys. High-rise buildings are permitted on lands designated as High Density/Mixed Use, while mid-rise buildings are permitted on lands designated as Medium Density Regional Corridor. Please refer to **Figure 12** for the locations of these land use designations.



Figure 13: Example of High-rise Building

Legend

- - - Secondary Plan Boundary
- High Density/Mixed Use
- Medium Density Regional Corridor
- Arterial Road
- Collector Road

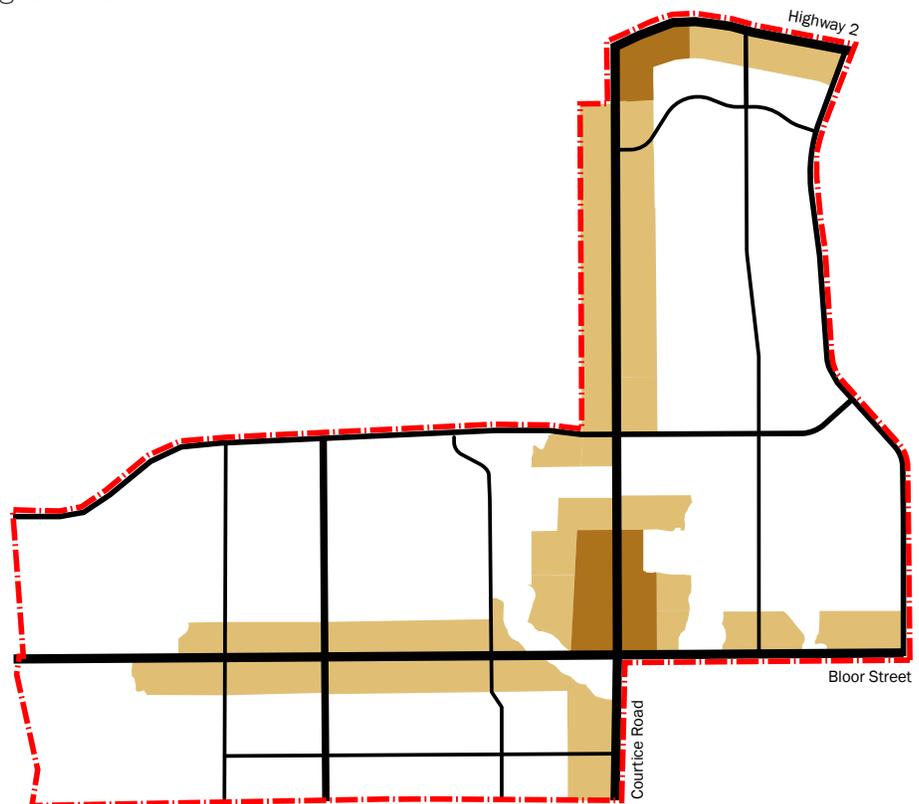


Figure 12: Land Uses that Permit High- and Mid-rise Buildings

5.1.1 SITING AND ORIENTATION

Siting and orientation are important as they determine the relationship and interface between the public and private realms, as well as adjacent properties and the streetscape.

GUIDELINES

- a. Buildings shall be oriented along the street, park and/or open space to establish a street wall that frames the street and creates a vibrant public realm.
- b. Buildings shall be sited to create continuous building frontages at street level, increase the efficiency of services, consolidate open spaces, minimize internal circulation and maximize views.
- c. Back-lotting is not permitted in order to provide an appropriate lively street frontage and foster an animated streetscape with eyes on the street.
- d. Building setbacks shall establish a strong relationship to the street and define the street edge as the interface between the public and private realms with high-quality pedestrian infrastructure such as shaded seating, lighting and landscape elements.
- e. All building elevations exposed to the public realm should be well-articulated with architectural detail.
- f. Buildings shall have their main pedestrian entrances directly fronting onto the street to allow for safe, convenient access.
- g. Building projections such as awnings and canopies are encouraged for their beneficial impact on the public realm for shelter and protection from the elements. They are permitted to project a maximum of 2 metres from the main building face and feature designs that are complementary to the architectural treatment of the building.
- h. Mixed-use buildings should have separate entrances for residential and non-residential uses.
- i. Mixed-use buildings with upper-floor office use should be accessed from a consolidated lobby entrance that is secondary to the appearance of retail entrances.
- j. Mixed-use buildings should prioritize retail and office uses at-grade with ground-floor units incorporating individual entrances that are directly accessible from the public street or pedestrian walkway.



Figure 14: Example of Siting and Orientation

5.1.2 HEIGHTS, MASSING AND TRANSITION

The height, massing and transition of a building play a significant role in its emphasis and design quality. These considerations inform how a building is perceived from the public realm, along the streetscape, adjacent properties and within the overall community.

GUIDELINES

- a. Buildings should be scaled and massed to establish a desirable relationship to the public realm, including the street, parks and open spaces.
- b. The greatest heights and massing should be concentrated along the frontage of Regional Corridors, particularly at Prominent Intersections, where intensification is most appropriate. The intersections of Regional Corridors with other Arterial Roads are expected to have greater heights and massing, however not more than at Prominent Intersections.
- c. The massing of buildings should be oriented in a sustainable manner and the least energy-consuming. A consideration of microclimates and shadows must be factored in the design given their impact on sensitive adjacent and/or surrounding land uses.
- d. Buildings should be designed to establish a distinct base, middle and upper components to visually break up their vertical massing.
 - i. The base should reinforce a human-scale environment at street level and provide visual interest through materials, colours, fenestration, articulation and architectural detailing.
 - ii. The base of buildings that are 7 storeys or higher should incorporate a podium to further define the human-scale environment at street level with step backs for the middle and top components.
 - iii. The middle component, as the largest component, should be designed to promote visual interest and should be sized, shaped and oriented to minimize shadowing.
 - iv. Where a building height is 7 storeys or higher, the middle component shall be stepped back between 1.5 to 4 metres. The depth of the stepback should be proportionate to the height of the building in relation to the width of the right-of-way.
 - v. The top component should contribute to the signature, landmark character, particularly at Prominent Intersections.
 - vi. The top component shall provide screening for any mechanical rooftop equipment. The screening materials should be complementary to the rest of the building design.
- e. The height and massing of buildings should transition between areas of higher densities to those of lower densities, which include areas not on Regional Corridor frontages, lands designated as Medium Density Regional Corridor and Low Density Residential, parks and Environmental Protection Areas.
- f. Transitions should consider, but are not limited to, angular planes, microclimates, shadows, wind and noise.



Figure 15: Height, Massing and Transition of High- and Mid-rise Buildings

5.1.3 PEDESTRIAN CIRCULATION

Pedestrian circulation is the movement of pedestrians through the provision of connections between buildings and adjacent streets, open spaces and parking areas. Pedestrian circulation should be direct and free of barriers while prioritizing pedestrian movement. Their design should be consistent with the landscape design of the site and should contribute to the character of the larger area.

GUIDELINES

- a. Clear, direct and accessible walkways should be provided from the sidewalk to the main entrance of buildings.
- b. Pedestrian walkways should connect building entrances, parking areas, transit shelters and adjacent developments.

- c. Pedestrian walkways can be in the form of mid-block pedestrian connections and should be provided at regular intervals to improve access to the rear of developments fronting onto Arterial Roads, as well as further into the interior of neighbourhoods.
- d. Within the Regional Corridor, mid-block pedestrian connections are to be provided at intervals, a maximum of 100 metres from cross streets, to improve pedestrian permeability and connectivity.
- e. Pedestrian walkways should be provided along the full length of a non-residential building or façade.



Figure 16: Example of Sidewalk

5.1.4 LANDSCAPING, LIGHTING AND OTHER AMENITIES

Landscape design of the property should be complementary to the architectural style of the building, as well as the character of the broader area. Lighting and other amenities such as signage and furnishings provide safety and comfort. Their design should be consistent with the landscape and building designs.

GUIDELINES

- a. Landscape design should incorporate street trees within the public boulevard. The retention of existing mature trees should be incorporated into the design, where possible.
- b. Streetscape elements including but not limited to seating, lighting and landscaping should be provided along street frontages to provide a consistent urban character.
- c. The development of urban public spaces, including Privately Owned Publicly-accessible Spaces, is encouraged along the Regional Corridor, particularly at Prominent Intersections.
- d. A clear hierarchy of public, semi-public and private outdoor spaces should be provided.
- e. A range of outdoor amenity areas should be incorporated in the design of buildings, including but not limited to private outdoor amenity areas such as terraces and balconies or common outdoor amenity areas such as courtyards, accessible rooftops and forecourts.
- f. Landscaping should include hard and soft landscape elements, including but not limited to plantings, decorative walls/fencing and permeable paving materials.
- g. Where transitions exist from between higher-density and lower-density developments, landscaping should be used to buffer potential negative impacts.
- h. Landscaping should be used to screen parking areas.
- i. All light fixtures should be LED, pedestrian-scaled and conform with the Municipality's lighting standards.
- j. Light fixtures should be 'dark sky' compliant.
- k. Parking areas, driveways and walkways should be adequately lit for the location's purpose and context, with low-level, pedestrian-scaled lighting.
- l. Signage and other wayfinding techniques should be designed to be characteristic of the architectural identity of the development.
- m. Site furnishings should be incorporated into the private realm at building entrances, along pedestrian walkways and mid-block pedestrian connections, in Privately Owned Publicly-accessible Spaces, and at other convenient desired locations.
- n. Site furnishings should reflect the intended use of the space and the number of users.



Figure 17: Example of Landscaping

5.1.5 ACCESS, SERVICING AND STORAGE

The access, servicing and storage areas provide valuable functions to buildings; however, their presence can disrupt pedestrian circulation and create unsightly places. The design of such areas should therefore prioritize pedestrians while providing for appropriate siting, orientation and screening.

GUIDELINES

- a. Direct access for servicing and storage from Arterial Roads shall not be permitted.
- b. Primary vehicular and servicing access, including but not limited to driveways, shall be provided from side streets or rear lanes.
- c. Vehicular traffic through the site shall be minimized by locating servicing and loading bays close to vehicular entrances.
- d. Buildings may require setbacks from adjacent parking access to provide visibility to the street for entering/exiting.
- e. Garbage and recycling storage shall be located within the building envelope and screened from public view and located away from the public realm.
- f. Wall enclosures of servicing areas should be constructed of materials that are complementary to the building's materials.
- g. Utility box locations should be buried or located so as to minimize their visual impact on the public realm.
- h. Noise attenuation measures should be provided where service areas are adjacent or may impact sensitive land uses.

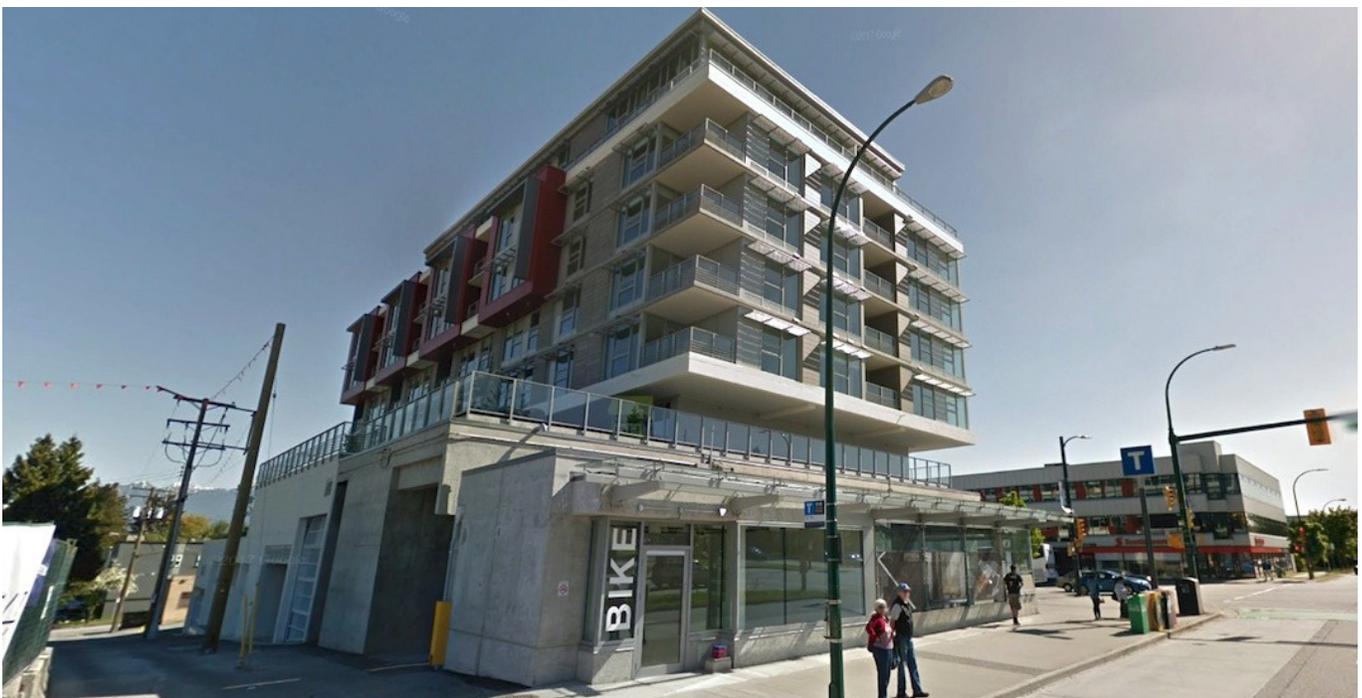


Figure 18: Example of Access, Servicing and Storage

5.1.6 PARKING

Vehicular parking, just like servicing, provides a building with functionality, however, it can disrupt pedestrian circulation and create negative impacts on the building and public realm. The design of parking areas therefore need to prioritize pedestrian circulation and incorporate appropriate siting, orientation and screening to minimize its impact. As cycling is promoted throughout the community, bicycle parking facilities should be provided. The provision of bicycle parking and amenities will promote active transportation.

GUIDELINES

- a. Direct access for parking areas from Arterial Roads shall not be permitted. They shall be accessed from side streets, Local Roads or Rear Lanes.
- b. Parking is encouraged to be underground, particularly for developments within the Regional Corridor. Where deemed not practical, structured parking is next preferred, followed by surface parking.
- c. Parking areas should be located at the side or rear of buildings.
- d. Parking areas are encouraged to be landscaped with permeable paving and plantings to discourage the use of wholly hard-surfaced areas.
- e. Structured parking should be appropriately screened with complementary materials to the building's materials. The exterior should be designed to appear as a seamless extension of the building façade.
- f. Surface parking areas should be arranged in compact formations with high-quality soft landscaping along the edges, particularly adjacent to the public realm.
- g. Parking areas for residents and visitors, and accessibility spaces for both, should be demarcated with appropriate signage.
- h. Accessible parking spaces should have direct access to building entrances and should not be placed across a drive aisle.
- i. Pedestrian circulation should be given priority in the design of all parking areas with clearly marked, direct routes. Wherever possible, pedestrian routes should be separated by raised sidewalks.
- j. Internal bicycle parking should be located at grade with direct or ramped access to the adjacent street.
- k. Bicycle parking facilities for visitors should be covered or sheltered with awnings, canopies or other elements that provide shelter.
- l. Bicycle racks, where located in the private realm, should not impede pedestrian circulation.



Figure 19: Example of Screened Structured Parking

5.2 LOW-RISE BUILDINGS

Low-rise buildings account for the majority of new development in Southeast Courtice. Low-rise building typologies include single- and semi-detached dwellings, townhouses, stacked townhouses and low-rise apartment buildings.

A high degree of architectural character is envisioned for low-rise buildings throughout Southeast Courtice. As noted in the Secondary Plan, building heights for low-rise buildings will vary depending on the relevant land use designation. Generally, with some exception noted in the Guidelines, low-rise buildings are not to exceed 3 storeys. Low-rise buildings are permitted on lands designated as Low Density Residential. Certain forms of low-rise buildings are also permitted on lands designated as Medium Density Regional Corridor. Please refer to **Figure 20** for the locations of these land use designations.

5.2.1 GENERAL SITE AND BUILDING DESIGN

The following guidelines are intended to generally apply to all new low-rise residential developments in Southeast Courtice. These guidelines should be read in conjunction with the guidelines for the specific low-rise building typologies in **Section 5.2.2**.

5.2.1.1 LOT SIZE AND VARIETY

A diversity of lot sizes and variety are envisioned in Southeast Courtice. This allows for variation in scale, massing and form to create visual built-form interest, while also ensuring a variety of built form character throughout the community.

GUIDELINES

- A variety of lot sizes should be provided to ensure a diversity of housing types, sizes and designs.
- Lots should be generally simple and rectilinear, however, variations are permitted if deemed necessary by environmental features, topography, property boundaries or other limiting features.

Legend

-  Secondary Plan Boundary
-  Medium Density Regional Corridor
-  Low Density Residential
-  Arterial Road
-  Collector Road
-  Special Local Road

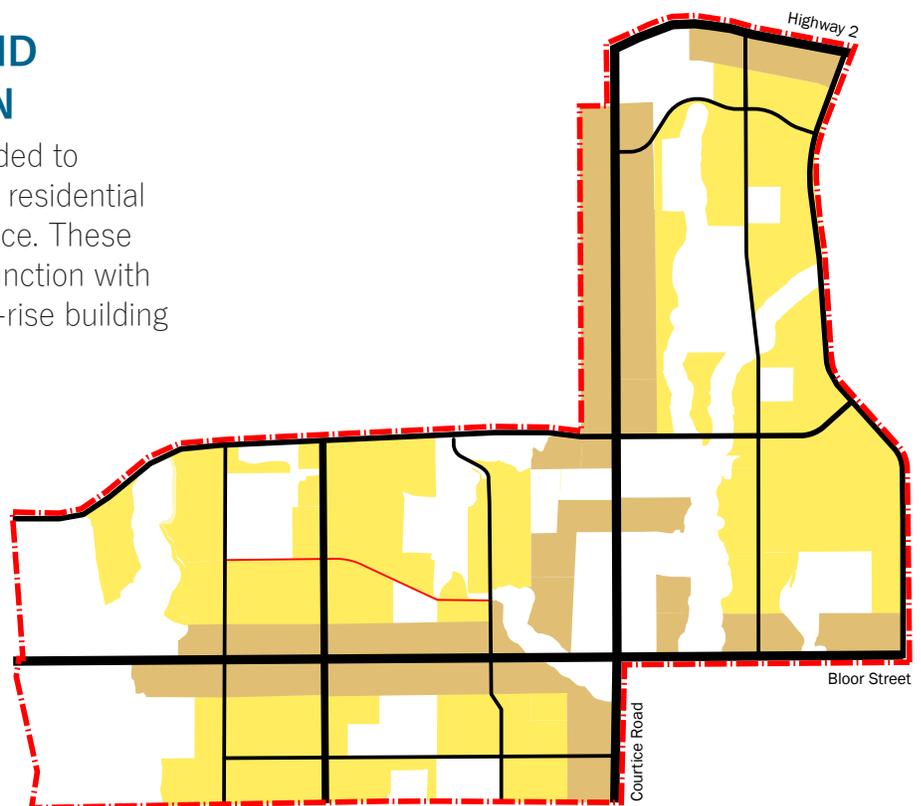


Figure 20: Land Uses that Permit Low-rise Buildings

5.2.1.2 SITING AND ORIENTATION

Siting and orientation are important as they determine the relationship and interface between the public and private realms, as well as adjacent properties and the streetscape.

GUIDELINES

- a. Buildings are to be oriented along the street, park and/or open space to establish a building wall that frames the street or space and creates a vibrant public realm for pedestrian activity.
- b. Building setbacks should define the street edge with buildings sited close to the minimum required front-yard setback.
- c. Projections into the front or flankage yards encouraged for, but not limited to, porches, porticos, front steps and bay windows. Projections must comply with the standards in the Zoning By-law.
- d. All building elevations exposed to the public realm should be well-articulated with architectural detail.
- e. For corner lots, both building elevations exposed to the public realm should be given equal architectural design consideration. Due to their prominence, architectural elements, including but not limited to balconies, wraparound porches and well-articulated fenestration are encouraged on both exposed elevations.



Figure 21: Example of Siting and Orientation

5.2.1.3 HEIGHT, MASSING, TRANSITION AND DESIGN VARIETY

Appropriate heights, massing and transitions are effective in creating comfortable, human-scaled environments.

GUIDELINES

- a. Buildings should be scaled and massed to establish a desirable relationship to the public realm, including the street, parks and open spaces.
- b. Except at Prominent Intersections or otherwise identified, within 50 metres of an intersection of a Regional Corridor and an Arterial Road or Collector Road, buildings are encouraged to be a minimum of 4 storeys in height.
- c. Buildings should be designed to individually and collectively contribute to the built form character of the community.
- d. The height difference between adjacent low-rise buildings on the same block should not vary by more than 1 storey to maintain a consistent street wall. The massing should also be consistent for buildings on the same block face.
- e. Appropriate transitions in terms of height and massing should occur between buildings of different densities, particularly if they belong in the same block.



Figure 22: Example of Height, Massing, Transition and Design Variety

5.2.2 LOW-RISE BUILDING TYPOLOGIES

5.2.2.1 SINGLE- AND SEMI- DETACHED DWELLINGS

Single- and semi-detached dwellings are permitted throughout the community on lands designated Low Density Residential.

GUIDELINES

- a. The siting and massing of dwellings should be compatible and harmonious with that of adjacent dwellings.
- b. Each dwelling should have appropriate façade detailing, materials and colours that are consistent with its architectural style.
- c. Architectural elements, primarily at the front elevation or public-facing elevation, should be proportionate. This includes, but is not limited to, window sizes and shapes, balconies, terraces, dormers and rooflines.
- d. Front porches or porticos are encouraged to give prominence to the main entrances.
- e. Private outdoor amenity spaces should be provided primarily in the rear, however, balconies and terraces may be provided at the front.
- f. Screening elements, including landscaping and fencing, should be provided between rear yards.



Figure 23: Example of Single-detached Dwellings



Figure 24: Example of Semi-detached Dwellings

- g. In addition to the above, the following apply specifically to semi-detached dwellings:
 - i. Both halves of the building should be compatible in terms of design expression. Symmetrical building elevations are encouraged; however, asymmetrical elevations may be permitted providing it is complementary and harmonious to the overall dwelling.
 - ii. The two units should be fully attached above grade.
- h. Garages are encouraged to be accessed from a Rear Lane. Where there are front-yard garages, they shall be recessed at least 1 metre from the front wall of the main building face.
- i. Front double-door garages shall have two separate openings and doors with windows to avoid a blank-wall effect.
- j. Driveways between adjoining properties should be buffered by a landscape strip.
- k. Utility connections should be concealed or buried. Where not possible, utility box locations should minimize their visual impact on the public realm.
- l. Air conditioners are encouraged to be in the rear yards.



Figure 25: Example of Accessory Apartment

m. Accessory apartments are permitted within single-detached dwellings, semi-detached dwellings and townhouses subject to the following:

- i. They are located within the dwelling;
 - ii. The architectural design is consistent or complementary to the principal dwelling, including architectural treatment, materials and proportions of architectural details;
 - iii. There is only one door per façade facing the street; and
 - iv. They shall comply with the policies and standards of the Official Plan and Zoning By-law.
- n. One additional accessory apartment may be permitted in a detached accessory building with access to a Rear Lane, subject to the following:
- i. They are encouraged to be on the second storey of a detached garage;
 - ii. The architectural design is consistent or complementary to the principal dwelling, including architectural treatment, materials and proportions of architectural details; and
 - iii. They shall comply with the policies and standards of the Official Plan and Zoning By-law.

5.2.2.2 TOWNHOUSES

Townhouses are permitted on lands designated as Medium Density Regional Corridor and Low Density Residential.

GUIDELINES

- a. The siting and massing of townhouses should be compatible and harmonious with that of adjacent developments.
- b. The maximum number of contiguously attached townhouse units is six.
- c. Townhouses should be fully attached above grade.
- d. Each townhouse block should incorporate massing and design continuity while also providing visual variety along the streetscape.



Figure 26: Example of Townhouses

- e. The massing of townhouse blocks should use appropriate architectural elements, particularly at exterior walls. Architectural elements include but are not limited to entrances, windows, balconies, porches, steps, dormers, rooflines.
- f. Low decorative fencing is encouraged to define the front-yard property line. Its material should be complementary to the architectural design of the townhouses.
- g. Clear, direct and accessible walkways should be provided from the sidewalk to the main entrance of the units.
- h. Pedestrian walkways should connect unit entrances, parking areas, transit shelters and adjacent developments.
- i. Mid-block pedestrian connections should be provided at regular intervals between townhouse blocks in the interior of neighbourhoods.
- j. Landscape design should incorporate street trees within the public boulevard. The retention of existing mature trees should be incorporated into the design, where possible.
- k. Where transitions exist from between townhouses and lower-density developments, landscaping should be used to buffer potential negative impacts.
- l. Garages for townhouses are encouraged to be located at the rear and to be accessed from Rear Lanes. Where front-yard garages are found, they shall be recessed at least 1 metre from the front wall of the main building face or the front of the porch.
- m. Utility connections should be concealed or buried. Where not possible, utility box locations should minimize their visual impact on the public realm.
- n. Air conditioners are encouraged to be in the rear yards.

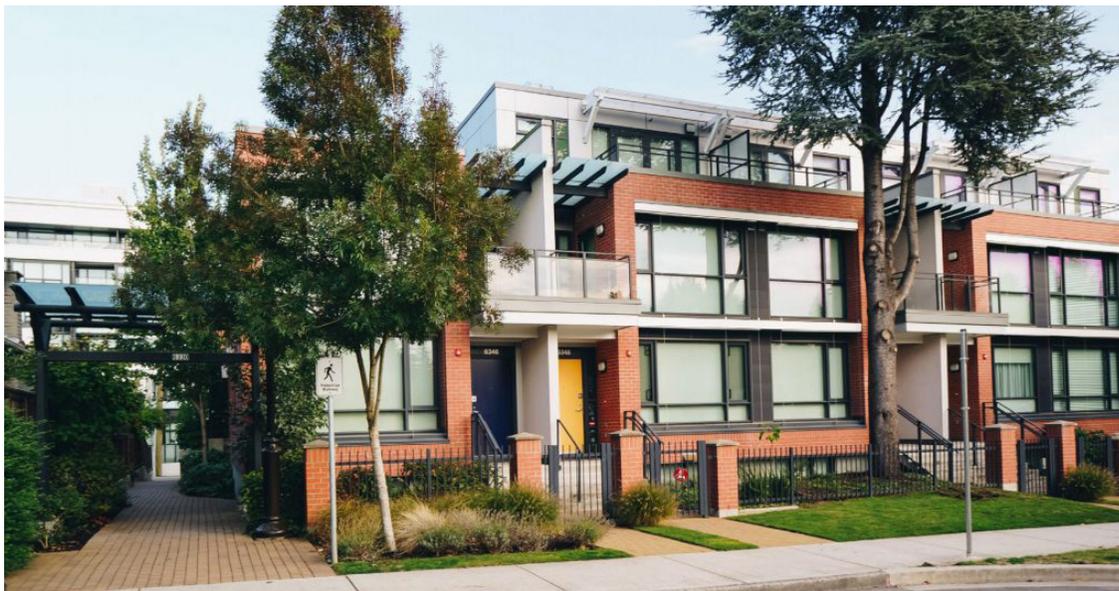


Figure 27: Example of Townhouses

5.2.2.3 STACKED TOWNHOUSES AND LOW-RISE APARTMENT BUILDINGS

Stacked townhouses and low-rise apartment buildings are permitted on lands designated as Medium Density Regional Corridor.

GUIDELINES

- a. Stacked townhouses should be fully attached above grade.
- b. Stacked townhouses and low-rise apartments should be sited close to the street edge to establish a strong relationship to the street and provide a consistent street wall.
- c. All units should be provided with private amenity space in the form of a balcony for the upper-level units, or an at-grade or sunken courtyard for the lower-level units.
- d. Stacked townhouses and low-rise apartments should be designed to provide an attractive built form with careful consideration to colours and materials within each development to foster a cohesive look within each development.
- e. Building elevations should incorporate architectural elements including but not limited to porches, dormers, gables and peaked roofs.
- f. Pedestrian walkways, including mid-block pedestrian connections, should provide safe, direct access between dwelling entrances, the public street, parking areas and amenity areas.



Figure 28: Example of Stacked Townhouses

- g. Direct access for parking and servicing from Arterial Roads shall not be permitted. They shall be from Local Roads or Rear Lanes.
- h. Buildings may require setbacks from adjacent parking access to provide visibility to the street for entering/exiting.
- i. Parking is encouraged to be underground, particularly for developments within the Regional Corridor. Where deemed not practical, structured parking is next preferred, followed by surface parking.
- j. Parking areas should be located at the side or rear of buildings, either served by side streets, rear lanes or consolidated by block.
- k. Parking areas are encouraged to be landscaped with permeable paving and plantings to discourage the use of wholly hard-surfaced areas.
- l. Structured parking should be appropriately screened with complementary materials to the building's materials. The exterior should be designed to appear as a seamless extension of the building façade.
- m. Surface parking areas should be arranged in compact formations with high-quality soft landscaping along the edges, particularly adjacent to the public realm.
- n. Parking areas for residents and visitors, and accessibility spaces for both, should be demarcated with appropriate signage.
- o. Accessible parking spaces should have direct access to building entrances and should not be placed across a drive aisle.



Figure 29: Example of Low-rise Apartment Buildings

- p. Pedestrian circulation should be given priority in the design of all parking areas with clearly marked, direct routes. Wherever possible, pedestrian routes should be separated.
- q. Garbage and recycling storage shall be located within the building envelope and screened from public view and located away from the public realm.
- r. Wall enclosures should be constructed of materials that are complementary to the building's materials.
- s. Utility connections should be concealed or buried. Where not possible, utility box locations should minimize their visual impact on the public realm.
- t. Noise attenuation measures should be provided where service areas are adjacent or may impact sensitive land uses.



Figure 30: Example of Low-rise Apartment Buildings

6.0

PUBLIC REALM

The public realm includes both public lands and privately-owned spaces that are publicly accessible (herein referred to as Privately Owned Publicly-accessible Spaces in the Guidelines). The public realm is a vital component of Southeast Courtice that provides spaces that support social vibrancy, community gathering and recreation while supporting the ecological and hydrological function of the community.

The design of the public realm must be of high quality and relate well to the surrounding context to create a lively, animated community. The components of the public realm include the following:

- Parks and open spaces;
- Schools;
- Roads;
- Active transportation (sidewalks, mid-block pedestrian connections, pedestrian crossings and cycling and trail infrastructure); and
- Transit.

It is important to note that the components of the public realm are to be well connected with connections and linkages to each other. Concurrently, the components of the public realm should also connect and relate well to adjacent private developments, community facilities and other community amenities. Combined, the public realm significantly contributes to the structure, identity and character of Southeast Courtice. Please refer to **Figure 31** to see a conceptual demonstration of the public realm components and their connections to each other.

Legend

- Secondary Plan Boundary
- Neighbourhood Park
- Parkette
- Environmental Protection Area
- Arterial Road
- Collector Road
- Special Local Road
- Local Road
- Rear Lane
- Mid-Block Pedestrian Connection
- Trail
- 1 Elementary School

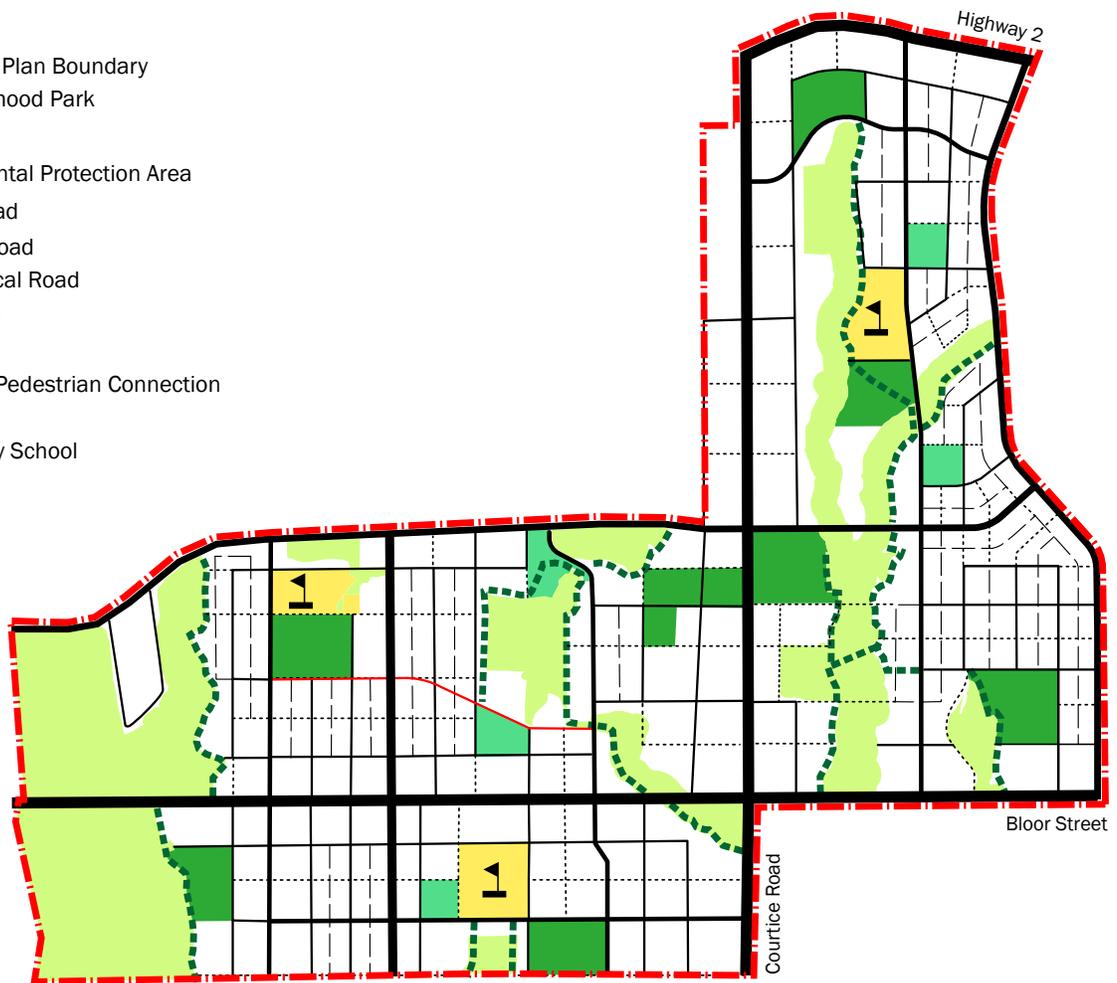


Figure 31: Conceptual Demonstration of Public Realm Components

6.1 PARKS AND OPEN SPACES

6.1.1 NETWORK & HIERARCHY

Several high-quality parks and open spaces will be established in Southeast Courtice that meet the needs of residents and enable a variety of opportunities for passive and active recreation. Parks and open spaces will create unique places that contribute to an area's identity and will be integrated into a broader network. A hierarchy of parks and open space is as follows:

- Neighbourhood Parks;
- Parkettes; and
- Privately Owned Publicly-accessible Spaces

The parks and open space network is connected to the natural heritage system, including Environmental Protection Areas, to be discussed in a subsequent section of these Guidelines.

6.1.2 NEIGHBOURHOOD PARKS

Neighbourhood Parks provide the opportunity for each neighbourhood to be unique and distinguishable from the other through the development of distinct design and landscaping treatments. They are generally between 1.5 to 3 hectares in size and provide a variety of amenities, including sports fields. As focal points and gathering spaces, they contribute to the overall community identity of Southeast Courtice. Please refer to **Figure 32** for the locations of Neighbourhood Parks in Southeast Courtice, and **Figure 33** and **Figure 34** for examples of Neighbourhood Parks.

Legend

- Secondary Plan Boundary
- Courtice Memorial Park
- Neighbourhood Park
- Arterial Road
- Collector Road
- Special Local Road

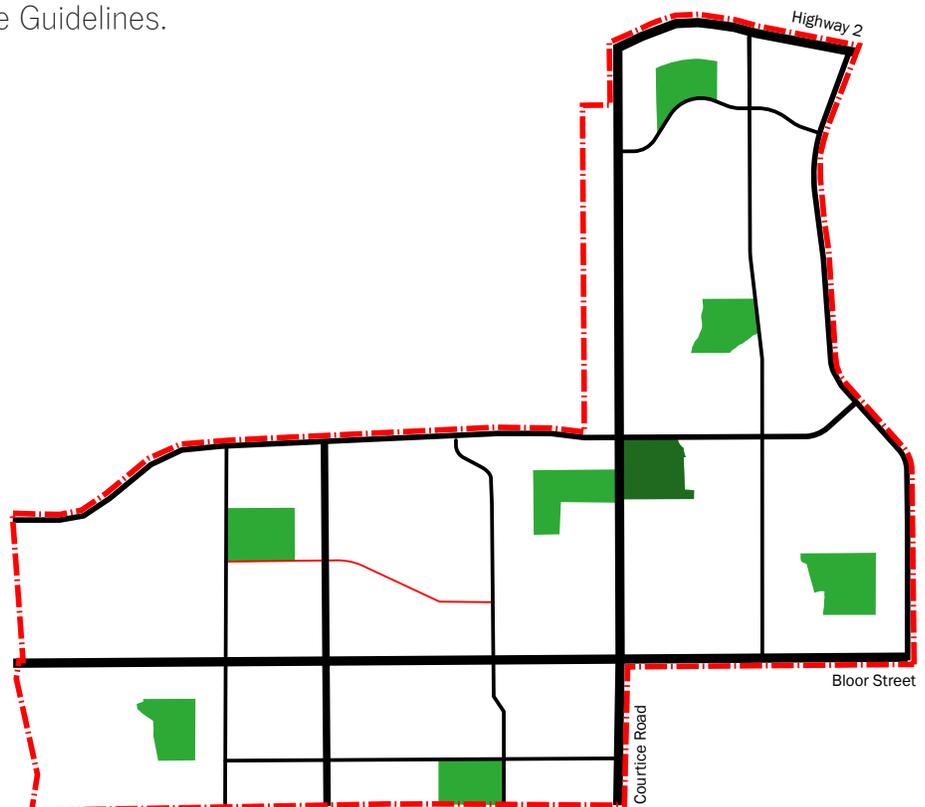


Figure 32: Neighbourhood Parks

Generally, all residents in Southeast Courtice have access to a Neighbourhood Park within 400 metres (5-minute walking distance). These parks are predominantly designed to support the active recreational needs of the community and have good accessibility to active transportation that includes trails.

Courtice Memorial Park, an existing Neighbourhood Park, will be subject to more specific guidelines because of its purpose as a larger, landmark park for the community that celebrates the history of Courtice. At a size of 4 hectares, it is strategically located at the south-east corner of the intersection of Courtice Road and Meadowglade Road and is within a priority intensification area. Courtice Memorial Park is also adjacent to an Environmental Protection Area and therefore has direct linkages to the greater natural heritage and open space systems.

GUIDELINES

- a. Neighbourhood Parks shall be programmed areas for active recreation including sports fields.
- b. Neighbourhood Parks are to be located along Collector Roads to mark a local intersection or terminus of a street. Where possible, they should integrate with an adjacent natural heritage feature.
- c. They shall have a minimum of two adjoining frontages along a street.
- d. Development adjacent to a Neighbourhood Park should be designed to frame the park, while fronting onto a public road. Where the side and/or rear yards of adjacent developments abuts a Neighbourhood Park, fencing and landscaping should be provided to demarcate the public and private realms.



Figure 33: Example of Neighbourhood Park

- e. Entrances to the park should be clearly defined using landscaping and architectural treatment, pedestrian-scale lighting and signage to assist in orientation and use of amenities.
- f. Neighbourhood Parks shall include play structures, informal playgrounds, seating, hard-surfaced areas, shaded areas under tree canopies or open-air structures.
- g. Seating and shade areas should be designed in coordination with pathways, seating and play area locations.
- h. Neighbourhood Parks shall be planted with appropriate plantings and trees, while ensuring adequate views of them from public roads.
- i. On-street parking on public roads, adjacent to Neighbourhood Parks, is encouraged.
- j. The use of interpretive plaques and pathway markers shall be encouraged.
- k. Highly visible connections should link park amenities and facilities to the active transportation network.
- l. Neighbourhood Parks should generally be connected to community facilities and amenities including but not limited to schools, community centres, libraries and other recreational facilities.
- m. Neighbourhood Parks shall connect, wherever possible to other parts of the parks and open space and active transportation systems.



Figure 34: Example of Neighbourhood Park Amenities

- n. The following guidelines apply specifically to Courtice Memorial Park:
 - i. New and existing entrances should be improved and create a focal area distinguished through distinctive, signature landscape design, including public art, pedestrian-scaled lighting, and seating areas.
 - ii. New recreational opportunities should be planned and designed for year-round, all-season use, including areas for active outdoor and possible indoor recreation (e.g. sports fields, skating rinks, bike paths, etc.) and non-programmed open space for low-intensity recreation (e.g. walking trails, community gardens, seating areas, park pavilions, interpretive displays, etc.).
 - iii. Walkways and paths should be designed throughout the park to facilitate circulation and emphasize scenic or interesting views.
 - iv. New and existing utilities shall be located discreetly and should be incorporated into landscape features and/or screened, where necessary, to preserve desirable views.



Figure 35: Existing Entrance of Courtice Memorial Park

6.1.3 PARKETTES

Parkettes supplement the Neighbourhood Parks to ensure a variety of amenities and spaces are available within 400 metres (or 5-minute walking distance) of all residents. Parkettes are small components of the parks and open space network, ranging from 0.5 to 1 hectare, and can be designed with a combination of soft-surfaced and hard-surfaced materials. Like Neighbourhood Parks, they are also connected to the greater active transportation network. Please refer to **Figure 36** for the locations of Parkettes in Southeast Courtice.

GUIDELINES

- Parkettes are intended to be unprogrammed spaces, however, they may have play structures and programmed areas for low-intensity, passive recreation.
- Parkettes shall be dispersed throughout the community and may be required should allocation be deemed necessary.
- Parkettes shall connect, wherever possible to other parts of the parks and open space and active transportation systems.
- Parkettes should be located on visible road frontages with entrances visibly defined through landscape treatment and built form elements.

Legend

-  Secondary Plan Boundary
-  Parkette
-  Arterial Road
-  Collector Road
-  Special Local Road

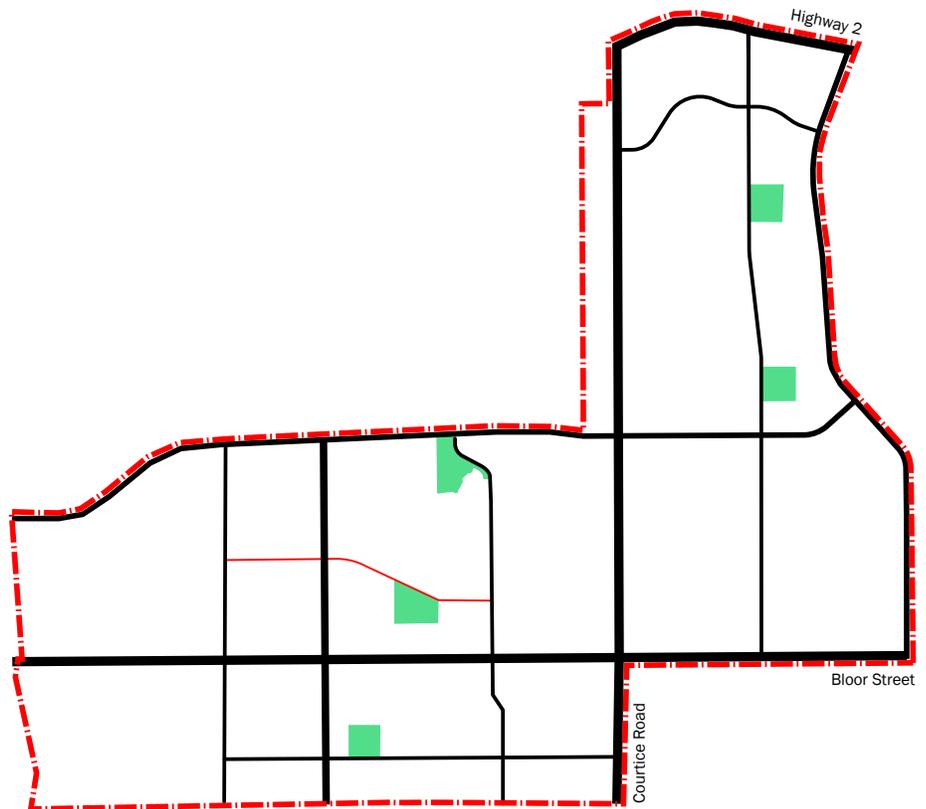


Figure 36: Parkettes

- e. Terminating vistas at Parkettes should be highlighted through landscape treatment and/or built form elements.
- f. Where located adjacent to natural features, they should provide views and passive transitions from the surrounding developed area to the natural heritage system.
- g. Landscape design of Parkettes should feature seating, walkways and paths, signage, benches, stonework, planters, structures, gardens, ornamental planting, and other elements that contribute to the character of the neighbourhoods they are within.
- h. Adjacent development shall front onto a public road and be oriented to Parkettes.
- i. Back-lotting of development adjacent to Parkettes is not encouraged and should be minimized.
- j. The use of interpretive plaques and pathway markers shall be encouraged.



Figure 37: Example of Parkettes

6.1.4 PRIVATELY OWNED PUBLICLY-ACCESSIBLE SPACES

Privately Owned Publicly-accessible Spaces are intended to enhance the public realm by providing defined spaces for social interaction. They can include public squares, plazas, courtyards, walkways, passages, atriums, arcades and park-like spaces. Their locations are primarily on lands designated as High Density/Mixed Use and Medium Density Regional Corridor. They will contribute to creating a sense of place and contribute to a visually pleasing streetscape.

Privately Owned Publicly-accessible Spaces are encouraged to be places for cultural events, public art, farmers' markets, and smaller-scale outdoor events. They shall be highly visible from the street designed to support year-round activity. Privately Owned Publicly-accessible Spaces are to create destinations at the interface of the public realm while supporting and anchoring adjacent retail, commercial, civic or cultural uses.

GUIDELINES

- a. Privately Owned Publicly-accessible Spaces shall have highly visible entries and be located within Regional Corridors, particularly at Prominent Intersections and Gateways.
- b. They should be sited adjacent to key pedestrian connections and destinations to reinforce their role as community focal points, complementing the public realm of the Regional Corridor.
- c. They shall ensure a visually pleasing streetscape and contribute to the public realm through high-quality architectural and landscape design that creates a good integration with adjacent built form.



Figure 38: Example of Privately Owned Publicly-Accessible Spaces

6.2 SCHOOLS

- d. Privately-Owned Publicly-accessible Spaces should incorporate amenities that allow for gathering and interaction including but not limited to accessible seating, garbage and recycling receptacles, bicycle facilities, pedestrian-scaled lighting, trees and decorative planting.
- e. The installation of public art is encouraged, particularly at Prominent Intersections.
- f. The use of wayfinding and signage is encouraged and should be legible and comprehensible for a wide range of users including but not limited to the use of graphics and high visibility.
- g. The use of interpretive plaques and pathway markers shall be encouraged to recognize significant, lost or relocated heritage buildings and sites.
- h. Privately Owned Publicly-accessible Spaces are encouraged to front a public road, however, they may form part of the transition zone from the rear parking areas to the street-fronting public realm.

Elementary schools are planned throughout Southeast Courtice and play an important role in the development of complete communities, while also providing educational services to students and the community. As community hubs, they are encouraged to be located in highly accessible areas with co-location of other facilities that benefit the community, including parks, open spaces and community and recreation facilities. Based on the projected population for Southeast Courtice, three elementary schools are needed and are centrally located within neighbourhoods. Please refer to **Figure 39** for the locations of schools in Southeast Courtice.

Legend

-  Secondary Plan Boundary
-  Neighbourhood Park
-  Arterial Road
-  Collector Road
-  Special Local Road
-  Elementary School

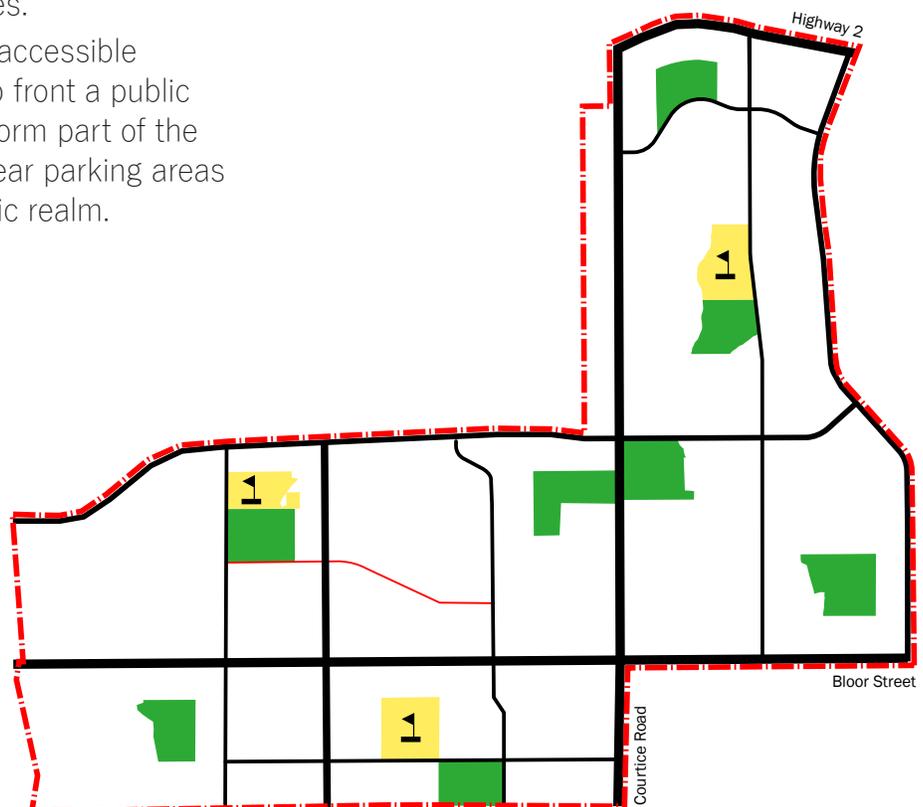


Figure 39: Schools

GUIDELINES

- a. Schools shall be centrally located within the neighbourhood to achieve a 5-minute walking distance to most residents.
- b. Lot sizes for Schools should generally be a minimum of 2.5 hectares and be rectangular.
- c. Schools shall not be permitted to have frontage on or access to Type A Arterials.
- d. Schools may be permitted to have frontage on or access to Collector Roads or Type B or C Arterial Roads, with the ability to create a minimum of two driveway locations for entrances and exits.
- e. Schools shall be accessible by various modes of transportation, including transit, walking and cycling.
- f. The design of schools and public rights-of-way adjacent to schools should consider the safety of students and shall include:
 - i. Visibly marked bicycle routes with appropriate signage;
 - ii. Visibly marked pedestrian crossings with appropriate lighting and signage,
 - iii. Sidewalks on both sides of the street on public roads within the vicinity, particularly where crossings are required;
 - iv. Pick-up and drop-off facilities located in the side yards of the property or where traffic congestion can reasonably be minimized; and



Figure 40: Example of School

6.3 ROADS

- v. Parking areas shall be limited to being in the interior side or rear yards, with the exception for accessibility needs.
- g. Schools provide an important source of green space and programmed outdoor space for the community.
- h. Schools are encouraged to be co-located with Neighbourhood Parks to share sports fields and other recreational amenities and facilities.
- i. Development abutting Schools shall be demarcated by appropriate fencing or other methods, as per the relevant school board's policies, by the proponent of said development.
- j. Schools shall connect, wherever possible to other parts of the parks and open space and active transportation systems.
- k. Schools should generally be connected to community facilities and amenities including but not limited to community

Transportation in Southeast Courtice facilitates the movement of people and goods through an integrated, efficient, comfortable, safe, and accessible transportation network. Please refer to **Figure 41** for the transportation network, including roads and mid-block connections that together provide the framework for the street and block pattern.

Throughout Southeast Courtice, roads shall be designed to be complete streets which form a network to facilitate the movement for people and goods in an integrated, safe, comfortable and accessible manner. The road network will prioritize connectivity and will allow for different users and modes of transportation, including pedestrians, cyclists, transit and vehicles.

Legend

- Environmental Protection Area
- Arterial A
- Service Road
- Arterial B
- Arterial C
- Collector
- Special Local Road
- Local Road
- Rear Lane
- Mid-Block Pedestrian Connection

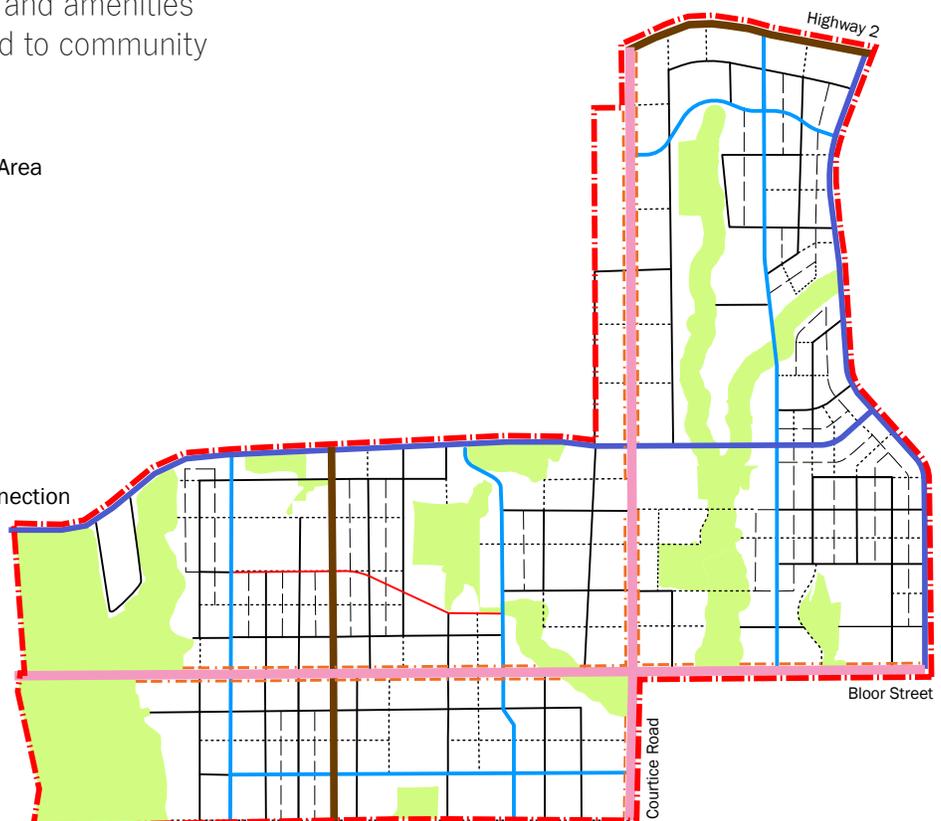


Figure 41: Road Network

The road network includes a hierarchy of street types, as follows:

- Arterial Roads
- Collector Roads
- Local Roads
- Rear Lanes

The following guidelines conform to the Region of Durham's Arterial Corridor Guidelines for Regional Corridors and provide further guidance to achieve complete streets and the intended built form and public realm for the different road types. The guidelines in this section should be read in conjunction with Section 5: Built Form to understand the relationship between the transportation network and intended built form.

GUIDELINES

- a. All street types shall be broken into the following general components of the public right-of-way:
 - i. Boulevard: this is considered part of the public realm of streets and generally consists of a sidewalk (with applicable offset), planting and furnishing zone and bicycle path.
 - ii. Roadway: this is part of the public realm that is dedicated to the movement of transportation and include travel lanes for vehicles; dedicated or shared bicycle lanes; and lanes for street parking.
- b. All street types shall be designed as complete streets, which ensure all modes of transportation (motorists, pedestrians, cyclists and transit users and people with accessibility challenges) can be used safely and comfortably.
- c. The planting and furnishing zones shall be appropriately landscaped with native street trees and other plantings for, but not limited to, shade, street furniture and transit shelters.
- d. There will be adequate lighting that is appropriately scaled for the specific condition of the road types and adjacent development for a safe, comfortable pedestrian environment. All lighting shall be downcast to reduce light pollution.
- e. All public rights-of-way are required to promote the use of green infrastructure and create a green street, which includes:
 - i. Natural elements, including but not limited to the planting of trees, green walls and other types of landscaping.
 - ii. Low Impact Development techniques, include but are not limited to permeable paving, rainwater harvesting systems, bioswales and infiltration trenches.
- f. The use of green infrastructure is permitted within the public rights-of-way, which include the boulevard and roadway, to best achieve the desired effects of such infrastructure.
- g. Sidewalks shall be accommodated on all street types and generally on both sides of the street.

- h. The minimum width of sidewalks shall generally be 2 metres.
- i. Sidewalks should not immediately abut any component of the roadway. A planting and furnishing zone should serve as a buffer in between.
- j. Cycling infrastructure shall be accommodated on all street types, except for Local Roads and Rear Lanes.
- k. A two-way bicycle path shall be accommodated on Type B Arterials and Type C Arterials.
- l. Shared bicycle lanes (i.e. sharrows) are permitted only for Type A Arterials and only in the service lane of the Multi-Way design.
- m. On-street parking is permitted only on service lane of Type A Arterials and Local Roads and should function as a buffer between travel lanes with faster-moving vehicles and the boulevard to maintain a comfortable streetscape.
- n. Snow storage shall be considered in locations that minimize impacts to the streetscape and traffic.



Figure 42: Example of Green Street

6.3.1 TYPE A ARTERIALS (BLOOR STREET & COURTICE ROAD)

Type A Arterials are Courtice Road and Bloor Street and are encouraged to be developed as Multi-Ways. The Multi-Way design will fulfil the function of Type A Arterials as an efficient and high-volume route for different modes of transportation, while also allowing for a lower-volume service lane running adjacent.

A Multi-Way design is beneficial to Southeast Courtice because it separates high-volume vehicular traffic from local access along service lanes. The design also allows for a traffic-calmed public realm immediately adjacent to built from. This allows for a more dynamic streetscape and pedestrian environment that achieves the vision of a vibrant, walkable, mixed-use community along Courtice Road and Bloor Street. These two Arterial Roads are also where the highest densities and tallest developments are supported. The need for a comfortable public realm is therefore best achieved with a Multi-Way design.

Please refer to **Figure 43** for a cross-section and plan of Type A Arterials and the components that comprise the right-of-way for a Multi-Way design. Please refer to **Figure 44** for a cross-section and plan of Type A Arterials and the components that comprise of the right-of-way without a Multi-way design.

GUIDELINES

- a. The boulevards of Type A Arterials should be treated as community space which includes sidewalks, planting and furnishing zones, on-street parking and service lanes.
- b. The planting and furnishing zones should be planted with street trees and include pedestrian-scale lighting and site furnishings.
- c. Service lanes should feature special paving to enhance aesthetics. The paving should also provide stormwater management benefits and include but are not limited to permeable paving.
- d. Curb extensions, where warranted and feasible, should be provided at key intersections where higher pedestrian activity is anticipated.
- e. Should a Multi-Way design be deemed not feasible, the following components shall be provided in the right-of-way in accordance with Durham Region standards and guidelines:
 - i. Boulevard: sidewalk, bicycle path and planting and furnishing zones with regular planting of street trees and plantings to create a comfortable environment.
 - ii. Roadway: travel lanes and, where feasible, on-street parking, particularly at Prominent Intersections.

Figure 43: Type A Arterial (Multi-Way) Cross-section and Plan

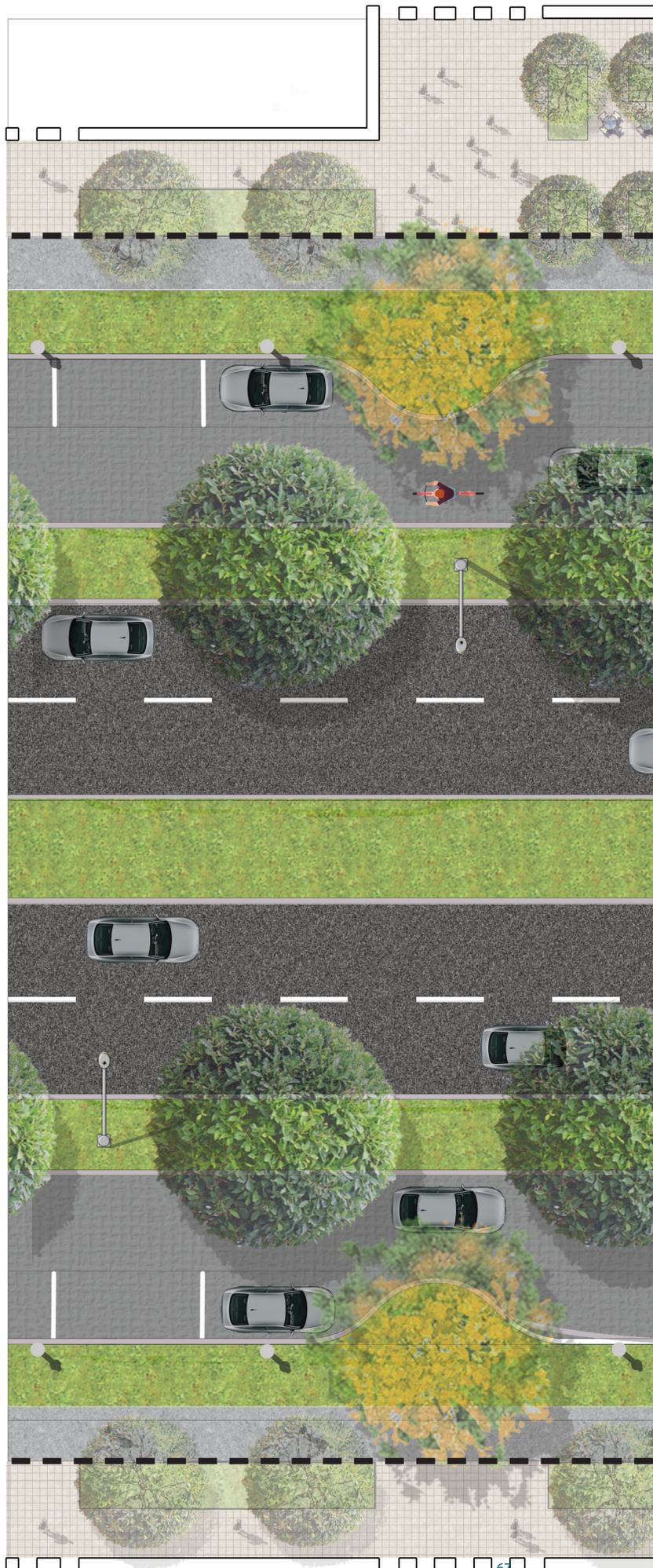
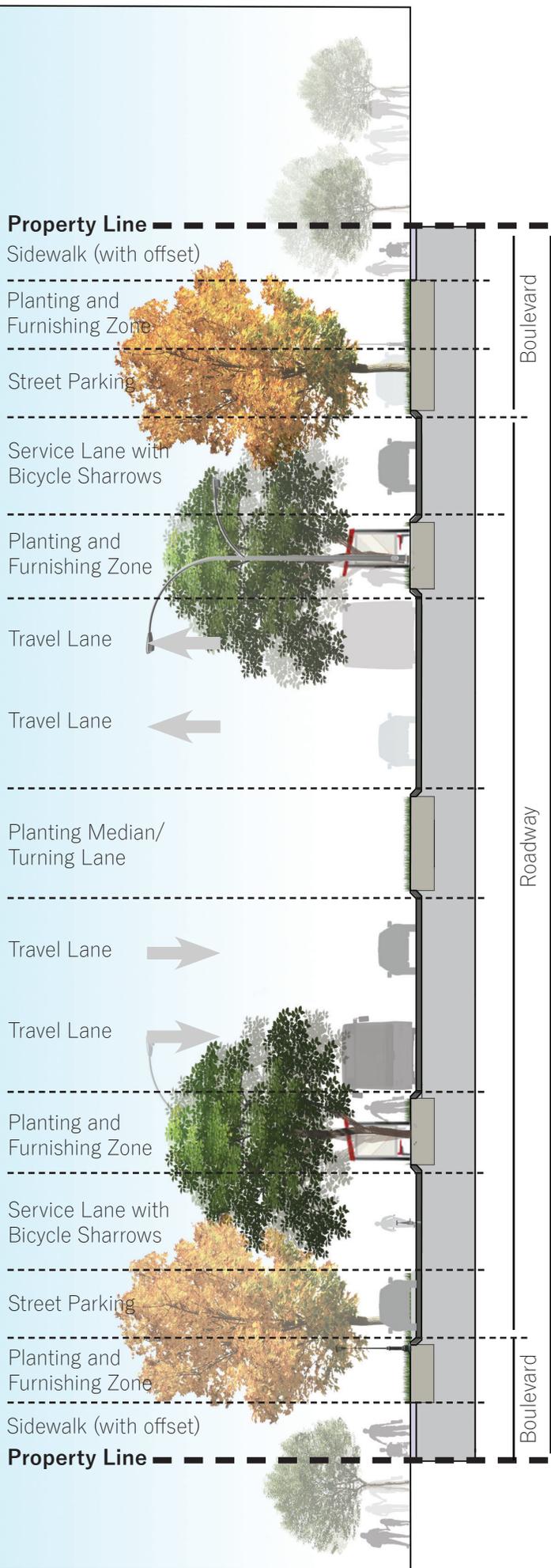
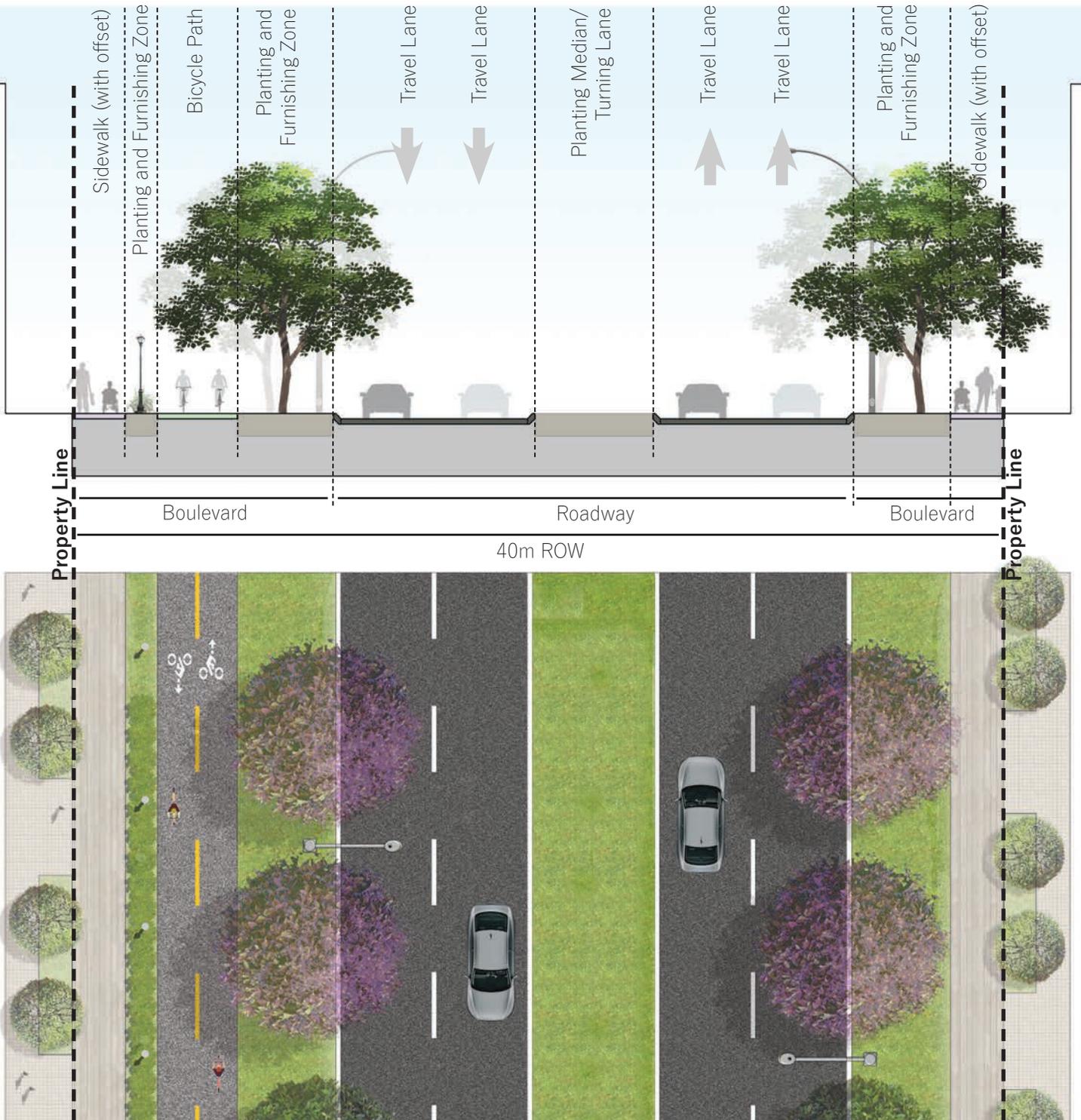


Figure 44: Type A Arterial (Alternative) Cross-section and Plan



6.3.2 TYPE B ARTERIALS (TRULLS ROAD)

Type B Arterials ensure a balance between the efficient movement of vehicles and transit while enhancing the comfort and safety of pedestrians and cyclists. Trulls Road is a Type B Arterial and acts as a major connection from the

Urban Centre into Southeast Courtice. They are intended to support medium- and low-density development. Please refer to **Figure 45** for a cross-section and plan of Type B Arterials and the components that comprise the right-of-way.

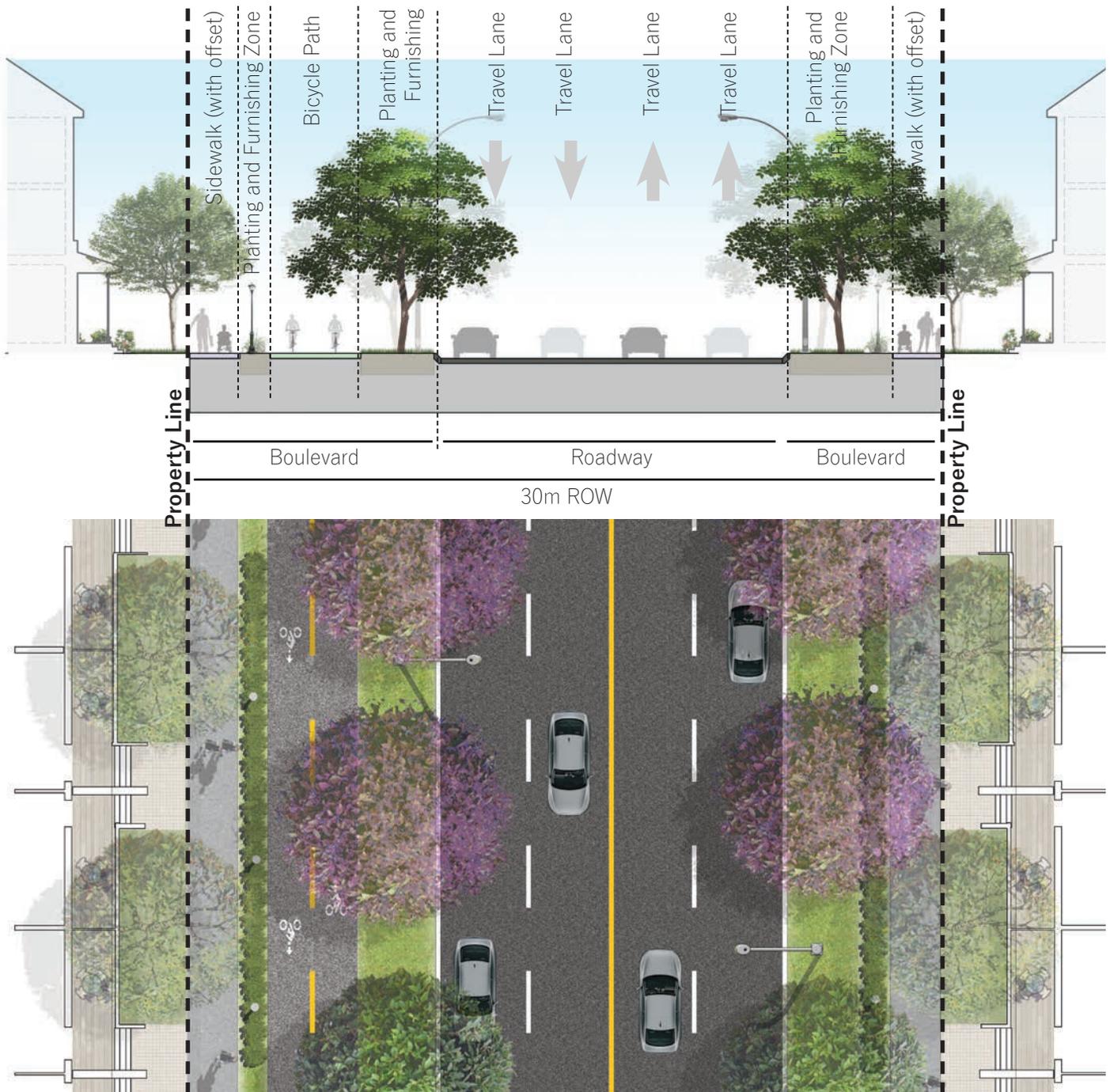


Figure 45: Type B Arterial Cross-section and Plan

6.3.3 TYPE C ARTERIALS (MEADOWGLADE ROAD & HANCOCK ROAD)

Type C Arterials are Meadowglade Road and Hancock Road. They are generally designed to move moderate volumes of traffic at slower speeds at relatively shorter distances. Type C Arterials run along the edge of neighbourhoods

and are intended to support medium- and low-density developments. Please refer to **Figure 46** for a cross-section and plan of Type C Arterials and the components that comprise the right-of-way.

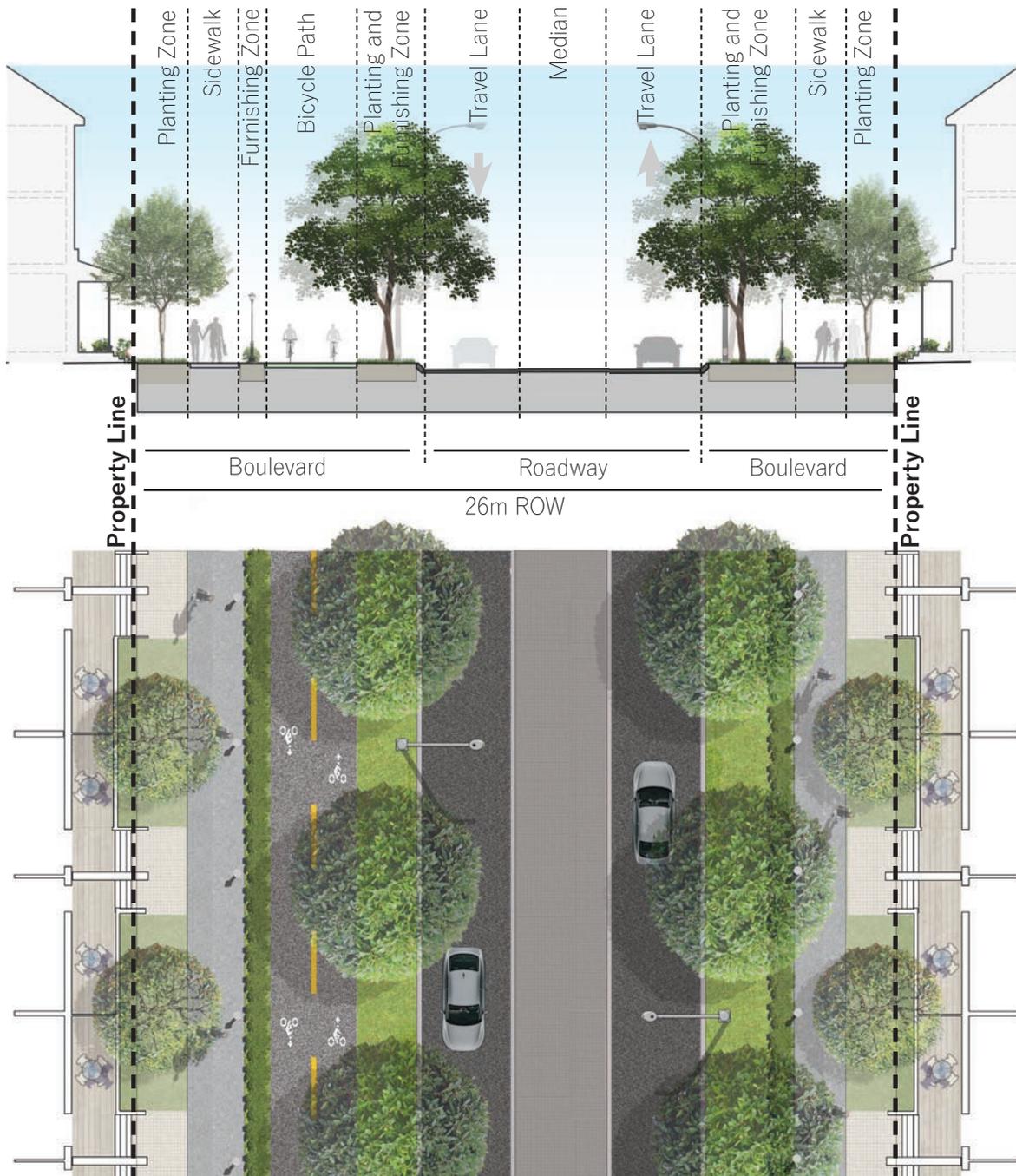


Figure 46: Type C Arterial Cross-section and Plan

6.3.4 COLLECTOR ROADS

Collector Roads connect to Arterial Roads and provide primary connections to Local Roads. Please refer to **Figure 47** for a cross-section and plan of Collector Roads and the components that comprise the right-of-way.

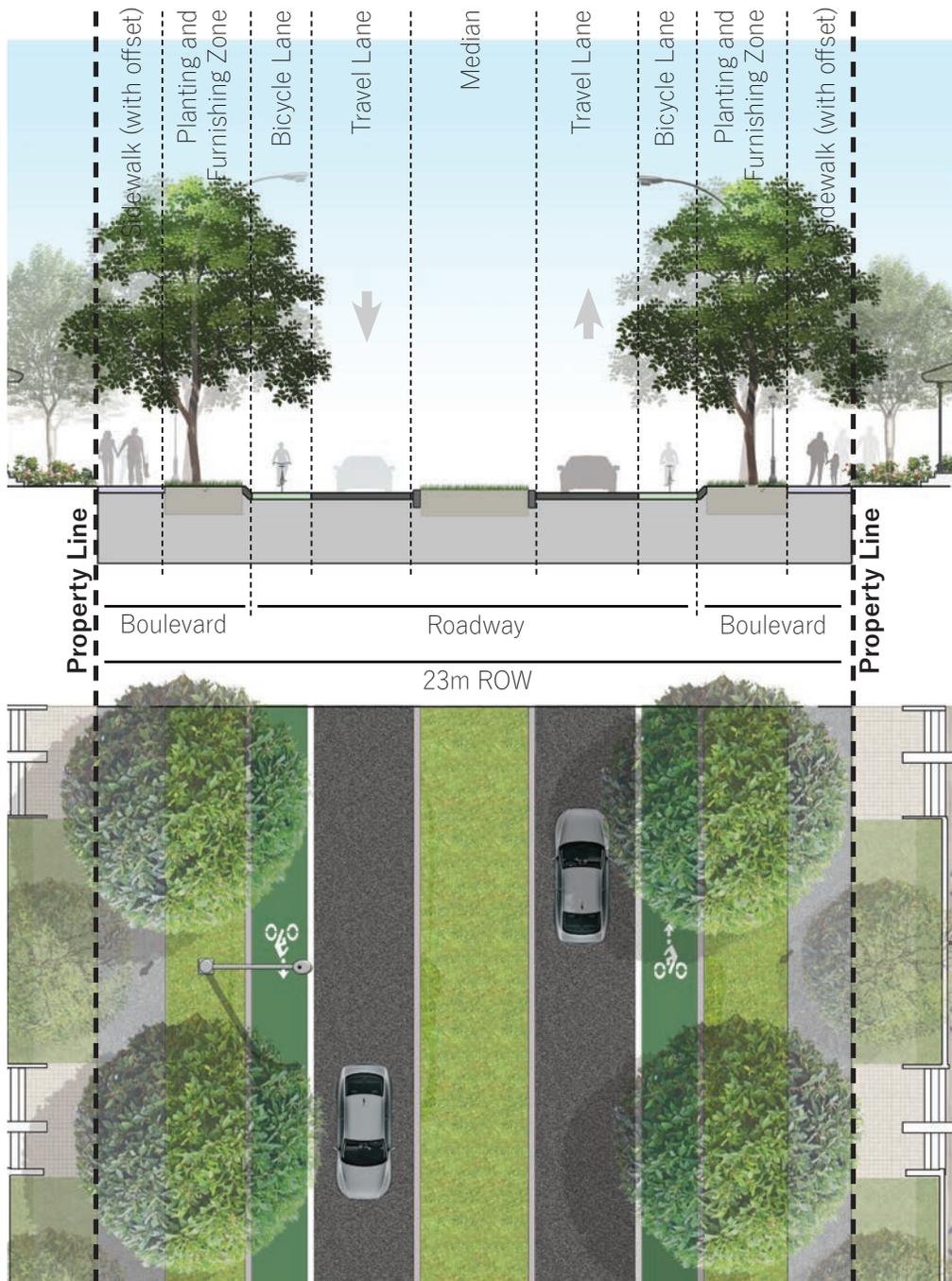


Figure 47: Collector Road Cross-section and Plan

6.3.5 LOCAL ROADS

Local Roads are designed to create intimate, pedestrian-scale streetscapes that promote walkability and residential uses. They discourage high speeds and through traffic. Please refer to **Figure 48** for a cross-section and plan of Local Roads and the components that comprise the right-of-way.

GUIDELINES

- A Special Local Road running east-west between Farmington Drive and Granville Drive, north of Bloor Street, shall be designed to provide the functional requirements of a Collector Road.
- Local Roads are permitted to have on-street parking on both sides of the street, where desired. Should it not be required on both sides, the planting and furnishing zones shall be made larger to maintain a 20-metre right-of-way width.

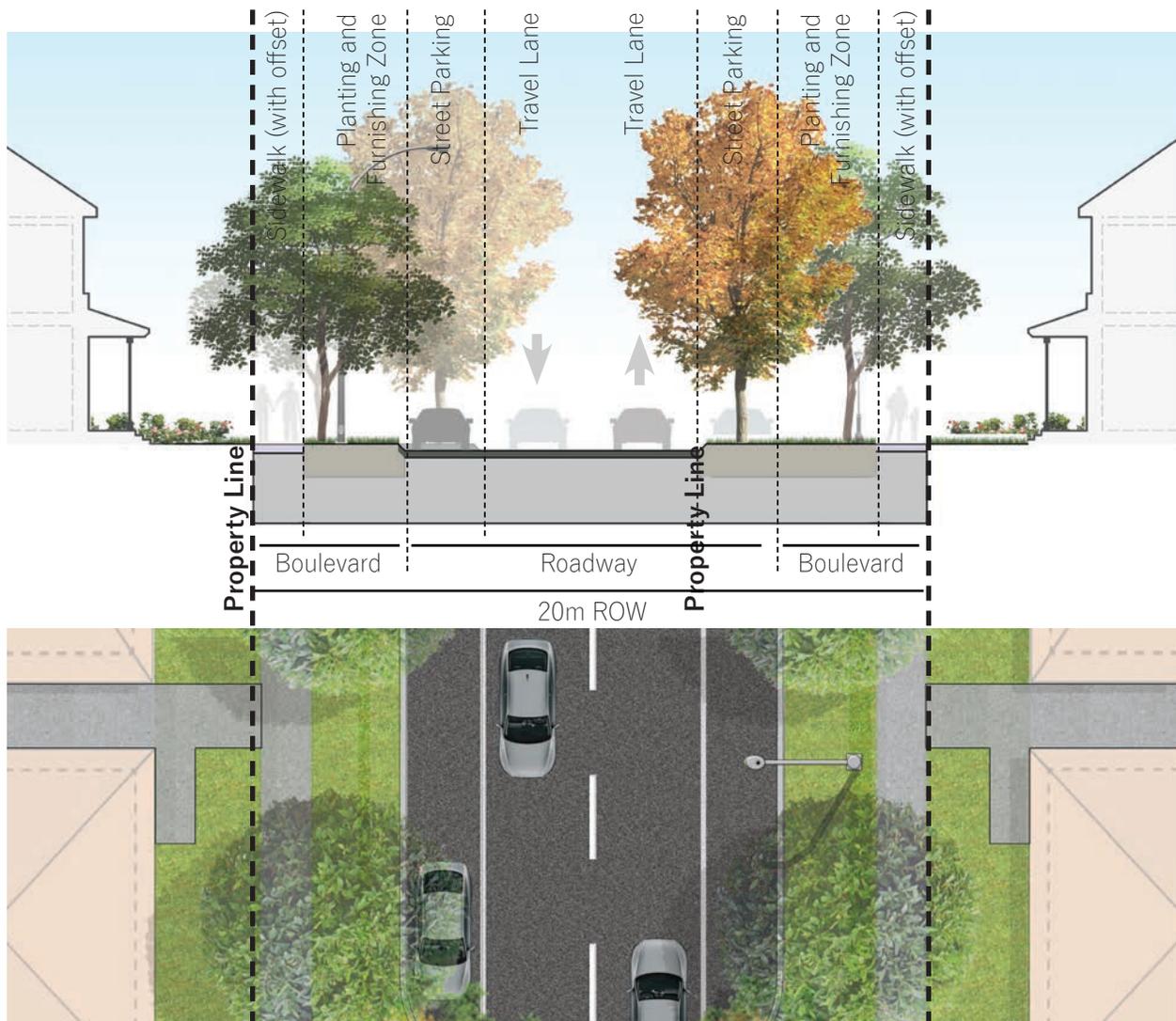


Figure 48: Local Road Cross-section and Plan

6.3.6 REAR LANES

Rear Lanes support safer and more attractive public streets by locating site access, parking and servicing from a Rear Lane. As such, they are promoted throughout Southeast Courtice. Rear Lanes also reduce the number of curb-cuts on a public street while maximizing the exposure of building frontages to create a livelier, more attractive streetscape. Rear Lanes are encouraged to be provided to eliminate the need for front-yard garages and front-yard driveways for lower-density residential buildings. Please refer to **Figure 49** for a cross-section and plan of Rear Lanes and the components that comprise the right-of-way.

GUIDELINES

- Rear Lanes are prioritized for higher-density and/or mixed-use developments that front onto Arterial Roads and Collector Roads. Parking, servicing and loading areas from these developments should be accessed from Rear Lanes.
- Where low- and medium-density residential developments are dominant, Rear Lanes are encouraged to eliminate the need for front-yard garages and front-yard driveways.
- Rear Lanes must abut a public road and shall not immediately connect to another Rear Lane.
- Garages fronting onto Rear Lanes should be carefully arranged in groupings to encourage an attractive visual environment.
- The architectural design, massing, detailing, materials and colours of garages should compliment and reflect the principal dwelling. A variety of garage heights and roof slopes is encouraged.
- In locations of high public exposure, such as flankage lots, lots adjacent to walkways, and end lots, the exposed flankage face of the rear garage should be given the same design consideration as the principal dwelling with compatible architectural elements, details and materials.

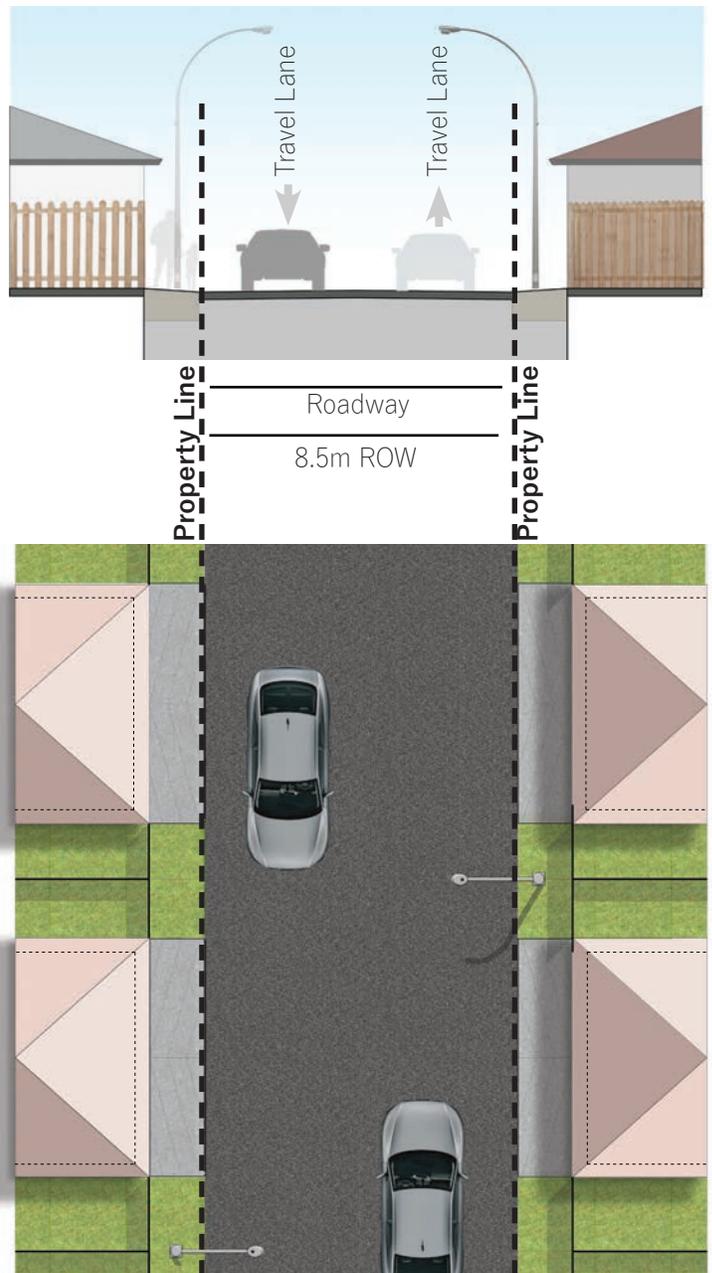


Figure 49: Rear Lane Cross-section and Plan

- g. Garages should be sited to allow for access and drainage from the rear yard of the unit to the laneway plus opportunities for landscaping along laneways.
- h. Both parking pads and garages shall be set back from the lot line separating the rear yard from the laneway.
- i. A house number is to be identified on both, the garage elevation facing a lane or the main entrance elevation facing a public street or park.
- j. Parking pads should be screened from the rear by a fence and/or landscaping.
- k. Landscaping and fencing along or adjacent to Rear Lanes should be coordinated and finished with materials, colours and vegetation compatible with the principal dwelling.



Figure 5: Example of Rear Lane

6.4 ACTIVE TRANSPORTATION

Active transportation in Southeast Courtice promotes alternative modes of transportation to motorized vehicles. Opportunities will be provided to the community to access more mobility options and utilize specific infrastructure design to create a comfortable, well connected environment that aims to improve safety. Active transportation refers to all human-powered forms of transportation, including but not limited to walking and cycling. It will be designed to be inclusive for all users and abilities.

The active transportation network consists of the pedestrian, cycling and trail networks, which comprise of both on- and off-street facilities. Please refer to **Figure 51** for a conceptual demonstration of the active transportation network.

Legend

-  Environmental Protection Area
-  Bicycle Sharrow
-  Bicycle Path
-  Bicycle Lane
-  Special Local Road
-  Local Road
-  Rear Lane
-  Mid Block Pedestrian Connection
-  Trail

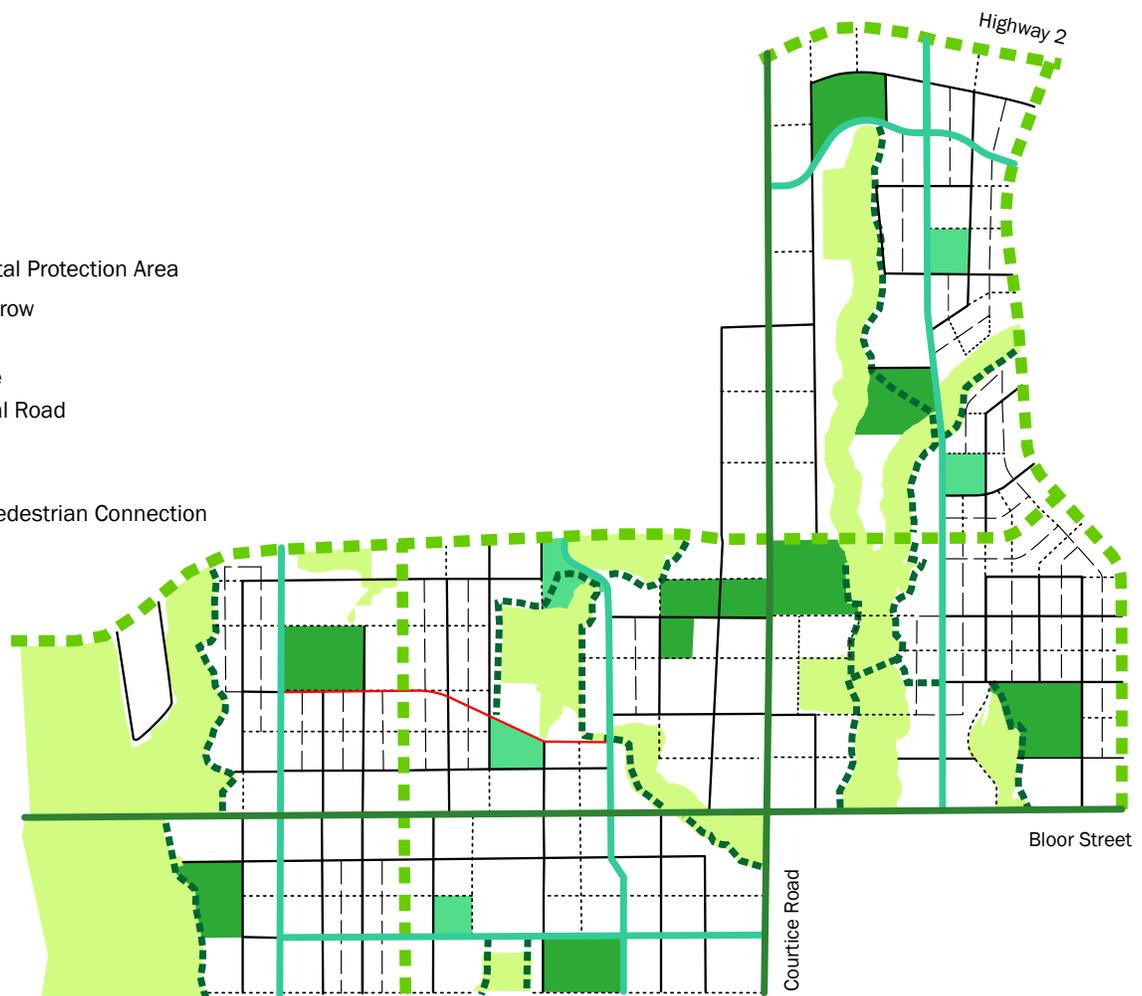


Figure 51: Active Transportation Map

GUIDELINES

- a. The active transportation network will be well-connected and complement the road network to foster connectivity and permeability throughout the community.
- b. Infrastructure must promote improved safety and visibility of vulnerable road users.
- c. The connections of sidewalks and trails to major destinations, neighbourhood facilities such as parks and schools and transit stops should be improved and maintained to encourage year-round, all-season use.
- d. Implement wayfinding methods that include signage to direct users at key intersections, landmarks and attractions, for both on- and off-street facilities.
- e. The active transportation network can also connect to/through both public and private spaces, including mid-block connections and Privately Owned Publicly-accessible Spaces.



Figure 52: Example of Integrated Active Transportation Network

6.4.1 PEDESTRIAN NETWORK

Southeast Courtice shall promote a safe and comfortable pedestrian environment that is well-connected to foster walkability and healthier lifestyles. Sidewalks, mid-block pedestrian connections and pedestrian crossings are components of the pedestrian network. Please refer to **Figure 51** for a conceptual demonstration of the pedestrian network.

6.4.1.1 SIDEWALKS

Sidewalks provide dedicated, safe and barrier-free pedestrian movement throughout the length of streets and blocks.

GUIDELINES

- a. Sidewalks should provide a well-defined, clear, predictable and unobstructed path and shall generally be a minimum width of 2 metres, consistent across blocks.
- b. Sidewalks shall generally be provided on both sides of all road types and relate directly to the adjacent buildings and uses.
- c. Sidewalks should connect with other public realm components such as parks and open spaces and should link directly to trails, wherever possible.
- d. Where sidewalks meet with other public realm components, they should be designed to serve all users including but not limited to children, elders and those with accessibility needs. Grading and sloping should be minimized to facilitate ease of movement.



Figure 53: Example of Sidewalk

- e. Sidewalks should link to Privately Owned Publicly-accessible Spaces and community facilities and amenities including but not limited to schools, community centres, libraries and recreational amenities.
- f. Boulevards adjacent to sidewalks should provide space for pedestrian amenities such as seating, transit shelters and active transportation facilities such as bicycle racks.
- g. Planting and furnishing zones adjacent to sidewalks should provide landscaping to act as a buffer between sidewalks and travel lanes within the roadway.

- c. Mid-block pedestrian connections shall be barrier-free with appropriate wayfinding and other signage.
- d. Mid-block pedestrian connections may also help connect the public realm of public roads to important functional areas of the development that are in the rear, including but not limited to parking, loading and servicing areas.
- e. Mid-block pedestrian connections can be Privately Owned Publicly-accessible spaces.
- f. Within Regional Corridors, mid-block pedestrian connections are not intended to be publicly owned.

6.4.1.2 MID-BLOCK PEDESTRIAN CONNECTIONS

Mid-block pedestrian connections break up long blocks and provide opportunities for greater pedestrian access, connectivity and permeability throughout Southeast Courtice

GUIDELINES

- a. Mid-block pedestrian connections shall further promote connectivity and enhance permeability through each block by being located at regular intervals, particularly within Urban Residential Areas where block lengths may be longer and greater pedestrian connectivity and permeability is desired.
- b. Wherever possible, mid-block pedestrian connections should connect to parks and open spaces, as well as important community facilities and amenities by other public realm components including but not limited to sidewalks and trails.

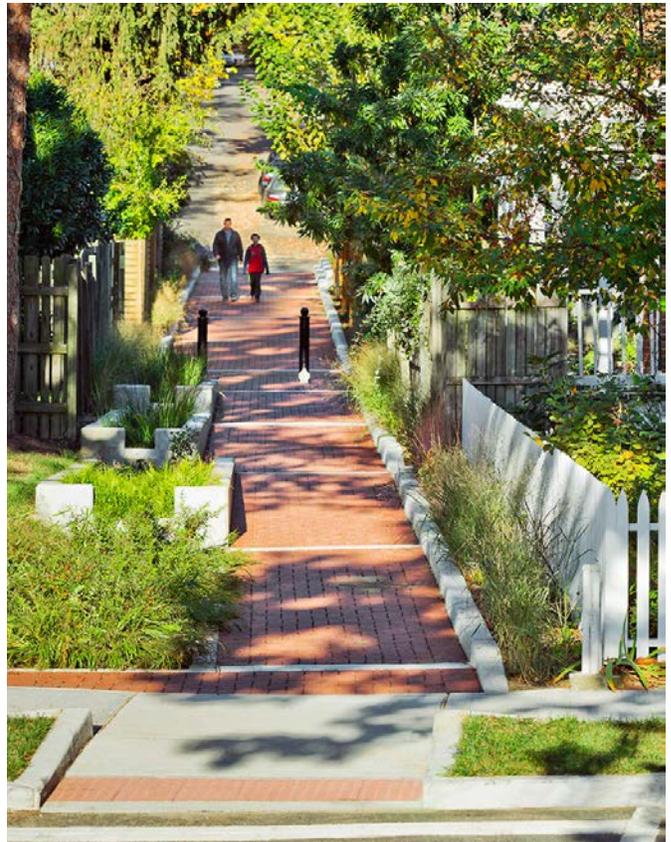


Figure 54: Example of Mid-block Pedestrian Connection

6.4.1.3 PEDESTRIAN CROSSINGS

Pedestrian crossings provide opportunities for safe, convenient and barrier-free pedestrian movement across streets within Southeast Courtice.

GUIDELINES

- a. Pedestrian crossings shall ensure continuity of the pedestrian network and be continuous throughout the community.
- b. Pedestrian crossings shall connect to other components of the public realm including but not limited to sidewalks, mid-block pedestrian connections, trails, parks and open spaces.
- c. Where pedestrian crossings meet with other public realm components, they should be designed to serve all users including but not limited to children, older adults and those with accessibility needs. Grading and sloping should be minimized to facilitate ease of movement.
- d. Pedestrian crossings should be designed with safety in mind, with appropriate signage and markings, particularly at Prominent Intersections, Gateways and parks and open spaces.
- e. At key intersections, pedestrian crossings should be paved with distinctive colours, textured materials or markings to enhance visibility and minimize conflicts between pedestrians and vehicular traffic.
- f. At signalized intersections, signalization for pedestrian crossings should be prioritized, particularly along Arterial Roads and Collector Roads where there is higher anticipated pedestrian traffic.
- g. Pedestrian crossings shall comply with Municipal and AODA standards.

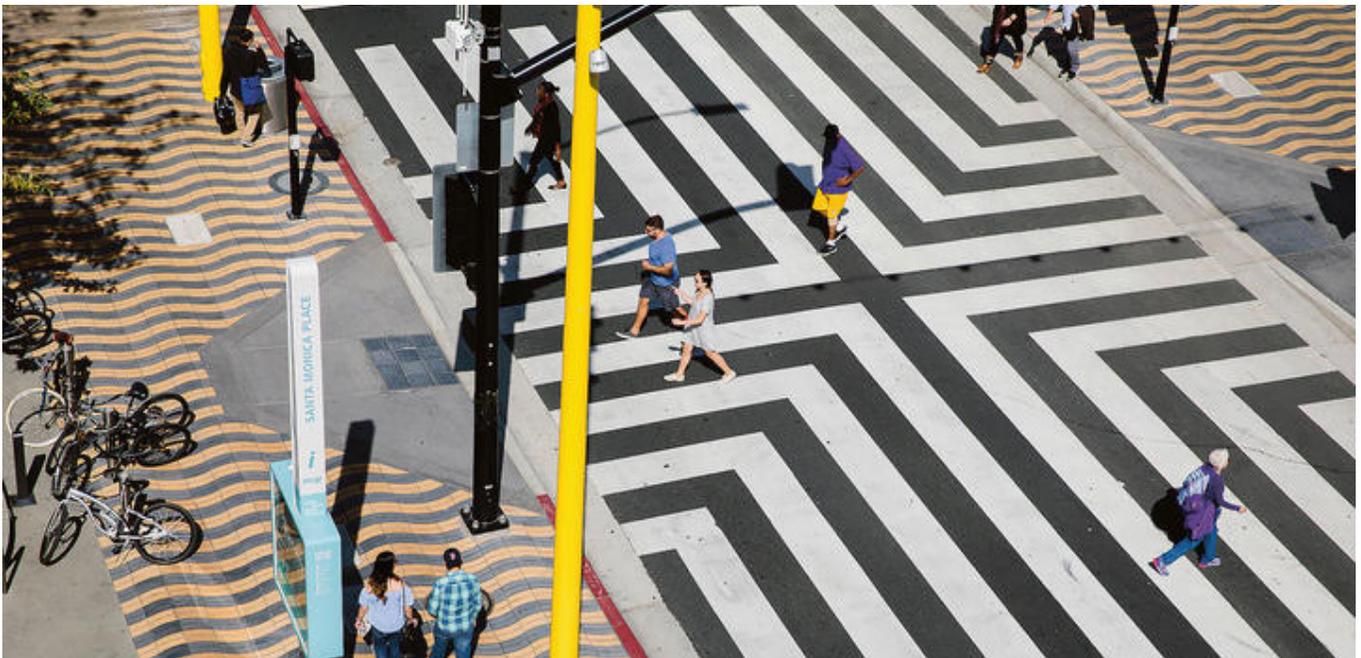


Figure 55: Example of Pedestrian Crossing

6.4.2 CYCLING NETWORK

Cycling is promoted throughout Southeast Courtice. Throughout the community, dedicated and/or shared cycling infrastructure is provided at most road types except Local Roads and Rear Lanes. Throughout the community, cycling opportunities are provided to offer a healthy lifestyle and to create more opportunities to get around. Please refer to **Figure 51** for a conceptual demonstration of the cycling network.

GUIDELINES

- a. Bicycle lanes shall generally be a minimum width of 1.8 metres, except for Type A Arterials where the cycling infrastructure is a sharrow (i.e. shared with the service lane).
- b. Bicycle paths, found on Type B Arterials and Type C Arterials, should be 3 to 4 metres in width to accommodate two-directional travel.
- c. Adjacent planting and furnishing zones shall have street trees to provide for shade and comfort.
- d. Shared cycling infrastructure with vehicular traffic shall provide clear signage and markings. On Collector Roads, the bicycle lane may be painted a different colour to distinguish it from vehicular use.
- e. Cycling routes shall have appropriate wayfinding at key intersections, landmarks and community facilities and amenities.
- f. Where cycling infrastructure meets with other public realm components, they should be designed to serve all users and accessibility needs. Grading and sloping should be minimized.
- g. Where cycling infrastructure is shared with multiple users, clear signage shall be provided to indicate shared or dedicated cycling with/from other users.
- h. The design of cycling infrastructure will follow the required design standards and guidance.



Figure 56: Example of Bicycle Path

6.4.3 TRAIL NETWORK

Trails contribute to enjoyment and interpretation of the community's natural heritage system. They offer opportunities for low-intensity recreation that is connected by the active transportation network. Please refer to **Figure 51** for a conceptual demonstration of the trail network.

GUIDELINES

- a. Trails should be seamlessly incorporated into the active transportation network including but not limited to sidewalks, mid-block connections, pedestrian crossings and cycling infrastructure.
- b. Trails will connect to parks and open spaces, including but not limited to providing through access and connecting areas for passive recreation. Trails are generally permitted to be located adjacent to Environmental Protection Areas.
- c. Where trails meet with other public realm components, particularly sidewalks and pedestrian crossings, they should be designed to serve all users including but not limited to children, older adults and those with accessibility needs. Grading and sloping should be minimized to facilitate ease of movement.
- d. Trails shall have multiple access points and demarcated entrances.
- e. Amenities for trails, including but not limited to parking, washrooms, furniture, waste and recycling bins, signage, interpretive facilities and lighting are encouraged.
- f. Trails should be a minimum width of 2 metres to provide barrier-free access. Where trails are for multiple users, trails should be sized appropriately.
- g. Where trails are provided for multiple users, clear signage shall be provided to indicate shared or dedicated uses.
- h. The material of trails should be sensitive to the preservation and protection of the surrounding natural heritage while being designed to accommodate maintenance equipment.
- i. The design and construction of trails shall comply with AODA standards.

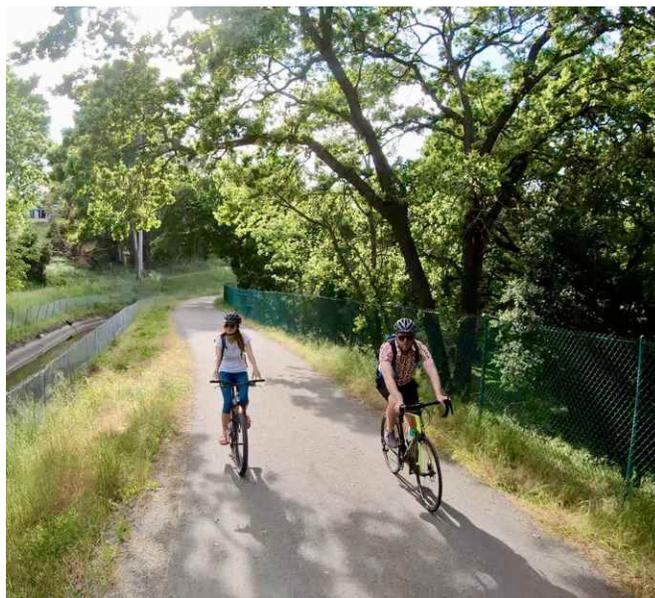


Figure 57: Example of Trail

6.5 TRANSIT

Development in Southeast Courtice is encouraged to be developed in a transit-oriented manner with transit-supportive developments of high- and medium-density along Arterial Roads. The availability of transit services in the community increases transportation options and opportunities to get around. Transit plays an important role in the creation of sustainable, liveable and active communities.

The following guidelines should be read in conjunction with Section 5: Built Form to understand the appropriate types of built form and densities to achieve transit-supportive development across Southeast Courtice.

GUIDELINES

- a. Transit stops and facilities shall incorporate appropriate amenities, including but not limited to transit shelters, seating, tactile paving, bicycle racks, curb cuts and appropriate lighting.
- b. Transit stops shall be near active transportation nodes and other focal points of the community, including but not limited to parks and open spaces, and building entrances of mixed-use, retail and commercial developments.
- c. Where feasible, primarily along Regional Corridors, transit waiting areas should be integrated into adjacent buildings and designed to be integrated into Prominent Intersections, Privately Owned Publicly-accessible Spaces and mid-block connections.
- d. Transit signage shall be legible and prominent.
- e. Wayfinding and appropriate signage throughout the community will indicate transit stops and facilities.
- f. Transit stops and facilities should be prioritized for existing and all new developments along Courtice Road, particularly at its intersection with Bloor Street, to create a strong transit corridor that connects to the future GO station.



Figure 58: Example of Transit Infrastructure

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7.0

CULTURAL & NATURAL HERITAGE

7.1 CULTURAL HERITAGE

Cultural heritage resources are buildings, structures and landscapes with strong community significance. They create a unique sense of place and differentiate one place from another. There are three cultural heritage landscapes and seven built heritage resources that were identified within Southeast Courtice and in the surrounding areas.

The following guidelines for the conservation of potential cultural heritage resources are intended to ensure adverse impacts are minimized and appropriately mitigated, and will be applied in conjunction with site-specific evaluations of cultural heritage resources, as required.

GUIDELINES

- a. Where a Cultural Heritage Evaluation Report is required, site design and location of buildings and structures shall not disrupt or produce anticipated negative impacts to potential cultural heritage resources.
- b. New development on or adjacent to built heritage resources shall be designed to be sympathetic to and harmonious with such resources through measures, including but not limited to, complementary massing, setbacks, architectural design and materials.
- c. Heights and densities of buildings may be limited on developments on or adjacent to identified cultural heritage resources.
- d. A Cultural Heritage Evaluation Report will determine whether a cultural heritage resource be retained for its original use in the original location or whether new development on or adjacent to built heritage resources should retain and integrate some of the built heritage into the proposal through built form and/or landscaping.
- e. A Cultural Heritage Evaluation Report will determine whether new development on or adjacent to cultural heritage landscapes should conserve the cultural heritage landscape, including but not limited to residences, agricultural structures and facilities, fence lines, mature trees and other historic reminders.
- f. Interpretive plaques, pathway markers, special features shall be considered, where applicable, to recognize significant, lost or relocated heritage buildings and sites.

Legend

-  Secondary Plan Boundary
-  Arterial Road
-  Collector Road
-  Built Heritage Resource
-  Cultural Heritage Landscape



Figure 59: Built Heritage Resources and Cultural Heritage Landscapes

7.2 ENVIRONMENTAL PROTECTION AREAS

Environmental Protection Areas (EPAs) are recognized as the most significant components of the community’s natural environment and include natural heritage features, hydrologically sensitive features, lands within the regulatory flood plain of a watercourse and hazard lands associated with valley systems. EPAs are the primary structuring component of the parks and open space system. Please refer to **Figure 60** for the locations of EPAs.

Environmental Constraints are identified in the Robinson Creek and Tooley Creek Subwatershed Study Phase 1 Report by Aquafor Beech Ltd. Moderate Constraints includes environmentally sensitive features. Such areas require and are subject to future study, with the intent to determine the appropriate management and/or protection action, and the suitability of the underlying designation.

GUIDELINES

- The location of parks should act as an extension of EPAs to create an interconnected network while maintaining drainage patterns and topography, limiting watercourse crossings and balancing a connected grid network of roads.
- Where parks, trails and adjacent development connect to EPAs, its interface, access and usage will be undertaken in a manner that maintains their ecological integrity and shall comply with CLOCA policies and regulations.
- Developments adjacent to EPAs should optimize public exposure and views to them through the provision and incorporation of parks and trails to provide access and additional linkages to the natural heritage system.

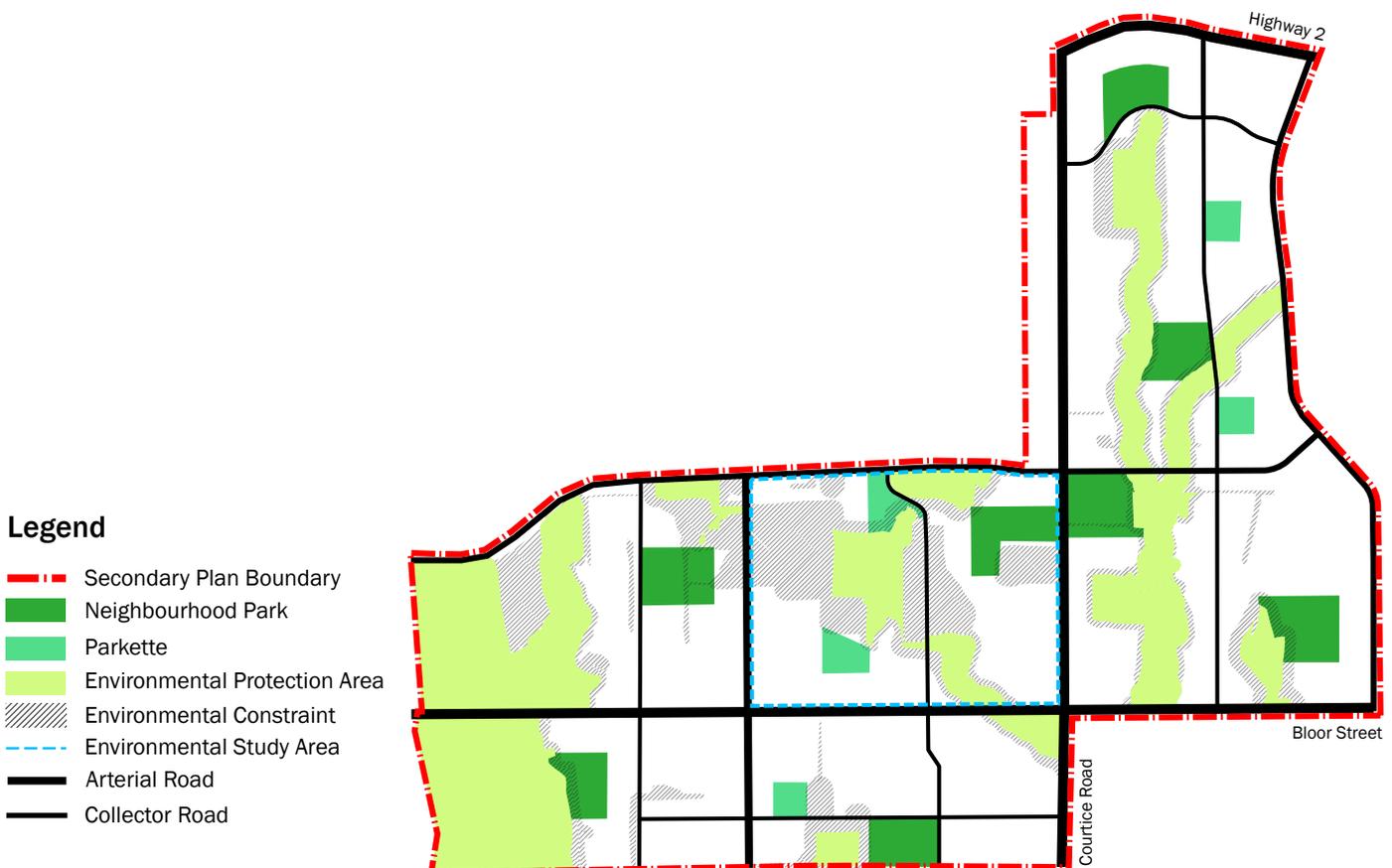


Figure 60: Environmental Protection Areas

- d. Development, including the road network, will consider drainage patterns and topography around EPAs, including limited watercourse crossings.
- e. Back-lotting of development onto EPAs is discouraged, however, may be permitted if it enables an optimal street and block pattern.
- f. Parks and trails shall only be permitted adjacent to EPAs and where provided, shall enhance connections and linkages to including but not limited to parks and other community recreational facilities.
- g. Vegetation protection zones should be identified, protected and enhanced. They should be used to extend and, where possible, connect the EPAs.
- h. Where vegetation protection zones require restoration, they should be planted with native, non-invasive and self-sustaining vegetation.



Figure 61: Example of Environmental Protection Area

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8.0

STORMWATER MANAGEMENT

Throughout Southeast Courtice, development is intended to be designed to conserve and manage stormwater through Low Impact Development techniques. These include but not limited to naturalized stormwater management ponds, bioswales, infiltration trenches, vegetated filter strips and permeable materials. Stormwater management facilities are primary pieces of public infrastructure and are to be located throughout the community. In addition to their primary function of water quality and quantity control, stormwater management facilities should be designed to maintain the environmental and ecological integrity of the natural heritage system. They should be designed to provide a benefit to the environmental health and integrity of the community.



Figure 62: Example of Bio-retention Area

GUIDELINES

- a. Buildings should collect and reuse rainwater in the building and/or for on-site irrigation.
- b. Landscaping should include native and drought-tolerant species. Irrigation for landscaping should be subgrade for treatment of grey water.
- c. Landscaped areas should be located to optimize the potential of water infiltration.
- d. Impervious surfaces should be minimized, subject to engineering design considerations, particularly for surface parking areas.
- e. Stormwater should be collected, filtered and reused on-site through permeable landscape design. The locations for permeable design include but are not limited to walkways, patios, plazas, driveways, parking areas and some components of the public road rights-of-way, where feasible.
- f. Designated snow storage areas should be provided to limit the entry of salt and other toxic substances into the stormwater sewer system. They are encouraged to be in filter strips and bioswales.
- g. Bio-retention areas, both on publicly- and privately-owned lands, are encouraged to capture and treat stormwater runoff, where feasible. They can be integrated into a range of landscape areas including medians and cul-de-sac islands, and boulevards. A variety of planting and landscape treatments should be employed to integrate them into the character of the landscape.
- h. Bio-retention areas should be designed to filter runoff either through infiltration or collection in a perforated under-drain and discharged to the storm sewer system.

- i. Bio-retention areas should be designed to provide wildlife habitat and enhance the aesthetic of new developments, where feasible.
- j. Rain gardens are encouraged to detain, infiltrate and filter runoff discharge from roof leaders, wherever feasible.
- k. Soakaways or infiltration trenches, galleries or chambers; wherever feasible; should be constructed below-grade and are encouraged to manage stormwater runoff.
- l. Vegetated Filter Strips are encouraged, wherever feasible, but preferred to treat runoff from roads, roof downspouts and low traffic parking areas, and can be used for snow storage.
- m. Bioswales are encouraged, wherever feasible, particularly for treating road runoff in areas that are not in high-density urban areas.
- n. Rainwater harvesting systems are encouraged, where appropriate, and should incorporate treatment technologies to improve the quality of rainwater before and/or after storage and include provisions for periods of insufficient rainfall and excessive rainfall.
- o. Stormwater management ponds should be developed as naturalized ponds, which incorporate native planting and reflect natural plant associations to minimize maintenance, create natural habitats for pollinator species, and enhance biodiversity.
- p. Stormwater management ponds should be integrated with parkland and treated as an extension of the parks and open space system. Stormwater management ponds are not to be located in parkland. They are not permitted within the Environmental Protection Areas.
- q. Plant materials for ponds should include a mix of deciduous and coniferous trees, shrubs and aquatic species and seeding.
- r. Where development is adjacent to a stormwater management pond, access for maintenance shall be provided.



Figure 63: Example of Stormwater Management Pond

9.0

TRANSITION ZONES

Southeast Courtice abuts lands that are adjacent to agriculture and designated employment lands, subject to future secondary planning and development. The guidelines in this section provide further guidance relating to development adjacent to these areas. As Southeast Courtice continues towards full build-out, the impacts of development that are adjacent to those areas must be minimized.

9.1 DEVELOPMENT ADJACENT TO AGRICULTURAL LANDS

The lands that comprise the Secondary Plan Area and are subject to these Guidelines are fully within the urban boundary. The lands to the east, towards Highway 418, are outside the urban boundary and comprise non-farm, estate residential units and agricultural lands, wooded areas and watercourses. These lands were historically the cleared portions of lands designated as Prime Agricultural that surrounds the community. They were used for the production of crops and the rearing of livestock. Much of the wooded areas are associated with steep-sided valleys, watercourses and marshlands. Please refer to **Figure 64** for the location of designated prime agricultural lands.

Development adjacent to agricultural lands should consider the sensitivity of these lands and their uses and protect their viability in the long term. Planning trends within the Municipality could foresee these areas being incorporated into the urban area boundary. During the interim period, the following guidelines shall be used to consider development at the interface between urban and agriculture uses while protecting these lands for their foreseeable longer-term agricultural viability.

GUIDELINES:

- a. Buffers, including but not limited to trees, native vegetation and naturalized ponds, natural heritage features or roads, should form the transition and interface between urban development and agricultural lands.
- b. Demarcation features, including but not limited to walls, fences, berm or signage, should be used between the different types and densities of land uses to reduce the potential for trespassing and potential vandalism.
- c. Lower-density development should form a transition between higher-density development and agricultural lands.
- d. Surface and/or groundwater monitoring shall be implemented for developments in areas where agricultural operations use surface or groundwater as part of their practice. This will monitor water quality to maintain appropriate quality for the irrigation and rearing of crops and livestock.
- e. Stormwater runoff from urban development shall not flow and/or drain into adjacent agricultural lands.

9.2 DEVELOPMENT ADJACENT TO EMPLOYMENT LANDS

Employment lands are an important part of communities as they create economic and employment opportunities. As such, the impacts of adjacent residential development and vice-versa should be minimized. Southeast Courtice is bounded by the Courtice Employment Lands to the south, with a portion of these lands forming part of the Major Transit Station Area of the proposed Courtice GO Station. Please refer to **Figure 64** for the location of employment lands.

GUIDELINES

- a. Adjacent development should not impact the long-term feasibility of employment lands. Appropriate setbacks, sound buffering, and screening should be considered for development adjacent to employment lands.
- b. Adjacent development should not prevent access to the appropriate infrastructure necessary for servicing of employment lands.
- c. Noise attenuation measures, including but not limited to noise walls and berms, shall be implemented.
- d. Backyard separation is encouraged through the provision of a vegetated landscape buffer with properties separated by a noise attenuation wall or slatted wood fence to provide visual separation and minimize noise impacts.
- e. Should backyard separation not be feasible, the following may be considered:
 - i. Road separation: a road separates the employment lands from the residential area and both residential and employment properties front onto the road.
 - ii. Backyard and road separation: residential properties back onto a road separating residential and employment lands. A noise attenuation wall or appropriate landscaping may be used to provide visual separation and minimize noise impacts.

Legend

-  Secondary Plan Boundary
-  Arterial Road
-  Collector Road



Figure 64: Transition Zones

10.0

IMPLEMENTATION

The Guidelines will be implemented by the Municipality as an evaluation tool for development in Southeast Courtice. The Guidelines, as mentioned in Section 1.1: Purpose, are to be used by everyone in the community, including the Municipality, those in the development industry and the public.

All development proposals within Southeast Courtice should reference and demonstrate adherence to the Guidelines. At pre-consultation meetings with applicants, for assessing and evaluating proposals, comprehensive block plans and urban design rationales may be required. It should be noted that additional studies may also be required, as determined by the Municipality.

10.1 COMPREHENSIVE BLOCK PLANS

A comprehensive block plan demonstrates how an integrated, coordinated development is achieved when multiple properties are concerned. They are prepared at the expense of the applicant and to the satisfaction of the Municipality. Comprehensive block plans will address the following:

- How the policies of the Official Plan, Secondary Plan and Guidelines are implemented;
- How active transportation is provided in an integrated manner;
- Establish locations of community facilities and amenities including but not limited to parks, schools, places of worship and non-residential uses; and
- Establish the manner of the phasing of development and appropriate cost-sharing of community uses and infrastructure.

10.2 URBAN DESIGN STUDIES

An urban design study demonstrates how relevant policies and urban design guidelines have been incorporated into the design of the proposal(s). It is a document that is used to assess and evaluate the site-specific aspects of the proposal, as well as the surrounding context. Urban design studies provide an analysis of the urban design opportunities and constraints, and how the proposal improves the urban design character of the site and surrounding area.

It is important to note that urban design studies are not intended to provide a justification or reflection of a preferred development scheme, but to focus on the comprehensive demonstration of a preferred design solution.

10.3 PERIODIC REVIEW OF GUIDELINES

The Guidelines are intended to evolve and further develop as the situation arises. A periodic review and update is intended, as needed, to make them current and relevant as development unfolds in Southeast Courtice.

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Prepared by AECOM Canada Ltd.
Prepared for the Municipality of Clarington



Attachment 2

Sequence of Events Summary - Southeast Courtice Secondary Plan

2018	Event
January 29, 2018	Public Meeting Report and Staff Presentation Council authorization to initiate Notice sent to all property owners in the Secondary Plan Area
May, 2018	Award the contract to AECOM
June 13, 2018	Municipal Class Environmental Assessment Notice of Study Commencement
June 15, 2018	Notice of Public Information Centre #1 (Open House) sent to all property owners in the Secondary Plan Area. Notice of Public Information Centre sent to all landowners within 120 m of the Secondary Plan Area. Notice was sent by mail and/or e-mail to Mayor and Members of Council, Department Heads, the Region, the MMAH and the Project Steering Committee.
June 26, 2018	Public Information Centre #1
September 5, 2018	Steering Committee Meeting #1
November 28, 2018	Steering Committee Meeting #2
December 13, 2018	Steering Committee Workshop #1
2019	Event
April 23, 2019	School Board Meeting
May 10, 2019	Courtice Planning Day, Steering Committee Meeting #3
June 19, 2019	Subwatershed Study Experts Meeting
September 3, 2019	Steering Committee Workshop #2 Alternative Land Uses
October 9, 2019	Landowner Meeting - Alternative Land Uses Notice sent to all Landowners in the Secondary Plan Area

2019	Events
October 25, 2019	<p>Notice of Public Information Centre #2 sent to all landowners in the Secondary Plan Area.</p> <p>Notice of Public Information Centre sent to all landowners within 120 m of the Secondary Plan Area.</p> <p>Notice was sent by mail and/or e-mail to the Interested Parties List, the Region, Mayor and Members of Council, Department Heads, the MMAH and the Project Steering Committee.</p>
November 5, 2019	Public Information Centre #2 Alternative Land Uses
November 2019	Online Interactive Mapping Project
2020	Event
March 2020	COVID-19 Pandemic
March/April 2020	Cancelled - Public Information Centre #3
May 12, 2020	Steering Committee Workshop #3 Draft Secondary Plan and Urban Design and Sustainability Guidelines (UDSG)
May 29 - June 2, 2020	<p>Notice of Statutory Public Meeting Draft OPA, Draft Secondary Plan and Draft UDSG</p> <p>Notice of Public Meeting mailed to all landowners in the Secondary Plan area.</p> <p>Notice of Public Meeting was mailed to all landowners within 120 m of the Secondary Plan Area.</p> <p>The Notice of Public Meeting was also sent by e-mail and/or mail to the Interested Parties List, Mayor and Members of Council, Department Heads, the Region, the MMAH and the Projects Steering Committee.</p>
June 1, 2020	Material Available for review on Project web page Draft OPA, draft Secondary Plan and draft UDSG
June 2, 2020	Request for Comments sent to Commenting Agencies
June 18, 2020	Agenda Published; Staff report available
June 23, 2020	Statutory Public Meeting Draft OPA, Draft Secondary Plan and Draft UDSG
July 2020	<p>Notice of Council's decision regarding the Draft OPA, Draft Secondary Plan and Draft UDSG was mailed and/or emailed to all landowners within the Secondary Plan Area, all landowners within 120m of the Secondary Plan and all interested parties.</p>

November 13-17, 2020	<p>Notice of Recommendation Report mailed to all property owners within the Secondary Plan Area Notice of Recommendation Report mailed or emailed to the interested parties list.</p> <p>Notice was sent by mail and/or e-mail to the Interested Parties List, Mayor and Members of Council, Department Heads, the Region, the MMAH and the Projects Steering Committee.</p>
December 2, 2020	Material Available for review on the project web page
December 2, 2020	Agenda Published – Recommended OPA, Recommended Secondary Plan and Recommended UDSG available
December 7, 2020	Planning and Development Committee Meeting
TBD	Council Adoption of OPA 124
TBD	Document Package forwarded to the Region of Durham For Approval
2021	Event
TBD	Region of Durham Approval of OPA 124
TBD	Zoning By-law to implement the Secondary Plan

Attachment 3 Public Comments Summary Table

Submission Number Name (contact) Date	Details of Submission	Response
S001; S016 Dave Winkle June 2 and 22, 2020	<p>Suggests Natural Heritage be the focus for every incoming development to minimize habitat destruction in GTA and protect species. Recognizes how natural corridors are crucial along creeks/rivers/ponds, vegetated areas and fields.</p> <p>Wants Staff to:</p> <ul style="list-style-type: none"> a) seriously consider tree preservation in the development process and encourage developers to plant more and larger trees; b) maintain fields and trails with minimum height for grass cover for species habitat. 	<p>No changes made to SP.</p> <p>Environmental Protection policies exist in both the Official Plan and the Secondary Plan to address these issues at the time of development.</p>
S002 Betty Ormiston June 2, 2020	<p>Property Location: 1594 Courtice Road South</p> <p>Inquired the approximate location of the EW collector south of Bloor Street.</p>	<p>Advised the EW collector is approximately located along her southern property boundary.</p> <p>No implications for SP revision.</p>
S032 Nicholas Mensink July 27, 2020	<p>Property Location: 1594 Courtice Road South</p>	<p>The nature of policy guidance for areas to the south of the study area will be determined by a separate secondary plan process. Compatibility between</p>

Submission Number Name (contact) Date	Details of Submission	Response
	<p>After reviewing the Staff Report and the Public Meeting, they:</p> <ul style="list-style-type: none"> • Are supportive of the residential designations for the property (medium density along Regional arterials roads Bloor and Courtice Road to take advantage of Regional transit and the transition to lower density on the balance of the lands). • Have some concern over the road link to the employment area to the south, and possible infiltration of truck traffic within the residential area instead of routing to arterials. Notes that Farmington Drive connection should terminate at the east-west collector south of Bloor St. • Recognize that the size and location of each park/parkette is to be determined at the time of development review and approval based on parkland provisions requirements of Section 18 of the Official Plan, though they request that the parkette not exceed 5% of the property. 	<p>the two areas from a traffic perspective will be further addressed through this work.</p> <p>No SP revisions.</p>
<p>S003 Woodland Durham (Mark Foley) June 4, 2020</p>	<p>Property Location(s): 2141 Trulls Road; 1678 Bloor Street; 1696 Bloor Street and under separate ownership 1666 Bloor Street</p> <p>Provided a revised road, lot and park block for land (1666 Bloor) in the Secondary Plan area.</p>	<p>Information was received.</p> <p>No implications for SP revisions.</p>
<p>S026</p>	<p>Two requests following the Public Meeting:</p>	

Submission Number Name (contact) Date	Details of Submission	Response
Woodland Durham (Mark Foley) June 24, 2020	<ol style="list-style-type: none"> 1. To revise the boundary limits of the Special Study Area to align with the boundary of the environmental constraints designation, to avoid delays on developable lands; 2. To revise the location of the parkette to be adjacent to the EPA area as shown on the attachment (relocation of parkette that's east of Farmington Drive and north of Bloor Street), to provide better NHS linkage. 	<ol style="list-style-type: none"> 1. Municipality has indicated that the Environmental Study Area boundary should remain as indicated. 2. Precise location and size of parkettes to be determined at the time of development review and approval.
S026a Woodland Durham (Mark Foley) October 21, 2020	Follow up on previous inquiry - specifically the relocation of the parkette. Seeks clarification on whether their previous request was reviewed and why it was not allowed.	Comment Received – Precise location and size of parkettes to be determined at the time of development review and approval.
S004: S019 Worboy Law (Ronald Worboy) June 2 and 23, 2020	<p>Property Location: 1811 Highway 2</p> <p>Thanked staff for the notice. Provided his support for the Secondary Plan. Submission of 2 items:</p> <ol style="list-style-type: none"> (1) A letter outlining the client's desires to: <ol style="list-style-type: none"> a. provide a high density residential block on Courtice Road, between Highway 2 and Sandringham Drive; 	Land Use Plan revised to expand High Density/Mixed Use designation along Hwy 2.

Submission Number Name (contact) Date	Details of Submission	Response
	<p>b. provide a medium density residential block west of Hancock Rd, between Highway 2 and Sandringham Drive;</p> <p>c. move the neighbourhood park south of Sandringham Drive, adjacent to the EP lands.</p> <p>(2) A proposed land use plan for the proposed SEC SP.</p>	
<p>S005 Colliers International (Tristan Quizeo) June 4, 2020</p>	<p>Property Location: 2212 Trulls Road and 2350 Courtice Road</p> <p>Several inquiries were made including:</p> <ul style="list-style-type: none"> • When will Secondary Plan be adopted? • What is the extent of the land uses for both properties (2212 low density residential and environmental constraint, and 2350 medium density residential). • How much/percentage of the sites developable - for valuation purposes? 	<p>No implications for SP revision.</p> <p>Multiple responses were sent to advise of potential timing, the extent of the residential and environmental constraint areas. Specific land areas were not provided.</p>
<p>S006 Colliers International (Tristan Quizeo) June 5, 2020</p>	<p>Property Location: 2350 Courtice Road</p> <p>Can the portion of the property that's not within the Secondary Plan area proceed with development without the adoption of the Secondary Plan.</p> <p>What is the expected timeline for implementing the plan and development for the two sites?</p>	<p>Response provided to advise timing of the Secondary Plan and UDSG to be presented to Council for a Statutory Public Meeting (June 23, 2020) and anticipated timing for a recommendation report in Fall 2020. Also advised of the adoption/approval process as</p>

Submission Number Name (contact) Date	Details of Submission	Response
		<p>well as the ongoing Robinson Creek and Tooley Creeks Subwatershed Study that was prepared in support of the Secondary Plans in Courtice.</p> <p>Portion of the site is within the SEC Secondary Plan however, the sanitary servicing for the site will not be available until the Trunk Sewer and subsequent infrastructure is in place.</p> <p>No implications for SP revision.</p>
<p>S007 Neil Osbourne June 5, 2020</p>	<p>Subject lands are located outside of the SEC Secondary Plan area and outside of the Urban Boundary but immediately adjacent to the Secondary Plan on the south side of Bloor Street. Redirected Mr. Osborne to the Region of Durham MCR process. Mr. Osbourne is requesting the Courtice Urban Boundary be expanded to include the Subject lands.</p>	<p>No implications for SP revision.</p> <p>Mr. Osbourne was directed to the Region's Municipal Comprehensive Review website.</p>
<p>S015 Neil Osbourne June 21, 2020</p>	<p>Specific questions related to buildings, roads, storm water, and location of items:</p> <ul style="list-style-type: none"> • Maximum building height and location of buildings 	<p>Questions were answered regarding the Secondary Plan.</p>

Submission Number Name (contact) Date	Details of Submission	Response
	<ul style="list-style-type: none"> • Location of proposed roads (from Courtice Rd), options for relocation and road design details (number of lanes, street parking, traffic lights, speed limits on Bloor St between Courtice Rd & Hwy 418, potential widening of Bloor St, corridor width) • Storm water facility location options, details to share, management of possible overflow. 	No implications for SP revision.
S008 Jessamyn Wilson June 8, 2020	Lives on Stagemaster Crescent. Confirming if Stagemaster Crescent will exit onto Courtice Road based on graphic in Notice.	Stagemaster Cres. has been included in the Southeast Courtice Secondary Plan study area to ensure that when development is planned for, adjacent uses and built form will be considered. There is no plan to change the configuration of Stagemaster Crescent to exit onto Courtice Road. No implications for SP revision.
S009 Ron Boss June 15, 2020	Inquired about the tentative start date of the four street expansions/extensions shown in the newspaper.	Staff will prepare a Recommendation Report for Council to consider. When Council adopts the Secondary Plan, it will be forwarded to the

Submission Number Name (contact) Date	Details of Submission	Response
	Inquired about the start time for the June 23rd Public Meeting.	<p>Region for final approval. No tentative start date for the extension of roads shown in the advertisement - roads are typically extended through the development process (Plan of Subdivision) which takes place after the Secondary Plan is approved.</p> <p>Date, Time and instructions to join the SEC SP Public meeting was provided. Asked if they'd like to be part of the IP List.</p> <p>No implications for SP revision.</p>
S010 Hope Fellowship Church (Brian Bylsma) June 15, 2020	<p>Property Location: 1685 Bloor Street</p> <p>Noted they are looking forward to the PM and how the Secondary plan will affect the Church property (proposed road south of their property). Seeks more information on proposed Farmington Drive extension.</p>	No implications for SP revision.
S011	Property Location: 1685 Bloor Street	Staff discussed the number of factors that go into the design

Submission Number Name (contact) Date	Details of Submission	Response
Hope Fellowship Church (Rich Bouma) June 16, 2020	Inquiring about the location of the two collector roads, school and Neighbourhood park on the Church's land. Requested a map. Inquired about future cost sharing.	of the neighbourhood. A map with the Secondary Plan land uses over top of the property fabric was sent to the Church representative so this relationship is known.
S024 Hope Fellowship Church (John DeWilde) June 23, 2020	Property Location: 1685 Bloor Street The proposed school and park limit development potential on their property. Prefers a mix of uses and relocation of the proposed school and park elsewhere. Inquired regarding cost sharing with other developers.	School site moved further west. Neighbourhood park shifted southward and Farmington Drive was shifted eastward to better align with property boundaries. Advised that in general cost sharing will occur between landowners for infrastructure and other costs of development, i.e. provision of land for parks and schools as part of the development process.
S031 Hope Fellowship Church (Brian Bylsma)	Property Location(s): 1685-1689 Bloor Street; and 1711 Bloor Street	Meeting held with Church representatives. See above response.

Submission Number Name (contact) Date	Details of Submission	Response
July 13, 2020	<p>Thanked staff for all the work to help create the community in Courtice. Emailed letter outlining concerns and desires for the church property that's consistent with the Secondary Plan. Requests meeting with Planner to discuss further.</p> <p>Desires (requires all 22+ acres they own):</p> <ul style="list-style-type: none"> • A second phase for their own facility (building and program expansions); and • A mixed-use community including a variety of living options, affordable housing, assisted and senior's retirement living. <p>Concern:</p> <ul style="list-style-type: none"> • Proposed uses (school, park, two new roads) leaves limited developable land to work with - detrimental to how they are serving community <p>Believes their plans are in-line with Secondary Plan objectives to be livable and accessible; and suggests the proposed uses be central to the Secondary Plan area instead of adjacent to residential areas:</p> <ul style="list-style-type: none"> • Move school to south side of the new EW road (if needed in that area) 	

Submission Number Name (contact) Date	Details of Submission	Response
	<ul style="list-style-type: none"> • Move park to a more central location (open to further discussion RE: Green Priority Concept) • Desires Municipality provide property zoning to reflect their use and needs. • Move the EW road 50-75 feet south, the north limit of the EP area to avoid creating a small parcel. • Move Farmington extension 75-100 feet west to allow better use of their lands east of Farmington (also helps Farmington be more central between Courtice and Trulls. 	
<p>S038</p> <p>Hope Fellowship Church (Brian Bylsma)</p> <p>August 28, 2020</p>	<p>Property Location(s):</p> <p>1685-1689 Bloor Street; and 1711 Bloor Street</p> <p>Consider moving the school to the west side of the Neighbourhood park; realign Farmington to their eastern property line.</p>	<p>See above responses to the inquiry.</p>
<p>S014</p> <p>Libby Racansky</p> <p>June 21, 2020</p>	<p>Concerned about additional roads on proposed land use plan:</p> <ul style="list-style-type: none"> • Road #4 (horizontal): would reduce quantity and quality of water feeding Tooley Creek's headwaters which is already covered by the 418 Interchange. Can Road #4 be avoided to minimize negative impact. 	<p>EA will further assess the crossing of the Tooley Creek and provide mitigation measures if needed.</p> <p>No implications for SP revision.</p>

Submission Number Name (contact) Date	Details of Submission	Response
	<ul style="list-style-type: none"> Road #4 (vertical): seems to have less impact on Creek - seeking a culvert or bridge (preferred, and cheaper) over the Creek. Asks for a vegetative buffer along the north and east side of the Plan to prevent 418 noise (trucks) into the Hancock neighbourhood. 	
<p>S040 Libby Racansky November 25, 2020</p>	<p>Follow up; seeking answers from Staff for the following five (5) concerns:</p> <ol style="list-style-type: none"> Extension on Farmington Drive (#3 on Plan) - still unable to find how much it would cost tax-payers to fund the road extension to cross the valley. Asks what the EA says about it and if the road could avoid this crossing and remain as an internal winding road to help calm traffic instead of having many roads that would require Public Works' maintenance. Less maintenance means lower taxes, so a request for less roads. Similar situation can be applied to Road #4 located at the headwaters of Tooley Creek. The other part of the Tooley headwater recharge was already covered up by the Hwy 418. Subdivision residents have access to Hwy 2 and 418 from Courtice Rd. Asks what the EA is recommending for this. Asks if developers contribute financially for rehab of Tooley Creek - if the roads are really necessary. 	<p>Staff provided links the Draft Southeast Courtice Secondary Plan (June 23, 2020), the maps (land use and transportation), and the Robinson and Tooley Creek Subwatershed Study for more information.</p> <p>Answered each concern in writing.</p> <p>Clarified the status and timing of completion for the EA; how the Secondary Plan responds to their concerns on the Creeks, proposed roads, and land uses; as well as the future development in regard to natural features, servicing, and the development approvals process.</p>

Submission Number Name (contact) Date	Details of Submission	Response
	<p>4. Asks if the forested area to the left of Tooley Creek (visible from Courtice Rd) will become a park as Mr. Worboy requested on behalf of the Muirs. States it would finish the existence of Tooley Creek, and suggests a trail be implemented instead which follows the outside contour of this woodlot.</p> <p>5. Questions whether the existing residents on Hancock Rd will lose water in their wells during or even after construction. Asks if there should be a clause in the study stating that the developer would connect residents to municipal water supply or restore their wells (according to the desires of private landowners) at no cost to the residents. Without such clause, the residents would pay an unnecessary financial amount for the restoration or connection and suffer, health-wise. The same had happened to those in the Hancock neighbourhood recently.</p>	
S017 Mark Stanisiz June 22, 2020	Asked for general project information such as documents, timelines, and any information about the sewer trunk being constructed on Trulls Rd.	Response to inquiry provided. No implications for SP revision.
S027 Mark Stanisiz June 26, 2020	Questions what's planned for the property at the southeast corner of Wade Square (#65) and its relationship to the SEC SP and the development	Response to inquiry provided. No implications for SP revision.

Submission Number Name (contact) Date	Details of Submission	Response
	immediately south of the property (there's an abandoned house east of the white area).	
S018 Bruce Osbourne June 23, 2020	Subject lands are located outside of the SEC study area and are located outside of urban boundary (immediately adjacent to the Secondary Plan on the south side of Bloor Street). Redirected Mr. Osborne to the Region of Durham MCR process. Mr. Osborne is requesting the lands to be included within the Urban Area.	No implications for SP revision.
S020 Ken & Wendy Ferris June 23, 2020	Experiences noise from Highway 418, high volume of trucks and high vehicle speeds on Bloor between Courtice Rd and Hancock Rd. Questions how the Municipality considers road safety and environmental impacts.	Secondary Plan provides policy regarding the protection of the natural environment and for the provision of safe roads. No implications for SP revision.
S021 Alex & Laura Paris June 23, 2020	Timing of project completion, concern for construction noise and impacts, timing of access to services.	Secondary Plan must first be approved, and infrastructure be extended to the area prior to development. No implications for SP revision.

Submission Number Name (contact) Date	Details of Submission	Response
S022 Gerry McKenna June 23, 2020	Need to strengthen the EW connections between Robinson and Tooley Creeks. What infrastructure will be used to support new roads/extensions and what wildlife and species at risk are identified in the area. Suggests bird friendly building performance standards to minimize impact during fall migration.	Environmental Protection policies are provided in the Secondary Plan. No further implications for SP revision.
S023 Milada Kovac June 23, 2020	Property Location: Hancock Road north of Bloor Street. Opposes Meadowglade Road extension to bisect her property connecting Hancock Road.	Concern noted. The final alignment of Hancock Boulevard will be subject to an EA. Timing for the EA is unknown but will be in the future. No implications for SP revision.
S025 Pasquale Bruno June 23, 2020	Property Location: 2231 Trulls Road Wanted a map showing his property and the secondary plan.	No implications for SP revision.
S028 Alisha Ritskes June 27, 2020	Concerned with the protection of natural areas, tributaries, wildlife, wildlife habitat, and corridors, as they currently face low human and vehicle interference.	A number of policies are included in the secondary plan to address these concerns including: <ul style="list-style-type: none"> • Environmental Protection

Submission Number Name (contact) Date	Details of Submission	Response
	<p>Concerned with the cleanliness of these areas and questions how monitoring of illegal dumping and runoff from construction will prevent harm to the ecosystem.</p> <p>Questions how conservation and protection will be achieved long term - whether it be implementing guidelines or processes; and how trails will be maintained.</p> <p>As a result of increased residential uses, concerned about how the proposed density increase may challenge residents to drive instead of walk, especially in the winter with extreme temperatures and less maintenance of sidewalk clearance.</p> <p>Wonders whether the existing houses and buildings not mapped are to remain/being considered.</p>	<ul style="list-style-type: none"> • Erosion Control plans are a requirement of most development approvals <p>Public Works department maintains trails</p> <p>Private landowners maintain adjacent sidewalks</p> <p>Existing uses may remain.</p> <p>Submission did not necessitate SP revision.</p>
<p>S030</p> <p>Tracy Madgett</p> <p>July 3, 2020</p>	<p>Property Location: 2091 Trulls Road</p> <p>Inquiry about the future of the row of SFDs that front onto Trulls Road.</p>	<p>It is intended that these properties will continue as is or the land could be used in the future with other lots for a development.</p> <p>No implications for SP revision.</p>
<p>S033</p>	<p>Property Location: Lands within the Environmental Study Area</p>	<p>Responses provided regarding proposed timing for the</p>

Submission Number Name (contact) Date	Details of Submission	Response
Lindvest (Mark DiLoreto) July 15, 2020	<p>Looking for more details regarding the timing and phasing of the Secondary Plan. Confirming the expected November 2020 completion date of Phase 4 and the Recommendation Report and whether this deadline would be delayed due to COVID-19. Seeking more information on the Environmental Study, its approximate completion date and if available online for public view.</p> <p>Asked how much of an increase to the density proposed in the Secondary plan Guidelines would be supported by Staff, and if a zoning/OP amendment comes forward how long it would take to approve an increase to the density/height.</p>	<p>recommendation report. Information regarding the EIS was provided.</p> <p>Inquiry did not have any implications for SP revision.</p>
S035 MacMeg Group of Companies Inc. (Kevin Anderson) July 17, 2020	<p>Property Location: 1350 Courtice Road (Pickell Development Lands)</p> <p>Seeking clarity on the impacts of the Secondary Plan work to the subject property, specifically:</p> <ol style="list-style-type: none"> 1. A proposed/potential stormwater management feature; 2. A proposed/potential parkette feature, and; 3. A collector road running east/west from Trulls Road to Courtice. <p>Also seeks clarity on the land designations being suggested in the plan and whether there is flexibility related to commercial uses and the close proximity to the Courtice and Bloor "landmark" intersection.</p>	<p>In general cost sharing will occur between landowners for infrastructure and other costs of development, i.e. provision of land for parks and schools. Stormwater management facilities shown on Schedule A and B are illustrative and final location and sizing shall be determined through the development application process.</p>

Submission Number Name (contact) Date	Details of Submission	Response
	<p>Seeks to understand how compensation will be delivered if the uses/features are implemented.</p> <p>Until they receive clarity on the above concerns, they are not in favour of the proposed plan.</p>	<p>Large scale commercial uses are not contemplated for these lands.</p> <p>Mapping of the subject lands were provided with an overlay of the Secondary Plan as well as details from the Subwatershed Study.</p>
<p>S036</p> <p>Macaulay Shiomi Howson LTD. (Nick Pileggi)</p> <p>September 18, 2020</p>	<p>Subject Lands: Composting Facility on Hancock Road north of Baseline Road.</p> <p>White Owl Properties Limited (formerly Miller Group) owns the subject lands. The northern portion is used as an organic and wood waste composting and processing facility, while the southern portion is located within the Courtice Employment Secondary Plan Study area.</p> <p>Is concerned that future development in the Southeast Courtice Secondary Plan Area may result in greater odour concerns.</p> <p>White Owl is not opposed to the developments in the Secondary Plan Areas and believes additional policies are beneficial to the Municipality and White Owl, in reducing land use conflicts. Suggests adding a new section of policies to the Clarington Official Plan.</p> <p>○</p>	<p>Policy request has been forwarded to the Courtice Employment Lands/MTSA Secondary Plan which is in closer proximity to the subject lands.</p> <p>Secondary Plan policy requires studies for new development to show compatibility with uses adjacent and in the vicinity.</p>

Submission Number Name (contact) Date	Details of Submission	Response
S037 Patrick McEvoy August 29, 2020	Seeking clarity on the secondary plan boundaries and the impacts of the Hancock Road adjustment in relation to their property, such as snow plow services. Inquiring about comment period and if future alterations to the plan can be made. Also suggests having the Meadowglade Road extension go through their property and extend out to east of Hancock Road. Looking to sell their property and welcome future plans.	Concerns regarding snow removal were forwarded to the Director of Public Works. Advised that the alignment of Hancock Road will be subject to the EA process. No implications for SP revision.
S039 Tribute Communities (Louise Foster) September 3, 2020	Outlining concerns with the June draft of the Southeast Courtice Secondary Plan: <ol style="list-style-type: none"> 1. Section 3.1.1 on Regional Corridor: <ol style="list-style-type: none"> a. There are cross references to regional corridor lands and to the streets, though streets are not regional corridors. Please clarify and correct. 2. Section 4.3 Medium Density Residential: <ol style="list-style-type: none"> a. We assume no distinction between condo towns and street towns or back to back/stacked for Section 4.3.3 b) and c). b. In Section 4.3.7, townhouses are permitted but shall not exceed 10% of total frontage. Clarify how a townhouse is defined and how it's calculated (site plan by site plan basis, or by the overall frontage of medium density blocks). We 	1. Policy and references clarified. 2a. Correct 2b. This provision has been removed.

Submission Number Name (contact) Date	Details of Submission	Response
	<p>cannot support 10%. Also, does the Regional Road frontage mean all units fronting onto Bloor Street, Courtice Rd and Hwy 2? It's difficult to implement if planning on a site by site basis as the actual land use area within the regional Corridor is not wide. Please delete the percentage and work with the overall 85 uph noted in Section 3.1.3.</p> <p>c. Section 4.4.8, delete the requirement that buildings less than 4 storeys shall not be permitted within 50 metres of an intersection of Courtice Rd and Bloor Street. We don't understand the intent of this as driveway access and internal condo road patterns are difficult to achieve and may not be in keeping with the development blocks. 3 storey buildings can be designed to reflect a 4 storey product (see examples attached).</p> <p>3. Section 4.5 Development within Low Density Residential Designation:</p> <p>a. Remove specific design criteria in Section 5.3.1. Urban Design and Zoning policies should not be in a Secondary Plan. If there are design considerations that are also included in Urban Design Guidelines and the Zoning By-law, how would the Secondary Plan policies be addressed if a</p>	<p>2c Four storey development is encouraged at all intersections of a Collector or Arterial with the Regional Corridors. Policy has been revised to only apply to some intersections.</p> <p>3a. Design criteria has not been removed as these clarify the Municipality's expectations regarding development. Specific numeric references have been removed where appropriate to avoid conflicts with future zoning provisions.</p>

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	<p>minor variance to the Zoning By-law can be made?</p> <ul style="list-style-type: none"> b. Delete the provision in Section 5.3.1 e) requiring 50% soft landscaping. Request that it be reduced to 45% (see examples attached). The porch and stairs must be included to achieve the 50%. This would be appropriate for a zoning by-law, not a secondary plan. An OPA may be required if a minor variance came forward. c. In Section 5.4.1 c), garages should at least be permitted to extend to the front porch, which provides for a more liveable floor plan in smaller units. d. Change the maximum number of attached townhouses from 6 to 8 in Section 5.4.1 f). Cannot support this as townhouse projects (freehold and condo), blocks range from 5-8 units typically, depending on the area of the land that the townhouse occupies. <p>4. Section 9.6 Local Roads:</p> <ul style="list-style-type: none"> a. Delete the requirement in Section 7.3.2, as 200 metres as the maximum road length is too short. In various circumstances, crescents and valley systems require flexibility in the road pattern. An absolute grid is not achievable, but a modified grid is. 	<p>3b. Provision revised (5.4.1) to remove numeric reference however soft landscaping is still encouraged.</p> <p>3c. Policy revised.</p> <p>3d. Official Plan limits townhouses that may be attached to 6.</p> <p>4a. policy has been amended to reference the Official Plan regarding road design.</p>

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	Attachments to the submission include sample lot demonstrations for townhomes, landscaped open space, and building elevations.	
S012 Delta Urban Inc. (Mustafa Ghassan) June 17, 2020	Property Location: Environmental Study Area Requests to have the Environmental Study Area (ESA) boundary adjusted to the limits of the Natural Areas only (i.e. the Moderate Constraint Area) because those areas are the only parts of the area being studied, for additional protection and flexibility.	Boundary of the Environmental Study Area was determined in keeping with the Subwatershed Study. Boundary has not been revised.
S013 Delta Urban Inc. (Mustafa Ghassan) June 17, 2020	Letter of Support on behalf of the Southeast Courtice Landowners Group dated June 15th, 2020, addressed to the Planning & Development Committee in preparation of the SEC SP Public Meeting on June 23rd, 2020.	Thank you. No implications for SP revision.
S029 GHD (Bryce Jordan) June 30, 2020	Following up on issues and concerns regarding the reallocation of the school and park, raised by Hope Fellow Church at the Public Meeting, as the property appears small to accommodate the uses.	In response to submissions the school site moved to west of park.
S034	Section 2.1: Vision	Wording changed from "preserved" to "conserved". "Enhanced" remains. It is an

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Delta Urban Inc. (Mustafa Ghassan) July 31, 2020	<ul style="list-style-type: none"> The 2nd body paragraph, 2nd sentence notes that “the features related to the Robinson and Tooley Creeks, will be preserved, enhanced...”. Please delete the word “enhanced” from the sentence. It should not be a secondary plan mandate to <i>enhance</i> these features, but we agreed with the reference to “preserve” and “incorporate the features into parks and open space system.”. 	objective of the plan to enhance the NHS and its ecological functions through the development process.
	<p>Section 2.2.4: Objectives</p> <ul style="list-style-type: none"> Similar to the comment above, please add the term “where applicable” after “enhance the <i>natural heritage system</i>”. 	See comment above.
	<p>Section 3.1.1: Regional Corridor</p> <ul style="list-style-type: none"> This section indicated that Bloor Street, Courtice Road and Highway 2 are Regional Corridors, which is correct, but it noted that they are the “likely routes for future transit service”. Please remove the word ‘likely’ as these roads are most definitely the routes for future transit service, not the ‘likely’ routes. Please also refer to Policy 3.1.5 as it indicated that these roads will serve as the “principal transportation routes”. The last sentence states that “Regional corridors align with Medium Density Residential and High Density/ Mixed Use designations”. The Regional corridors already exist in the Region’s Official Plan and the Clarington OP, as such it is the 	<p>Bullet 1 - “likely” deleted.</p> <p>Bullet 2 - We don't have a Community Structure schedule. The purpose of that sentence is to be clear that when we are talking about Regional Corridors, we are talking about the areas covered by those two designations.</p>

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	Medium Density and High Density/Mixed Use designations which align with the Regional Corridors, and not the other way around.	
	<p>Section 3.2.4 c): Prominent Intersections</p> <ul style="list-style-type: none"> The policy states that development in the vicinity of Bloor Street and Trulls roads “Shall feature built form at the upper end of medium density category and an offer retails and service uses”. Please remove the requirement for mixed use building at this intersection as is a Medium Density designation therefore an all residential building should be permitted at this location. Flexible policies that permit retails/services use are acceptable, but it cannot be a must; this is consistent with other similar areas throughout the Region. 	<p>Policy changes such that retail and service uses are encouraged.</p> <p>Bloor and Trulls is a prominent intersection and a 4 storeys built form is a requirement.</p>
	<p>Section 3.3.1: Urban Residential</p> <ul style="list-style-type: none"> Revise “Urban Residential areas are predominantly residential areas...” as it is redundant. 	<p>No change made. "Urban Residential" the title of the element of community structure, what follows is a description of it.</p>
	<p>Section 3.3.2: Urban Residential</p> <ul style="list-style-type: none"> It is common practice to provide a larger park as part of higher density areas as they provide relief from the high-density massing. In fact, the parks do not have to be provided entirely within the 	<p>Policy doesn't say that there will be no large parks within the RC, it says many of them will be in the UR.</p>

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	Regional Corridor, they can extend into the Medium Density and Low- density areas in order to provide better pedestrian and cyclist connections within the community. Please clarify why they are proposed be “removed from the intensity of the Regional <i>Corridors</i> ” as outlined in the policy.	
	Section 3.4.1: Parks and Open Space System <ul style="list-style-type: none"> • Please be consistent with the terminology, suggest maintaining and using the term stormwater managements “facilities” or “ponds” (per section 3.4.7) rather than “features”. 	This has already been changed to SW ponds. They are one type of SW facility that can be incorporated into the Park and Open Space System.
	Section 3.4.2 & 3.4.4: Parks and Open Space System – Environmental Protection on Areas and Associated Area <ul style="list-style-type: none"> • The term ‘preservation’ should be removed from these policies and all other policies of this secondary plan. The natural feature areas will be ‘<u>conserved</u>’ and ‘<u>protected</u>’, but not ‘preserved’. 	Change made throughout.
	Section 3.4.7: Stormwater Management Ponds <ul style="list-style-type: none"> • Please confirm that SWM ponds can be located within VPZ and replace buffer requirement adjacent to EPAs. Confirm that pond locations on Schedules A and B are illustrative and final location and sizing will be determined through development applications. 	First sentence, the extent to which development and site alteration can occur in VPZ are determined by the OP policies. Second sentence has been added as policy 11.3.1.

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	<p>Section 3.5.1: Gateways</p> <ul style="list-style-type: none"> Gateways are identified in section 2.4 of the Urban Design Guideline. There are 4 Gateways being proposed for SE Courtice. The quantity and location of the Gateways should be revisited. For example, the two gateways along Bloor Street should be removed. The Municipality should also consider the cost of constructing these features and maintenance. 	<p>Gateway location and treatment clarified in policy 3.5.1.</p> <p>Gateways reduced to two, at arterials along the eastern edge of Courtice.</p>
	<p>Section 4.3.4 b: High Density/Mixed Use</p> <ul style="list-style-type: none"> Change 'unit' to 'units'. 	<p>Changed.</p>
	<p>Section 4.3: High Density/Mixed Use</p> <ul style="list-style-type: none"> Please consider using the Medium Density lands as the transitional land use to the Low-Density lands rather than requiring the High-Density lands to provide a transition. 	<p>High Density/Mixed Use areas do not abut a Low Rise Residential area.</p>
	<p>Section 4.4.1: Medium Density Residential</p> <ul style="list-style-type: none"> Please confirm if the Regional Corridor has been widened at the section of Courtice Road north of Bloor Street. Purpose of the clarification is because Medium-Density is currently reflected outside the typical corridor width and the reference in the Urban Design Guidelines (Figure 8 in Section 2.2). The LOG has no concerns with the RC being widened at these areas, but just 	<p>Regional Corridor is generally 100m wide. On the west side of Courtice Road, north of Bloor the Medium Density Residential designation extends beyond 100m..</p>

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	need to confirm if it is, otherwise this policy would need to be revised.	
	Section 4.4.3: Medium Density Residential – Permitted Uses <ul style="list-style-type: none"> • Reference to the definition of “townhouses” and “stacked townhouses” should be provided. 	Building types are not defined, but townhouses have been differentiated from stacked townhouses.
	Section 4.3.7: Medium Density Residential <ul style="list-style-type: none"> • This policy is suggesting that Medium Density Residential designation, townhouses are permitted but “shall not exceed 10% of the total frontage” ... further clarity is required regarding frontage and if the reference is site specific or an aggregate of the entire Regional Corridor frontage. Notwithstanding the definition a minimum % should NOT be provided. 	The policy has been removed.
	Section 4.3.8: Medium Density Residential <ul style="list-style-type: none"> • “To increase the visual interest of the streetscape and to promote permeability.” This policy is not appropriate under ‘Permitted Uses’. Please remove. 	Policy removed.
	Section 4.4: Medium Density Residential <ul style="list-style-type: none"> • Please note that 3-storey buildings are permitted within the Regional Corridor in accordance with the Regional and Clarington OPs. Please revise this policy to permit 3-storey Townhouses along 	Townhouses are restricted to certain portions of the RC fronting onto the Regional Corridor.

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	<p>the Regional Corridor, and within 50 metre of the intersection, as it could be reasonable to have such density to allow for a natural transition to lower density developments. Please also note that some townhouses are 3 storeys with a 4th level for mechanical rooms or balcony's and it could create the illusion of 4 storeys and hence should be permitted, although it is not technically 4 storeys. That being said, please provide the flexibility for higher density but also include 3 storey townhouses.</p>	<p>Townhouses would be allowed at the back end of the designation fronting onto a public local street.</p>
	<p>Section 4.4.2: Low Density Residential</p> <ul style="list-style-type: none"> • “The consolidation and integrated development of properties within the Low-Density Residential designation shall be encouraged.” Please remove as it does not have context in the secondary plan. 	<p>This has been moved to become a general policy pertaining to all designations.</p>
	<p>Section 4.4.3: Low Density Residential</p> <ul style="list-style-type: none"> • This policy permits low-rise apartments adjacent to arterial roads. Please add Stacked Townhouses as a permitted use adjacent to arterial roads. 	<p>This policy has been removed.</p>
	<p>Section 4.5.5: Low Density Residential</p> <ul style="list-style-type: none"> • The maximum building height should be increased to 4 storeys for uses adjacent to arterial roads, per comment No.9. 	<p>Maximum height in Low Density Residential is 3. See note above.</p>

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	<p>Section 7.3.4: Schools</p> <ul style="list-style-type: none"> Please delete this clause. This policy is not an appropriate in a secondary plan context. There is a standard legal protocol for dealing with lands that the school board is no longer looking to acquire. In addition, should the Municipality wish to purchase the land, they would need to submit an offer that would need to be accepted by the Southeast Courtice Landowners Group. The terms of the Purchase and Sale Agreement with the School Board cannot be applied to the Municipality. 	<p>No change made. The policy only implies that the municipality be given the right of first refusal for acquiring the property its market value.</p>
	<p>Section 7.3.6: Schools</p> <ul style="list-style-type: none"> This policy should note that where Neighbourhood Parks are located for joint use with schools the individual area for each use may be reduced notwithstanding the SP and OP policy requirements. While it may be desirable for school boards to incorporate recreational and athletic facilities on their property, a secondary plan cannot dictate how school board should use their lands (ie design recreational and athletic uses into their site), other than for educational purposes. This policy should be removed. 	<p>7.3.6 revised to promote potential joint use.</p>
	<p>Section 7.2: Parks</p>	<p>Privately owned publicly accessible spaces (POPS) are not eligible to be counted as</p>

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	<ul style="list-style-type: none"> Please confirm and clarify if the provisions of Parkettes and public squares is eligible for parkland dedication contributions. 	<p>parkland dedication contributions.</p> <p>Parkettes are eligible for parkland dedication</p>
	<p>Section 7.2.5: Parks</p> <p>A) There is no provision for a park size that falls between 1ha and 1.5 ha in size. Why?</p> <p>C) Per Comment No. 23, please confirm if Public Squares will apply towards Parkland obligations/contributions and clarify if the Municipality will be paying for and constructing Public Squares? It is very costly to construct and maintain public squares, especially with the proposed size of 1 hectare.</p>	<p>A) These size categories were drawn from the Official Plan.</p> <p>C) Public square/plaza has been removed as a public park category (therefore also reference to size).</p> <p>Policies clarified to indicate that plazas/public squares are not eligible to count toward parkland dedication.</p>
	<p>Section 7.2: Parks</p> <ul style="list-style-type: none"> Please revise the policy to note that the dedication of lands for parks should be in accordance with the provisions of the Planning Act. As Official Plans do not always conform with the Planning Act due to not being updated to 	<p>No change made. 7.2.6 establishes that they will be dedicated as per the OP, which would have to be brought into conformity with provincial legislation and regulations.</p>

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	conform with amendments to the PA, reference should be made to the PA. Please revise.	
	<p>Section 4.6.9: Parks</p> <ul style="list-style-type: none"> Please include language that would allow for strata parks or parks on privately owned Lands (POPS). 	<p>Municipality determined that there is not need for a policy on strata parks in the Courtice context.</p> <p>POPS are publicly accessible spaces that remain in private ownership - they are not public parks.</p>
	<p>Section 7.2.9: Parks</p> <ul style="list-style-type: none"> In the past, where parks abutted an EPA, the park served as a buffer. Now, a buffer must be provided between the EPA and the park. This is not an efficient use of land, and further consideration should be given to reduced buffer requirements where an EPA adjoins a municipal open space facility (i.e. park, stormwater management pond, etc). 	<p>No change made.</p> <p>VPZ can not be used for parks or count toward parkland dedication requirements.</p>
	<p>Section 6.3: Environmental Protection Area</p> <ul style="list-style-type: none"> The policies should allow for parks and stormwater ponds to abut EPAs and therefore replace any VPZ buffer requirements. The policies should also note that VPZ buffers are also determined through scoped EISs. 	<p>OP policies apply.</p> <p>New policy addressing VPZ 6.4.5.</p>

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	Section 4.8: Environmental Constraints Overlay <ul style="list-style-type: none"> • The environmental study area boundary should reflect the boundary in the approved Terms of Reference. 	The boundary of the environmental study area was established through the Subwatershed study.
	Section 6.4.2: Environmental Constraints Overlay <ul style="list-style-type: none"> • In the second sentence add the word 'may' before "potential ecological or hydrological value...". 	No change made. The SWS has determined that they have potential, not that they may have potential.
	Section 5.2.17: General <ul style="list-style-type: none"> • This policy requires compliance to the UDG. It should be revised to "encourage" compliance. UDG are guidelines only and they should not become policies. 	New policy 5.2.17 which softens the language regarding the UDSG. The UDSG shall be used as guidance in the interpretation and implementation of the Plan's policies.
	Section 5.3.4: Development within Regional Corridors <ul style="list-style-type: none"> • This policy states that a wind study "may be required" for development in the Regional Corridors. The need for a wind study is not applicable in Courtice and likely will not be required - kindly remove reference. 	No change. Likely only to be used for tall buildings and at the Municipality's discretion.

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	<p>Section 5.3.16: Development within RC Parking, Loading ...Structures</p> <ul style="list-style-type: none"> This policy mandates that garbage and recycling facilities to be “integrated within a building envelope” – this may not be applicable for all forms of development along the RC, as such, the policy should “encourage” integrate “where applicable” – please add words. 	Where applicable added to 5.3.16.
	<p>Section 5.4.1: Development within Low Density Residential Designation</p> <ul style="list-style-type: none"> Please remove this section entirely as it should be referenced in the Zoning By-law and not the Secondary Plan. Comments regarding the standards proposed will be provided as part of the ZBL review. But in general, the policies of concern include rear lanes for lots less than 12.0 m; 50% soft landscaping should be tested particularly in relation to townhouses; garages flush to front walls and maximum 6 attached townhouses (should be 8 townhouses). Many of these policies should be part of the Urban Design Guidelines and the Zoning Bylaw. 	These policies have been changed to reflect design objectives, rather than establish numerical standards
	<p>Section 5.4.2.: Development within LDR</p> <ul style="list-style-type: none"> Please revise the language to note that individual site access for any permitted residential use adjacent to an Arterial Road generally “not be 	<p>No change.</p> <p>The current language establishes the standard, while</p>

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	encouraged” versus the current language “generally shall not be permitted”.	allowing for it to be reconsidered in exceptional circumstances.
	<p>Section 5.5: Transition</p> <ul style="list-style-type: none"> Any transitional buffer should not be required from the residential lands or from parcels within the Southeast Courtice Secondary Plan. Abiding by MDS for Agricultural lands that are OUTSIDE of the Secondary Plan Area is a reasonable requirement, however, any transition from employment lands e.g. the Courtice Employment lands shall be the requirement of the employment land and NOT the residential land – please revise. 	<p>5.5.1 applies to existing uses, not planned uses.</p> <p>5.5.2 has been added that requires some buffer to employment areas, even undeveloped, to ensure long-term compatibility.</p>
	<p>Section 5.6.1: Private Amenities</p> <ul style="list-style-type: none"> This policy requires the provision of indoor and outdoor amenities. This would be problematic for townhouse developments and small apartment buildings, which are permitted uses. Kindly remove the policy. 	The policy has been simplified.
	<p>Section 10: Housing</p> <ul style="list-style-type: none"> For the purposes of making accessory buildings more feasible, the need for one additional parking space should be relaxed and removed from the secondary plan. This form requirement should be in the zoning by-law, which can potentially be 	<p>Policies in Section 10.2</p> <p>Reduction of parking requirements for accessory</p>

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	amended through a minor variance (if applicable) versus requiring an amendment to the Official Plan – please revise.	apartments may be considered.
	<p>Section 9: General</p> <ul style="list-style-type: none"> The ROW widths for each road/street category requires review to ensure conformity with current Region of Durham OP ROW requirements and Clarington OP ROW requirements. 	The Transportation section has been expanded and references back to the OP have been included.
	<p>Section 9: Road Network</p> <ul style="list-style-type: none"> The LOG has major concerns with proposed ROWs as illustrated in UDGs. Please confirm if the Region is supporting the 45.0 m ROW as it is in conflict to the current OP and Regional TMP. Please note that Regional Staff have confirmed in writing that they only need 36.0 m ROW. Please revise this policy. The need to extend the ROW along the Regional Corridor beyond 36m is not required per the Region, and adding a local component is not appropriate for Courtice, considering the nature of the development (predominantly residential) along the corridor. The SP Area is also small and increasing the ROW would impact the economic feasibility of the sites. 	<p>The Transportation section has been expanded. Multiway and standard Arterial Guidance is provided.</p> <p>ROW is 40m.</p>
	Section 9: Road Network	This policy provides key objectives to achieve the balance of function with

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	<ul style="list-style-type: none"> This policy deal with the development of Region Roads. Given that Regional Road are under the jurisdiction of the Region of Durham, this policy should be removed, or revised to reference ‘in consultation with the Region of Durham’. 	establishing and maintaining an inviting sense of comfort and place within the Regional Corridor. Wording is revised.
	<p>Section 9.6.1: Local Roads</p> <ul style="list-style-type: none"> Please add “where applicable” or “where can be accommodated” at the end of this policy. 	The wording of the policy allows for the accommodation of geographic and environmental constraints while establishing and maintaining the permanence of an accessible grid in keeping with the complete streets and active transportation objectives of this plan.
	<p>Section 9.6 Local Roads</p> <ul style="list-style-type: none"> This policy regarding maximum block length should be removed or revised to note that blocks are “encouraged to not be greater than 200m” or “generally should be less than 200m” but NOT mandating the maximum length of 200m as that would result in very small blocks and frequent roads, which is no efficient use of land in a secondary plan area the size of SECSP. 	Reference to a specific block length removed.
	Section 9.6.2 Local Roads	Shall have regard is an appropriate term as it establishes the UDSG as the

Submission Number Name (contact) Date	Details of Submission	Response
	<ul style="list-style-type: none"> Please revise this policy to remove the word “shall” and replace with are “encouraged”. 	point of reference for what local roads are to achieve, without requiring that the guidance is followed to the letter.
	<p>Section 9.6.4: Local Roads</p> <ul style="list-style-type: none"> Collector and Local Road ROWs are too wide and should have option for sidewalk on only one side. Requirements for on street parking and bike lanes is also a problem with increased ROW. There may be instances where a Local Road only warrants a sidewalk on one side of the street. The policy must be revised to reflect this situation. 	<p>Sidewalks on both sides of the street are an important gesture to the supporting and prioritizing pedestrian movement.</p> <p>‘encouraged’ add to policy.</p>
	<p>Rear Public Lanes</p> <ul style="list-style-type: none"> Please confirm that Public Rear Lands are to be maintained by the Municipality. 	The Secondary Plan does not address maintenance of rear lanes.
	<p>Section 9.8.4e: Public Transit</p> <ul style="list-style-type: none"> Transit waiting areas incorporated into buildings should not be mandatory but “encouraged” – please revise. 	Change made using "where feasible".
	<p>Section 9.9.8: Integration of Pedestrian Routes</p> <ul style="list-style-type: none"> Remove the word ‘primarily’ in the first sentence, where it speaks to native plantings. 	Encouraging native plantings is an important part of the landscape approach of the plan.

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	Section 11.2.1: Infrastructure and Utilities <ul style="list-style-type: none"> • Please replace the word “should” in the end of the first sentence (line 2) to say “encouraged” to be incorporated 	Should provides an adequate degree of flexibility in achieving the intent of the policy. No change.
	Section 11.3: Stormwater Management and LID <ul style="list-style-type: none"> • A secondary plan document is not the appropriate place to specify the depth of topsoil to be used. This must be removed. 	Policy has been revised to remove the numeric standard while preserving intent.
	Section 11.4: Urban Forest and Native Plantings <ul style="list-style-type: none"> • These policies are not applicable in greenfield development. It is also not consistent with the native species reference. 	Policy 11.4.1 revised to substitute "minimize" for "reduce".
	Section 11.4.4: Urban Forest and Native Plantings <ul style="list-style-type: none"> • Landscape plans do not address environmental matters to the extent referenced in this policy. Is this referencing condominium blocks as plan of subdivision must meet municipal design criteria for street tree planting etc. Kindly confirm. 	This policy establishes the goals of landscaping in private development.
	Section 11.4: Urban Forest and Native Plantings <ul style="list-style-type: none"> • This should not be a secondary plan policy. Should the municipality change their objectives for tree inventory then the secondary plan must be amended. This is likely not desirable from the Municipality’s perspective. 	Reference to numeric standards removed.

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	Section 12.1.1: Environmental Study Area <ul style="list-style-type: none"> • The Study Area should be reduced in size as per the Groups earlier submission. 	No change made.
	Section 12.1.3: Environmental Study Area <ul style="list-style-type: none"> • Please refine the boundary of the Study Area and apply this policy which limits development to exiting uses, to lands within the boundary only. 	No change made.
	*ADD: "Implementation" <ul style="list-style-type: none"> • Please add language to the Secondary Plan that reference the need to satisfy obligations under Cost Sharing Agreement, as identified in Section 23.17.8 of the Clarington Official Plan: 	Addition made Section 12.3.13
	Schedule A & B – General: <ul style="list-style-type: none"> • If Schedules A and B are identifying "Environmental Constraints" as a land use, then associated policies should be contained in the Secondary Plan. If it is not a land use then what significance does illustrated Environmental Constraints have on development? Consider changing the description to "Open Space". 	Environmental Constraints is an overlay on an underlying designation which triggers the need for further analysis. No change made
	Schedule A & B – General: <ul style="list-style-type: none"> • As with Parks and schools, SWM pond locations should be noted in SP that the final location and 	First sentence - policies do this.

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	<p>size will be determined through the development approval stages of individual applications. Policies should also state that ponds could be located outside of the Secondary Plan if deemed acceptable by the Municipality</p>	<p>Notation made on schedules.</p>
	<p>Schedule A & B – General:</p> <ul style="list-style-type: none"> • Please see attached Red-lined Schedule A with proposed Changes to two school sites. 	<p>Comment 1: The school south of Bloor Street has been located to be central to the neighbourhood within the SEC Secondary Plan Area.</p> <p>No changes made to the school site north of Bloor Street west of Trulls Road.</p>
	<p>Schedule B:</p> <ul style="list-style-type: none"> • Schedule B should remove all reference to bicycle lanes associated with road classifications. The ultimate design of the roads will be determined by the Region and the Municipality at the individual development application stage. 	<p>References remain.</p> <p>These are as per the policies contained within the plan.</p>

Attachment 4

Agency Comment Summary Table

Agency	Details of Submission	Staff Response
Canada Post (Andrew Chong) June 9, 2020	No objections. Please note that all new subdivisions & site plans are to be serviced via Community Mailboxes and any condominiums or apartments with more than 100 units must rear loading mail panels.	No implications for SP.
Bell Canada – Planning & Development (Meaghan Palynchuk) June 19, 2020	No objections. Offered policy modifications (word changes underlined below): <ul style="list-style-type: none"> • Word change to Section 5.2.16 - Parking, Loading and Mechanical Structures: "5.2.17 All major rooftop mechanical structures or fixtures including satellite dishes communications antenna, suitably screened and integrated with the building, <u>where feasible</u>. Parapets may be utilized to accommodate such screening." ○ Word change to Section 8.2.1 - Infrastructure & Utilities: "11.2.1 Telecommunications/communications utilities, electrical stations or substations, mailboxes or super mailboxes and similar facilities should be incorporated and built into architectural and landscaping features. <u>Where feasible, these shall</u> be compatible with the appearance of adjacent uses and include anti-graffiti initiatives. ○ <u>Additional Query:</u> If possible, could we obtain the proposed land 	Southeast Courtyce Secondary Plan – Draft – Changes made Other Comments – Noted.

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	<p>use plan in a .shp file (or any applicable GIS files)? This will assist in our internal analysis of this area.</p> <ul style="list-style-type: none"> ○ <u>Future Involvement:</u> We would like to thank you again for the opportunity to participate in the Secondary Plan process and provide comments for your consideration. 	
<p>Central Lake Ontario Conservation Authority</p> <p>June 19, 2020</p>	Secondary Plan Policy Comments	
	<p>Section 2.2.4:</p> <ul style="list-style-type: none"> • CLOCA is supportive of this objective, suggest adding "...in a manner which preserves and strengthens its ecological integrity..." 	<p>"enhances" added</p>
	<p>Section 3.1/3.3:</p> <ul style="list-style-type: none"> • CLOCA encourages the secondary plan to design the road networks to incorporate LIDs within the road right of ways. 	<p>9.3.5 promotes Green Infrastructure in ROW.</p>
<p>Section 3.5.1:</p> <ul style="list-style-type: none"> • Stormwater management features may require separate objectives than the Park and Open Space System objectives. SWM features may not always be feasible to be integrated into the Parks and adjacent to open space. For example, LID features designed as part of the stormwater management scheme in developments or within road allowances may not be considered part of the park or open space system. 	<p>Section 3.4 and 11 Policy now refers to SW ponds rather than facilities. The purpose of their inclusion here is to indicate that, where appropriate, some SWM ponds can be incorporated into the Parks and Open Space System. "Where appropriate," has been added to the beginning of the policy to better communicate that point. A more comprehensive set of policies pertaining to</p>	

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		stormwater appear in Section 11
	Section 3.5.1: <ul style="list-style-type: none"> • The term "associated areas" should be clarified. Is this referring to Vegetation Protection Zones? 	"Associated areas" are described in 6.3.2 as areas that "support their ecological integrity and include vegetation protection zones and other natural heritage areas.
	Section 3.5.2: <ul style="list-style-type: none"> • The EPA should also include hazard lands associated with valley systems, including slope and erosion hazards. 	This has been added to policy 6.3.2.
	Section 3.5.4: <ul style="list-style-type: none"> • Although the EP area may serve as the backbone, it will need to be ensured that parks must be located beyond the NHS and VPZ's. Trails within the NHS should be minimized and located outside of the NHS where possible. Trails may be permitted within the VPZ's. Creek crossings should be minimized to the extent possible. 	Policy 3.4.6 addresses the issue of parks in the NHS and VPZ. Policies on trails addressing concerns raised here have been added to the Integration and Quality of Active Transportation Routes Section (Sections 9.9.9 to 9.9.17)
	Section 4.6: <ul style="list-style-type: none"> • There does not appear to be any policy direction related to trail construction. It is recommended that trails be located outside of the NHS or within the outer edge of the buffer to the NHS with limited connections bisecting the NHS and limited creek crossings in order to promote the preservation and protect the ecological integrity and function of the features comprising the NHS. 	Policies have been clarified and added in Section 9.9 as noted above.

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	Section 4.6.10: <ul style="list-style-type: none"> Suggest rewording the last sentence to read similar to policy 4.7.4. 	"under the Planning Act" added. Now Section 6.3.5
	Section 4.7.1: <ul style="list-style-type: none"> EPA areas also include hazard lands associated with the valley systems including slope and erosion hazards as well as associated VPZ's and setbacks. 	This has been added to policy 6.3.2.
	Section 4.7.3: <ul style="list-style-type: none"> Suggest rewording to ensure that it is the <i>boundary</i> of the EPA that is approximate and will be precisely delineated through further study during the development application process. 	Change made. Now Policy 6.3.4
	Section 4.7.4: <ul style="list-style-type: none"> Suggest replacing "encourage" with "require" the conveyance of EP areas to the Municipality, where appropriate, in order to strengthen this policy. 	"encourage" replaced with "may require". In Policy 6.3.5
	Section 4.8.3: <ul style="list-style-type: none"> Policy 3.4.13 of the Clarington Official Plan does not allow for development to be approved where there is an identified negative impact the natural heritage system. 	The portion of this policy being referred to has been removed, leaving reference in the remainder of the policy to the policies of the Clarington Official Plan. Section 6.4
	Section 4.8.3: <ul style="list-style-type: none"> The study must first determine the features and functions present on the site and the features and appropriate vegetation protection zones to be preserved and protected in their natural state. 	No change made. The policies of the parent OP apply. In this instance in the SP, the policies are describing the role of the EIS in addressing the Environmental Constraints

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		Overlay - a condition that isn't addressed in main OP.
	Section 4.8.4: <ul style="list-style-type: none"> The moderate constraint areas identified within the SWS have been included in the NHS. It is recommended that policy be included to ensure a no net loss of natural heritage system or natural cover. 	Policy included. See: "Mitigation measures may be recommended to offset impacts". Policy 6.4.4
	Section 4.8.5: <ul style="list-style-type: none"> Suggest replacing "encourage" with "require" the low constraint areas to be incorporated into the site-level plans, where appropriate in order to strengthen this policy. 	No change made to 6.4.7
	Section 4.8.6: <ul style="list-style-type: none"> It is recommended that more specific policies be included to implement the objectives of the secondary plan and the recommendations of the of the SWS, such as but not limited to addressing headwater drainage feature management requirements. We recognize that policy has been included for HDF's identified as "conservation". HDF's assessed as "mitigation" should also be included. 	Policy has been included and additional policy direction may emerge from the SWS that can be incorporated into policy.
	Section 4.8: <ul style="list-style-type: none"> It is recommended that a policy be included to require the feature identified as an Overlay to be studied as a whole and part of the system where the feature exists on multiple properties. 	These studies assess the impact on the "natural heritage system" and its "ecological and hydrological functions", rather than just the feature. No change made.

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	Section 7: <ul style="list-style-type: none"> It is recommended that policy be included for investigation of LID measures to be incorporated into the design of the road network to provide for treatment of stormwater runoff generated by the road. Reference should be made to the Green Streets within the Urban Design Guidelines. 	LID consideration provided in Section 11.3.
	Section 8.3.2: <ul style="list-style-type: none"> Recommend including the following items: Grading Plans, Geotechnical Report, Hydrogeologic Report. 	Change made to Section 11.3.3
	Section 8.3.2: <ul style="list-style-type: none"> Recommend including provision for "other technical reports as deemed necessary/as required". 	Change made to Section 11.3.3
	Section 8.4: <ul style="list-style-type: none"> Recommend that the objective could reference aiming to achieve Environment Canada's target for woodland cover of 30% as a watershed wide goal to support ecosystem health. This is referenced within the Subwatershed Study (4.2.4). 	Change made to Section 11.4.5
	Section 10.1.3: <ul style="list-style-type: none"> Suggest including ".shall be limited to existing <i>lawful / permitted</i> uses." 	Change made to Section 12.1.3
Mapping – Schedule B		
	Schedule B: <ul style="list-style-type: none"> Farmingham Drive at the 'S' bend at the very north section will require further review as there are features present in the vicinity 	Through further steps in the planning process, there will be additional study to review and assess alternative designs for

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	that have been identified within the SWS as high constraints	the configuration of the subject collector roads in order to optimize the balance of benefits and impacts, identify mitigative strategies for any impacts, and also to identify commitments for future studies or work.
	Schedule B: <ul style="list-style-type: none"> • The future alignment of the Meadowglade Road extension will require further study and review to ensure minimal environmental impacts to features and functions as well as ensure no impacts to flood levels. 	This will be included in the future phases of the EA.
	Schedule B: <ul style="list-style-type: none"> • In general, future road alignments will require further study and review to ensure minimal environmental impacts to features and functions as well as ensure no impacts to flood levels. 	This will be included in the future phases of the EA.
	Schedule B: <ul style="list-style-type: none"> • The trail network should be minimized within the EPA area. Trails should be directed to the VPZ where possible. Crossing of the NHS and creeks should be limited. The road crossings should be utilized for trail crossings where feasible. 	Policy added requiring an EIS to determine trail location (Policy 9.9.15)
Region of Durham June 22, 2020	General Comments <i>General Comments Pertaining to all Secondary Plans in Process: Consistency between Plans</i> To help Staff, agencies and the public easily read through each completed Secondary Plan, consider	The Secondary Plan and UDSG were restructured.

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	<p>creating a Secondary Plan template, and identify policies that are common to each secondary plan, so that the Plans are laid out similarly; and ensure the schedules appended to each Secondary Plan follow a consistent order, as some have multiple schedules while others only have a few.</p> <p>Also consider identifying general urban design guidelines that would apply across each land use type, and across arterial, collector, or local road types - to help reduce any duplication while highlighting the unique differences of each community.</p> <p><i>General Comments Pertaining to all Secondary Plans in Process: Regional Servicing</i></p> <ul style="list-style-type: none"> Regional Servicing is an integral part of the development process. The Region’s services are planned sequentially, using approved growth forecasts, which in turn becomes the basis to inform capital priorities for the Region. This section provides greater detail on how servicing is determined to help further the understanding of this component to the overall development process. <p>First, it is critical that the growth forecasts in the Region’s Development Charges (DC) Background Study be used, with the knowledge that the timing of infrastructure is dependent on achieving the growth forecasts included in the DC study. The</p>	<p></p> <p>The Secondary Plan implemented the policies of the Durham ROP and Clarington OP to arrive at projected growth figures.</p>

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	<p>Region’s Budgets and Forecasts supersede the forecasts within the DC Study as they reflect, among other things, the actual growth to-date rather than the forecasted growth. Therefore, it is necessary to refer to the Region’s Budgets and Forecasts when reviewing current project status, rather than strictly relying on the estimated timeframes in the DC Study alone.</p> <p>Further, it is important to note that only the current year’s budget is approved in the Region’s Budgets and Forecast documents. The forecasts are estimates which are reviewed annually as demands and resources are required, and as such do not form firm commitments.</p>	
	<p>Regional Official Plan Amendment</p> <ul style="list-style-type: none"> It should be noted the Region of Durham is undertaking a Regional Official Plan Amendment process to permit residential, commercial, home-based occupation uses, parks, schools and community facilities within the area bounded by Bloor Street to the north, Courtice Road to the east, a future midblock collector road to the south and the Major Open Space designation to the west. 	<p>Noted. Region of Durham amendment complete. No changes needed to secondary plan.</p>
	<p><i>General Comments: Functional Servicing and Background</i></p>	<p>An update to the Functional Servicing report has been provided to the Region for their</p>

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	<ul style="list-style-type: none"> To date, no details regarding the proposed servicing for the Southeast Courtice Secondary Plan Area have been provided beyond the planned projects identified in the Development Charge Background Study. <p>While it is noted that the Region’s requested changes to the Existing Conditions Background Report have been made, a Functional Servicing Report is still required. This will ensure that the proposed servicing for the area is adequately assessed and is viable for the land uses proposed. Please note that revisions to the Land Use Plan may be required based on the findings of the report. Please submit a Functional Servicing Report for the Region’s review and comment as soon as possible. The Region will not be in a position to comment on the draft land use plan until a Functional Servicing Report is submitted to the Region’s satisfaction.</p> <p>Lastly, it is noted that laneways are being proposed throughout the Secondary Plan. The Region will not accept Region-owned watermains or sanitary sewers within lanes or multi-way service lanes.</p>	<p>review. See comments in the staff report.</p> <p>Policy has been included to not permit regional services within a lanes or multiway service lanes.</p>
	<p><i>General Comment: Transportation Impact Study</i> A detailed Transportation Impact Study is required for the Region’s review, prior to being in a position to comment comprehensively on this Plan.</p>	<p>update to the Transportation Report is on going. See comments in the staff report.</p>

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	<p>Currently, the Transportation Report is included as a supporting document to the Draft Secondary Plan as an appendix in the Final Technical Summary Report. This report does not provide enough technical information to support a fulsome review of the proposed Secondary Plan, including the road network.</p>	
	Secondary Plan Policy Comments	
	<p>3.1.2 / Regional Corridor</p> <ul style="list-style-type: none"> • Suggest that low density permissions not be included, consistent with policy 3.1.2 which requires the highest densities along Regional Corridors, so the policy reads, <p style="padding-left: 40px;">“3.1.3 Regional Corridors shall include a mix of low-, mid- and high-density buildings that achieves an overall density of 85 units per net hectare.</p> 	<p>Policy 3.1.3 has been changed to read: "Regional Corridors shall achieve an overall density of 85 units per net hectare."</p>
	<p>3.1.2 / Regional Corridor</p> <ul style="list-style-type: none"> • The Region’s requirements for access spacing and access control along Regional Corridors will need to be followed to ensure that Corridors continue to operate as arterial roads and can accommodate transportation demands effectively, including expected increase in transit use. 	<p>Noted. The Multi-Way policies have been clarified to address these concerns.</p>
	<p>3.2.4 / Prominent Intersections</p> <ul style="list-style-type: none"> • Suggest that policy 3.2.4 is moved under policy 3.2.1 as it identifies what prominent intersections are and their role in the overall plan. 	<p>Prominent Intersection policies are in Section 3.2 and have been expanded.</p>

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	<p>3.3 / Urban Residential</p> <ul style="list-style-type: none"> Suggest that the policies in this section be moved to a “General Policies” section under “Low Density Residential” as all of these policies apply to this designation, while the title Urban Residential does not relate to any of the land use designations within the Secondary Plan. 	<p>The purpose of the Community Structure section is to provide a picture of how its components come together to create the whole and provide some detail on the role each plays. Urban Residential corresponds to the name of a designation within the parent OP. Policy equates Urban Residential policies to the areas shown as Low Rise Residential on Schedule A.</p>
	<p>3.5 / Gateways</p> <ul style="list-style-type: none"> This policy section should be expanded to identify what it means to be within the “Gateway” and should include policies to detail the built form and landscape features. It would also be beneficial to include a “Gateway” symbol on the Land Use Schedule to identify where these policies apply within the Secondary Plan area. 	<p>Location and treatment (limited to landscaping) of gateways are addressed in policy 3.5.1.</p>
	<p>4.2.2 / High Density/Mixed Use Permitted Uses</p> <ul style="list-style-type: none"> As a suggestion, professional office, medical offices, and service commercial uses (i.e. travel agent, and hair salon) may be appropriate to be added to this list of permitted uses, as these offices are generally destinations, which will bring continuous clientele to the area, that may stay and shop elsewhere after their appointments. 	<p>As included in policy 4.3.3, "retail and services" are permitted which would include service commercial uses. Professional office and medical office uses have been added to 4.3.3. This will be reflected in the ZBL.</p>

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	<p>4.2 / High Density/Mixed Use Permitted Uses</p> <ul style="list-style-type: none"> There are currently no density provisions associated with the High Density/Mixed Use land use category. Please ensure that minimum densities are applied and circulated for our review and comment. 	<p>Policy 3.1.3 establishes that Regional Corridors shall achieve an overall density of 85 units per net hectare. This policy combined with the built form policies give adequate direction without resorting to including an FSI in the policies.</p>
	<p>4.2.6 / High Density/Mixed Use Permitted Uses</p> <ul style="list-style-type: none"> As a suggestion, this policy could be moved to the Community Structure section to help develop the overall vision for this area. This policy under the High Density/Mixed Use policies seems to allude to permission for lower density housing forms within the HDR. 	<p>Policies have been amended for clarity. See section 4.3 Low density built form is not permitted.</p>
	<p>4.3 / Medium Density Residential Permitted Uses</p> <ul style="list-style-type: none"> There are currently no density provisions associated with the High Density/Mixed Use land use category. Please ensure that minimum densities are applied and circulated for our review and comment. 	<p>Building height range (3-6) and minimum density targets (60unh) are provided in section 4.3</p>
	<p>4.3.7 / Medium Density Residential Permitted Uses</p> <ul style="list-style-type: none"> Delete policy number 4.3.8 and move the sentence to the end of 4.3.7 to complete the sentence. 	<p>Policy 4.3.8 deleted.</p>
	<p>4.3.11 / Medium Density – Height and Density</p> <ul style="list-style-type: none"> Change the word “consider” to “include” in this policy, so it reads, <p>“4.3.11 New development within this</p>	<p>A general policy (4.2.5) has been added to address unit sizes.</p>

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	<p>designation shall consider include a range of unit sizes within multiple-unit buildings.”</p>	
	<p>4.4.3 / Low Density Residential Permitted Uses</p> <ul style="list-style-type: none"> It is suggested that the Low Density Residential (LDR) along arterial roads be re-designated as Medium Density Residential (MDR) to reduce confusion and eliminate the possibility of LDR being built along arterial roads. 	<p>Higher Density units are no longer permitted along Trulls Road within the Low Density Designation.</p>
	<p>Schools. Suggest renaming this section “Elementary Schools” to be consistent with the school sites identified on Schedule ‘A’.</p>	<p>Change made. Section 7.3 is now Elementary Schools. Facilities section.</p>
	<p>4.6.10 / Parks</p> <ul style="list-style-type: none"> It is suggested for clarification that stormwater management ponds be excluded from park land dedication. 	<p>Policies 7.2.10 and 7.2.11 Added for clarity.</p>
	<p>4.7.2 / Environmental Protection Area</p> <ul style="list-style-type: none"> Suggest that this policy is reworded so the reader understands that the sections being referred to are from the parent Official Plan. 	<p>Change made. Policy 6.2.1</p>
	<p>5.1.3 / Urban Design – General</p> <ul style="list-style-type: none"> Suggest adding the following words to the end of this policy, <p>“5.1.3 A grid network of streets and associated blocks shall serve to integrate and link high, medium and low-density areas into a unified urban fabric. This highly connected network of streets shall be supplemented by mid-block connections and trails to further enhance the pedestrian</p>	<p>"Access to transit" added to Policy 5.2.4</p>

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	<p>permeability of the area and the efficiency and variety of pedestrian routes connecting to nearby transit stops".</p>	
	<p>5.1.6 / Urban Design – General</p> <ul style="list-style-type: none"> • Suggest that the word “pedestrian” be added to this policy for clarity, so it reads, <p>“5.1.6 The primary orientation of buildings and the location of main pedestrian entrances shall be on a public street. Reverse frontage development generally shall not be permitted within the Secondary Plan Area.</p>	<p>Change made to Policy 5.2.8.</p>
	<p>5.2 / Development within Regional Corridors</p> <ul style="list-style-type: none"> • It is suggested that the Regional Corridors form an overlay on Schedule ‘A’ to avoid confusion with the implementing policies. 	<p>Policy 5.3.1 is clear that these policies apply to the High Density/Mixed Use and Medium Density Residential designations. No changes to SP.</p>
	<p>5.2.6 / Development within Regional Corridors – Public Realm and Connections</p> <ul style="list-style-type: none"> • Suggest adding the following words to the end of this policy, <p>“5.2.6 Development shall be oriented toward the Regional Corridor with the main pedestrian entrances and animating uses facing the street to activate the public realm and enhance the pedestrian environment for the local residents and transit customers".</p>	<p>Policy 5.2.8 directs main entrances to the public street.</p> <p>Policy 5.2.4 addresses access to transit</p>

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	5.2.10 / Development within Regional Corridors – Public Realm and Connections <ul style="list-style-type: none"> • Clarification is requested. The Region is unsure what the intent of this policy is, and how it will be accomplished. 	It is a general aspirational policy. It's really about the importance of linkages to the parks and open space system.
	5.3 / Development within Low Density Residential Designation <ul style="list-style-type: none"> • As a suggestion, it may be beneficial to move the urban design policies right after the land use permissions for each land use designation, so the reader can view all the required information in one place. 	This was addressed as part of the restructuring of the document.
	5.4.3 / Transition <ul style="list-style-type: none"> • Modify this policy slightly to ensure the requirements of the Ministry of Environment, Conservation and Parks (MECP) are explicitly required. 	Change made. Province used in lieu of MECP to protect against future ministry name changes. Policy 5.5.3
	5.5.2 / Private Amenities <ul style="list-style-type: none"> • Suggest that the word “pedestrian” be inserted into this policy. 	Change made. Policy 5.6.2
	7.2 / Road Network <ul style="list-style-type: none"> • The policies in this section should be clarified noting that the precise public right-of-way widths and alignments for Arterial and Collector Roads within the Secondary Plan Area under the Municipality of Clarington's jurisdiction shall be determined through Phases 3 and 4 of the South Courtice Municipal Class Environmental Assessment. 	Change made. Policy 9.3.2
	7.2.5 c) / Road Network	Change made. Policy 9.4.2 c)

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	<ul style="list-style-type: none"> Suggest adding the following words to the end of this policy, “Create an attractive urban corridor which functions as a successful public place, a community focal point, as well as a safe and comfortable environment for active transportation and access to transit”. 	
	<p>7.2.2 / Road Network</p> <ul style="list-style-type: none"> April 2020’s draft included wording to indicate that the right of way widths would follow policy 7.2.2. This draft does not include the right of way widths. Please include and circulate for further comment. 	<p>The Secondary Plan policies do not include specific ROW widths but indicate that roads shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan.</p>
	<p>7.2.5 / Road Network</p> <ul style="list-style-type: none"> The multi-way right-of-way should be included in the right-of-way policies or chart as described in the comment above. 	<p>The ROW width of the Multi-Way will be determined through further design and therefore is not included in the Secondary Plan policies.</p>
	<p>7.5.1 / Public Transit</p> <ul style="list-style-type: none"> The Region suggests that existing policy 7.5.1 be rewritten as follows: 7.5.1 The Municipality, in conjunction with the Region of Durham, shall integrate Southeast Courtice into the regional public transportation system. <p>The Municipality shall ensure that transit facilities are integrated early and</p>	<p>Change made. Policy 9.8.2</p>

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	<p>appropriately throughout Southeast Courtice by including Durham Region Transit in all development pre-application meetings, and ensuring that transit requirements are addressed through municipal capital works and private development applications.</p>	
	<p>7.6.3 / Integration of Pedestrian Routes</p> <ul style="list-style-type: none"> • Currently this policy includes two separate thoughts, the tree canopy for local and collector roads, and the co-location of utilities. The co-location of utilities should become its own policy either in this section, or it should be interwoven with the roads policies. 	No changes made to SP.
	<p>8.3.3 / Servicing, Infrastructure and Environmental Performance</p> <ul style="list-style-type: none"> • Delete the word “of” in the policy 8.3.3 	Change made. Policy 11.3.4
	<p>10.1.4 / Environmental Study Area</p> <ul style="list-style-type: none"> • Change the word “lifted” to “modified” so the policy reads, <p>9.1.4 Following the completion of the required study, an amendment to this plan may be brought forward to allow for the Environmental Study Area to be lifted modified as deemed appropriate by the study.</p> 	Change made. Policy 12.1.4
	<p>10.1.5 / Environmental Study Area</p> <ul style="list-style-type: none"> • Change the words “this area” to “the study area”, so it reads, 	Change made. Policy 12.1.5

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	<p>“9.1.5 The Zoning By-law shall be amended as appropriate following the completion of the required study to implement new land use permissions for this area the study area.</p>	
	Mapping – Schedules:	
	<p>Draft Land Use Schedule:</p> <ol style="list-style-type: none"> 1. Clarification is required as the midblock arterial road which was originally the dividing line between the Southeast Courtice Secondary Plan and the lands to the south has been moved farther north in the latest draft. This leaves Urban Residential uses abutting employment lands. The lands to the south are currently designated “Employment Areas” in the Regional Official Plan and in Clarington’s Official Plan. It is concerning that this road has been shifted, as it would have provided a partial buffer between the residential and employment uses. 2. The Regional Corridor should be shown as an overlay on Schedule ‘A’ to avoid confusion with the implementing policies. 3. The transition policies in section 5.4 will need to be strongly enforced to ensure that the appropriate studies are completed, and setbacks are adhered to, to safeguard against a clash of incompatible uses in this area. 	<ol style="list-style-type: none"> 1. Addressed in UDSG. A backyard separation with a buffer and other mitigation measures was deemed the preferred way of dealing with this transition, with other options described if this approach is not feasible. 2. A community structure map is not included as a schedule and putting additional overlays would muddle Schedule A. However, the text of the Secondary Plan is clear that the Regional Corridor policies pertain to the Medium Density Residential and High Density/Mixed Use designations.

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Kawartha Pine Ridge District School Board (KPRDSB) July 8, 2020	<p>Support the proposed location of three elementary school sites within the Southeast Courtice Secondary Plan Area. Requests that two of the three elementary school sites be designated to the KPRDSB - specifically the site in the southwest part of the plan (east of Granville Drive and north of Bloor Street) and the site in the northeast part of the plan (east of Courtice Rad and north of Meadowglade Road).</p> <p>Will monitor development activity in and around the SECSP Area to determine if additional school sites may be required. Interested in lands south of the Secondary Plan Area which is ideal for an additional elementary school and secondary school in the future.</p>	<p>3. Agree</p> <p>Showing a 4th school site determined not to be required. Policies exist in the plan that allows for additional school sites to be added. Section 7.3</p> <p>Comment regarding lands for a Secondary School site have been forwarded to the CEL/MTSA Secondary Plan team.</p>
PVNCCDSB (Kevin Hickey) June 3, 2020	<p>Request to consider adding a Catholic Secondary School site, south of Bloor Street, to be the fourth elementary site. Understands there are already three in the plan and that Kawartha Pine Ridge DSB has a desire for three elementary sites.</p> <p>KPRDSB & PVNCCDSB will soon release a joint Education Development Review, which will show the projected need for additional elementary sites in Courtice.</p>	<p>See response to KRPDSB/Simcoe County District School Board above.</p>
Durham Region Police Service (Stephen Orr) November 25, 2020	<p>Provided a map showing the nearest Microwave Path to the Southeast Courtice Secondary Plan area. The link is just southwest of the secondary plan boundaries. Says that construction in the secondary plan area will pose no immediate</p>	<p>No changes needed to the SP as a result of the submission.</p>

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	obstruction issues for the Region's NextGen radio system and associated microwave links.	
Curve Lake First Nation (Julie Kapyrka) July 17, 2020	Although we may not always have representation at all stakeholder meetings, as rights holders', it is our wish to be kept apprised throughout all phases of this project. Please note that this letter does not constitute consultation, but it does represent the initial engagement process.	No specific implications for SP revision. See staff report discussion.
Clarington Fire and Emergency Services July 8, 2020	No concerns at this stage.	No implications for the SP.
Clarington Clerks Department July 15, 2020	No comments or objections.	No implications for the SP.
Clarington Corporate Services July 15, 2020	No comments or objections.	No implications for the SP.

Attachment 5
Summary of Urban Design & Sustainability Guidelines

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S034 Delta Urban Inc. On behalf of the Landowners Group	1.4 Background & Context <ul style="list-style-type: none"> • Typo in 4th paragraph, word “commercial”. 	This section is reworded, see Section 1.
	2.1 Environmental Protection Area <ul style="list-style-type: none"> • Principle ‘C’ - Minimize back lotting onto EP is a nice objective but will be very difficult for a number of reasons including the environmental impact of creating more asphalt per unit in the Secondary Plan area... not to mention economic impact for construction, long term maintenance and basic economics. 	Back lotting is to be minimised, wherever possible. See 7.2 e. and 9.2 of revised UDSGs.
	2.3 Prominent Intersections <ul style="list-style-type: none"> • Guidelines ‘A’ and ‘B’ - Both speak of Public Squares but provide no indication of their ownership and who pays for them, maintains them, or if they count as parkland dedication. 	Public squares are now 'privately owned publicly-accessible spaces'. They do not count towards parkland dedication.
	2.5 Livable Neighbourhoods – Figure 11: Livable Neighbourhood <ul style="list-style-type: none"> • The idea that each neighbourhood should have a unique character is not practically implementable. This has been tried in the past and it cannot be done without a very "heavy handed" approach. 	Noted – removed.

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	2.5 Livable Neighbourhoods – Figure 11: Livable Neighbourhood <ul style="list-style-type: none"> • Guideline ‘D’ - How is this to be implemented. Neighbourhoods have been determined by the existing topography, natural features, and major streets. Delete. 	Guideline removed.
	2.5 Livable Neighbourhoods – Figure 11: Livable Neighbourhood <ul style="list-style-type: none"> • Guideline ‘E’ - Neighbourhoods this size cannot support a convenience store or have sufficient vehicular or pedestrian traffic to be self sustaining. This guideline needs to be supported by a commercial study. 	The opportunity to allow for such uses is encouraged in neighbourhoods. Wording is revised to 'will provide opportunities to encourage'.
	2.5 Livable Neighbourhoods – Figure 11: Livable Neighbourhood <ul style="list-style-type: none"> • Reference mixed-use rather than 'ground floor retail, developed with multi-unit residential developments'. 	This is deleted. See revised Section 3.3.
	2.5 Livable Neighbourhoods – Figure 11: Livable Neighbourhood <ul style="list-style-type: none"> • Guideline C - This is more a statement than a guideline. Delete. 	Noted – deleted.
	2.6 Development Blocks and Lots (Block Orientation) <ul style="list-style-type: none"> • Guideline ‘E’ - To provide pedestrian connections every 75m or every 5 townhouses is highly unrealistic and hard to implement since there is no identification of private or public ownership or responsibility for maintenance. The idea of have regular mid-block connections is good but this is not practical. Creates multiple metres of asphalt. 	Mid-block connections are to encourage community-wide connectivity and permeability, as well as to avoid long 'walls' of built form. See 4.0 d.
	2.6 Development Blocks and Lots (Block Orientation) <ul style="list-style-type: none"> • There is no mention of block orientation in the guidelines, the headline of the section 2.6 is Development Blocks and Lots (Block Orientation). 	Orientation is relating to built form along blocks/lots; see sections for land use designations

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		that provide specific guidelines on orientation for the different permitted built form.
	<p>2.6 Development Blocks and Lots (Block Orientation)</p> <ul style="list-style-type: none"> • 200 m maximum block lengths are too short and restrictive. Additionally, the extreme “mixing” of forms/types incorporation individual ‘small lot singles’ adjacent to semis and larger singles is difficult to build and to sell. 	Block length of 200m is to prevent long, continuous facades/streetwalls. Mixing of housing types is encouraged to create neighbourhoods that are not homogenous in built form, and therefore provide opportunities for infill, increased accommodation in density, housing affordability, etc.
	<p>2.7 Siting Guidelines, Streetscape Variety, Built Form, Massing</p> <ul style="list-style-type: none"> • Guideline ‘D’ - This is not practical and there is no difference between the southeast and southwest in terms of shadow projections. 	Guideline removed.
	<p>2.8 Built Heritage & Cultural Resources</p> <ul style="list-style-type: none"> • Guideline ‘D’ - “the proposed development and”..should be removed. 	See revised Section 7 of the UDSGs.
	<p>3.1 Access and Circulation</p> <ul style="list-style-type: none"> • Figure 15 - Plan should be reflective of Schedule B of Secondary Plan. 	Noted.
	<p>3.1 Access and Circulation</p> <ul style="list-style-type: none"> • Guideline ‘C’ - If the Municipality will not accept public laneways, then a number of the principles/guidelines will have to be modified. 	The Municipality is seeking approval with public laneways, as

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		indicated in the Secondary Plan and UDSGs. Laneways whether private or public are to be designed in accordance to the Plan and UDSG.
	<p>3.2 Road Network</p> <ul style="list-style-type: none"> • Figure 17 - remove the network of local roads <p>3.2.1 - Confirm that Courtice and Bloor Streets are to be 45m wide. Regional roads must conform to Regional standards.</p>	<p>This figure will remain showing local roads to show all the road types that comprise of the road network.</p> <p>Bloor St and Courtice Rd have rights-of-ways that are 40m wide.</p>
	<p>3.2.5 Local Roads (20m ROW)</p> <ul style="list-style-type: none"> • Clarington accepts 18m local roads. Standard should be changed. 	A 20m ROW is desired for Southeast Courtice.
	<p>3.2.5 Local Roads (20m ROW)</p> <ul style="list-style-type: none"> • Guideline 'B' requires that parking lane be paved with permeable paving. This is a major cost and maintenance issue, and will the Town be willing to have this? 	Guideline removed.
	<p>3.2.6 Laneways (8.5m ROW)</p> <ul style="list-style-type: none"> • Will the municipality accept public laneways? If public 8.5m is acceptable; however, if private recommend 6.5m width. The use of permeable paving and LIDs in laneways is problematic and very expensive. Again, the cross section will be as per approved engineering detail design. 	Both public and private laneways are considered in the UDSGs, without specification of ownership. 8.5m is the

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		minimum width in all cases.
	3.2.6 Laneways (8.5m ROW) <ul style="list-style-type: none"> • Will the Municipality permit servicing in public laneways? 	Public utilities may be permitted within public rear lanes however Regional Services are not. (see 9.7. of Secondary Plan).
	3.2.7 On-Street Parking <ul style="list-style-type: none"> • Guideline 'E' - Please explain why diagonal parking isn't permitted. 	Guideline removed.
	3.2.8 Green Streets <ul style="list-style-type: none"> • This section provides excellent green principles - very difficult to implement on public rights of ways. Challenges exist because of snow removal, salt applications etc. Will the Municipality be prepared to maintain these initiatives? 	All streets in the Secondary Plan will be developed with green infrastructure principles. See section 8.0 of revised UDSGs and the R/T sws.
	3.2.8 Green Streets <ul style="list-style-type: none"> • Guideline 'A' - Bullet 2 - Concerned about material requirements. Tree planting? 	See above.
	3.3 Active Transportation Network <ul style="list-style-type: none"> • Guideline 'D' – Recommends mid-block connectors every 75.0m to 100.0m which is too arbitrary and too often - there is no indication of who owns them and who maintains them. 	See revised Section 6.4 of the UDSGs. Reworded to: e) The active transportation network can also connect to/through both public

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		and private spaces, including mid-block connections and privately owned publicly-accessible spaces.
	<p>3.8 Public Squares</p> <ul style="list-style-type: none"> There are major concerns with this section. The number of “Public Squares” and their size range is very difficult to imagine being both implementable or having the effect on the streetscapes that is envisioned. There are 9 large Public Squares shown and 5 small Public Squares shown. 	Plazas will be located at Prominent Intersections in keeping with OP policy. See sections 3.2 and 6.1.4
	<p>3.8 Public Squares</p> <ul style="list-style-type: none"> Guideline ‘B’ - Requires locations every 500m. Taking the top and bottom of the size range this produces a total of 11.5 hectares of land. Although they are called Public there is no indication of ownership. Additionally, the references to Public art are also worrying since the budget for even 14 modest pieces of public art could be at least several millions of dollars. Will this be public ownership? 	The locations are to be along Regional Corridors, primarily at Prominent Intersections. Public art is only encouraged, particularly at Prominent Intersections.
	<p>3.8 Public Squares</p> <ul style="list-style-type: none"> Guideline ‘G’ - Proposes public internet access without discussion of cost. 	Guideline removed.
	<p>3.8 Public Squares</p> <ul style="list-style-type: none"> Guideline ‘H’ - Underground parking at all of these locations will be generally problematic given some of the building types proposed. There are two specific locations where smaller Public Squares are located in low density neighbourhoods well away from corridors. 	Guideline removed.

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	<p>3.8 Public Squares</p> <ul style="list-style-type: none"> As a general comment we do not believe that the population density of the area will support this number of Public Squares in SE Courtice. For this type of public space to operate as truly vibrant spaces there must be sufficient population to make use of them. Unused Public Squares will be simply empty, unmonitored, uninviting spaces that will detract from the image of the community. Cost implications. 	<p>The number and locations are reduced. They are to be along Regional Corridors, primarily at Prominent Intersections.</p>
	<p>3.9 Sitewide Low Impact Development & Stormwater Ponds</p> <ul style="list-style-type: none"> Please note that Clarington requires ponds to be fenced with chain link fencing - not acknowledged or shown in the photos that are used with these guidelines. Please confirm if the approach is to now have ponds open and integrated as part of the natural system. 	<p>See revised Sections 3.4 and 8.0.</p>
	<p>4.1 Mixed Use, High Density Residential</p> <ul style="list-style-type: none"> Guideline 'A' Siting and Massing 	<p>This is now Section 5.1.1</p>
	<p>4.1 Mixed Use, High Density Residential</p> <ul style="list-style-type: none"> Bullet 1- Should reference the Secondary Plan prominent intersections. 	<p>Reference is now made to Prominent Intersections.</p>
	<p>4.1 Mixed Use, High Density Residential</p> <ul style="list-style-type: none"> Bullet 4 – The orientation of high-rise buildings is determined by the surrounding street layout and the orientation and proportions of the blocks and sites. Cross ventilation is rarely achievable for units in high-rise building since the vast majority of units only have window openings on one face of the unit. 	<p>Orientation (i.e. on the ground as it meets the street) is referenced to being along the street to ensure a street wall. The street being the Bloor or Courtice. The massing (i.e. 'tower' component) of a building should be oriented to</p>

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		ensure sustainability and low-energy consumption.
	<p>4.1 Mixed Use, High Density Residential</p> <ul style="list-style-type: none"> • Bullet 5 – This bullet is unnecessary as it may limit opportunities to find creative and attractive solutions for the development of sites with more challenging geometries. Generally, these types of floor plates are not economical to construct and there would be little motivation to do so outside of a major metropolitan location. 	Guideline removed.
	<p>4.1 Mixed Use, High Density Residential</p> <ul style="list-style-type: none"> • Bullet 6 – The practical meaning of this guideline is unclear as worded. It could be worded as “Buildings along streetscapes are encouraged to be designed with a consistent massing.” 	Revised, now 'Buildings are to be oriented along the street to establish a street wall that frames the street and creates a vibrant public realm'. See 5.1.1 a.
	<p>4.1 Mixed Use, High Density Residential</p> <ul style="list-style-type: none"> • Bullet 7 – A Guideline establishing a two storey podium is fine but asking for a “2 storey commercial-retail podium” is restrictive and unrealistic since it is very possible that there will never be a market for second storey commercial or retail uses in these buildings. Residential uses above the ground floor are typical with this building typology in the Ontario. There is also apparent conflict between asking for a two-storey podium and then asking for the building to step back after the fourth floor. Figure 44 does not show a two-storey podium. 	See revised Section 5. Figure 44 shows both a 2 storey and 4 storey component.
	<p>4.1 Mixed Use, High Density Residential</p> <ul style="list-style-type: none"> • Bullet 8 - The design of the ground plain between buildings and the street should be both inviting and attractive while remaining 	Noted.

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	appropriate and practical for the function and use of the spaces in the ground floors.	
	4.1 Mixed Use, High Density Residential <ul style="list-style-type: none"> • Guideline 'B' Apartments 	See revised Section 5.1 of UDSGs.
	4.1 Mixed Use, High Density Residential <ul style="list-style-type: none"> • Guideline 'B' Apartments <ul style="list-style-type: none"> ○ This section could be more appropriately titled “Residential Mixed-Use Buildings” and not Apartments since that is a form of tenure and most multi-floor residential building are condominium and not rental. The proposed title is more inclusive. 	See revised Section 5.1 of UDSGs.
	4.1 Mixed Use, High Density Residential <ul style="list-style-type: none"> • Guideline 'B' Apartments <ul style="list-style-type: none"> ○ Bullet 1 – This would be more realistic if the height range was expressed as 4 to 6 storeys and not 3 to 6 storeys given that some townhouse building types are more practical at 4 storeys. ○ Bullet 2 – A minimum ground floor height of 4.5m is appropriate for buildings facing onto a Regional Corridor but not in other locations such as buildings facing onto Local Roads. ○ Bullet 4 – This guideline a is only appropriate for some lower and mid-rise building types and even within that, only appropriate to a limited range of architectural styles and expressions. Delete. 	See revised Section 5.1.2 of UDSGs.
	4.1 Mixed Use, High Density Residential <ul style="list-style-type: none"> • Guideline 'C' Parking and Utilities 	This is now Section 5.1.6 of revised UDSGs.
	4.1 Mixed Use, High Density Residential <ul style="list-style-type: none"> • Guideline 'C' Parking and Utilities 	This is now Section 5.1.6 of revised UDSGs.

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	<ul style="list-style-type: none"> ○ Bullet 1 – The intention of this guideline is clear however all site access will be determined by the Region of Durham during an application for Site Plan Approval. 	
	<p>4.1 Mixed Use, High Density Residential</p> <ul style="list-style-type: none"> ● Guideline ‘C’ Parking and Utilities <ul style="list-style-type: none"> ○ Bullet 2 - The intention of this guideline is clear however all site access will be determined by qualified traffic experts during an application for Site Plan Approval based on the building occupancy as well as the physical opportunities and constraints of specific sites. The number and location of surface parking will vary depending on the uses proposed for the buildings. It may be more appropriate to have surface parking for some apartment buildings. Delete prohibition of surface parking. 	This is now Sections 5.1.5 and 5.1.6 of revised UDSGs.
	<p>4.2 Medium Density Residential</p> <ul style="list-style-type: none"> ● Guideline ‘A’ Siting and Massing 	This is now section 5.1.2
	<p>4.2 Medium Density Residential</p> <ul style="list-style-type: none"> ● Guideline ‘A’ Siting and Massing <ul style="list-style-type: none"> ○ Bullet 1 – The requirement to vary lot widths assumes freehold tenure. This requirement for condominium tenure is impractical for builders and of itself will not make a significant contribution to the streetscape. <p>The appropriate and compatible mix of quality architectural designs accompanied by an appropriate mix of materials and colours thoughtfully sited along streetscapes will be a more effective means of obtaining the objective of reducing potential visual monotony. Effective Architectural Design Guidance and Landscape design on both public and private property is a tested and proven means to improve character of streetscapes.</p> 	See Section 5.1.2 of revised UDSGs.

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	<ul style="list-style-type: none"> ○ Bullet 3 – The last sentence of this bullet will contribute to visual monotony and restrict positive and appropriate architectural design options. Not all architectural styles can be properly articulated with a step back on the third floor. 	
	<p>4.2 Medium Density Residential</p> <ul style="list-style-type: none"> ● Guideline ‘A’ Siting and Massing <ul style="list-style-type: none"> ○ Bullet 5 – Proposing a POPs or mid-block connector arbitrarily every 75m to 100m creates unnecessary hardscape. Mid-block connectors are desirable but taken to this extreme there is no benefit to inefficient use of land, and it is unrealistic to create such public connections on private property in mid-rise developments of this relatively small scale. POPS are typically owned and maintained by large condominium associations that have the economic resources for maintains and security. Mid-block public connections in this context should be owned and maintained by the municipality. 	See Section 6.4 e. and 6.4.1.2 a. of revised UDSGs.
	<p>4.2 Medium Density Residential</p> <ul style="list-style-type: none"> ● Guideline ‘A’ Siting and Massing <ul style="list-style-type: none"> ○ Bullet 6 – Suggest changing “side streets” to local streets. 	See Section 5.1.5 and 5.1.6 of revised UDSGs.
	<p>4.2 Medium Density Residential</p> <ul style="list-style-type: none"> ● Guideline ‘B’ Apartment Buildings 	This is Section 5.1
	<p>4.2 Medium Density Residential</p> <ul style="list-style-type: none"> ● Guideline ‘B’ Apartment Buildings <ul style="list-style-type: none"> ○ Bullet 1 – The requirement to architecturally express a base, middle, and top is more effective and appropriate for taller building and will not be as great an asset to the design of buildings four storeys and less in height. A height limit of 20m is insufficient for a six-storey building when a previous bullet has 	See Section 5.1.2 d. of revised UDSGs.

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	<p>required that the ground floor of these buildings be 4.5 m tall. Assuming a typical floor to floor height of 3.0 then a six- storey building would be (if grading around the building was uniform) 19.5m tall which will not leave adequate height for a roof parapet and elevator overrun. A maximum building height of 23m would be more appropriate combined with a by-law limit of 6 storeys.</p>	
	<p>4.2 Medium Density Residential</p> <ul style="list-style-type: none"> • Guideline 'B' Apartment Buildings <ul style="list-style-type: none"> ○ Bullet 2 – The building illustrated in Figure 47 steps back after the third floor which is inconsistent with this guideline. 	See Section 5.1.2 of revised UDSGs.
	<p>4.2 Medium Density Residential</p> <ul style="list-style-type: none"> • Guideline 'B' Apartment Buildings <ul style="list-style-type: none"> ○ Bullet 3 – It is very difficult to avoid creating overlook conditions when designing and siting buildings of this type in highly urbanized plans such as is being proposed. In a city or in a highly urbanized condition, a degree of overlook is an accepted condition and is conventionally mitigated through adherence to appropriate separation distances between buildings. Also, within a highly urbanized environment, it is challenging to have views of gardens and recreational areas and one assumes that the gardens and recreational areas referred to are either public lands, publicly accessible lands or part of the same development as the building being sited. Remove requirement. ○ Bullet 4 – This guideline is gratuitous since the gridded plan for the community has already been established and the orientation of all mid-rise buildings has effectively been locked in already. Cross ventilation is difficult to achieve. Delete requirement. 	See Section 5.1 of revised UDSGs.

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	<ul style="list-style-type: none"> ○ Bullet 5 – Please refer to comment to same guideline in the Mixed Use High Density Residential section. ○ Bullet 8 – Please see previous comment on similar guideline in the Mixed Use High Density Residential section. ○ Bullet 9 – In some locations within the GTA, this guideline would unquestionably be appropriate where land values and unit values would justify this expense for a building of 4 to 6 storeys. In this case, for such relatively small buildings with such a relatively small number of units, the ability to collectively carry the construction and long-term maintenance costs for providing exclusively underground parking may undercut the ability to implement this guideline and hence the development of the proposed building type. Adherence to this guideline for this building type runs the risk of discouraging the development of this building type on these lands in favour of 4 storey townhouses. Please delete. 	
	<p>4.2 Medium Density Residential</p> <ul style="list-style-type: none"> ● Guideline ‘C’ Stacked and & Street Townhouses 	This is now Section 5.2.
	<p>4.2 Medium Density Residential</p> <ul style="list-style-type: none"> ● Guideline ‘C’ Stacked and & Street Townhouses <ul style="list-style-type: none"> ○ Bullet 2 – Not practical and may limit accessibility. 	See Section 5.2. of revised UDSGs
	<p>4.2 Medium Density Residential</p> <ul style="list-style-type: none"> ● Guideline ‘C’ Stacked and & Street Townhouses <ul style="list-style-type: none"> ○ Bullet 4 – Please define shared amenity. Does the guideline refer to shared amenity areas that are outdoor common areas within a registered condominium, a POPS, or a publicly owned outdoor area? 	See Section 5.2 of revised UDSGs.

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	4.3 Low Density Residential <ul style="list-style-type: none"> • Guideline 'A' Siting & Massing 	This is now Section 5.2.1.3.
	4.3 Low Density Residential <ul style="list-style-type: none"> • Guideline 'A' Siting & Massing <ul style="list-style-type: none"> ○ Bullet 2 – 9.5m is not high enough for a three-storey building. If a standard floor to floor height of 3.0m is applied, and the finished floor is 0.3m above grade then there will not be sufficient height for parapets or pitched roofs. A maximum Height of 12m would be more appropriate. 	Noted - maximum building height is now '3 storeys'. There will be no mention of heights in terms of measurements.
	4.3 Low Density Residential <ul style="list-style-type: none"> • Guideline 'A' Siting & Massing <ul style="list-style-type: none"> ○ Bullet 5 - Proposing a POPs or mid-block connector arbitrarily every 75m to 100m is extravagant and cannot be achieved. Mid-block connectors are desirable but taken to this extreme there is no benefit to efficient use of land. It is unrealistic to create public connections on private property in mid-rise developments at this relatively small scale. POPS are typically owned and maintained by large condominium associations that have the economic resources for maintenance and security. Mid-block public connections in this context should be owned and maintained by the municipality. 	See Section 6.4 e. and 6.4.1.2 a. of revised UDSGs.
	4.3 Low Density Residential <ul style="list-style-type: none"> • Guideline 'A' Siting & Massing <ul style="list-style-type: none"> ○ Bullet 6 – Delete 	Deleted
	4.3 Low Density Residential <ul style="list-style-type: none"> • Guideline 'B' Detached Semi-Detached and Townhouses 	This is now Section 5.2.
	4.3 Low Density Residential <ul style="list-style-type: none"> • Guideline 'B' Detached Semi-Detached and Townhouses 	Guideline removed.

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	<ul style="list-style-type: none"> ○ Bullet 2 – This guideline is gratuitous since the street and lot pattern that has been mandated produces lots that are in the majority rectilinear and low density production housing does not produce the types of floor plates discussed in this guideline. Remove 	
	<p>4.3 Low Density Residential</p> <ul style="list-style-type: none"> ● Guideline 'B' Detached Semi-Detached and Townhouses <ul style="list-style-type: none"> ○ Bullet 3 - This guideline is gratuitous since the gridded plan for the community has already been established and the orientation of all mid-rise buildings has effectively been locked in. Remove. ○ Bullet 4 - Can better be dealt with by mandating architectural design guidelines and privately administered architectural design guidance. ○ Bullet 8 – should be part of a comprehensive zoning by-law. ○ Bullet 9 – This principle is highly problematic if the municipality does not accept public laneways. Privately owned laneways only work within a registered condominium. Totally disagree with the requirement that garages "shall" be accessed from a rear lane. Garages, with architectural control, can be attractive within the overall design of townhouses, semis and singles. With a balcony or porch, garages can extend. ● Guideline 'C' Neighbourhood Center <ul style="list-style-type: none"> ○ Bullet 1 – Based on past detailed studies in other new communities in municipalities in the GTA, it is highly unlikely that there will ever be sufficient population within these areas to support commercial uses at the frequency implied by this guideline. 	<p>Reworded; see section 5.2.</p> <p>Neighbourhood centre references have been removed.</p>

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	<ul style="list-style-type: none"> ○ Bullet 2 – This is fine as it appears to be discretionary. However, these guidelines encourage a volume of public space within the community that is unrealistic and does not realistically add to the quality of the built environment. 	
	<p>4.4 Schools</p> <ul style="list-style-type: none"> ● Guideline G – Requiring solid board fences in these locations is uncommon. School boards typically request chain link. 	See Section 6.2 i. of revised UDSGs.
	<p>5. Transition Zone</p> <ul style="list-style-type: none"> ● Paragraph 4 – This requirement is unreasonable as an absolute statement. The objective of providing views to natural heritage features is a good one but has serious negative impacts when expressed in this way as an absolute. This guideline will negatively impact the density of the community, create inefficient use of land, and will not necessarily produce superior environmental benefits and outcomes. Remove the absolute prohibition of rear lotting onto parks and parkettes. 	Back lotting is to be minimised, wherever possible. See Section 7.2 e. of revised UDSGs.
	<p>5.1 Development Adjacent to Agriculture</p> <ul style="list-style-type: none"> ● Development Adjacent to Agriculture 	See Section 9.1 of the revised UDSGs.
	<p>5.1 Development Adjacent to Agriculture</p> <ul style="list-style-type: none"> ● Guidelines A to E - Given that Figure 55 clearly shows that all urban development lands are separated from Prime Agricultural Lands these guidelines are unnecessary. 	See Section 9.1 of the revised UDSGs.
	<p>5.1 Development Adjacent to Agriculture</p> <ul style="list-style-type: none"> ● Guideline F – It should be clear that this guideline does not apply to the area covered by this guideline document since it is not anticipated the agricultural machinery will be traveling on roads within the urban area. 	See Section 9.1 of the revised UDSGs.

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	5.1 Development Adjacent to Agriculture <ul style="list-style-type: none"> • Guideline G – This guideline is unnecessary since this guideline document does not apply to agricultural areas. See Secondary Plan. 	Guideline removed.
	5.1 Development Adjacent to Agriculture <ul style="list-style-type: none"> • Guideline H – This guideline is unnecessary since this guideline document does not apply to agricultural areas. If this is a desirable guideline it should be enacted through another means. 	See Section 9.1 of the revised UDSGs.
	5.4 Development Adjacent to Parkland <ul style="list-style-type: none"> • Guideline ‘A’ – The objective of this guideline is valuable however when written in such absolute terms it becomes impractical. In general, the guidelines provided by this document encourage the creation of a much larger total area of road surface by relying on roads and laneways to provide separation between green spaces and the built environment. There should be limited concern with having buildings adjacent to parkland if there is effective site planning and appropriate architectural design. • Guideline ‘C’ – This is not practical and may not be beneficial in all circumstances. Delete "shall". • Guideline ‘E’ – This may not be practical or easily implemented. Parking is typically permitted along roads adjacent parkland. 	This section is deleted with guidelines folded into Section 6.1 of revised UDSGs.
	5.5 Development within the Regional Corridor <ul style="list-style-type: none"> • Development Within Regional Corridors <ul style="list-style-type: none"> ○ Guideline ‘A’ Siting & Massing <ul style="list-style-type: none"> ▪ Bullet 3 – In principle, mid-block connectors are a good feature however the frequency of one every 75m to 100m is impractical and of very limited benefit. The maintenance cost of these features will be the 	See Section 5 of revised UDSGs.

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	<p>responsibility of the Municipality. Durham Region will have requirements for access onto Arterial Roads.</p> <ul style="list-style-type: none"> ▪ Bullet 4 – difficult to enforce. Recommend removal. ○ Guideline ‘B’ – Spacing Between Buildings <ul style="list-style-type: none"> ▪ Bullet 1 – This guideline needs to provide more context for its application and should be co-ordinated with an area specific comprehensive Zoning By-law (that would be the appropriate instrument to address these issues). Since a separation distance of 15m is not mandated by the Ontario Building Code an explanation of this arbitrary number should be provided. When dealing with the separation distance between two Tall Buildings 15m is commonly regarded as insufficient separation distance. In the design of mid-rise buildings, 15m may be too great of a separation. ▪ Bullet 3 – Separation distance is important. This guideline needs to provide more context for its application. The relative position of the two buildings will have a significant impact on its efficiency. For example, if the tall building is located to the north of a mid-rise building or podium it will produce no shadow impact on its neighbour. ○ Guideline ‘C’ Built Form <ul style="list-style-type: none"> ▪ Bullet 4 – I believe this should be referring to the articulation of the horizontal planes of the elevations created by ground floor doors and windows and upper storey elements such as windows and balconies and finally, cornice lines and roof edges. 	

Submission Number Name (contact) Date	Details of Submission	Response
	<ul style="list-style-type: none"> ○ Guideline D Stepbacks & Setbacks <ul style="list-style-type: none"> ▪ Bullet 1 – The name and nature of the Special Design Standards referenced should be explicitly stated in this guideline. The minimum and maximum heights provided here are too specific and the guideline provides inadequate explanation for them. ▪ Bullet 3 – A 45-degree angular plane analysis is inappropriate within a block as the issues of light, ventilation, and privacy are covered adequately by separation distance and stepbacks. A 45-degree angular plane analysis for building facing onto public streets that form the transition between high and low density or medium and low- density designations is appropriate ▪ Bullet 4 – Side stepbacks are generally impractical and particularly impractical where other guidelines in this section may require a building to have front and or rear setbacks as well. 	<p>Any studies that are required at the time of a development application will be provided at the Pre-consultation meeting in keeping with OP policy.</p>
	GRAPHICS	
	<p>Figure 4: Existing Context & Text</p> <ul style="list-style-type: none"> • Text and graphic boundary do not match that of the Secondary Plan. The SP states the east boundary is bound by Hancock Road, not Hwy 418 as stated in the UDG. 	<p>Graphics have all been revised. See the revised UDSGs Figure 1.</p>
	<p>Figure 5: SEC Demonstration Plan</p> <ul style="list-style-type: none"> • The Figure does not match with the Secondary Plan. SECSP boundaries don't match. 	<p>Graphics have all been revised. See the revised UDSGs Figure 3.</p>

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	Figure 6: Community Structure <ul style="list-style-type: none"> Map has no legend. 	Graphics have all been revised. See the revised UDSGs Figure 4.
	Figure 7: Environmental Protection Area <ul style="list-style-type: none"> Secondary Plan area boundary should be bolder and more readable. EP should be PEA to match first sentence at top of page. 	Graphics have all been revised. See the revised UDSGs.
	Figure 8: Intensification Areas <ul style="list-style-type: none"> There is no legend item for the extended light orange for Figure 8 in the UDG. Is this meant to be an extension or buffer of the Regional Corridor? 	Graphics have all been revised. See the revised UDSGs.
	Figure 9: Prominent Intersections <ul style="list-style-type: none"> Same graphic problems as noted above. 	Graphics have all been revised. See the revised UDSGs Figure 6.
	Figure 10: View Corridors <ul style="list-style-type: none"> Parks and parkettes should reflect Schedule A and B of the Secondary Plan View corridors are focused along streets primarily to intersections. 	Graphics have all been revised. See the revised UDSGs.
	Figure 11: Livable Neighbourhood <ul style="list-style-type: none"> Graphic issues with map. The Six Neighbourhoods should be more clearly identified. Commercial in red appears to promote concentration at key intersections and portions of Courtice Rd north of Bloor...Suggesting a "Main Street" configuration and form (based on the block depth indicated). This is going to be a challenge based on traffic and curb site parking. 	Graphics have all been revised. See the revised UDSGs.
	Figure 12: Development Blocks and Lots	Graphics have all been revised. See the revised UDSGs.

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	<ul style="list-style-type: none"> Map has the same graphic problems. The meaning of the diagrams at the bottom of the page are provided without explanation and appear to have no meaning. Reference to POPs in the legend and on the Figure is not clear. 	
	<p>Figure 13: Siting, Built Form and Massing</p> <ul style="list-style-type: none"> Map has incomplete legend. Figure 13 doesn't reflect Guidelines. 	Graphics have all been revised. See the revised UDSGs.
	<p>Figure 14: Built Heritage and Cultural Resources</p> <ul style="list-style-type: none"> Map needs legend. The building identified as BHR4 has been determined by the Heritage Committee to NOT have any heritage value. The Town has issued a demolition permit. Please remove. 	Graphics have all been revised. See the revised UDSGs Figure 59.
	<p>Figure 15: SEC Public Realm</p> <ul style="list-style-type: none"> Figure is too small, no legend. Should be consistent with Section 2 preamble page. 	Graphics have all been revised. See the revised UDSGs Figure 31.
	<p>Figure 16: Access and Circulation</p> <ul style="list-style-type: none"> Photo is unimplementable. Too much permeable paving, curb side parking both sides and based on previous guidelines assumes that the multi-storey buildings (mixed use) framing would represent the "Main Street" or regional corridor. 	Graphics have all been revised. See the revised UDSGs.
	<p>Figure 17: Road Network</p> <ul style="list-style-type: none"> Legend has an error. The water course colour has been used for a road type. The Local Roads are missing from the legend. However, local roads should be deleted. 	Graphics have been revised. See the revised UDSGs Figure 41.
	<p>Figure 18: Arterial A (Frontage Road/Multi-way)</p> <ul style="list-style-type: none"> The Regional Transportation Master Plan doesn't contain cross sections however, the Executive Summary does refer to the Arterial Corridor Guidelines developed within the scope of the TMP (links 	New Graphic Added for Arterial A. Region of Durham has provided assistance.

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	<p>provided below). The Arterial Corridor Guidelines do contain ROW Cross Sections, however, only offer one 45m Major Transit Corridor ROW Cross Section which the UDG Figure 18 does not match.</p> <ul style="list-style-type: none"> • <u>Regional Transportation Master Plan found here:</u> https://durhamtmp.files.wordpress.com/2018/07/durhamtmp_finalreport_2018-0709-web-accessible.pdf • Arterial Corridor Guidelines: (Skip to Sec2:70 for 45m ROW Cross Section) https://www.durham.ca/en/living-here/resources/Documents/EnvironmentalStability/Arterial-Corridor-Guidelines.pdf • Cross-section is huge. Planting islands of 3.0 meters are too narrow to ensure positive tree growth. 	See revised UDSGs.
	<p>Figure 20: Arterial C</p> <ul style="list-style-type: none"> • Single lanes on an Arterial road is impractical and rules out ever having buses, on-street parking, or deliveries on these roads. There may also be issues with emergence vehicles... • The Regional Arterial Corridor Guidelines have a 26m Two Lane Residential Cross Section that does not match Figure 20 of the UDG. • More reasonable cross-section, however 3.5 meter travel lanes do not provide for emergency vehicle access. Additionally, the boulevard is very clustered. 	See the revised UDSGs for Figure 46.
	<p>Figure 21: Collector Road</p> <ul style="list-style-type: none"> • This cross-section has the same issues - particularly since school boards often require schools to be located on Collector Roads and this cross-section would make it difficult to have school busses stopping. 	See the revised UDSGs Figure 47.
	<p>Figure 23: Laneways</p> <ul style="list-style-type: none"> • The plan does not show that laneways connect to other laneways and form a system as described in the text. 	See Secondary Plan policy. Lanes must connect to a public

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		street. See the revised UDSGs 6.3.6 Figure 49.
	<p>Figure 24: On-Street Parking - Typical Layout</p> <ul style="list-style-type: none"> • There are no driveways or roads identified accessing the development block either from the local road or the Regional corridor. • Not the best example of development block, it would be possible to access only from the east side. 	Graphic removed.
	<p>Figure 26: Green Street Strategies</p> <ul style="list-style-type: none"> • The rendering is very misleading since it shows almost no driveways cutting across the bioswales and the lot density shown is much lower than what is being proposed. • Green Streets. Photo doesn't match any of the proposed road cross-sections nor housing forms (widths-as noted previously) 	Graphics have all been revised. See the revised UDSGs.
	<p>Figure 27: Active Transportation Network</p> <ul style="list-style-type: none"> • An error in the legend on road identification. Should eliminate local roads. • POPs are not clear, no explanation 	<p>See the revised UDSGs Figure 51.</p> <p>Graphic is for demonstration.</p>
	<p>Figures 28-30</p> <ul style="list-style-type: none"> • Unrealistic photographs used to illustrate the Principles and Guidelines. 	See the revised UDSGs.
	<p>Figure 31-32</p> <ul style="list-style-type: none"> • Cycling. All these images are very Urban, much higher density precedents and are not applicable. 	See the revised UDSGs.
	<p>Figure 35: Transit Network</p> <ul style="list-style-type: none"> • The map legend has Environmental Protection Areas, but no Environmental Protection Areas are shown on the map. Symbols for schools are shown on the map but not identified in the legend. 	Removed.

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	Corridors are colored but not identified in the legend. Roads identified in the Guidelines are not labeled on the map.	
	<p>Figure 36: Parks and Open Space</p> <ul style="list-style-type: none"> Issues with the map. Major roads are not on the map as they appear in the legend, large green dashed lines shown on the map not shown in the legend, the smaller solid blue green lines shown on the map are not identified in the legend, laneway locations shown on the map are not consistent with the types of locations identified in the earlier guidelines, and the block dimensions appear meaningless. Streets are not labeled.... 	Revised graphic. See the revised UDSGs.
	<p>Figure 42: Private Realm</p> <ul style="list-style-type: none"> Map has no legend and should have one. 	Removed. See the revised UDSGs.
	<p>Figure 43: Mixed Use and High Density Residential – Land use Distribution</p> <ul style="list-style-type: none"> The grey area on the map should be identified in the legend. Legend should read High Density Residential /Mixed Use 	See the revised UDSGs.
	<p>Figure 44: Mixed Use, High Density Residential - Cross Section</p> <ul style="list-style-type: none"> This figure shows a two-storey high loading and servicing area which would be very unusual. 	Removed. See the revised UDSGs.
	Figure 45: Mixed Use, High Density Residential - Typical Layout	Removed. See the revised UDSGs.
	<p>Figure 46: Medium Density Residential Land Use Distribution</p> <ul style="list-style-type: none"> Has some graphic issues including an inconsistent colour in the legend for the Environmental Protection Area. Should show the location of the High Density Residential lands so the spatial relationship between these uses are clear. 	Removed. See the revised UDSGs.
	Figure 47: Medium Density Residential - Cross Section	Removed. See the revised UDSGs.

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	<ul style="list-style-type: none"> Shows a section of a six storey building facing the Regional Corridor. The figure shows the building stepping back after the third floor where the guideline requires that buildings step back after the fourth floor. 	
	Figure 48: Medium Density Residential – Typical Layout	Removed. See the revised UDSGs.
	Figure 49: Low Density Residential Land use Distribution <ul style="list-style-type: none"> Same types of graphic concerns as previously noted on earlier figures. 	Graphics have all been revised. See the revised UDSGs.
	Figure 51: Low Density Residential - Typical Layout <ul style="list-style-type: none"> The number of mid-block pedestrian walkways is highly impractical and unnecessary from a community design perspective. 	Graphic Removed. See the revised UDSGs.
	Figure 51 - 52 <ul style="list-style-type: none"> Figures 51 & 52. Mid-block connections are dangerous, far too frequent, challenge development efficiency and compact building form principals as well as the previously noted problems with ownership and maintenance. Additionally, given that laneways are NOT public, all of the otherwise typically fee simple singles and townhouses would by necessity become condo. 	Graphic 51 Removed. See the revised UDSGs.
	Figure 53: Transition Zone <ul style="list-style-type: none"> No legend provided. Map does not reflect schedules in Secondary Plan. 	Graphics have all been revised. See the revised UDSGs.
	Figure 54: Development Adjacent to Prime Agricultural Lands - Cross <ul style="list-style-type: none"> This figure is unnecessary since all new proposed development is separated from the Prime Agricultural Lands by existing roads as clearly shown in Figure 55. 	Figure removed.
	Figure 55: Development Adjacent to Prime Agricultural Lands - Plan	See the revised UDSGs.

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	<ul style="list-style-type: none"> There is a red solid line appearing in this figure that is not identified in the legend. 	
	Figure 56: Development Adjacent to Employment Areas - Cross Section <ul style="list-style-type: none"> The Green Buffer / Parkland feature illustrated is not addressed in the accompanying guidelines. Does the use of the term Parkland imply that this land can be credited towards Parkland dedication? 	See the revised UDSGs.
	Figure 57: Development Adjacent to Employment Areas - Plan <ul style="list-style-type: none"> There is an apparent conflict between the area identified as PSEZ (an acronym not referred to in the text or explained) and the mapping of the Prime Agricultural Lands as shown on Figure 55. There is a solid red line shown that is not identified in the legend. 	See the revised UDSGs.
	Figure 58: Development Adjacent to Natural Heritage - Cross Section <ul style="list-style-type: none"> As with all these cross sections shown it would be helpful to have a conceptual location for this conceptual cross section. 	See the revised UDSGs.
	Figure 59: Development Adjacent to Natural Heritage - Plan <ul style="list-style-type: none"> There is a solid red line that is not identified in the legend. 	See the revised UDSGs.
	Figure 61: Development Adjacent to Parkland - Plan <ul style="list-style-type: none"> There is a solid red line shown that is not identified in the legend. 	See the revised UDSGs.
	Figure 66-67 <ul style="list-style-type: none"> Too hypothetical. In the foreseeable future (15-20 years), density too high and development too intense. Too much mixed use adjacent to regional corridor. This is close to the current development form and density of North York, east of Yonge street north of Sheppard. 	See the revised UDSGs.

Agencies Comment Table of Urban Design and Sustainability Guidelines Comment Submissions received After June 1

Agency	Details of Submission	Staff Response
Bell Canada (Meaghan Palynchuk) June 19, 2020	General Comments on Urban Design	This guideline is removed after discussions/issues regarding the sidewalk abutting the roadway. Note: the 2.5m landscape zone was shown in the first version of the UDSGs and the cross-section has subsequently changed.
	<ul style="list-style-type: none"> • No objections. Offered policy modifications (word changes in italics) below: <ul style="list-style-type: none"> ○ 3.2.5 Local Roads (20m ROW) Guideline E: "e. Landscape Buffer: A 2.5m wide landscape zone featuring street trees shall be provided between the sidewalk and the private property boundary. It could serve as a utility corridor for locating underground services within the street right-of-way, <i>where feasible</i>." 	To be sent upon comp
CLOCA June 19, 2020	Urban Design and Sustainability Guideline Comments	
	Section 2.1 <ul style="list-style-type: none"> • Guideline b: Please specify what the grid network is referring to. Is it assumed roads? 	This section for EPAs has been revised in Section 7.2 as follows: <ul style="list-style-type: none"> a. The location of parks should act as an extension of EPAs to create an interconnected network while maintaining drainage patterns and topography, limiting watercourse crossings and balancing a connected grid network of roads.

Agency	Details of Submission	Staff Response
	Section 2.1 <ul style="list-style-type: none"> • Guideline b: As this guideline is placed within the EP section, perhaps rephrasing to "Promote the maintenance of drainage patterns and topography, limit watercourse crossings, while balancing a connected grid network of roads." 	This section for EPAs has been revised in Section 7.2 as follows: e. Development, including the road network, will consider drainage patterns and topography around EPAs, including limited watercourse crossings.
	Section 2.1 <ul style="list-style-type: none"> • Guideline c: Please include "...CLOCA policies and regulations." 	Revised as suggested. See section 7.2 as follows: b. Where parks connect to EPAs, its interface, access and usage will be undertaken in a manner that maintains their ecological integrity and shall comply with CLOCA policies and regulations.
	Section 2.1 <ul style="list-style-type: none"> • Guideline c: please clarify what is meant by "edge conditions and entrances". Is this referring to the interface between the EP and development? Or the entrances of trail systems? 	Reference to edge conditions and entrances are removed. This guideline was intended to be the interface between parks/trails and EP.
	Section 3.2, x-ref 3.2.8 <ul style="list-style-type: none"> • The text in section 3.2.6 Laneways incorporate LID's such as permeable paving where sufficient drainage exists, however, 	See section 6.3 as follows: f. The use of green infrastructure is permitted

Agency	Details of Submission	Staff Response
	<p>does not reference the requirement for Green Streets. It is suggested that a connection be made between the sections.</p>	<p>within the public rights-of-way, which include the boulevard and roadway, to best achieve the desired effects of such infrastructure.</p>
	<p>Section 3.2.8</p> <ul style="list-style-type: none"> • CLOCA staff support Green Streets. It is recommended that the other road typologies also serve to incorporate LID's within the road right of ways. The previous sections on road typology should reference the Green Street requirement. Additional suggestions include, but are not limited to: <ol style="list-style-type: none"> 1. utilizing the centre medians proposed for Meadowglade and Hancock, as well as collector roads 2. Bike lanes could be permeable pavement. 3. Street trees could be the stormwater planters. 	<p>See section 6.3 f.</p> <p>Also see Section 8: Stormwater Management for green infrastructure / LIDs.</p>
	<p>Section 3.9</p> <ul style="list-style-type: none"> • CLOCA staff encourages the use and incorporation of LID's as a component of stormwater management systems. Although what is noted in the first paragraph is true, it is our understanding that the intent of the policy is to allow LID's within the VPZ if there are no other feasible alternatives beyond the VPZ. For new development, LID's should be directed to areas outside of the VPZ, however may be permitted within the VPZ if supported through appropriate study. CLOCA staff would recommend that the opening statement be revised so as not to encourage the placement of LID's within the VPZ. 	<p>This section has been completely revised. See Section 8: Stormwater Management.</p>
	<p>Section 5.3</p> <ul style="list-style-type: none"> • Suggest using consistent term "Natural Heritage System" as opposed to "<i>Network</i>" 	<p>This section has been incorporated into Section 7: Environmental Protection Areas.</p>

Agency	Details of Submission	Staff Response
		All mentions of network have been changed to system.
	Section 5.3 <ul style="list-style-type: none"> • Guideline b: suggest last sentence ".must be provided beyond passive recreation areas, natural heritage system and vegetation protection zones." 	Guideline removed.
Region of Durham June 22, 2020	Urban Design and Sustainability Guideline Comments	
	Section 1.3 Related Documents and Guidelines <ul style="list-style-type: none"> • Please update the cover pages to the 2020 Provincial Policy Statement and "A Place to Grow" Plan. 	Revised. See Section 1 of revised UDSGs.
	Section 1.5 / Southeast Courtice Demonstration Plan <ul style="list-style-type: none"> • The Region is generally supportive of proposed land uses along the Regional roads, Bloor Street and Courtice Road (identified generally as mid to high density and mixed-use blocks), as transit-supportive and consistent with the Regional Corridor designation. Further to the Region's comments on the proposed land use concept made in March, the Region is open to potential solutions for providing development access along the Regional roads, such as the service roads concept presented at the meeting, February 10, 2020 and shown in Section 3.2.1. However, as noted in the comments, the configuration of the service roads along Bloor Street and Courtice Road will need to be supported through additional information, such as a functional design plan and an associated traffic analysis, prior to the receipt of separate development applications to apply a coordinated approach. It is noted that the Class EA (Phase 3 and 4 work) that is to be undertaken for the South Courtice non-Regional arterial and collector roads would not cover these service roads. 	Revised Graphic. See revised UDSG.

Agency	Details of Submission	Staff Response
	<p>Section 1.5 / Southeast Courtice Demonstration Plan</p> <ul style="list-style-type: none"> Notwithstanding the above comment, the number of local roads shown to access Bloor Street and the corresponding service roads seems to be quite frequent, particularly west of Trulls Road. In the Region's opinion, this spacing would appear to compromise the parallel service road concept from a development and functional perspective. Having too many local street or laneway intersections, particularly where they intersect Bloor Street from both sides, would create desire lines for mid-block pedestrian crossings and interrupt some of the medium density/mixed use massing of development that is desired. For the blocks west and just to the east of Trulls Road, eliminating one connection on either side of Bloor Street and making them offset would still provide the permeability to the Bloor Street Regional Corridor streetscape for pedestrian/cycling access, while reducing the potential for mid-block crossings. 	<p>Comments noted.</p> <p>Local Roads connect to the Service Road portion of the laneway.</p>
	<p>Section 1.5 / Southeast Courtice Demonstration Plan</p> <ul style="list-style-type: none"> The number of local road intersections along Courtice Road, a Type A Arterial, can be accommodated with the service road concept, but consideration is needed to reduce the number of these mid-block intersections that are aligned on both sides of Courtice Road. As for Bloor Street, the main desire lines for pedestrian and cyclist connections should be at signalized intersections with the planned arterial and collector road intersections. 	<p>There are only three mid-block connections proposed to cross Courtice Road, all north of Bloor Street. They are intended to allow access from the internal neighbourhoods to reach the service road of the multi-way.</p>
	<p>Section 1.5 / Southeast Courtice Demonstration Plan</p> <ul style="list-style-type: none"> The Sandringham Drive extension to the realigned Hancock Road provides better intersection spacing along Hancock Road from Regional Highway 2 and addresses our previous comment on it being too close in paralleling Regional Highway 2. 	<p>Noted. This is a balance of maximizing the tangent length whilst minimizing the acceptable radius of</p>

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	<p>However, the tangent length of the Sandringham Drive extension east of Courtice Road should be maximized to accommodate westbound left-turn storage.</p>	<p>Sandringham before the natural corridor.</p>
	<p>Section 1.5 / Southeast Courtice Demonstration Plan</p> <ul style="list-style-type: none"> The number of local road intersections along Trulls Road is also problematic for a Type B Arterial road. The intersections for the east-west local roads north and south of Bloor Street are too close to the Trulls Road/Bloor Street intersection, particularly since they are aligned on both sides of Trulls Road. In addition, the east-west local road south of Meadowglade Road is also too close to that intersection. 	<p>Noted.</p>
	<p>Section 1.5 / Southeast Courtice Demonstration Plan</p> <ul style="list-style-type: none"> The proposed intersection spacing along Regional Highway 2 between Courtice Road and the Highway 418 ramp terminal intersection does not comply with the Region's guidelines for intersection spacing along a Type B Arterial. Further assessment will be needed to determine whether the proposed intersection locations are acceptable, whether they could be signalized in future, and if any turn restrictions will be necessary. 	<p>Terminus is located at the existing Hancock Road alignment with Highway 2.</p>
	<p>Section 2 – Community Structure</p> <ul style="list-style-type: none"> The map on the right-hand side does not have a legend shown. Having a legend to define the structural elements would correspond to Section 3 - Community Structure of the draft Secondary Plan and better define the overarching land use concepts for the secondary plan area. 	<p>See Section 3 and Figure 4 of revised UDSGs.</p>
	<p>Section 2.2 – Growth and Intensification</p> <ul style="list-style-type: none"> A Medium Density Corridor is shown along Trulls Road, yet neither the Southeast Courtice Demonstration Plan (Section 1.5), nor the policies contained in the draft SECSP, show or convey any medium density uses along Trulls Road besides the prominent intersection area of Bloor Street (which is part of the 	<p>There is no Medium Density designation along Trulls Road.</p>

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	Regional Corridor). It is suggested that the draft Urban Design and Sustainability Guidelines be addressed by updating the Demonstration Plan and secondary plan to show some medium density along Trulls Road.	
	Section 3.2.1 / Type A Arterial - Courtice Road & Bloor Street <ul style="list-style-type: none"> <li data-bbox="520 418 1436 526">Please refer to the previous comments on the Southeast Courtice Demonstration plan on the Right-of-Way (ROW) and cross-section for Bloor Street and Courtice Road. 	New Graphics for Type A and Multiway included in revised UDSG.
	Section 3.2.1 / Type A Arterial - Courtice Road & Bloor Street <ul style="list-style-type: none"> <li data-bbox="520 566 1377 677">The concept of frontage roads along the Type A Arterials (“Multi-Ways”) was previously discussed with the steering group. 	New Graphics for Type A and Multiway included in revised UDSG. In keeping with revised policy direction.
	Section 3.2.1 / Type A Arterial - Courtice Road & Bloor Street <ul style="list-style-type: none"> <li data-bbox="520 717 1457 1045">The plan and cross-section drawings for the Type A Arterials show a continuous ROW for the full width, including the frontage roads. The Region’s previous discussion with the Steering Committee noted the need for separate ROW ownership and/or jurisdiction for the service roads and outside boulevards because the Region does not want to be responsible for maintaining roads with a local function. Further conversations and information are required to assess the multi-way before the Region can support this concept. 	New Graphics for Type A and Multiway included in revised UDSG. In keeping with revised policy direction.
	Section 3.2.1 / Type A Arterial - Courtice Road & Bloor Street <ul style="list-style-type: none"> <li data-bbox="520 1086 1465 1230">The proposed 4 m wide median on Regional Roads would need to be widened to 5 m at signalized or potential future signalized intersections. This enables a 3.3 m turn lane and 1.7 m median as per Regional design standards. 	Noted.
	Section 3.2.1 / Type A Arterial - Courtice Road & Bloor Street <ul style="list-style-type: none"> <li data-bbox="520 1308 1436 1416">The proposed 2.5 m side medians are the only available boulevard width for all cross-sections. If these include landscaping and trees, there would be little available room for 	Noted.

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	<p>utilities. Proposed locations for aerial and subsurface utilities should be indicated on the cross-sections.</p>	
	<p>Section 3.2.1 / Type A Arterial - Courtice Road & Bloor Street</p> <ul style="list-style-type: none"> The 2.5 m side medians are proposed to also include transit shelters and waiting areas. Durham Region Transit requires a 3 m side median for a transit stop to meet the AODA standards (1.5 m for a platform, combined with a typical 1.5 m wide sidewalk as per Durham Region Transit Standard S-500.012 Passenger Standing Area Shelter Pad Drawing). Please ensure there is sufficient width to accommodate the transit infrastructure. 	Noted.
	<p>Section 3.2.1 / Type A Arterial - Courtice Road & Bloor Street</p> <ul style="list-style-type: none"> Clarification is requested: Is it necessary to provide both a sidewalk and a multi-use path on the same side of the Arterial road? It may be more appropriate to include just the multi-use path. 	Cross-sections have been revised. See revised UDSGs.
	<p>Section 3.2.1 / Type A Arterial - Courtice Road & Bloor Street</p> <ul style="list-style-type: none"> Currently, sidewalks are shown right up to the edge of the ROW. Typically, the Region requires a buffer of 0.3 m. 	Cross-sections have been revised with sidewalk offset.
	<p>Section 3.2.2 / Arterial Roads – Type B Arterial – Trulls Road</p> <ul style="list-style-type: none"> The proposed ROW for Trulls Road at 30 m does not conform to the ROP for a four-lane Type B Arterial road (Schedule 'E', Table 'E7 - Arterial Design Criteria), particularly when the cross-section contains two-way-in boulevard and sidewalks on both sides, and the cross-section shown does not include auxiliary turn lanes at signalized intersections. The two-way-in boulevard dedicated bike lane is not wide enough to meet the Ontario Traffic Manual (OTM) Book 18 standards; the desired width would be 3-4 m (with 3 m being the minimum) on each side of the road. A one-way in-boulevard bike lane or raised cycle track 	See revised cross-sections.

Agency	Details of Submission	Staff Response
	<p>would be consistent with the 2.1 m width shown in the cross-section.</p>	
	<p>Section 3.2.3 / Arterial Roads – Type C Arterial – Meadowglade Road & Hancock Road</p> <ul style="list-style-type: none"> • The two-way-in boulevard dedicated bike facility shown on both sides of the road is not wide enough to meet OTM Book 18 standards; the desired width would be 3-4 m (with 3 m being the minimum) on each side of the road. A one-way in-boulevard bike lane or raised cycle track would be consistent with the 2.1 m width shown in the cross-section. 	See revised cross-sections.
	<p>Section 3.2.4 / Collector Roads</p> <ul style="list-style-type: none"> • For Collector roads and potentially Type C Arterials, it may be useful to include an alternate cross-section showing on-street parking on one or both sides as well as on-street bike facilities. Collector roads often have sections with on-street parking while offering on-road bike facilities (sometimes shared when retrofitted), and the centre boulevard (besides where you may have a gateway into a neighbourhood). 	See Section 6.3 of revised UDSGs.
	<p>Section 3.3 / Active Transportation Network & 3.5 / Open Spaces</p> <ul style="list-style-type: none"> • Active Transportation Network; Parks & Open Spaces – There are three mid-block trail crossings of Bloor Street shown on these maps that should be oriented to a signalized intersection where a cross-ride can be provided to avoid mid-block crossings of this busy, Type A Arterial road. <p>For example, for the trail crossing west of Courtice Road, the intersection of the north-south Collector road (corresponding to the Farmington Drive connection) could be used to align this trail crossing, which would include a cross-ride.</p>	Where trails follow a natural heritage system that intersects with a road the trail will either travel under the road or be redirected to the nearest controlled intersection. Trail are not intended to cross roads at mid-block locations.
	<p>Section 3.3.2 / Cycling Network</p> <ul style="list-style-type: none"> • Under Dedicated and/or Segregated Bicycle Path, principle a) identifies "2.1 m wide, two way dedicated, and/or segregated 	Noted. See Section 6.4.2 of revised UDSGs.

Agency	Details of Submission	Staff Response
	<p>bicycle lanes shall be provided in high traffic areas." As noted in the cross-section comments, 2.1 m is not a sufficient width for two-way boulevard bike facilities as per OTM Book 18 standards and needs to be revised.</p>	
	<p>Section 3.3.3 / Trails</p> <ul style="list-style-type: none"> Clarification: The concept of Primary vs. Secondary Trails is outlined here, yet the Active Transportation Network (Section 3.3) or Parks and Open Spaces (Section 3.5) maps only show an overall Trails category. As such, it is unclear why there is a differentiation between the two types of trails. 	<p>Noted. See Section 6.4.3 of revised UDSGs.</p>
	<p>4.3 Low Density Residential</p> <ul style="list-style-type: none"> Under "Siting and Massing" the Guidelines allow for higher density housing forms along major roads, being a Collector Road or higher. However, the Secondary Plan policy 4.4.3 only allows low-rise apartments adjacent to arterial roads. <p>Please see our comment above on policy 4.4.3 and revise the documents accordingly.</p>	<p>See Section 5 of revised UDSGs.</p>
	<p>4.3 Low Density Residential – Neighbourhood Center</p> <ul style="list-style-type: none"> This portion of the Guidelines speak to neighbourhood commercial uses, which are not currently identified as a permitted use in the Secondary Plan. Please review these two documents and revise the documents accordingly. 	<p>See Section 5 of revised UDSGs.</p>
	<p>5.2 Development Adjacent to Employment Areas</p> <ul style="list-style-type: none"> The map should depict the Provincially Significant Employment Zone across the entire southern portion of the Secondary Plan Area, with hatching to depict the proposed draft Major Transit Station Area delineation to reflect the Provincial Plans accurately. 	<p>Noted. See Section 9 of revised UDSGs.</p>