



## Public Meeting Report

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<b>Report To:</b>	<b>Planning and Development Committee</b>	
<b>Date of Meeting:</b>	May 12, 2025	<b>Report Number:</b> PDS-021-25
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<b>File Number:</b>	COPA2022-0001 (PLN 41.6)	<b>Resolution#:</b> PD-041-25, C-115-25
<b>Report Subject:</b>	<b>Courtice Waterfront and Energy Park Secondary Plan Statutory Public Meeting</b>	

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### Purpose of Report:

The purpose of this report is to provide information and seek input from the public and Council regarding the draft Courtice Waterfront and Energy Park Secondary Plan. It does not constitute, imply or request any degree of approval.

### Recommendations:

1. That Report PDS-021-25 and any related communication items be received;
2. That any received comments be considered during preparation of the recommended Courtice Waterfront and Energy Park Secondary Plan and Urban Design Sustainability Guidelines;
3. That Staff report back to Council with a Recommendation Report, including the Official Plan Amendment for the Courtice Waterfront and Energy Park Secondary Plan; and,
4. That all interested parties listed in Report PDS-021-25 and any delegations be advised of Council's decision.

## Report Overview

This report provides an overview of the planning process for the draft Courtice Waterfront and Energy Park Secondary Plan (Secondary Plan), and details key policy directions.

The Secondary Plan will establish a new waterfront community featuring a prestigious waterfront park west of Courtice Shores Drive, and a protected employment area east of Courtice Shores Drive. The Secondary Plan has been revised from a previous version that was presented at a Statutory Public Meeting in June 2022 to respond to provincial policy changes and shifts in the local context.

The purpose of the Statutory Public Meeting is to obtain comments from the public, members of Council, landowners, and commenting agencies on the Secondary Plan. These comments will inform revisions to the Secondary Plan before it's recommended to Council in Fall 2025.

## 1. Background

- 1.1 The draft Courtice Waterfront and Energy Park Secondary Plan (Secondary Plan) is an update to the existing Clarington Energy Business Park Secondary Plan, which was approved in 2006. It outlines a vision for the Energy Park that focuses on the development of prestige, energy-related employment uses on a site that is adjacent to the Ontario Power Generation (OPG) Darlington Nuclear Station
- 1.2 The Secondary Plan and accompanying Urban Design and Sustainability Guidelines provide detailed direction on how the area will grow and develop over time. The Secondary Plan provides a framework that will guide and facilitate the development of a well connected and complete community consisting of residential, commercial, employment, and recreation opportunities, including a prestigious waterfront park.
- 1.3 The preparation of a Secondary Plan follows the same procedures as an Official Plan Amendment under the Planning Act. This includes the preparation of supporting technical studies, public engagement, a statutory public meeting and Council approval.

## 2. Courtice Waterfront and Energy Park Secondary Plan

- 2.1 The Secondary Plan area is generally bound by Darlington Provincial Park to the west, Crago Road and Darlington Nuclear Generating Station to the east, Highway 401 to the north, and Lake Ontario to the south. The Secondary Plan area is approximately 290 hectares in size.
- 2.2 Currently, the Secondary Plan area consists of an apple orchard, agricultural fields, a rural residential dwelling, Tooley Creek and other natural heritage features, Regional



infrastructure such as the Courtice Water Pollution Control Plant, the Durham-York Energy Centre, the Darlington Energy Complex (Ontario Power Generation) and other employment uses.

### Initiation of the Secondary Plan Update

- 2.3 As a result of numerous changes to Provincial, Regional and Municipal policies, the Municipality of Clarington commenced an update of the Secondary Plan in 2018 to identify a renewed vision and updated policy framework for the Energy Park. The update was also to address a number of physical changes including construction of Highway 418 and to capitalize on the spinoffs of the development of the OPG Campus.
- 2.4 In 2019, through staff report [PSD-033-19](#), the Secondary Plan area was expanded west to Darlington Provincial Park to include the broader Courtice waterfront. The Municipality's intention of expanding the Secondary Plan area was to explore the development of a waterfront park together with other uses such as residential and commercial.
- 2.5 The draft Official Plan Amendment (**Attachment 1**) will amend the Clarington Official Plan and Regional Official Plan to replace the Clarington Energy Business Park Secondary Plan with a new Courtice Waterfront and Energy Park Secondary Plan.
- 2.6 The Secondary Plan (**Attachment 2**) is comprised of two major areas: a protected employment area east of Courtice Shores Drive ("Energy Park") and a residential neighbourhood with visitor-oriented commercial and a new waterfront park west of Courtice Shores Drive ("Courtice Waterfront"), as shown in **Figure 1**.
- 2.7 The Secondary Plan is supported by Urban Design and Sustainability Guidelines (UDSG) (**Attachment 3**) that are intended to help implement the urban design and sustainability policies of the Clarington Official Plan and this Secondary Plan.
- 2.8 The Energy Park portion of the Secondary Plan includes the area that made up the original Energy Park Secondary Plan, and the lands south of the CN Railway that include the Water Pollution Control Plant and farm fields along Lake Ontario. The Courtice Waterfront portion of the Secondary Plan is generally bound by Courtice Shores Road and Darlington Provincial Park and contains an apple orchard and a portion of Tooley Creek.

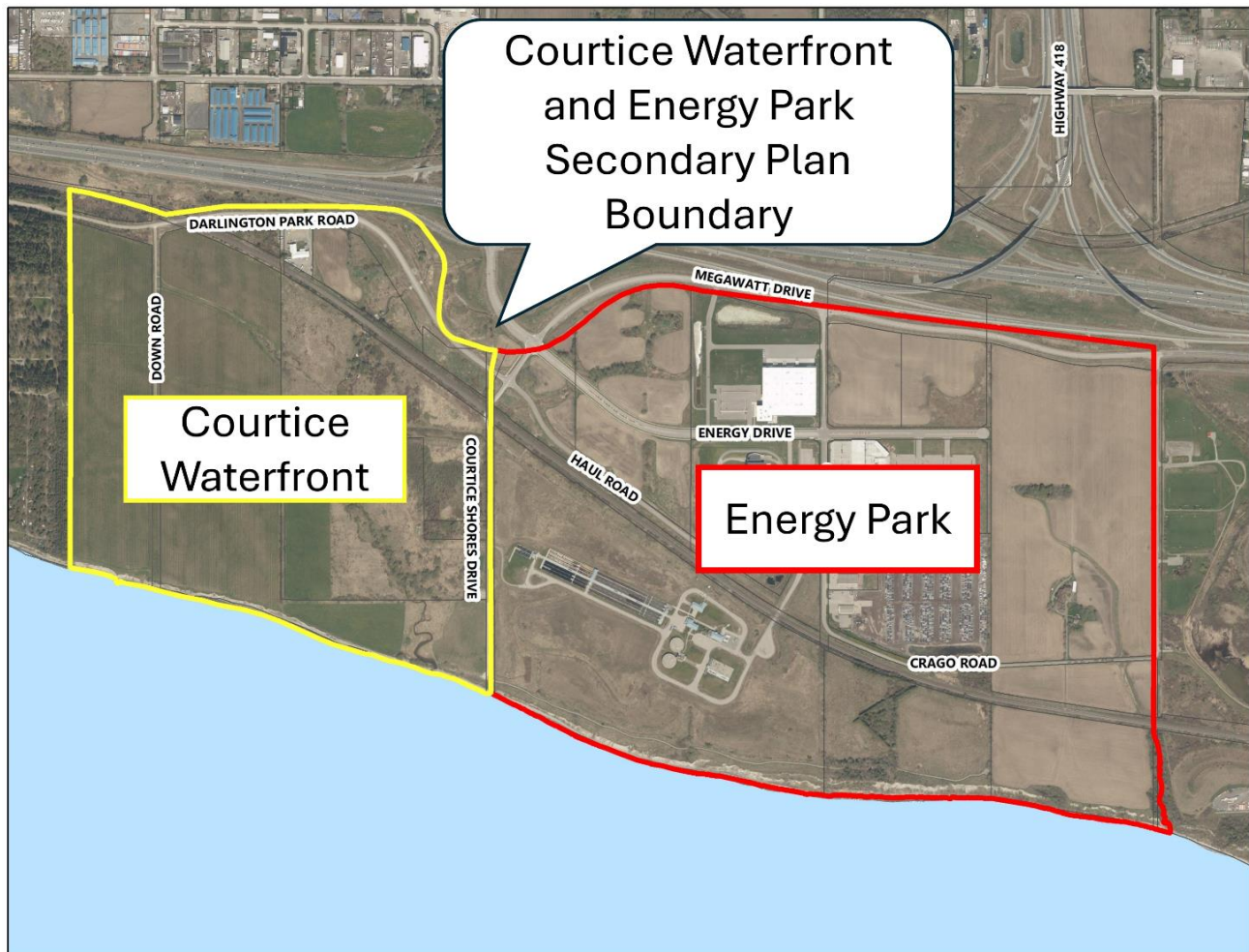


Figure 1: Courtice Waterfront and Energy Park Secondary Plan Area

### 3. Secondary Plan Process

- 3.1 Development of the Secondary Plan was informed by a comprehensive public engagement program and several technical background studies.
- 3.2 The Secondary Plan process for Courtice Waterfront and Energy Park involved three Phases. [Staff Report PDS-029-22](#) includes a full description of the Secondary Plan Process that occurred between 2019 and June 2022. A brief summary is presented below:
  - Phase 1 (Visioning and Analysis) included technical analysis through background studies and initial consultation with the community to determine the vision for the new neighbourhood and updated Energy Park. Engagement included a Public Information Centre in December 2019.

- Phase 2 (Preferred Plan) resulted in a draft land use and urban design concept that was presented to the public and agencies for comment. Two Public Information Centres (March 2020 and March 2022) and two surveys were used to gather feedback on the proposed concept.
- Phase 3 (Secondary Plan) focused on development of a Secondary Plan which was presented to Council and the public at a June 2022 Statutory Public Meeting. Agencies were also requested to comment on the Secondary Plan. Over the last several years, the local planning context and provincial policy framework have evolved, resulting in the need for substantial changes to the Secondary Plan that has led to the second Statutory Public Meeting. Revisions to the Secondary Plan are described in Section 5.

- 3.3 Public engagement included three Public Information Centres, two online surveys that had over 1,000 combined responses and one Statutory Public Meeting. Feedback received over the last several years highlighted an interest in improved access to the waterfront, and concerns for compatibility between the heavy industrial uses in the Energy Park. Respondents were generally enthusiastic about a higher-density mixed-use neighbourhood and creating a tourist destination at the waterfront. **Attachment 4** provides a summary of the engagement activities and notice procedures completed to date.
- 3.4 The Planning Act requires consultation with Indigenous communities. Staff have provided background information and copies of notice materials to each Indigenous community with rights and interests in the area.
- 3.5 All comments submitted on the Secondary Plan will be responded to in an upcoming recommendation report to Council.

### **Changes to Ontario Power Generation's(OPG) Office Expansion Plans**

- 3.6 The vision for the Energy Park was created to support and capitalize on the development of the OPG campus; however, in 2023, it was announced that OPG had cancelled their plan to locate the new corporate headquarters in Energy Park. As a result, the vision for the Energy Park needed to be reconsidered.

### **Significant Provincial Policy Changes**

- 3.7 Since 2022, the Province has made significant policy changes. The Secondary Plan has been affected by these changes, which range from directing municipalities to build more homes, narrowing the definition of protected 'employment area' and downloading Regional planning responsibilities, among others.

- 3.8 In Fall 2022, the Province committed to building 1.5 million homes by 2031 and assigned Clarington a target of 13,000 homes. In February 2023, Council endorsed Clarington's Housing Pledge to achieve this target. This commitment to significantly increase housing led to a re-evaluation of the density proposed for the Courtice Waterfront.
- 3.9 On October 20, 2024 the new Provincial Planning Statement, 2024 (PPS, 2024) came into effect, integrating and replacing the existing Provincial Policy Statement, 2020 and the A Place to Grow – Growth Plan for the Greater Golden Horseshoe, 2020 (Growth Plan, 2020) into a single, Provincial-wide policy document. The PPS, 2024 includes a narrowed definition of 'employment area' relative to how Clarington has been defining employment areas as prescribed by the Growth Plan, 2020. The PPS, 2024 definition is consistent with that recently implemented in the Planning Act (through Bill 97), and permits industrial, manufacturing, and warehousing uses, but excludes institutional and commercial uses, including office and retail.
- 3.10 In addition, the PPS, 2024 allows employment land conversions at any time, rather than only as part of a Municipal Comprehensive Review (MCR).
- 3.11 As of January 1, 2025, the Region of Durham is no longer the planning approval authority for the Municipality, and responsibility for the Durham Region Official Plan (ROP) has been downloaded to the Municipality. As an amendment to the ROP is required to permit development in the Courtice Waterfront, the Municipality is now responsible for the amendment.

### **Technical Studies**

- 3.12 Preliminary technical background work was completed prior to the June 2022 Statutory Public meeting. Since June 2022, work on a Traffic Impact Study (TIS), Functional Servicing Report (FSR), and Environmental Impact Study (EIS) have advanced. Draft versions of the FSR and EIS have been prepared and the draft TIS is expected shortly. These studies will be finalized based on agency comments prior to recommendation. **Attachment 5** provides a summary of the technical work that was completed to date.
- 3.13 Council adopted the Robinson Creek and Tooley Creek Subwatershed Study in 2023, and an associated flood mitigation study was completed which refined the flood plain limits in the Courtice Waterfront.
- 3.14 The required Land Use Compatibility Study was completed in December 2024, which establishes where sensitive development (residential) can be safely accommodated in the Courtice Waterfront.

## 4. Secondary Plan Vision and Framework

- 4.1 The Courtice Waterfront and Energy Park are planned to evolve as complementary places that provide employment, business, living and recreation opportunities for Clarington. The development of industrial uses, diverse forms of housing, public open spaces, and supportive infrastructure will extend the Courtice community to Lake Ontario.
- 4.2 The vision for this area in south Courtice will be realized through the implementation of policy directions that are based on eight guiding principles:
1. Promote economic development and diversification;
  2. Support a high quality of life for residents of Clarington;
  3. Conserve, enhance and protect significant natural features;
  4. Promote environmental sustainability, energy efficiency and resilience;
  5. Connect the Secondary Plan Area to the broader community and region by all modes of travel;
  6. Create distinct, memorable places that reflect the area's natural and cultural heritage and the community's values;
  7. Create an accessible, walkable and bikeable community linked to adjacent transportation networks; and
  8. Develop the Courtice Waterfront and Energy Park in an orderly, coordinated and cohesive fashion.
- 4.3 The Land Use Plan (**Figure 2**) identifies the location of land use designations and the policies in the Secondary Plan describe their planned function, land use and built form permissions, minimum and maximum height allowances and minimum density.
- 4.4 The Courtice Waterfront is comprised of a predominately mid-rise community that will feature a vibrant mixed-use area facing the new prestigious waterfront park: a destination that will draw visitors from across Clarington.
- 4.5 An exception to the mid-rise and mixed-use character of the Courtice Waterfront are the lands adjacent Darlington Provincial Park, which are designated "Low Density Residential" to provide an appropriate transition.
- 4.6 In addition, the lands located north of the CN rail corridor are designated "Gateway Commercial" and suitable for a variety of commercial uses serving local residents, Energy Park and the travelling public.
- 4.7 The Energy Park will comprise areas for manufacturing, warehousing and distribution facilities that benefit from highway visibility and access, and which complement existing energy-related uses in the park as well as Darlington Nuclear Generating Station. The lands designated "Light Industrial" in **Figure 2** are intended for more well-designed

facilities without outdoor storage due to the visibility provided by Energy Drive and Highways 401 and 418.

- 4.8 Environmental Protection Areas along the Tooley Creek and Lake Ontario form a key component of a future open space system that will support critical environmental functions and be an amenity for local residents, workers and people from across the Municipality. Waterfront Greenway lands will be a major component of the open space system, protecting and linking natural areas.

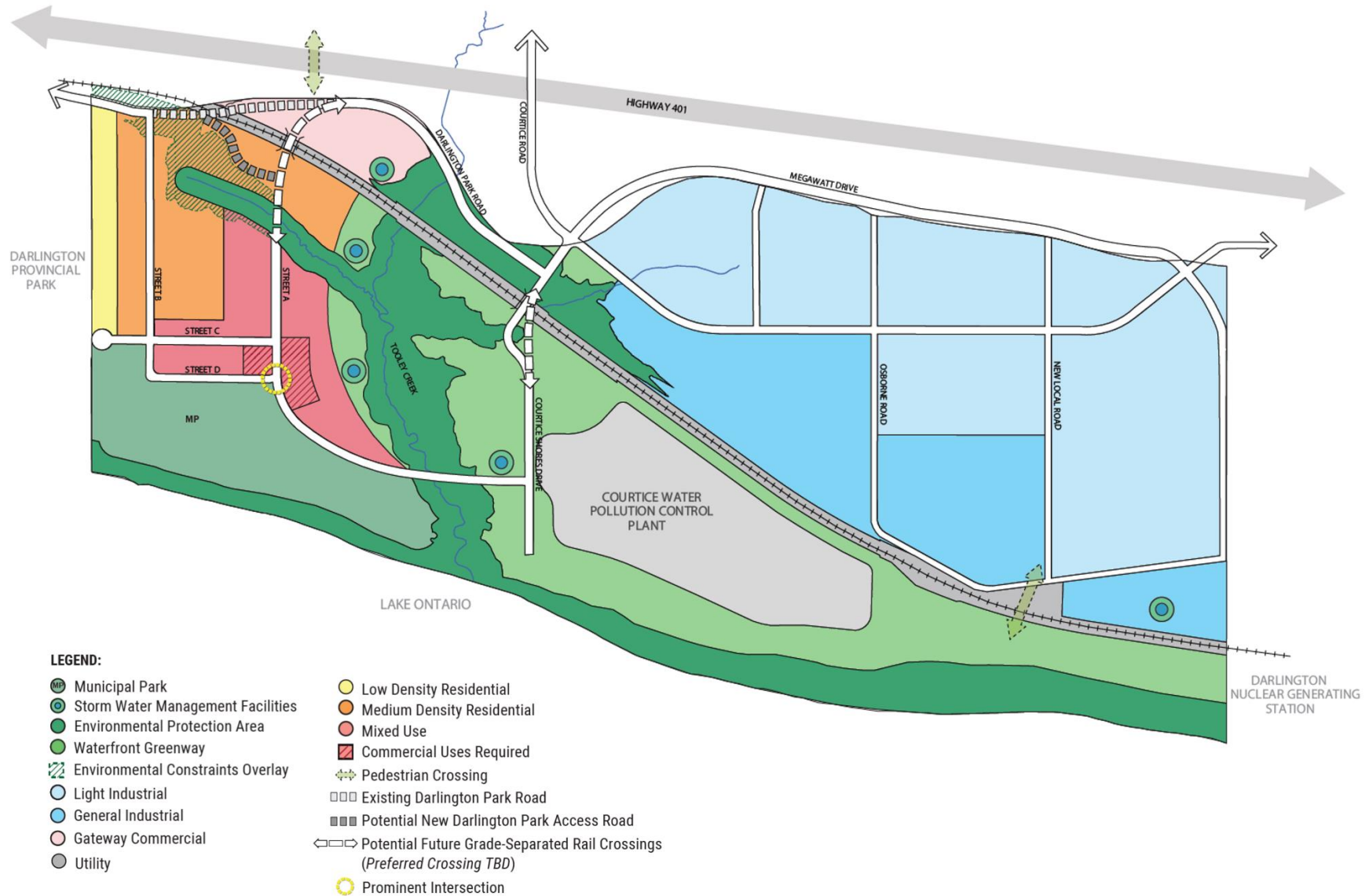
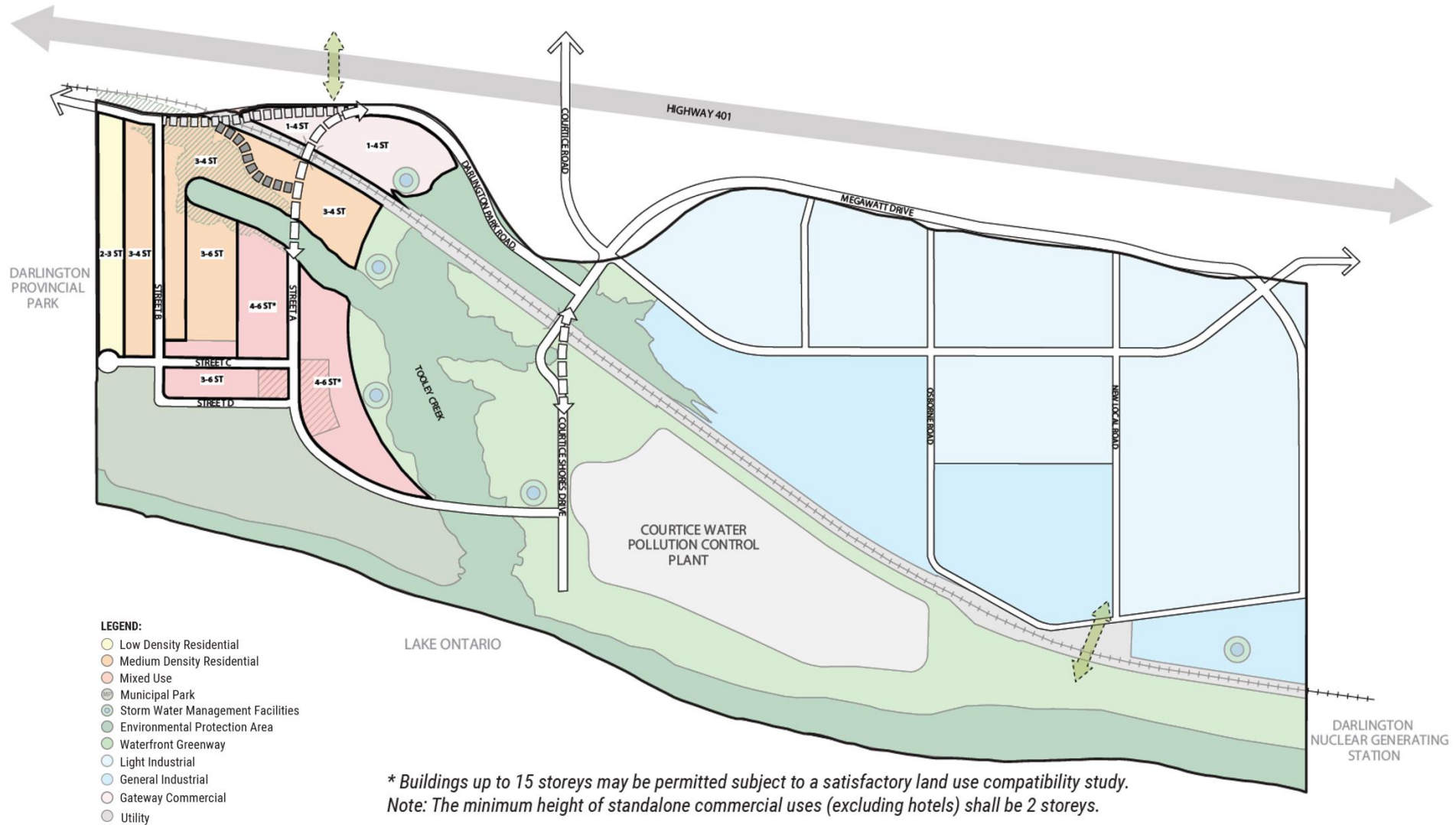


Figure 2: Schedule A – Land Use Plan

- 4.9 To complement the Land Use Plan, a Heights Plan (**Figure 3**) identifies appropriate minimum and maximum heights in different locations within the Courtice Waterfront portion of the Secondary Plan area.
- 4.10 The maximum heights range from 3-storeys to the west and up to 15-storeys to the east, adjacent the Tooley Creek. This range in height reflects efforts to mitigate impacts to Darlington Provincial Park and maintain and enhance views of the waterfront park and Lake Ontario.





4.11

Figure 3: Schedule B – Heights Plan

- 4.12 The Roads and Active Transportation Plan (**Figure 4**) identifies the road classification and multi-modal transportation network planned for the Secondary Plan area.
- 4.13 New and improved road and active transportation connections are established between the areas of Courtice to the north and within the Secondary Plan, including a direct connection for pedestrians and cyclists to the future Courtice GO Station and a grade-separated connection across the CN Rail Corridor.
- 4.14 Policies in the Secondary Plan facilitate an interconnected network of trails and other active transportation facilities throughout the Secondary Plan area, linked to the broader municipal network and the Waterfront Trail.

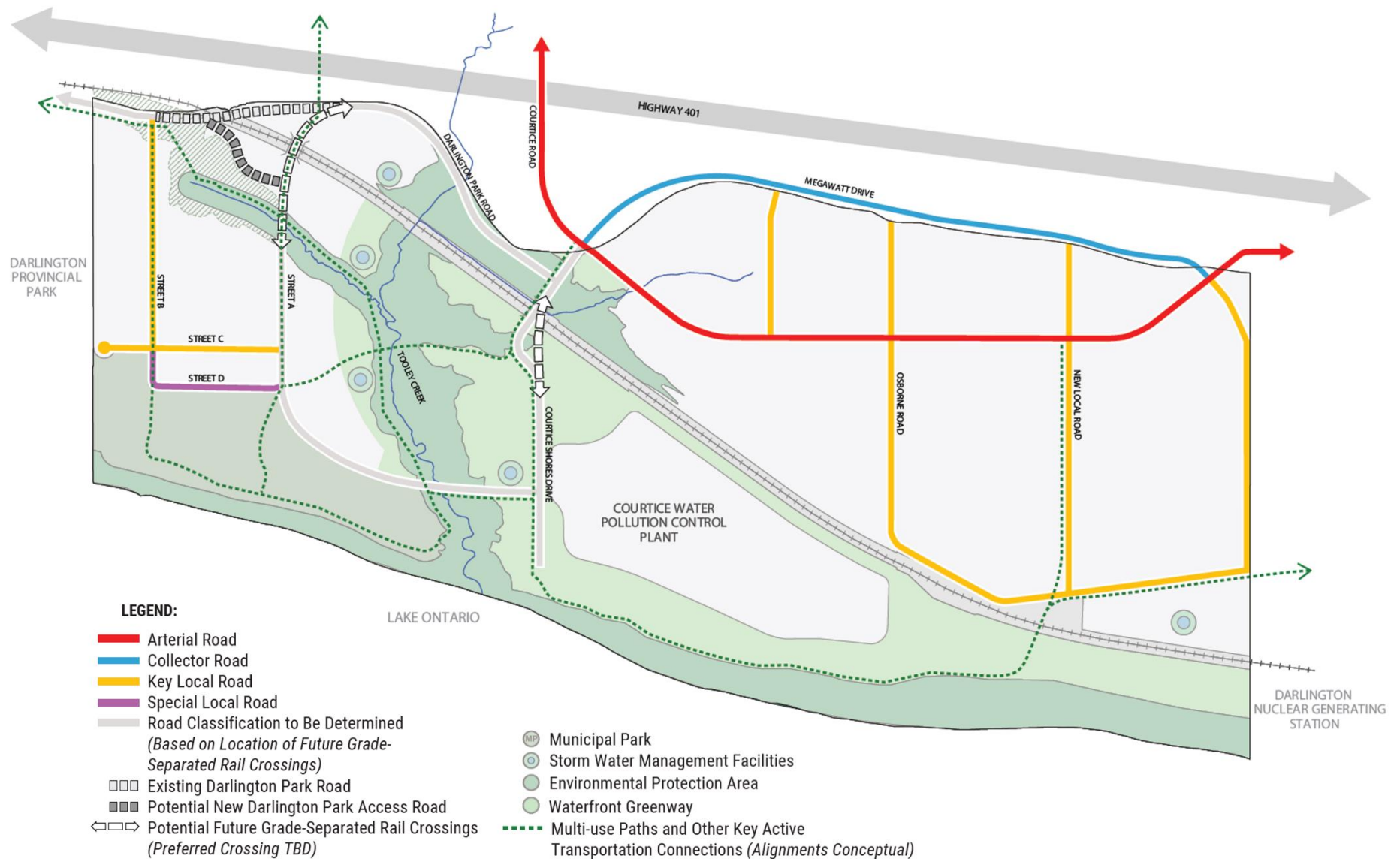


Figure 4: Schedule C – Roads and Active Transportation Plan

- 4.15 Urban Design and Sustainability Guidelines (UDSG) (**Attachment 3**) are intended to help implement the urban design and sustainability policies of the Clarington Official Plan and this Secondary Plan.
- 4.16 The UDSG provide further direction and guidance on policy intentions respecting urban design, streetscapes, built form and environmental sustainability.

## **5. Policy Directions**

- 5.1 The Secondary Plan has been revised to respond to provincial policy changes, shifts in the local context and completion of technical studies as described in Section 3. Policy directions of interest and key changes to the Secondary Plan are detailed below.

### **More Housing Diversity and Density**

- 5.2 The units targeted to be accommodated in the Courtice Waterfront portion of the Secondary Plan increased from 1,000 units to 2,500 units. This change in density reflects current provincial direction to unlock more housing, support transportation infrastructure with increased density and improve affordability by increasing housing supply.
- 5.3 Given the location of the Secondary Plan area just south of the proposed future Courtice GO Station, the increase in density is supported by future higher-order transit.
- 5.4 The Secondary Plan facilitates and promotes an inclusive community by permitting a range of housing types, including affordable housing. A variety of building types and heights are supported throughout the Secondary Plan, ranging from detached dwellings and townhouses to mid-rise apartment and mixed-use buildings.
- 5.5 In addition, the Secondary Plan allows up to 15-storey buildings in certain locations to further increase housing options. This additional height is contingent on the completion of several studies/assessments to the satisfaction of the Municipality, including a housing assessment to monitor and encourage the implementation of a diverse and affordable housing stock.

### **Courtice Waterfront Park**

- 5.6 The Secondary Plan is anchored by the Courtice Waterfront Park, which is a new 16-hectare (minimum) park that is envisioned as a regional destination designed and programmed to serve Courtice Waterfront residents and Energy Park employees, as well as the broader Clarington community.
- 5.7 A preliminary Master Plan for the park was presented to Planning and Development Committee in June 2022.

- 5.8 Staff are coordinating collaboration between the consulting teams working on the Courtice Waterfront Park Master Plan and the ongoing Waterfront Strategy to ensure seamless integration.
- 5.9 The configuration and intended uses of the Courtice Waterfront Park, as well as the connected network of trails provided for in the Secondary Plan, align with the recommendations from the Parks, Recreation and Culture Master Plan.

### **Transition from a Main Street to Key Commercial Node**

- 5.10 The Courtice Waterfront portion of the Secondary Plan will be comprised of a mix of housing types at varying densities centred at a key commercial node adjacent the Municipal Wide Park.
- 5.11 The Secondary Plan provides a flexible approach to commercial uses. As shown in **Figure 2**, much of the Courtice Waterfront is designated “Mixed Use” and permitted to accommodate commercial uses; however, commercial uses are only required at the intersection of Street A and Street D, adjacent to the Courtice Waterfront Park.
- 5.12 This key commercial node, which will offer a full range of commercial uses, including restaurants, retail and personal services, will give the park a lively edge that draws visitors year-round.

### **Affordable Housing Framework**

- 5.13 The Secondary Plan includes a collection of policies intended to support the Municipality’s affordable housing objectives. The Secondary Plan proposes a range of housing forms, sizes and tenures to meet the needs of a diverse population and households of various sizes, incomes and age compositions.
- 5.14 There are limited tools available to the Municipality to require the delivery of affordable housing units; however, policies in the Secondary Plan strongly encourage the integration of affordable housing, including purpose-built rental and subsidized non-market housing units, within the Courtice Waterfront.
- 5.15 As mentioned above, the Secondary Plan includes a policy allowing up to 15-storey buildings in certain locations, provided a housing assessment, among other studies/assessments, is completed which monitors and encourages the implementation of a diverse and affordable housing stock.
- 5.16 To support the provision of affordable housing, the Municipality will explore potential incentives such as reduced application fees and fast-tracked application approvals. One incentive included within the Secondary Plan is the opportunity to reduce the minimum

parking requirements. This incentive would be explored on a site-by-site basis where affordable housing is provided as part of a development application.

- 5.17 Staff will use the affordable housing policies included within the Clarington Official Plan and Secondary Plan to negotiate the delivery of affordable housing at the development application stage.

### **Introduction of an Environmental Constraints Overlay**

- 5.18 Consistent with the Clarington Official Plan, lands designated Environmental Protection Area do not permit development besides low intensity recreation and uses related to conservation, flood or erosion control projects.
- 5.19 An Environmental Constraints Overlay was introduced to reflect the limits of the Tooley Creek flood plain, which was recently updated as directed by the Robinson Creek and Tooley Creek Subwatershed Study. The overlay indicates that there may be an opportunity to further refine the limits of the flood plain through a development application. Policies in the Secondary Plan specify that the underlying designation may only apply if an accepted Environmental Impact Study and Flood Plain Analysis determines that development can proceed.

### **Introduction of a Special Local Road adjacent the Municipal Wide Park**

- 5.20 A Special Local Road, labelled as Street D in **Figure 4**, is intended to be a unique and flexible public right-of-way that complements the Courtice Waterfront Park on one side and future land uses on the north side. It will be designed to function at times as a car-free promenade for pedestrians and cyclists and as a shared street with vehicular access at other times.

### **Flexible Grade Separated Crossing**

- 5.21 Based on preliminary technical studies, a new grade-separated rail crossing is required in one of the approximate locations identified in **Figure 4**. An environmental assessment (EA) will be initiated for a future crossing that considers both potential locations and variations of each (for example, a bridge versus a tunnel). The EA will also consider if the existing at-grade rail crossing at Darlington Park Road should be retained and modified or removed.
- 5.22 Once a preferred location for the new rail crossing has been selected and approved, Schedule C (**Figure 4**) will be amended to classify Darlington Park Road, Courtice Shores Drive and Street A based on their intended function as determined by the rail crossing.

### **Protection of Energy Park as Employment Area**

- 5.23 As outlined in Section 3, the new definition of employment area in the PPS, 2024 and the Planning Act only includes industrial, manufacturing, and warehousing uses. Institutional and commercial uses, including office and retail, are intentionally excluded.
- 5.24 Prior to these changes, all of Clarington's Employment Area designations in the Official Plan were considered protected and requests to convert lands to another land use designation had to be done through a MCR of Clarington's employment needs over the long term and the decision by Council on conversion requests was final (protected from appeal).
- 5.25 For Clarington's employment areas to continue to benefit from the current employment protection provisions, land use permissions for these areas need to align with the new definitions. For this reason, the land use permissions in the "Light Industrial" and "General Industrial" designations have been narrowed to only include manufacturing facilities, warehousing and distribution facilities and ancillary office and retail.
- 5.26 Lands that were previously designated "Prestige Employment" due to their exposure along Highway 401, are now designated "Light Industrial". Urban Design policies within the Secondary Plan require higher standards of building design and landscaping to screen views of rear service areas from Highways 401 and 418.
- 5.27 As part of the Official Plan Review an Employment Study will be undertaken to comprehensively assess employment areas and lands to ensure Clarington is able to accommodate the 2051 employment forecasts assigned in the Durham Region Official Plan.
- 5.28 Until this comprehensive Employment Study is complete, staff believe it is appropriate to protect the lands as employment area by amending the list of permitted uses in the employment designations to align with the narrowed definition described in paragraph 5.22. Council's decision on requests to convert lands within employment areas are protected from appeal to the Ontario Land Tribunal (OLT).

## **Planning Act**

- 5.29 The Planning Act sets out the framework and rules for land use planning in Ontario. Section 2 of the Planning Act outlines matters of Provincial Interest, including: the protection of ecological systems, the provision of a full range of housing, including affordable housing, the provision of employment opportunities and the promotion of public spaces that are of high quality, safe, accessible, attractive and vibrant.
- 5.30 The Secondary Plan has been designed to align with these matters of Provincial Interest by protecting the natural heritage system, promoting housing diversity, encouraging affordable housing, protecting the Energy Park as an employment area and planning for a new accessible waterfront park.

## **Provincial Planning Statement, 2024**

- 5.31 The Provincial Planning Statement (PPS, 2024) lays out the Province's overarching direction on matters related to land use planning and development. It directs municipalities to plan healthy, livable, and safe communities by accommodating an appropriate range and mix of housing types.
- 5.32 The PPS, 2024 directs growth to settlement areas and promotes compact urban forms that efficiently use land and existing infrastructure. Complete communities with a range and mix of land uses, housing options, and transportation options should be planned to support accessibility for people of all ages, abilities, and incomes. These communities should be healthy, active, and inclusive. The Courtice Waterfront has been planned with a variety of housing types at densities that can support walkability, transit, and local amenities. The Secondary Plan provides trails, and parkland, and will accommodate a range of activities that will attract a broad variety of people.
- 5.33 The PPS, 2024 also directs municipalities to support the economy by protecting for employment uses and identifying strategic sites for employment. The PPS, 2024 definition of "Employment Area" includes manufacturing, warehousing, goods movement, and associated ancillary uses. The Energy Park land use designations will protect the area for employment. In addition, a Land Use Compatibility Study has been completed to ensure the long-term function of these employment uses can continue.
- 5.34 While the PPS, 2024 allows private requests to remove lands from an Employment Area at any time (i.e., outside of a Municipal Comprehensive Review), Council's decision on employment area conversion requests continue to be protected from appeal to the OLT.

## **6. Conformity with Official Plans**

### **Durham Region Official Plan**

- 6.1 The Durham Region Official Plan (ROP) guides growth and change within the Region. It sets out a framework for managing growth in an orderly fashion and creating healthy and complete, sustainable communities. As of January 1, 2025, the Municipality is responsible for implementing the ROP.
- 6.2 The ROP designates the Energy Park lands as "Employment Areas" and the Courtice Waterfront lands as "Special Study Area #2."
- 6.3 Employment Areas in the ROP are intended for uses such as manufacturing, warehousing, storage, major facilities, and other uses that require access to highway, rail, shipping facilities, and separation from sensitive land uses. The ROP requires that designated Employment Areas adjacent major highway interchanges be protected and preserved.



- 6.4 As described in this Report, the Secondary Plan includes land use designations and policies intended to protect lands within the Energy Park as employment for the long-term. Uses are restricted to industrial, manufacturing and warehousing in an effort to protect and preserve the area for employment. In addition, sensitive uses (residential) are located an appropriate distance from the Energy Park lands as determined through a Land Use Compatibility Study.
- 6.5 Special Study Area #2 of the ROP requires that the following conditions be satisfied before a mixed-use neighbourhood is permitted in the Courtice Waterfront:
- Land use compatibility considerations, due to the proximity of existing Regional facilities including future expansions, planned Regional facilities, railways, transportation and related infrastructure has been addressed to the satisfaction of the Region;
  - Transportation connections and access/egress has been addressed to the satisfaction of the Region, the Municipality of Clarington and CN Rail; and
  - An agreement has been executed for the conveyance of land for a public Waterfront Park with the Municipality of Clarington.
- 6.6 Work has been undertaken to satisfy these conditions as part of the Secondary Plan process. These conditions will be satisfied before the Secondary Plan is adopted to conform with the Durham Region Official Plan. To date, the Land Use Compatibility Study has been approved and accepted by the Region, and the Traffic Impact Study has been initiated. The Municipality of Clarington is in ongoing negotiations for conveyance of land for the Municipal Wide Park.

### **Clarington Official Plan**

- 6.7 The Clarington Official Plan (OP) provides a vision for future growth and development of the Municipality to the year 2031. The current OP focuses on the principles of sustainable development, healthy communities, and growth management. New neighbourhoods will be walkable, provide a variety of uses, and create a sense of place. Economic vitality will be supported by a diverse economy.
- 6.8 The Energy Park portion of the Secondary Plan is an Employment Area and is designated “Business Park” in the OP. With prime exposure to Highway 401 and 418, this area is intended for employment intensive uses that exhibit high standards of design. The Secondary Plan aligns with the policies for Employment Areas and continues to protect the area as employment.
- 6.9 The OP seeks to create compact, connected communities with efficient land use, a diverse built form, a mix of uses, and active transportation connections. The Courtice

Waterfront portion of the Secondary Plan conforms by planning for a broad variety of housing types and amenities, and a grid-like network of streets with sidewalks and bike lanes to support multi-modal transportation.

- 6.10 The Secondary Plan includes a Municipal Wide Park in Courtice Waterfront, which has been planned for in the OP. The Secondary Plan advances the Official Plan's definition of a municipal-wide park by supporting recreational and cultural facilities and takes advantage of the natural features and attributes of Lake Ontario and Tooley Creek. It will create a sense of place and identity for the new neighbourhood and a new tourism node that attracts visitors from across the Municipality.

## **7. Comments**

### **Public Comments**

- 7.1 The Secondary Plan was developed based on the extensive public engagement that occurred throughout the process. A summary of the key themes from the engagement are available in [Staff Report PDS-029-22](#). Since the June 2022 Statutory Public Meeting, there have been comments from the public regarding protecting the natural environment and how the proposed road network would affect a landowner. A description of how all comments were addressed will be included in an upcoming recommendation report.
- 7.2 Since June 2022, staff have been working closely with the landowners and have made revisions, as appropriate, to address their comments.
- 7.3 Comments were submitted by various agencies on the previous version of the Secondary Plan.
- 7.4 Comments submitted by Central Lake Ontario Conservation Authority were generally supportive of the Secondary Plan. They were supportive of the greenspace and active transportation connections that are included. Specific policy changes were suggested to tighten requirements, and policies were revised accordingly. Comments requested clarification on policies that would support a low-carbon community.
- 7.5 Comments from Ontario Parks were primarily concerned with mitigating impacts between park users and development in the Courtice Waterfront. Changes were made to the Secondary Plan in response to clarify that trails and roads would not be directly adjacent to the park, and policies were added to limit park access in locations other than the current controlled access gate. Backyards of low density housing is planned along the park boundary, which is expected to minimally impact park users.

- 7.6 Comments from the Region of Durham were mostly concerned with the status of various technical studies at the time of the previous Statutory Public meeting. The Land Use Compatibility Study has now established the limits of development.

### **Steering Committee**

- 7.7 The Steering Committee for this Secondary Plan consists of major landowners and commenting agencies. A Steering Committee meeting was held on March 6, 2025 to present the revised Secondary Plan. Feedback from the Steering Committee members will be incorporated into the revised version of the Secondary Plan that will be recommended to Council. At the time of writing this report, no comments have been received on the new Secondary Plan.

## **8. Next Steps**

- 8.1 Following the Statutory Public Meeting, staff will review comments received and propose revisions, as appropriate, for inclusion in the recommended Secondary Plan. Technical studies, including the Environmental Impact Study and Functional Servicing Report will be updated and finalized as appropriate. In addition, the draft TIS will be reviewed and finalized. Staff anticipate an agreement for conveyance of land for a Municipal Wide Park will also be executed. This work will satisfy the requirements needed to amend the Durham Region Official Plan to permit the mixed-use community in the Courtice Waterfront.
- 8.2 A report will be prepared that presents the recommended Secondary Plan that will address the Clarington and Durham Region Official Plans. Upon approval, the Secondary Plan will be incorporated into the Official Plan.

## **9. Financial Considerations**

- 9.1 The Courtice Waterfront and Energy Park Secondary Plan is funded by the Municipality (Energy Park) and by the Landowner's Group (Courtice Waterfront).
- 9.2 The Clarington Official Plan requires that a Fiscal Impact Analysis (FIA) be undertaken for Secondary Plans to understand the long-term financial impacts of proposed development. The FIA will be completed in advance of staff reporting back to Council with a Recommendation Report.

## **10. Strategic Plan**

- 10.1 The preparation of the Courtice Waterfront and Energy Park Secondary Plan directly addresses the following actions in the [2024-2027 Clarington Strategic Plan](#):

- C.1.1.2: Update Secondary Plan policies to include connectivity considerations and work to address gaps
- C.2.2.1 Identify the range of housing needed
- G.2.1.3 Update and complete identified Secondary Plans

## **11. Climate Change**

- 11.1 The Courtice Waterfront and Energy Park Secondary Plan has been planned with sustainability as a key priority. The Secondary Plan contains policies that encourage high standards for energy efficiency and high-performance building envelopes. It plans for a dense built form that supports transit use, efficiently uses land, and preserves natural areas.

## **12. Concurrence**

Not applicable.

## **13. Conclusion**

- 13.1 The purpose of this staff report is to provide an overview of the planning approach and process undertaken to develop the Secondary Plan. The report also details policy directions of interest and key changes to the Secondary Plan since it was last presented at a Statutory Public Meeting in June 2022.
- 13.2 The Secondary Plan lays out a framework to develop a vibrant mixed-use neighbourhood with a variety of housing types, a network of trails, destination-oriented amenities, and a prestigious waterfront park that will provide an opportunity for residents across Clarington to enjoy Lake Ontario. As well, this Secondary Plan ensures our employment lands are protected and industrial buildings along Highway 401 feature high-quality design.
- 13.3 Staff request that the recommendations be approved and the process towards completion of the Secondary Plan continue.

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Attachments:

- Attachment 1 – Draft Official Plan Amendment
- Attachment 2 – Draft Courtice Waterfront and Energy Park Secondary Plan
- Attachment 3 – Urban Design and Sustainability Guidelines
- Attachment 4 – Engagement Summary
- Attachment 5 – Summary of Technical Studies

Interested Parties:

List of Interested Parties available from Department.

**Amendment No.  
to the Durham Region Official Plan and Clarington Official Plan**

**Purpose:** The purpose of this Amendment is to repeal and replace the Clarington Energy Business Park Secondary Plan with a new Courtice Waterfront and Energy Park Secondary Plan that includes a protected employment area east of Courtice Road (“Energy Park”) and a residential neighbourhood with visitor-oriented commercial and a new prestigious waterfront park west of Courtice Road (“Courtice Waterfront”).

The Courtice Waterfront and Energy Park Secondary Plan creates a planning framework that will guide the development of a complete community consisting of residential, commercial, employment, and recreation opportunities in the Secondary Plan area. The Secondary Plan includes Urban Design and Sustainability Guidelines, which are not an operative part of the Clarington Official Plan.

**Location:** This Amendment applies to a 209-hectare area between Darlington Provincial Park to the west and Crago Road to the east, south of Highway 401. The subject lands are entirely within the Courtice urban area boundary and located at the south and west edge of the Municipality of Clarington.

**Basis:** In 2018, the Municipality initiated an update to the Energy Park Secondary Plan to identify a renewed vision and updated policy framework to address several changes, including the construction of Highway 418, the advancement of plans to extend GO transit to Bowmanville, with a station in Courtice, and the planned development of the Ontario Power Generation Campus.

In 2019, the Secondary Plan area was expanded west to Darlington Provincial Park. The Municipality has long recognized the future value of the waterfront as a public amenity by identifying the location of the Municipal Wide Park in the Clarington Official Plan. The Region of Durham Official Plan designates the land west of Courtice Shores Drive ‘Waterfront Area’ with ‘Special Study Area 2’ overlay, allowing the development of a mixed-use community subject to the satisfaction of several criteria. This Secondary Plan, along with the technical studies, are intended to satisfy the criteria included in ‘Special Study Area 2’.

This Secondary Plan is based on extensive technical study and public engagement. It incorporates recommendations of the Robinson Creek

and Tooley Creek Subwatershed Study and has been informed by a Land Use and Urban Design Analysis, a Functional Servicing Report, a Traffic Impact Study, and an Environmental Impact Study. Given the proximity of the Darlington Nuclear Station, the Courtice Water Pollution Control Plant and the Durham York Energy Centre, a Land Use Compatibility Study was also completed. Public and landowner input was received through Public Information Centres and Public Meetings held in December 2019, March 2020, March 2022 and June 2022, as well as through Steering Committee Meetings.

**Actual  
Amendment:**

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

**The Region of Durham Official Plan is hereby amended as follows:**

1. By deleting the existing Section 9.1.2 b) as follows:

~~“9.1.2 b) Special Study Area – Deleted – 2 applies to lands designated as Waterfront Area south of Highway 401, west of Courtice Road/Courtice Shores Drive, east of Darlington Provincial Park and north of the Lake Ontario shoreline in the Municipality of Clarington. An amendment to this Plan to allow the development of a mixed-use community shall be subject to satisfaction of the following:~~

- ~~i) land use compatibility considerations, due to the proximity of existing Regional facilities including future expansions, planned Regional facilities, railways, transportation and related infrastructure has been addressed to the satisfaction of the Region;~~
- ~~ii) Transportation connections and access/egress has been addressed to the satisfaction of the Region, the Municipality of Clarington and CN Rail; and~~
- ~~iii) An agreement has been executed for the conveyance of land for a public Waterfront Park with the Municipality of Clarington.”~~

2. Existing Region of Durham Official Plan, Map 1 Regional Structure – Urban & Rural Systems, is amended by deleting the ‘Special Study Area 2’ overlay and redesignating a portion of the Courtice Waterfront lands from ‘Waterfront Area’ to ‘Community Areas’ as shown on Exhibit A attached hereto and forming part of this Amendment.

**The Clarington Official Plan is hereby amended as follows:**

3. Existing references to the Energy Business Park Secondary Plan will be amended to reference the Courtice Waterfront and Energy Park Secondary Plan.
4. Existing Clarington Official Plan, Map A2 Land Use Courtice Urban Area, is amended by redesignating the lands immediately north of the Municipal Wide Park, to Highway 401, from 'Waterfront Greenway' to 'Urban Residential', and from 'Green Space' to 'Gateway Commercial' as shown on Exhibit B attached hereto and forming part of this Amendment.
5. 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 Urban Centre;
  - b) Bowmanville West Town Centre;
  - c) Courtice Main Street;
  - d) Newcastle Village Main Central Area;
  - e) Port Darlington Neighbourhood;
  - f) Bayview (Southwest);
  - g) ~~Clarington Energy Business Park;~~ Courtice Waterfront and Energy Park;
  - h) Brookhill Neighbourhood;
  - i) Clarington Technology Business Park;
  - j) Foster Northwest;
  - k) Southeast Courtice; and
  - l) Wilmot Creek Neighbourhood.
6. Existing Part Six, SECONDARY PLANS, is amended by deleting the Clarington Energy Business Park Secondary Plan in its entirety and replacing it with the Courtice Waterfront and Energy Park Secondary Plan shown in **Attachment 1**.





# Official Plan of the Regional Municipality of Durham

Map 1.  
Regional Structure – Urban & Rural Systems

- Urban System**

  - Urban Area Boundary
  - 2051 Urban Expansion Areas
  - Urban Growth Centres (UGC)
  - Protected Major Transit Station Area (PMTSA)
  - UGC / PMTSA Overlap
  - Regional Centres
  - Rapid Transit Corridor
  - Regional Corridor
  - Rural Regional Centres
  - Waterfront Place
  - Community Areas
  - Employment Areas
  - Rapid Transit Corridor - Employment
  - Delineated Built Boundary
  - Former Hamlet Areas

**Greenlands System**

  - Major Open Space Areas
  - Waterfront Areas
  - Oak Ridges Moraine
  - Greenbelt Boundary (excluding Urban River Valleys)
- Rural System**

  - Hamlets
  - Country Residential Subdivision
  - Rural Employment Areas
  - Shoreline Residential
  - Prime Agricultural Areas

**Infrastructure**

  - Existing GO Station
  - Proposed GO Station
  - Existing GO Rail
  - Proposed GO Rail
  - Rail
  - Existing Airport
  - Future Airport
  - NGS Nuclear Generating Station
  - Municipal Service

**Special Areas**

  - Special Study Areas
  - Specific Policy Areas



0 5 10 15  
Kilometres



'Community Areas'

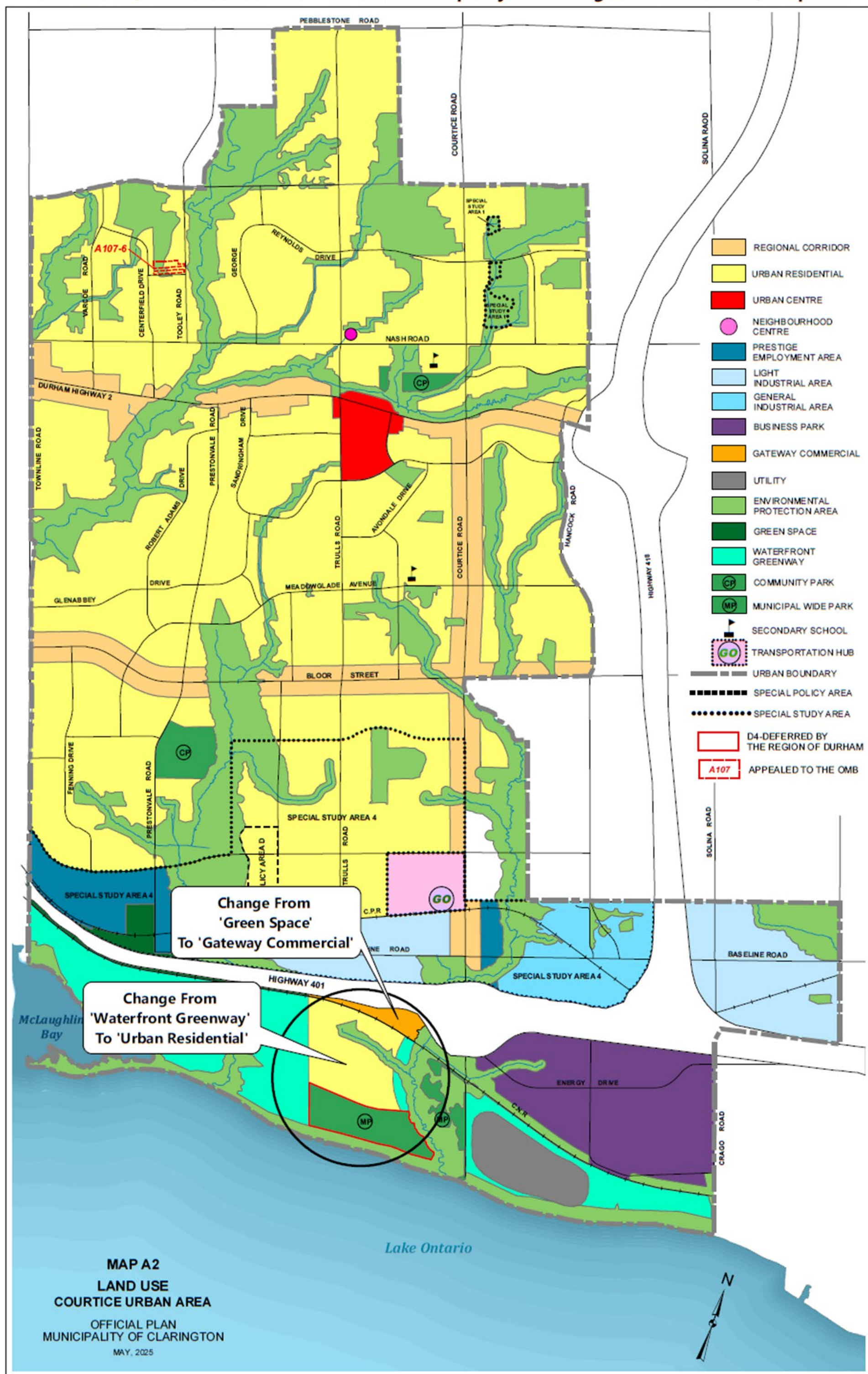
Change From 'Waterfront Areas' to 'Community Areas'

Delete 'Special Study Area 2' overlay

**Note:**  
1) This map forms part of the Official Plan of The Regional Municipality of Durham and must be read in conjunction with the text.  
2) Roads are for reference purposes only.  
3) Regional Official Plan Consolidation December 13, 2024.  
**Sources:**  
1) Greenbelt Boundary (Urban River Valley removed): Ministry of Municipal Affairs and Housing, © King's Printer for Ontario, 2022. Reproduced with permission.  
2) Oak Ridges Moraine data: Ministry of Municipal Affairs and Housing, © King's Printer for Ontario, 2006. Reproduced with permission.



**Exhibit 'B', Amendment No. To the Municipality of Clarington Official Plan, Map A2.**



Secondary Plans

**DRAFT**

# **Courtice Waterfront and Energy Park Secondary Plan**

Municipality of Clarington Official Plan

April 2025



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## **SCHEDULES AND APPENDICES**

**Schedule A – Land Use**

**Schedule B – Heights**

**Schedule C – Roads and Active Transportation**

**Appendix A – Courtice Waterfront and Energy Park Urban Design and Sustainability Guidelines**

# **Courtice Waterfront and Energy Park Secondary Plan**

## **1 Introduction**

The purpose of this Secondary Plan is to establish goals and policies to guide comprehensive development and strategic planning within the Courtice Waterfront and Energy Park (CWEP). The Secondary Plan will be further implemented through subdivision, zoning and site plan control. The Urban Design and Sustainability Guidelines included in Appendix A support the policies of this Secondary Plan and will also be used to guide development.

The Courtice Waterfront and Energy Park Secondary Plan Area is generally bounded by Darlington Provincial Park to the west, Crago Road to the east, Darlington Park Road and Megawatt Drive to the north, and Lake Ontario to the south. The Secondary Plan Area is approximately 290 hectares in size.

The Secondary Plan Area contains two distinct areas. To the west, there will be a residential neighbourhood with visitor-oriented commercial and a municipal wide park at the waterfront. To the east, a mix of industrial land uses with a focus on businesses in the energy sector will be accommodated. These two distinct areas provide a significant opportunity to bring jobs, housing, and recreation to the Courtice Waterfront, and create a link from the future Courtice GO station to the waterfront. The areas are being planned comprehensively to support compatible development. The future population for area will be approximately 4,800 residents and approximately 2,500 units. The future number of jobs will be approximately 3,400.

A Secondary Plan for the Clarington Energy Business Park was first developed in 2004 in response to expected economic development opportunities linked to refurbishment of the Darlington Nuclear Generating Station, east of the Energy Park. In 2019, the study area was expanded to include the broader Courtice Waterfront. The Municipality's intention is to make the Courtice Waterfront a destination with a mix of uses and amenities that attracts residents from across Clarington. The expanded Secondary Plan area fulfills the goals of the Clarington Waterfront Strategy to bring more waterfront lands into public ownership and create linkages across the lakeshore.

## **2 Vision and Principles**

The vision, principles and community structure within this section of the Secondary Plan provide the foundation upon which the goals and policies of the Secondary Plan are based.

### **2.1 Vision**



The Courtice Waterfront and Energy Park are intended to evolve as complementary places that provide employment, business, living and recreation opportunities in Clarington against the backdrops of Lake Ontario and Tooley Creek. The development of industrial uses, diverse forms of housing, public open spaces, and supportive infrastructure will extend the Courtice community to Lake Ontario. The vision includes three distinct and connected components:

1. The **Energy Park** will accommodate and support existing and planned industrial uses, with a focus on energy-related uses. The high visibility and access to Highway 401 will provide an opportunity for well-designed buildings and landscapes that demonstrate environmental sustainability, promoting the Energy Park as a unique place for investment and job growth.
2. The **Courtice Waterfront** will feature a variety of housing types, including affordable housing, centred on a pedestrian-oriented prominent intersection. Restaurants, shops and potentially a hotel will draw visitors and Energy Park employees to the area.
3. The **Courtice Waterfront Park** and broader open space system will protect significant natural features, provide public access to and along Lake Ontario, and accommodate a wide range of active and passive recreational and cultural activities year-round. The park will be designed and programmed to serve all residents of Clarington.

## **2.2 Principles**

The Courtice Waterfront and Energy Park Secondary Plan is based on the following eight principles.

- 2.2.1 Promote economic development and diversification
- 2.2.2 Support a high quality of life for residents of Clarington
- 2.2.3 Conserve, enhance and protect significant natural features
- 2.2.4 Promote environmental sustainability, energy efficiency and resilience
- 2.2.5 Connect the Secondary Plan Area to the broader community and region by all modes of travel
- 2.2.6 Create distinct, memorable places that reflect the area's natural and cultural heritage and the community's values
- 2.2.7 Create an accessible, walkable and bikeable community linked to adjacent transportation networks.
- 2.2.8 Develop the Courtice Waterfront and Energy Park in an orderly, coordinated and cohesive fashion

### 3 Community Structure

The Courtice Waterfront and Energy Park Secondary Plan is supported by a community structure comprised of the following, as reflected in Schedule A:

- **Environmental Protection Areas and Waterfront Greenways:** Environmental Protection Areas along the Tooley Creek and Lake Ontario form a key component of a future open space system that will support critical environmental functions, establish the setting for development, and be an amenity for local residents and workers and people from across the Region. Waterfront Greenway lands will be a major component of the open space system, protecting and linking natural areas.
- **Courtice Waterfront Park:** The area will be anchored by a new municipal wide park. The park will be designed to serve the broader Clarington community, local residents, Energy Park employees and act as a major destination with a range of facilities and access to Lake Ontario.
- **Mixed Use Area:** At the heart of the Courtice Waterfront neighbourhood will be a mix of housing types at varying densities, overlooking the Courtice Waterfront Park and centred at a prominent intersection where commercial uses in mixed-use buildings will give the park a lively edge that draws visitors year-round.
- **Medium Density Residential Areas:** Townhouses and apartment buildings up to six storeys are expected to be dominant forms of housing in the Medium Density Area, blending seamlessly with higher-density forms in the Mixed Use Area.
- **Low Density Residential Area:** Detached, semi-detached and townhouses will provide a transition between taller buildings in the heart of the neighbourhood and Darlington Provincial Park.
- **Gateway Commercial Area:** North of the CN rail corridor, in the Courtice Waterfront, are lands suitable for a variety of commercial uses serving the Energy Park, local residents and the travelling public.
- **Light Industrial and General Industrial Areas:** The Energy Park will comprise areas for manufacturing, warehousing and distribution facilities that benefit from highway visibility and access, and which complement existing energy-related uses in the park as well as Darlington Nuclear Generating Station. Businesses in the energy and environment sectors, and those which incorporate best practices in sustainability, will be encouraged throughout the Energy Park.
- **Street Network:** Collector and key local roads will facilitate movement to and through the area. They will provide the framework for a grid-like network of local roads serving development and supporting walkable places in the Courtice Waterfront and Energy Park.

### 4 Environment and Energy

#### 4.1 Objectives

- 4.1.1 Minimize adverse impacts from development and human activity on natural heritage and hydrologically sensitive features, and their ecological functions.
- 4.1.2 Implement the recommendations and strategies contained in the Robinson Creek and Tooley Creek Subwatershed Study.
- 4.1.3 Ensure significant natural features are highly visible and contribute to the character of the waterfront.
- 4.1.4 Enhance and strengthen connections between *natural heritage features*, particularly through the creation of new east-west natural heritage connections.
- 4.1.5 Increase the tree canopy throughout the Secondary Plan area.
- 4.1.6 Design buildings, *infrastructure* and the Courtice Waterfront Park to high standards for energy and water conservation and integrate opportunities for renewable energy.
- 4.1.7 Design for a low-carbon community and contribute to a net-zero Clarington by 2050.

#### **4.2 Environmental Protection Areas and Natural Features**

- 4.2.1 Environmental Protection Areas, identified in Schedule A, include *natural heritage features*, *hydrologically sensitive features*, natural hazard lands associated with a watercourse and/or Lake Ontario and headwater drainage features.
- 4.2.2 There may be additional environmentally sensitive terrestrial features and areas, *natural heritage features*, *hydrologically sensitive features* and areas, *regulatory flood plain*, and erosion hazards which, due to inadequate information or the nature of the feature, area or hazard, are not shown on Schedules A or C of this Secondary Plan. These features are also important to the integrity of the *natural heritage system* and/or public safety and may be identified on a site-by-site basis for protection and/or conservation through the review of a *development* applications and their supporting studies, as well as other projects, including work related to new *infrastructure*, roads and servicing.
- 4.2.3 The Environmental Protection Area recognizes the interdependence of *natural heritage features* and their associated functions, and thus seeks to maintain connections among natural features, so that their existing *ecological* and *hydrological functions* are maintained or enhanced.
- 4.2.4 The biodiversity, *ecological function*, and *connectivity* of the Environmental Protection Area shall be protected, maintained, restored and, where possible, improved for the long-term, recognizing *linkages* between *natural heritage features* and areas, surface water features, and *ground water features*.
- 4.2.5 The delineation of the boundary of lands designated as Environmental Protection Area is 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 Official Plan.

- 4.2.6 Where an Environmental Impact Study or other site-specific study required as part of *development* proposals within 120 metres of a *natural heritage feature* or where updated information from the Province or Conservation Authority results in refinements to the boundaries of the *natural heritage feature* or its related *vegetation protection zone*, such refinements shall not require an amendment to the Clarington Official Plan or this Secondary Plan.
- 4.2.7 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*.
- 4.2.8 All *development* shall adhere to the policies of the Clarington Official Plan as it pertains to 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.
- 4.2.9 Environmental studies prepared in support of development applications shall address the Robinson Creek and Tooley Creek Subwatershed Study (Subwatershed Study). Such studies may refine on a site-by-site basis the recommendations from the Subwatershed Study.
- 4.2.10 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 *hydrological functions* of these features.
- 4.2.11 Where the valley system is considered confined, the extent of the valley is determined based on either the visible and discernible Top of Bank or the Long-Term Stable Slope, whichever is greater. A *vegetation protection zone* of 15 metres as per Table 3-1 of the Clarington Official Plan is required from the valley feature.
- 4.2.12 The *vegetation protection zone* shall be planted, maintained or restored with self-sustaining, native plant materials, in keeping with the Environmental Impact Study recommendations.
- 4.2.13 The preservation of mature trees within and outside of the Environmental Protection Area designation is strongly encouraged in order to fully derive benefits relating to microclimate, *wildlife habitats*, hydrology and scenic quality.
- 4.2.14 During *development*, mitigation measures shall be utilized to protect features in Environmental Protection Areas, such as tree protection fencing, silt fence/sedimentation control, dust control, and protection of soil moisture regime.
- 4.2.15 Through *development*, the planting of new trees shall be required in public spaces and encouraged in private spaces to fully derive benefits relating to microclimate, *wildlife habitats*, hydrology and scenic quality. New trees shall be non-invasive, tolerant of expected conditions and of the largest size and maturity that the planting location permits. New tree planting zones shall contain sufficient soil volume to support the healthy growth of trees to maturity.

- 4.2.16 Where trees, shrubs and/or *natural heritage features* are destroyed or harvested pre-maturely prior to Municipal approval, compensation should occur on site and will be calculated at a 3:1 ratio.
- 4.2.17 The Municipality may require Environmental Protection Areas to be conveyed to a public authority, where appropriate, as part of the development approval process at nominal 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.

### **4.3 Green Development**

- 4.3.1 All *development* shall be encouraged to meet high standards for energy efficiency and sustainability in building design and construction. The use of energy efficient lighting and appliances, passive building standards and high-performance building envelopes shall be encouraged to reduce the amount of energy required to heat and cool buildings.
- 4.3.2 All *development* shall be encouraged to incorporate energy and water conservation measures, including consideration for renewable and/or alternative energy systems, such as solar panels. Individual buildings shall be encouraged to accommodate solar panels, a green roof or high albedo surfaces, or a combination of these.
- 4.3.3 Landscape design should maximize infiltration through “soft” landscape features and include hardy, native plantings and trees that provide shade.
- 4.3.4 All *development* will be encouraged to meet high standards for the use of Low Impact Development strategies and minimize impermeable surfaces, to aid in stormwater infiltration.
- 4.3.5 Should the Municipality or other public entity initiate a district energy system for the Secondary Plan area, development shall be encouraged to utilize the system and may be required to be District Energy-ready.

## **5 Land Use and Built Form**

### **5.1 Objectives**

- 5.1.1 Accommodate a diverse population and employment base of approximately 4,800 residents and approximately 3,400 jobs.
- 5.1.2 Establish the Courtice Waterfront as a tourist destination that supports recreation needs for residents from across Clarington.
- 5.1.3 Within the Energy Park, accommodate and integrate a mix of industrial land uses, with a focus on businesses in the energy sector and those promoting innovations in environmental sustainability.

- 5.1.4 Achieve a mix of residential, commercial and public uses in the Courtice Waterfront neighbourhood that attracts visitors year-round.
- 5.1.5 Ensure development contributes to a public realm of streets, *parks* and other open spaces that is inviting, comfortable and safe for residents, workers, and visitors.
- 5.1.6 Ensure residents and employees have convenient access to commercial amenities and community facilities by all modes of travel.
- 5.1.7 Ensure compatibility among land uses and building types.
- 5.1.8 Create opportunities for medium density, compact development that supports efficient use of infrastructure.

## **5.2 General Policies**

- 5.2.1 The land use designations for the Secondary Plan area are identified on Schedule A.
- 5.2.2 The following land use designations apply within the Secondary Plan Area:
  - a) Low Density Residential
  - b) Medium Density Residential
  - c) Mixed Use Area
  - d) Gateway Commercial
  - e) Light Industrial
  - f) General Industrial
  - g) Municipal Wide Park
  - h) Environmental Protection Area
  - i) Waterfront Greenway
  - j) Utility
- 5.2.3 Truck terminals, truck service centres, stand alone storage units, waste processing facilities, waste transfer stations, and drive-throughs are not permitted in any land use designation.

## **5.3 Low Density Residential**

### Planned Function

- 5.3.1 The predominant use of lands designated Low Density Residential shall be for low-rise housing that provides a transition between higher density housing and Darlington Provincial Park.

### Permitted Uses

- 5.3.2 The following uses are permitted within this designation:

a) Residential

Building Types

5.3.3 Permitted building types within this designation include:

- a) Detached dwellings;
- b) Semi-detached dwellings; and
- c) Street townhouses.

5.3.4 Detached and semi-detached *dwelling units* shall account for a minimum of 80 percent of the total number of units in the Low Density Residential designation, with units in other building types accounting for the remainder.

Heights and Densities

5.3.5 The maximum height shall be 3 storeys.

5.3.6 *Development* on lands designated Low Density Residential shall have an overall minimum density of 25 units per net hectare.

5.3.7 Private streets and private rear lanes are not permitted within the Low Density Residential designation.

**5.4 Medium Density Residential**

Planned Function

5.4.1 The predominant use of lands designated Medium Density Residential shall be for housing that provides a transition between low-rise development and higher mixed use development.

Permitted Uses

5.4.2 The following uses are permitted within this designation:

- a) Residential
- b) 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 Clarington Official Plan Policies 9.3.1, 9.3.2, and 9.3.3.

Building Types

5.4.3 Permitted building types within this designation include:

- a) All forms of townhouses; and,
- b) Apartment buildings.

Heights and Density

5.4.4 The minimum height shall be 3 storeys. The maximum height shall be 4 or 6 storeys, in accordance with Schedule B.

5.4.5 *Development* on lands designated Medium Density Residential shall have a minimum density of 50 units per net hectare.



## 5.5 Mixed Use Area

### Planned Function

- 5.5.1 The Mixed Use Area is intended to be a predominantly residential area with a mix of housing types and varying building heights, and the area will also accommodate commercial amenities for waterfront residents, visitors and employees in the Energy Park. It also may accommodate standalone commercial uses that support the Courtice Waterfront as a destination.

### Permitted Uses

- 5.5.2 The following uses are permitted within this designation:
- a) Residential;
  - b) Retail and service commercial uses; and
  - c) Institutional uses, including but not limited to public schools, community centres, cultural facilities, libraries, day cares, and places of worship.
- 5.5.3 In addition, the following destination-oriented commercial uses are also permitted within a *mixed use* or standalone building fronting Streets A, C, or D as delineated on Schedule A:
- a) Hotel;
  - b) Conference centre and banquet hall;
  - c) Winery, cidery, or brewery;
  - d) Museum;
  - e) Restaurant and retail establishments associated with one or more of the above uses; and
  - f) Other destination-oriented commercial uses compatible with surrounding development, subject to a site-specific zoning by-law amendment.
- 5.5.4 In the area identified with the “Commercial Uses Required” overlay on Schedule A, *mixed use buildings* with one or more of the above commercial uses on the ground floor, or standalone commercial uses, shall be required.

### Building Types

- 5.5.5 The permitted building types within this designation include:
- a) All forms of townhouses;
  - b) Apartment buildings;
  - c) Mixed use buildings with commercial uses and other active uses located on the ground floor and residential *dwelling units* on upper floors; and
  - d) Commercial buildings.



#### Heights and Density

- 5.5.6 The minimum height shall be 3 or 4 storeys, in accordance with Schedule B, except commercial buildings which shall have a minimum height of 2 storeys.
- 5.5.7 The maximum height shall be 6 storeys.
- 5.5.8 Heights above 6 storeys, to a maximum of 15 storeys, may be permitted in the locations identified on Schedule B subject to completing the following studies or assessments to the satisfaction of the Municipality:
- a) Land Use Compatibility Study to assess the potential adverse impact of existing and planned industrial uses in the surrounding area and identify feasible measures to mitigate any impacts;
  - b) Transportation assessment to confirm the additional height and density can be supported by the planned transportation capacity of the Secondary Plan;
  - c) Servicing assessment to demonstrate the additional height and density can be supported by the planned servicing capacity of the Secondary Plan; and
  - d) Housing assessment to monitor and encourage the implementation of a diverse and affordable housing stock.
- 5.5.9 *Development* on lands designated Mixed Use Area shall have a minimum density of 70 units per net hectare.

### **5.6 Gateway Commercial**

#### Planned Function

- 5.6.1 The predominant use of lands designated Gateway Commercial shall be for retail and service commercial uses aimed at people travelling to the Courtice Waterfront or Energy Park.

#### Permitted Uses

- 5.6.2 The following uses are permitted within the Gateway Commercial designation:
- a) Retail and service commercial uses;
  - b) Restaurants;
  - c) Financial institutions; and
  - d) Service stations.

#### Heights

- 5.6.3 The maximum height shall be 4 storeys.

### **5.7 Light Industrial**

#### Planned Function

- 5.7.1 The Light Industrial areas identified on Schedule A are intended primarily for well-designed manufacturing, warehousing, and distribution facilities that will

benefit from the access and visibility provided by Energy Drive and Highways 401 and 418.

Permitted Uses

5.7.2 The permitted uses shall be:

- a) Manufacturing facilities wholly enclosed within a building;
- b) Warehousing and distribution facilities; and
- c) Office, retail, and research and development facility associated with the above industrial uses.

5.7.3 Notwithstanding Policy 5.7.2, uses existing in the Energy Park on the date of adoption of this plan and not identified as permitted uses under Policy 5.7.2, including but not limited to uses on the property at 1855 Energy Drive (“Darlington Energy Centre”), shall continue to be permitted and may be expanded on the existing property.

5.7.4 Outdoor storage shall not be permitted.

**5.8 General Industrial**

Planned Function

5.8.1 Lands designated General Industrial on Schedule A, are appropriate locations for industrial uses that do not benefit greatly from high visibility and may require a limited amount of outdoor storage.

Permitted Uses

5.8.2 The permitted uses shall be:

- a) Manufacturing facilities wholly enclosed within a building;
- b) Warehousing and distribution facilities; and
- c) Office, retail, and research and development uses associated with the above industrial uses.

5.8.3 In addition, alternative and renewable energy generation, cogeneration facilities and alternative fuels manufacturing are permitted on lands designated General Industrial, within a fully enclosed building, and subject to detailed study of the proposed facility relating to:

- a) Environmental impacts that are regulated by the Ministry of the Environment, Conservation and Parks (i.e. Noise, air quality, ground water, etc.);
- b) Traffic impacts on the road network; and
- c) Urban design compatibility.

5.8.4 Limited outside storage is permitted on lands designated General Industrial subject to the Zoning By-Law.

## **5.9 Municipal Wide Park**

### Planned Function

- 5.9.1 The Municipal Wide Park, known as the Courtice Waterfront Park, will be designed and programmed to serve Clarington residents and support the Courtice Waterfront as a regional destination with a range of passive and active *recreation* and cultural uses permitted.

### Permitted Uses

- 5.9.2 The predominant use of lands within the Municipal Wide Park shall be *low intensity recreation* uses, *major recreation* uses, and cultural uses.
- 5.9.3 In addition, small-scale, seasonal commercial uses, such as food vendors, may be permitted.

## **5.10 Environmental Protection Area**

### Planned Function

- 5.10.1 Lands designated Environmental Protection Area include *natural heritage features*, *hydrologically sensitive features*, lands within the *regulatory flood* plain of a watercourse, headwater drainage features and natural hazard lands. These lands contribute to the Municipality's *Natural Heritage System* and are intended to be protected.

### Permitted Uses

- 5.10.2 No development shall be permitted in Environmental Protection Areas, except in accordance with Section 14.4 of the Clarington Official Plan.

## **5.11 Waterfront Greenway**

### Planned Function

- 5.11.1 The lands designated Waterfront Greenway are intended to protect and regenerate the physical, natural and cultural attributes associated with the Lake Ontario Waterfront.

### Permitted Uses

- 5.11.2 The predominant use of land within the Waterfront Greenway shall be *low intensity recreation* uses and conservation.
- 5.11.3 Lands designated Waterfront Greenway shall be subject to the provisions of Section 14.3 and 14.8 of the Official Plan.

## **5.12 Utility**

### Planned Function

- 5.12.1 The lands designated as Utility within the Secondary Plan are generally consistent with the current extent of the Courtice Water Pollution Control Plant (WPCP).

### Permitted Uses

5.12.2 Lands designated Utility shall be subject to the provisions of Section 21 of the Official Plan.

5.12.3 Expansion of the WPCP onto neighbouring lands designated Waterfront Greenway will require amendments to this Secondary Plan and the Zoning By-law and will be subject to the submission of technical studies assessing the impacts of expansion.

### **5.13 Environmental Constraints Overlay**

5.13.1 The areas with an Environmental Constraints Overlay as shown on Schedule A have been identified as containing features consistent with Environmental Protection Areas designation. The underlying designation shall not apply until the limits of the Environmental Protection Area has been confirmed to the satisfaction of the Municipality in consultation with the Central Lake Ontario Conservation Authority and in accordance with the policies in this Section.

5.13.2 The presence and precise delineation of the *natural heritage features* and *hydrologically sensitive features* shall be determined through an Environmental Impact Study and a Flood Plain Analysis prepared as part of the review of development applications in accordance with the policies of this Secondary Plan and the Official Plan.

5.13.3 If the Environmental Impact Study and Flood Plain Analysis establishes that *development* can proceed, then the underlying designation shall apply over those lands without the requirement for an amendment to this Plan. Further, it may be determined that only a portion of the lands within the Environmental Constraints Overlay may be suitable for *development*.

5.13.4 If the Environmental Impact Study and Flood Plain Analysis determines that *development* may not proceed, the permissions in the underlying designation shall not apply and lands will be considered to be designated Environmental Protection Area and will be zoned accordingly.

## **6 Urban Design**

### **6.1 Objectives**

6.1.1 Establish high-quality architecture, landscape architecture and urban design in the Energy Park, particularly along Energy Drive and Megawatt Drive.

6.1.2 Attract a range of commercial businesses in a main street setting that complements the Courtice Waterfront Park and attracts visitors.

### **6.2 General Policies**

6.2.1 The Urban Design and Sustainability Guidelines appended to this Plan as Appendix A shall be used as guidance in the interpretation and implementation of this Secondary Plan's policies.

6.2.2 Buildings on corner lots shall have articulated facades facing both streets.

- 6.2.3 Loading and service areas shall generally be located at the rear of the building, and enclosed loading and servicing areas shall be encouraged.
- 6.2.4 Garbage and recycling facilities shall be integrated within a building envelope, where applicable.
- 6.2.5 Where loading and servicing is visible at the rear or side of a building, it shall be screened.
- 6.2.6 Driveways shall be minimized and shared driveways shall be encouraged, where appropriate.
- 6.2.7 Mechanical and electrical equipment on the roof of an apartment building and industrial building should be screened with durable materials integrated with the design of the building.
- 6.2.8 Garbage and recycling storage for stacked townhouses shall be screened from public view and located within a shared rear lane where a rear lane is provided.

### **6.3 Low Density Residential Policies**

- 6.3.1 The following urban design policies apply to lands designated Low Density Residential:
  - a) Grade-related *dwelling units*, excluding *additional dwelling units*, shall have their main entrance visible and accessible from the sidewalk;
  - b) Front single garages and double garages with living space directly above them may extend partially beyond the front wall of the house, but this condition shall not dominate the length of the block;
  - c) The width of a driveway generally shall correspond with the width of the garage, although in the case of single garages, a wider driveway may be permitted provided there is adequate soft landscaping;
  - d) Front and exterior side yard porches shall be encouraged;
  - e) *Development* adjacent to Darlington Provincial Park shall minimize lighting and overlook impacts on the park; and,
  - f) The interface of Darlington Provincial Park with residential lots shall consist of wooden fencing at least 1.8 metres in height. Gates into the adjacent Provincial Park are not permitted.

### **6.4 Medium Density Residential Policies**

- 6.4.1 The following urban design policies apply to lands designated as Medium Density Residential:
  - a) Ground-floor units in apartment buildings shall have their entrances facing the street or a landscaped yard;
  - b) Underground parking for apartment buildings is strongly encouraged; and
  - c) Parking is generally not permitted in the front or exterior side yard of buildings.

## **6.5 Mixed Use Area Policies**

6.5.1 To ensure *development* in lands designated as Mixed Use Area appropriately addresses public streets, supports an active public realm, and relates well to the existing and planned context, the following policies shall apply:

- a) *Mixed use buildings* with ground floor commercial uses and standalone commercial buildings fronting Streets A, C or D, as identified on Schedule A, shall be built close to the front property line to help frame the street, with generally a minimum setback of 1.5 metres and a maximum setback of 3 metres;
- b) Access from sidewalks, other pedestrian facilities, and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade, and shall be accessible and barrier free;
- c) Ground floors containing commercial uses shall generally have a minimum height of 4.5 metres;
- d) Long buildings, generally those over 40 metres in length, shall break up the visual impact of their mass with vertical recesses or other architectural articulation and/or changes in material;
- e) Buildings taller than 4 storeys shall provide built form transitions to low-rise development on adjacent properties through the stepping of heights or separation distances.
- f) Buildings over 4 storeys along Street A shall incorporate stepbacks to reduce their perceived mass and contribute to a comfortable pedestrian realm, with stepbacks of at least 1.5 metres occurring at the fifth storey;
- g) The use of high-quality, enduring materials, such as stone, brick and glass, shall be strongly encouraged;
- h) Front patios for ground-floor residential units should be raised to provide for privacy and a transition between the public and private realms; and
- i) Parking shall be located in underground or above-ground structures or surface parking lots at the rear of the building. Above-grade structured parking adjacent to a public street(s) shall be lined with retail and commercial uses with direct access to the public street(s).

## **6.6 Employment Policies**

6.6.1 The following urban design policies shall apply to *development* on lands designated Light Industrial or General Industrial:

- a) Through lots with frontage on Megawatt Drive shall have generous landscaping along the Megawatt Drive street edge to screen views of rear service areas from Highways 401 and 418;
- b) The use of high-quality, durable materials, such as stone, masonry, decorative concrete and glass shall be encouraged;

- c) The mass of large buildings shall be articulated;
- d) Parking lots shall be located to the interior side yard and/or rear of buildings, screened by landscaped open spaces. A limited amount of visitor parking is permitted in the front or exterior side yard, except along Energy Drive, where no parking is permitted between the building and the street;
- e) Structured parking shall be located at the rear or interior side yard of a building. Structured parking may be considered in an exterior side yard with an appropriate design that matches the parking structure with the architecture and materials of the primary building and screens views of the vehicles from public streets;
- f) A minimum of 20% of the site area shall be landscaped;
- g) Front yards shall be landscaped;
- h) Buildings shall be encouraged to incorporate green roofs;
- i) Signage shall be integrated into the design of buildings and landscapes;
- j) Large parking lots shall include landscaped islands with trees and separated walkways;
- k) Chain link fencing is not permitted in Light Industrial Areas and in any yard visible from Energy Drive; and
- l) Where permitted, outside storage shall be screened.

## **6.7 Prominent Intersection**

- 6.7.1 As per Policy 5.4.10 of the Clarington Official Plan, the Prominent Intersection identified on Schedule A shall serve as a community focal point, and shall facilitate public spaces, café and restaurant patios, street trees/planters, and street furniture.

# **7 Housing**

## **7.1 Objectives**

- 7.1.1 Provide for a variety of housing forms, sizes and tenures that allow households of various sizes and incomes to find a home within the Courtice Waterfront.
- 7.1.2 Encourage the provision of *affordable* housing and rental housing.
- 7.1.3 Foster aging in place by encouraging a range of housing that can meet the needs of residents during all phases of life.

## **7.2 Policies**

- 7.2.1 A variety of housing forms, sizes and tenures shall be provided in the Courtice Waterfront 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.



- 7.2.2 To support the Municipality's *affordable* housing objectives, *development* shall include a variety of housing sizes and types.
- 7.2.3 *Affordable* housing, including community housing, supportive housing and other types of subsidized non-market housing units, are encouraged to be integrated within the Courtice Waterfront neighbourhood and combined in *developments* that also provide market housing to provide opportunities for a range of housing tenures and prices that support diversity.
- 7.2.4 New *affordable* housing and purpose-built rental housing should incorporate barrier-free, universal or flex design features in both common and living areas.
- 7.2.5 The Municipality will collaborate with the Region of Durham and community housing providers to encourage a supply of subsidized non-market housing units to be included within the housing mix in the Secondary Plan area.
- 7.2.6 To support the provision of *affordable* housing units, the Municipality will explore other potential incentives such as reduced application fees, grants and loans. The Municipality will also encourage Durham Region, the Provincial government and Federal government to consider financial incentives for *affordable* housing.
- 7.2.7 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.
- 7.2.8 A range of unit sizes are encouraged within apartment and multi-unit buildings, including those suitable for single people, and larger households and families.
- 7.2.9 In Low Density and Medium Density Residential, *development* is encouraged to include *additional dwelling units*.
- 7.2.10 The Municipality will fast track the approval of *development* applications that include *affordable* housing units.

## **8 Parks and Community Facilities**

### **8.1 Objectives**

- 8.1.1 Create a public realm of streets, parks and other open spaces that is inviting, comfortable and safe.
- 8.1.2 Establish a municipal wide park at the waterfront that serves residents of all ages and abilities from across Clarington and attracts visitors from the Region with a range of facilities and access to Lake Ontario.
- 8.1.3 Design the Courtice Waterfront Park with a range of facilities and experiences that supports year-round use.



8.1.4 Use Environmental Protection Areas, stormwater management facilities and other public open spaces to enhance the character of, and connectivity within, the parks and open space network, where appropriate.

8.1.5 Integrate public art into the design of parks, streets and other public spaces.

## **8.2 General Policies**

8.2.1 The parks and open space 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 identity and environmental functions.

8.2.2 Parkland dedication shall be done in accordance with the Planning Act.

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

## **8.3 Courtice Waterfront Park**

8.3.1 A municipal wide park is planned for the Secondary Plan Area, as identified on Schedules A and C. The Courtice Waterfront Park shall be a minimum of 16 ha of programmable table land to provide for a variety of amenities and community *recreation* facilities intended to serve residents from across Clarington. A master plan will be prepared for the park and adjacent Environmental Protection Area lands and shall consider a range of opportunities, which may include, but not limited to the following:

- a) Realignment of the Waterfront Trail through the park;
- b) Accessible viewing platforms;
- c) Stairs or ramps to the beach, sensitively and safely integrated with natural features;
- d) Safety and environmental protection measures along the top of the bluff;
- e) Measures to protect and maintain access to the shoreline;
- f) Places and facilities to support the launching of kayaks, canoes and paddle boards;
- g) Playgrounds and a splash pad;
- h) Other water features;
- i) Winter recreation facilities, such as a skating trail or rink and heated pavilion;
- j) Picnic areas and shelters;
- k) Areas for naturalized landscaping;
- l) Interpretive signage;
- m) Outdoor cultural venues, such as a bandshell or amphitheatre;

- n) Potential locations for public art installations;
- o) Integration of sports fields;
- p) Locations for seasonal food vendors and equipment rentals;
- q) Public washroom facilities;
- r) Vehicle and bike parking; and
- s) Transit stops and bike share stations.

8.3.2 The Courtice Waterfront Park Master Plan referenced in 8.3.1 shall address the priorities and recommendations of the Parks, Recreation and Culture Master Plan and the Clarington Waterfront Strategy.

8.3.3 As shown on Schedules A and C, the Courtice Waterfront Park shall be bordered by public streets, Environmental Protection Areas, the Waterfront Greenway, Darlington Provincial Park, and other natural heritage areas. Residential and commercial uses shall not back onto the park.

## **9 Community Culture and Heritage**

### **9.1 Objectives**

- 9.1.1 Conserve and adaptively reuse built heritage resources and *cultural heritage landscapes*.
- 9.1.2 Assess, recover and protect *archaeological resources*.
- 9.1.3 Integrate public art in the design of the Courtice Waterfront Park and broader public realm.

### **9.2 Policies**

- 9.2.1 The conservation and enhancement of significant *cultural heritage resources* shall be consistent with the policies of the Clarington Official Plan and all relevant Provincial legislation and policy directives.
- 9.2.2 The Municipality will determine if a Cultural Heritage Evaluation Report is required prior to *development* on or *adjacent* to any properties that are identified on Clarington's *Cultural Heritage Resource List*, and any properties that have been identified as having potential cultural heritage value or interest.
- 9.2.3 A Heritage Impact Assessment shall be conducted prior to *development* on or *adjacent* to properties that are designated under Part IV of the Ontario Heritage Act, or 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, as amended, or any successors thereto.
- 9.2.4 Cultural Heritage Evaluation Reports and Heritage Impact Assessments shall consider and provide strategies for the conservation and protection of *cultural heritage resources*.

- 9.2.5 Public art and/or other interpretive features recalling the area's cultural heritage shall be integrated into the design of public open spaces within the neighbourhood.

## **10 Transportation**

### **10.1 Objectives**

- 10.1.1 Provide a *multi-modal transportation* network that encourages walking, cycling and public transit use while accommodating cars and trucks efficiently.
- 10.1.2 Establish new and improved road and *active transportation* connections between the areas of Courtice to the north and within the Secondary Plan. New and improved connections will include a grade-separated connection across the CN rail corridor.
- 10.1.3 Plan for a direct connection for pedestrians and cyclists between the Courtice GO Station and the waterfront to the satisfaction of CN Rail and the Ministry of Transportation.
- 10.1.4 Establish an interconnected network of trails and other *active transportation* facilities throughout the Secondary Plan area, linked to the broader municipal network and the Waterfront Trail.
- 10.1.5 Establish inviting, comfortable transit stops and ensure the road network facilitates the use of public transit, walking and cycling.
- 10.1.6 Provide safe access to the Lake Ontario shoreline and protect views and vistas to the lake.

### **10.2 General Policies**

- 10.2.1 Schedule C identifies the road classification and *active transportation* facilities network planned for the area. The transportation policies contained in Section 19 of the Clarington Official Plan and the policies of this Secondary Plan shall apply to the transportation network.
- 10.2.2 *Development* shall be structured around an interconnected and grid-like network of streets that facilitate direct pedestrian, cyclist and vehicular movement throughout the Secondary Plan area.
- 10.2.3 *Development* will be structured to provide a pedestrian-oriented community by integrating pedestrian linkages and multi-use pathways to supplement the grid-like network of streets.
- 10.2.4 Wherever possible, future streets in the Courtice Waterfront shall be aligned and designed to maintain and enhance views of the Courtice Waterfront Park and Lake Ontario.
- 10.2.5 A new grade-separated rail crossing shall be required in one of the approximate locations identified on Schedule A. An environmental assessment (EA) shall be initiated for a future crossing that considers both potential locations and variations of each (for example, a bridge versus a tunnel). The EA shall also

consider if the existing at-grade rail crossing at Darlington Park Road should be retained and modified or removed.

- 10.2.6 Once a preferred location for a new rail crossing has been selected and approved, Schedule C shall be amended to classify Darlington Park Road, Courtice Shores Drive and Street A based on their intended function as determined by the rail crossing.
- 10.2.7 Before the location of the new rail crossing is determined, new development in the Courtice Waterfront shall not preclude the potential for any of these roads to be built in the general locations identified on Schedules A and C as a Collector Road with a right-of-way width of 23 metres. In addition, development shall not preclude construction of a new access road to Darlington Park south of the rail corridor, as conceptually illustrated on Schedules A and C.
- 10.2.8 Until a new grade-separated rail crossing is constructed, development in the Courtice Waterfront will require a Transportation Impact Study that demonstrates the current road capacity and existing rail crossings provide adequate safety and access, to the satisfaction of the Municipality.
- 10.2.9 Within the Courtice Waterfront, where the length of a block exceeds 250 metres, a landscaped mid-block pedestrian connection may be required to enhance the pedestrian permeability of the area, the efficiency and variety of pedestrian routes, and access to transit. Mid-block pedestrian connections should have a minimum width that accommodates a multi-use path with landscaping on both sides to provide a buffer to any adjacent private spaces.
- 10.2.10 On-street parking will be encouraged at appropriate locations on all Key Local Roads and other Local Roads to provide for anticipated parking needs.
- 10.2.11 The Municipality, the Regional Municipality of Durham, and GO Transit will work cooperatively to develop a long-term public transit strategy for the Courtice Waterfront and Energy Park.
- 10.2.12 The design of roads shall be based on a complete streets approach, in accordance with the transportation master plans, standards and guidelines of the Municipality of Clarington and Region of Durham, with further guidance provided in the CWER Urban Design and Sustainability Guidelines (Appendix A to this Secondary Plan).
- 10.2.13 The alignment and intersection configurations of the Energy Drive extension, Megawatt Drive and Crago Road are conceptually shown on Schedules A and B and are subject to further study in coordination with *development* proposals on neighbouring lands. The alignment of segments of these roads as they approach their intersection may be modified without amendment to this Plan.
- 10.2.14 Darlington Park Road shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan.

- 10.2.15 All Roads shall be designed with the following lighting design standards:
- a) Appropriate lighting is to be provided to contribute to the safe function of the roadway as well as the safe and appropriate lighting of the pedestrian realm; and
  - b) Lighting shall be downcast to reduce light pollution.

### **10.3 Arterial Roads**

10.3.1 Energy Drive is a Type C Arterial Road with a right-of-way width of 30 metres. It will continue to provide the main entry to the Energy Park and a primary address for development. Applications for development fronting Energy Drive may be required to provide an Access Management Plan, depending on the land use and intended operations.

10.3.2 Energy Drive will generally be designed in accordance with the requirements set out in Appendix C, Table C-2 of the Clarington Official Plan. Arterial Roads shall include the following elements:

- a) A minimum of two through lanes shall be provided, with the potential for turning lanes at junctions and intersections;
- b) The north side of Energy Drive will incorporate a multi-use trail as the primary *active transportation* route through the Energy Park;
- c) A sidewalk shall be provided on the south side of the right-of-way set back from the curb or otherwise buffered from active lanes of traffic; and,
- d) Planting and furnishing zones are encouraged on both sides of the right-of-way.

10.3.3 Where feasible, circulation should be designed to direct truck traffic away from Energy Drive and onto other public roads.

### **10.4 Collector Roads**

10.4.1 Collector Roads shall be designed with a right-of-way width of 23 metres and 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) Boulevards with a minimum width of 5 metres shall be provided on both sides of the street to accommodate a sidewalk or multi-use path and a planting and furnishing zone with space for street trees on both sides of the street;
- b) On-street parking may be accommodated on either side of the right-of-way within lay-by spaces that alternate with the planting and furnishing zone; and
- c) The roadway of Collector Roads generally shall accommodate two travel lanes, a centre turning lane where required, and cycling facilities, except where a multi-use path in an adjacent open space and aligned with the road provides a convenient alternative. Lane widths shall be sufficient to accommodate public transit and/or shuttle buses.

## **10.5 Key Local Roads**

10.5.1 Key Local Roads identified on Schedule C are intended to have a special character based on their prominence, adjacent land uses and importance for circulation within the Secondary Plan area. The precise location of new Key Local Roads shall be determined through Plans of Subdivision.

10.5.2 Key Local Roads shall have a right-of-way width of 20 metres and shall contain sidewalks and a planting and furnishing zone on both sides to enhance the tree canopy and reinforce the Secondary Plan area's pedestrian network and green character. Sidewalks shall be separated from travel lanes by the planting and furnishing zone.

10.5.3 Key Local Roads shall be designed in accordance with the Local Road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan.

## **10.6 Special Local Road**

10.6.1 Street D is intended to be a unique and flexible public right-of-way that complements the Waterfront Park on one side and future land uses on the north side. It shall be designed to function at times as a car-free promenade for pedestrians and cyclists and as a shared street with vehicular access at other times.

10.6.2 Street D shall be designed in conjunction with the Waterfront Park. It shall have a right-of-way width of 15-18 metres to accommodate the following:

- a) A dedicated pedestrian and landscaping zone at least 5 metres wide on the north side;
- b) A roadway/promenade approximately 6.5 metres wide with rolled curbs;
- c) Potentially an additional "flex zone" on the south side to accommodate on-street parking and/or food trucks and other vendors.

## **10.7 Local Roads**

10.7.1 New and existing Local Roads shall generally be designed in accordance with the requirements set out in Appendix C, Table C-2 of the Clarington Official Plan and include the following design standards:

- a) On-street parking shall be accommodated on either side of the right-of-way;
- b) Sidewalks are encouraged to be provided on both sides of Local Roads; and
- c) A planting and furnishing zone with street trees shall be provided on both sides of Local Roads.

10.7.2 Within the Energy Park, the roadway shall safely accommodate large trucks and transit vehicles.

## **10.8 Rear Lanes**

- 10.8.1 Within the Courtice Waterfront, rear lanes are encouraged to support safe and attractive streets by eliminating the need for driveways and street-facing garages.
- 10.8.2 Within the Energy Park, private rear lanes may be provided along multiple rear property lines for loading and access purposes, as deemed appropriate by the Municipality. The integrated rear lane system shall be implemented by means of registered easement in favour of abutting landowners. The Municipality shall not assume these rear lanes.
- 10.8.3 Rear lanes can provide alternative pedestrian routes through a community and shall provide a safe environment for pedestrian and vehicle travel.
- 10.8.4 Public *utilities* may be located within public rear lanes subject to functional and design standards established by the Municipality.
- 10.8.5 Within Courtice Waterfront, all rear lanes shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 and include the following design standards:
- a) Rear lanes shall allow two-way travel and incorporate a setback on either side of the right-of-way to the adjacent garage/building wall;
  - b) Rear lanes shall provide a minimum pavement width of 6.5 metres; provide access for service and maintenance vehicles for required uses as deemed necessary by the Municipality and may include enhanced rear lane widths and turning radii to accommodate municipal vehicles including access for snowplows, garbage trucks and emergency vehicles where required;
  - c) Rear lanes shall be clear of overhead obstruction and shall be free from overhanging balconies, trees and other encroachments;
  - d) Rear lanes shall intersect with public roads;
  - e) No municipal services, except for local storm sewers, shall be allowed, unless otherwise accepted by the Municipality;
  - f) No Region of Durham *infrastructure* shall be permitted;
  - g) Rear lanes shall be graded to channelize snow-melt and runoff;
  - h) The design rear lanes shall incorporate appropriate elements of low impact design including permeable paving where sufficient drainage exists; and
  - i) Access for waste collection and emergency service vehicles is to be accommodated.

## **10.9 Site Access and Parking**

- 10.9.1 Individual site access for residential uses from a Collector Road generally shall not be permitted. Rear Lanes or Neighbourhood Local Roads shall be the preferred option for accessing development sites. Reverse frontage *development* is not permitted within the Secondary Plan Area.



- 10.9.2 Where feasible, primary driveway access to properties fronting Energy Drive should be provided from a Local Road and should be consolidated and/or shared where possible.
- 10.9.3 Secondary driveways to access loading, servicing and parking areas shall be provided on Local Roads within the Energy Park.
- 10.9.4 Within the Energy Park, a lighted walkway with a minimum width of 1.5 metres shall be provided between the public sidewalk and the main building entrance on all sites.
- 10.9.5 Large parking lots shall include landscaped islands with trees and separated walkways.
- 10.9.6 The use of permeable materials shall be considered for all paved and parking areas.
- 10.9.7 Parking regulations shall be provided in the Zoning By-law. The Municipality may modify the parking requirements subject to a parking study and site-specific zoning amendment. The Municipality shall encourage development not to exceed the minimum parking requirements in the Zoning By-law.

#### **10.10 Trails**

- 10.10.1 A conceptual trail system as shown on Schedule C has been designed to connect the Secondary Plan area to the Great-lakes Waterfront trail, Lake Ontario shoreline and the Tooley Creek lands, while protecting and enhancing the natural features and functions of these areas.
- 10.10.2 The trail system may include pathways, pedestrian bridges, lookouts and seating areas, to the satisfaction of the Municipality. Trails identified on Schedule C shall be assessed as part of an Environmental Impact Study undertaken on *adjacent* lands, including but not limited to the Courtice Waterfront Park.
- 10.10.3 All *development* shall provide for the implementation of the trail network in accordance with the conceptual location of trails identified on Schedule C. In addition to sidewalks, dedicated cycling facilities and multi-use paths, this trail network will consist of Primary and Secondary Trails as defined in Section 18.4 of the Clarington Official Plan. The precise location, type and design of trails shall consider:
- a) Trail design and type will minimize environmental impacts and be designed to accommodate a range of users and abilities.
  - b) Trails will be directed outside of natural areas where possible or to the outer edge of *vegetation protection zones*.
  - c) Trails located adjacent to natural features and stormwater management facilities should incorporate interpretive signage at various locations to promote understanding and stewardship of the features and functions of the natural environment.



- 10.10.4 Proposed trails in or adjacent to Environmental Protection Areas shall be subject to Environmental Impact Studies.
- 10.10.5 Pedestrian Crossings are shown conceptually on Schedules A and C. These Pedestrian Crossings will further enhance pedestrian and cyclist connectivity within the Secondary Plan area and the areas of Courtice to the north, including the Courtice GO Station. The location and feasibility of these Pedestrian Crossings will be determined through a future feasibility study initiated by the Municipality.

## **11 Servicing**

### **11.1 Objectives**

- 11.1.1 Ensure the Secondary Plan Area is developed on the basis of full municipal sanitary sewer, storm sewer and water services.
- 11.1.2 Integrate stormwater management with the open space system while minimizing impacts on the natural environment.
- 11.1.3 Design buildings, *infrastructure* and all open spaces to mitigate the impacts of severe storms, and flooding.

### **11.2 General Policies**

- 11.2.1 *Utilities* shall be located below grade in the street right-of way, or in easements, where required. For ease of access and maintenance, shared *utility* trenches are encouraged.
- 11.2.2 Telecommunications/communications *utilities*, electrical stations or sub-stations, mail boxes or super mail boxes and similar facilities should be incorporated and built into architectural or landscaping features, rather than being freestanding, wherever possible. They should be compatible with the appearance of adjacent uses and include anti-graffiti measures.
- 11.2.3 Building *utilities*, including but not limited to gas lines/metres and hydro boxes, shall be located at the rear or interior side of a building, and shall be integrated into the building or visually screened.

### **11.3 Stormwater Management**

- 11.3.1 *Stormwater management ponds* and their associated open spaces shall generally be located in accordance with Schedules A and C of this Secondary Plan.
- 11.3.2 Stormwater management facilities, such as ponds and Low Impact Development features, shall be incorporated in the Secondary Plan Area to mitigate the impacts of *development* on water quality and quantity, consistent with the Robinson Creek and Tooley Creek Subwatershed Study and the policies of Section 20 of the Clarington Official Plan. Such facilities shall not be located within *natural heritage features* but may be permitted within the outer limits of the *vegetation protection zone* provided the intent of the *vegetation protection zone* is maintained and it is supported by an Environmental Impact Study.

- 11.3.3 The precise siting of stormwater management facilities shall make use of natural drainage patterns to minimize the risk of flooding. Stormwater management facilities will not drain lands located in another *subwatershed*.
- 11.3.4 Stormwater management facilities shall include the installation of naturalized landscaping and accommodate trails and seating areas, where appropriate.
- 11.3.5 Proposed stormwater management quality, quantity, erosion control and water balance for ground water and natural systems may be assessed during the *development* approval process to determine the impact on the *natural heritage system* and environmental features.
- 11.3.6 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.
- 11.3.7 The Stormwater Management Report and Plan identified in Policy 11.3.6 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.
- 11.3.8 Stormwater management plans shall demonstrate how the water balance target set in the Robinson Creek and Tooley Creek Subwatershed Study is achieved.

- 11.3.9 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.
- 11.3.10 High Volume Recharge Areas shall maintain a pre-*development* water balance.
- 11.3.11 *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 three metres of a building foundation and beyond tree protection areas.
- 11.3.12 The establishment of new flood control facilities to accommodate *development* within this Secondary Plan are not encouraged and will only be considered once all other reasonable alternatives have been fully exhausted in accordance with the Robinson Creek and Tooley Creek Subwatershed Study or an update or addenda to that study. Other alternatives to flood control facilities could include infrastructure improvements such as relief culverts, road crossings or land acquisition.

## **12 Implementation and Interpretation**

### **12.1 Objectives**

- 12.1.1 Ensure roads, road improvements, and municipal services required for any part of the Courtice Waterfront and Energy Park are in place and operative prior to or coincident with development.
- 12.1.2 Ensure each phase of *development* is contiguous to a previous phase.
- 12.1.3 Facilitate *development* through coordinated and timely *infrastructure* investments.
- 12.1.4 Ensure lot patterns are rational and efficient to achieve adequately sized lots and well-defined street frontages and discourage remnant parcels.

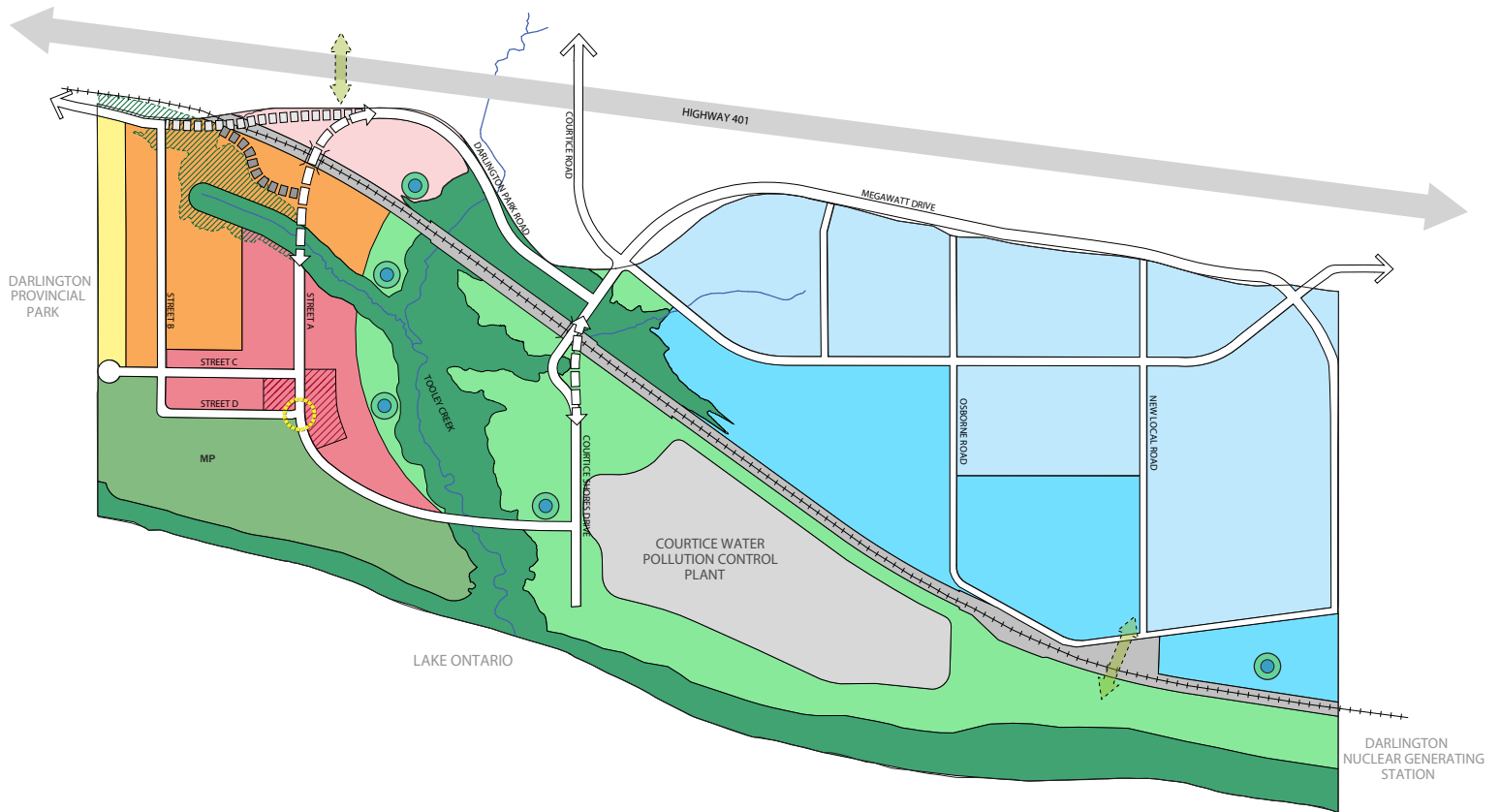
### **12.2 Policies**

- 12.2.1 Applicants shall prepare and update phasing plans for submission with plans of subdivision. The phasing plan shall establish phases of *development* of the lands and shall provide for the staging of construction of public *infrastructure* and services in relation to phases of *development*. The phasing plan shall take into account the responsibility for construction of the public *infrastructure* and services and shall be considered by the Municipality in enacting amendments to the Zoning By-law and in recommending plans of subdivision for approval.
- 12.2.2 All new *development* within the 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.

- 12.2.3 The Municipality encourages *utility* providers such as hydroelectric power, communications/telecommunications facilities and *utilities*, broadband fibre optics, and natural gas to ensure that sufficient *infrastructure* is or will be in place to serve the Plan area.
- 12.2.4 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.
- 12.2.5 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.
- 12.2.6 Minor alterations to Schedule A may occur without amendment to this Secondary Plan through rezoning and plan of subdivision or site plan approval applications provided such minor alterations are in conformity with Policies 24.1.2 and 24.1.3 of the Clarington Official Plan and the general intent of this Secondary Plan is maintained, to the satisfaction of the Municipality.
- 12.2.7 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 for lands under multiple ownership or benefitting multiple landowners, 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.
- 12.2.8 Development applications shall include the following information:
- a) Net residential density by land use designation;
  - b) Identification of total area of non-residential land uses;
  - c) Number and type of units by land use designation;
  - d) Total residential unit count;
  - e) Estimated population; and
  - f) Number of purpose-built *additional dwelling units*.
- 12.2.9 A land use compatibility study that assesses noise, vibration and air quality impacts and mitigation measures shall be required as part of a complete application for *development*. This study will determine the viability of sensitive

uses within the proposed development, and the need for, types of, and extent of receptor-based mitigation measures. The Municipality may waive this requirement for lands that are not within the area of influence of Regional *infrastructure* or other emission sources within the Energy Park and / or lands that are outside of 450 metres of the CN rail corridor.

- 12.2.10 The Municipality will monitor the policies of this Secondary Plan and propose updates as necessary.
- 12.2.11 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.
- 12.2.12 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, such as those regarding minimum densities and minimum and maximum heights, and the size of the Courtice Waterfront Park.
- 12.2.13 This Secondary Plan refines and implements the policies of the Clarington Official Plan. Where there is a conflict between the Secondary Plan and the Clarington Official Plan, this Secondary Plan shall prevail.
- 12.2.14 All policies of the Clarington Official Plan shall apply to this Secondary Plan Area. Policies that cite specific Clarington Official Plan policies have been provided for convenience only.
- 12.2.15 The land use boundaries shown on Schedule A to this Secondary Plan are approximate, except where they meet with existing roads, 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.
- 12.2.16 The Urban Design and Sustainability Guidelines appended to this Secondary Plan as Appendix A provide specific guidelines for both the public and private realms. They clarify the Municipality's expectations with respect to the form, character and qualities of *development* in the CWEP area.

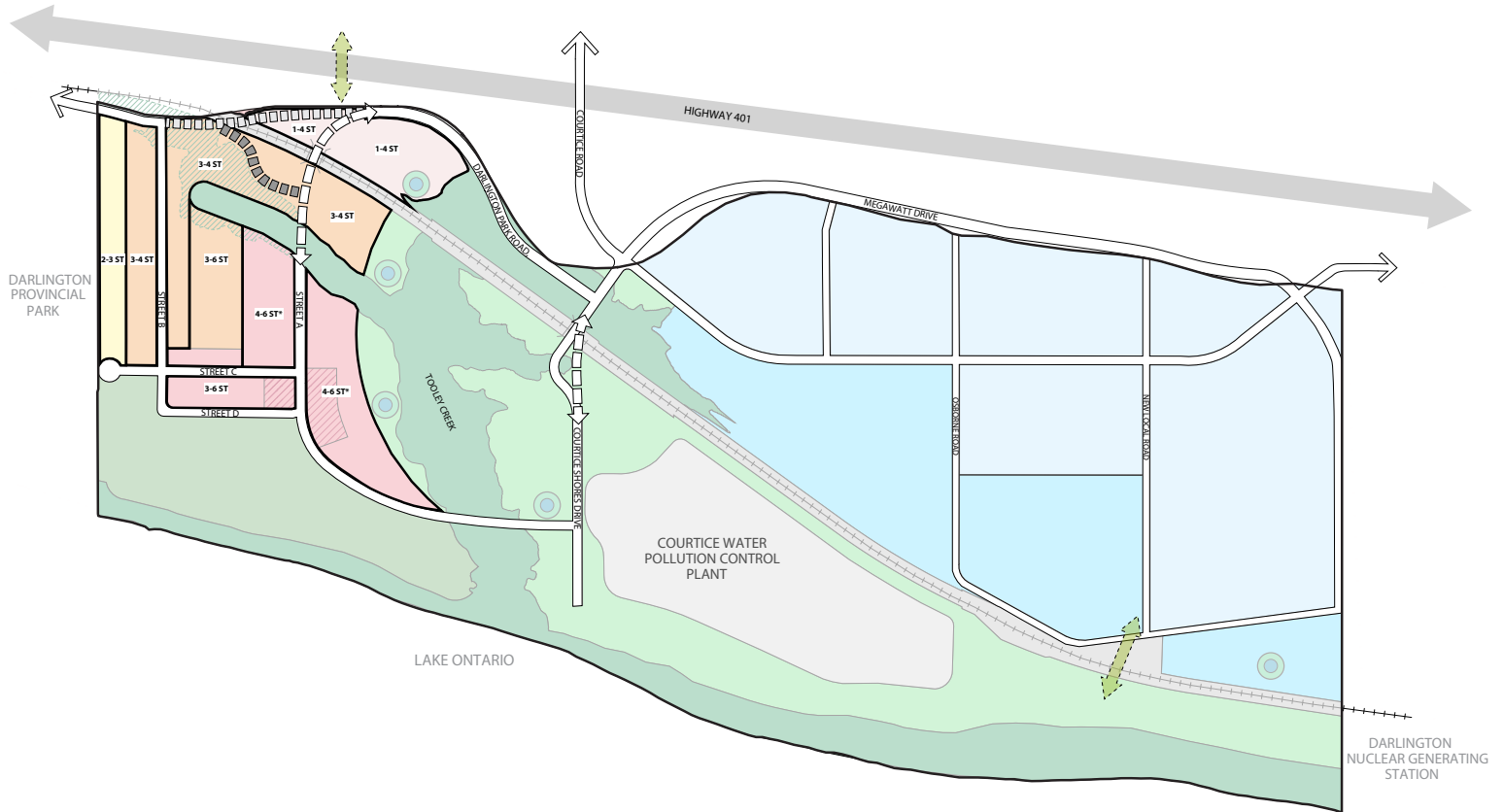


#### LEGEND:

- Municipal Wide Park
- Storm Water Management Facilities
- Environmental Protection Area
- Waterfront Greenway
- Environmental Constraints Overlay
- Light Industrial
- General Industrial
- Gateway Commercial
- Utility
- Low Density Residential
- Medium Density Residential
- Mixed Use Area
- Commercial Uses Required
- Pedestrian Crossing
- Existing Darlington Park Road
- Potential New Darlington Park Access Road
- Potential Future Grade-Separated Rail Crossings (Preferred Crossing TBD)
- Prominent Intersection

## Courtice Waterfront and Energy Park Secondary Plan Schedule A - Land Use Plan

**DRAFT**



#### LEGEND:

- Low Density Residential
- Medium Density Residential
- Mixed Use Area
- Municipal Wide Park
- Storm Water Management Facilities
- Environmental Protection Area
- Waterfront Greenway
- Light Industrial
- General Industrial
- Gateway Commercial
- Utility

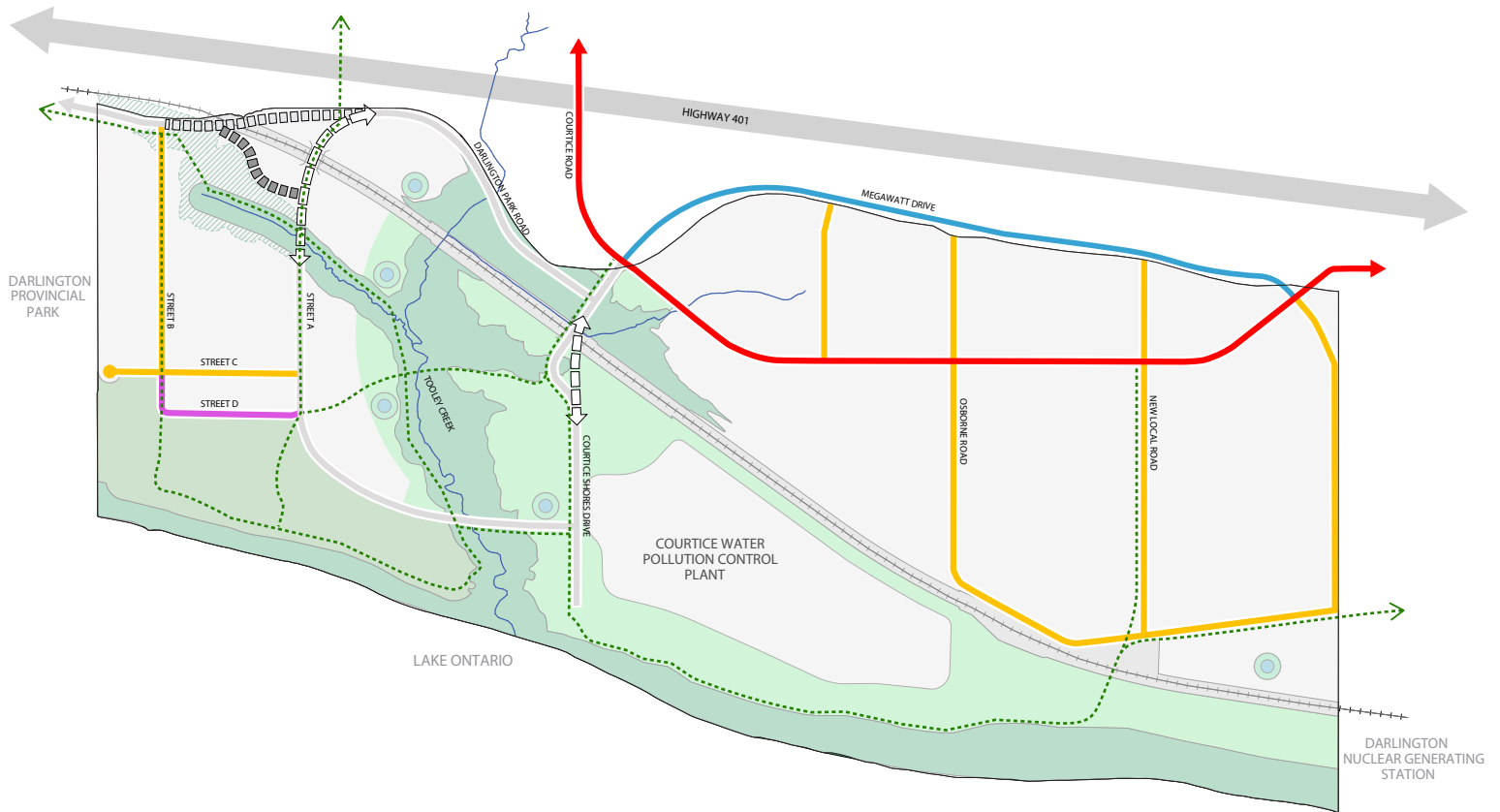
\* Buildings up to 15 storeys may be permitted subject to Policy 5.5.8.

Note: The minimum height of standalone commercial uses (excluding hotels) shall be 2 storeys.

## Courtice Waterfront and Energy Park Secondary Plan Schedule B - Heights Plan

**DRAFT**





#### LEGEND:

- Arterial Road
- Collector Road
- Key Local Road
- Special Local Road
- Road Classification to Be Determined  
(Based on Location of Future Grade-Separated Rail Crossings)
- Existing Darlington Park Road
- Potential New Darlington Park Access Road
- Potential Future Grade-Separated Rail Crossings  
(Preferred Crossing TBD)
- Municipal Wide Park
- Storm Water Management Facilities
- Environmental Protection Area
- Waterfront Greenway
- Multi-use Paths and Other Key Active Transportation Connections (Alignments Conceptual)

## Courtice Waterfront and Energy Park Secondary Plan Schedule C - Roads and Active Transportation Plan

**DRAFT**

## Appendix A

Courtice Waterfront and Energy Park

# URBAN DESIGN & SUSTAINABILITY GUIDELINES

**DRAFT**

**APRIL 2025**





*Clarington*

URBAN  
STRATEGIES  
INC .

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# **1. INTRODUCTION**

## 1.1. OVERVIEW & PURPOSE

The Courtice Waterfront and Energy Park Secondary Plan Area is generally bounded by Darlington Provincial Park to the west, Crago Road to the east, Darlington Park Road and Megawatt Drive to the north, and Lake Ontario to the south. The planned population for the Secondary Plan Area is approximately 5,000 residents occupying approximately 2,500 units of housing. The planned number of employees for the area is approximately 3,500 jobs, most of which will be in the Energy Park.

The Secondary Plan Area is approximately 290 hectares in size and comprises two distinct parts—the Courtice Waterfront and the Clarington Energy Park (see Figure 1). The two areas are intended to evolve as complementary places that provide employment, business, living and recreation opportunities for Clarington and Durham Region against the backdrops of Lake Ontario and Tooley Creek. The development of employment uses, diverse forms of housing, commercial amenities, public open spaces, and supportive infrastructure will extend the Courtice community to Lake Ontario.

The Courtice Waterfront will feature a variety of low-rise, mid-rise and potentially high-rise residential buildings. Restaurants, shops and destination commercial uses, some in mixed-use buildings, will serve residents and draw visitors and Energy Park employees to the area. A municipal-wide park, designed and programmed to serve

all residents of Clarington, will protect significant natural features, provide public access to and along Lake Ontario, and accommodate a range of recreation and cultural activities year-round.

The Clarington Energy Park will accommodate a range of energy-related industrial uses that benefit from proximity to Highway 401 as well as other regional and provincial infrastructure in and adjacent to the park. Well-designed buildings and landscapes that demonstrate environmental sustainability will help promote the Energy Park as a unique place for investment and job growth.

These guidelines build on the Clarington Energy Park Streetscape and Sustainable Development Design Guidelines (2011) and Priority Green Clarington, which promotes sustainable community design. There is broad recognition that sustainable communities begin with conservation and sensitive integration of significant environmental features. The various aspects of community design are also fundamental to sustainability, including: street networks and block patterns that promote safe and comfortable movement by walking and cycling; an interconnected system of parks and open spaces that support healthy lifestyles and social wellbeing; and compact development that uses land and infrastructure efficiently. The Courtice Waterfront and Energy Park Secondary Plan Area provides a policy framework for the development of the Courtice Waterfront and Energy Park to a high standard of urban design and sustainability. The Guidelines provide further direction on how this is to be achieved.

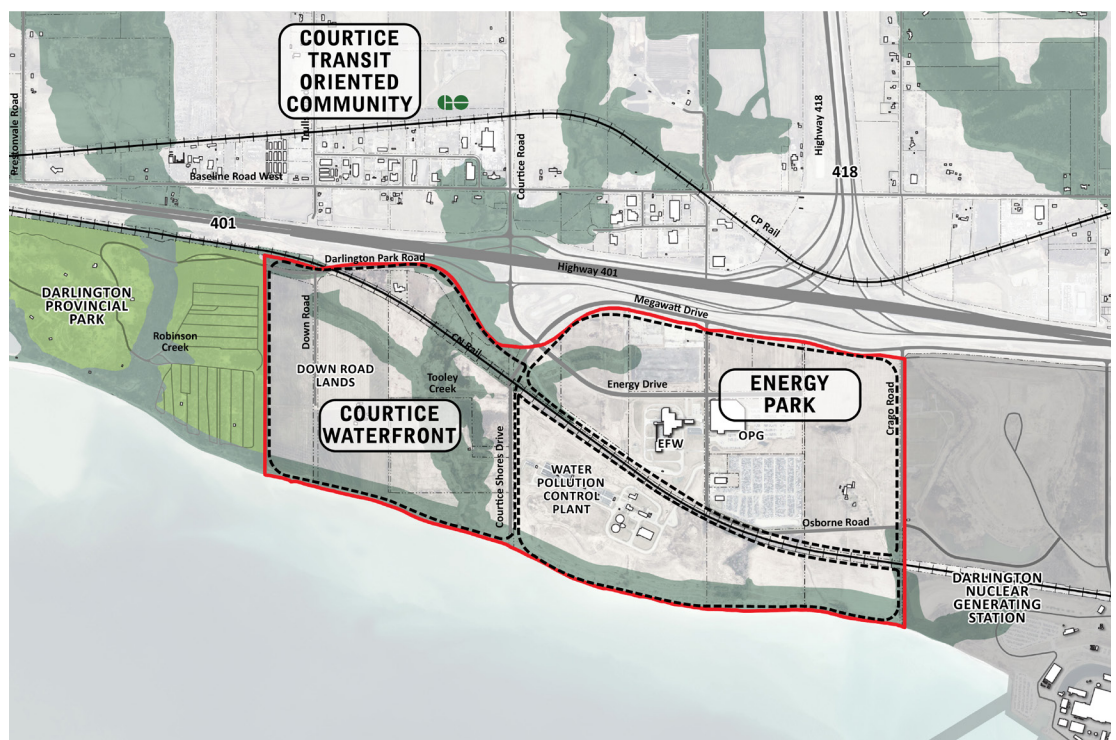


Figure 1: Secondary Plan areas

## 1.2. STRUCTURE OF THE GUIDELINES

This document contains five main sections:

**Section 1** summarizes important background information and explains the purpose of the guidelines.

**Section 2** describes the overall physical vision for the community, highlights structuring elements and explains how the guidelines will be implemented.

**Section 3** contains guidelines applicable to the private realm, addressing site design, built form, parking and other matters. They are organized based on the land use designations of the Secondary Plan.

**Section 4** contains the public realm guidelines, which will apply to the design of the street network, individual streets, streetscapes, parks and other open spaces, and environmental protection areas.

**Section 5** provides guidance for how development can promote environmental sustainability through measures related to energy efficiency, water conservation and stormwater management.

## 1.3. INTERPRETATION AND IMPLEMENTATION OF THE GUIDELINES

The Courtice Waterfront and Energy Park Urban Design and Sustainability Guidelines are intended to help implement the policies of the Official Plan and Courtice Waterfront and Energy Park Secondary Plan and provide greater clarity on policy intentions respecting overall urban design, streetscapes, built form and environmental sustainability. The Guidelines are to be read in conjunction with the policies of the Official Plan – in particular Chapter 5, Creating Vibrant and Sustainable Urban Places, and Chapter 9, Livable Neighbourhoods – and the policies of the Secondary Plan – in particular the chapters on Land Use and Built Form (5), Urban Design (6), Parks and Community Facilities (8) and Transportation (10).

The Guidelines also should be read in conjunction with the Clarington Zoning By-law as it applies to the Courtice Waterfront and Energy Park and the Clarington General Architectural Design Guidelines, Landscape Design Guidelines for Site Planning, Lighting Guidelines, and Amenity Guidelines for Medium and High Density Residences. The Guidelines build on zoning provisions with more detailed guidance respecting such matters as building setbacks and heights. Where there is conflict between these guidelines and the General Architectural Design Guidelines, these guidelines shall prevail.

The Guidelines, in concert with Official Plan policies, Secondary Plan policies, the implementing Zoning By-law and the General Architectural Design Guidelines, will be used to evaluate draft plans of subdivision applications and site plan applications to ensure that a high level of urban design and sustainability is achieved.



## **2. VISION AND COMMUNITY STRUCTURE**

## 2.1 COMMUNITY VISION

The following components comprise the physical vision for the community:

- **Highly visible, accessible and protected natural heritage features.** Development and infrastructure will respect and enhance existing natural heritage features and topography. Residents will enjoy parks and trail networks that provide increased access to natural heritage features while being environmentally sensitive.
- **Accessible public spaces and other amenities for people of all ages and abilities.** The open space network will comprise a 15-hectare waterfront park, environmental areas, stormwater management ponds, and other green spaces centred on the Tooley Creek valley. Overlooking Lake Ontario, the Courtice Waterfront Park will accommodate a range of recreational and cultural activities.
- **Stormwater management features integrated into the open space network.** The open space network will incorporate a naturalized stormwater management system by integrating a mix of low impact development features and ponds into areas within or directly adjacent to the natural area.
- **An interconnected, pedestrian-oriented mobility network.** The grid-like network of streets and active transportation connections planned for the Courtice Waterfront will maintain views toward the lake and convenient access to the Waterfront Park. The development sites defined by streets will have the flexibility to accommodate a range of housing types. Streets and multi-use paths will also help connect residents to other community amenities within and outside the Courtice Waterfront.
- **A diversity of housing forms and building typologies.** The Courtice Waterfront community will develop with a diversity of housing choices to accommodate residents of all ages and households of all sizes. Attention to good urban design will ensure the desired range of housing types, from detached houses to apartment buildings, are integrated seamlessly to create a cohesive community with a distinct identity. The Courtice Waterfront will consist of low-rise, mid-rise and potentially high-rise buildings reflecting a variety of architectural styles.
- **Streetscapes defined by street trees, other landscaping and buildings that contribute to an inviting public realm.** Streetscapes in the Courtice Waterfront and Energy Park will be designed to a high standard, incorporating complete street principles to provide safe and comfortable space for pedestrians, cyclists, transit users, and drivers. The facades of buildings and landscaped front yards will be dominant streetscape features.
- **Stormwater management features integrated into the open space network.** The open space network will incorporate a naturalized stormwater management system by integrating a mix of low impact development features and ponds into areas within or directly adjacent to the natural area.
- **Commercial uses that meet the needs of residents and attract visitors.** Restaurants and shops on the ground floor of mixed-use buildings and unique standalone destination uses will complement the Waterfront Park, contributing to a complete community and drawing visitors from across the region.
- **A community of complementary businesses supporting sustainability and prosperity.** The Clarington Energy Park will continue to grow with a mix of industrial businesses that diversify the municipality's economy and showcase innovation and design excellence.

## 2.2. COMMUNITY CHARACTER STATEMENT

The Courtice Waterfront and Energy Park Secondary Plan envisions a diverse and inclusive community distinguished by a broad mix of land uses, housing forms, and business and employment opportunities; an interconnected green network of natural features, parkland and tree-lined streets; and a unique waterfront park with views and physical access to Lake Ontario and places to play and gather.

## 2.3. COMMUNITY STRUCTURE

The Courtice Waterfront and Energy Park Secondary Plan provides a framework for future development based on the following high-level structuring elements:

### Waterfront Park, Natural Areas and Other Open Spaces:

Green spaces will be a dominant feature of the Secondary Plan area. The Tooley Creek valley and adjacent woodlands are a central feature that both separates and joins the Courtice Waterfront and the Energy Park, while the Lake Ontario shoreline defines the area's southern boundary and helps to unite its distinct parts. These features will be protected and enhanced as the Waterfront Park is developed as a destination for recreation, community gatherings and passive enjoyment. Waterfront Greenway lands will complete the open space system, accommodating trails, land use buffers and stormwater management facilities.

**Transportation Network:** The historic CN rail corridor also plays an important role in separating distinct land uses from one another in the Secondary Plan area, including a highway-oriented commercial area from a pedestrian-oriented, mixed-use neighbourhood and the Region's Water Pollution Control Plant from the Energy Park. The planned network of streets, multi-use paths and other active transportation infrastructure will help define development sites, establish views to Lake Ontario and other natural features, and ensure easy access by all travel modes to and through the area.

**Residential and Mixed-Use Areas:** North of the Waterfront Park, areas for low-, medium- and high-density housing in a variety of forms will comprise the Courtice Waterfront neighbourhood. Commercial uses facing the waterfront and potentially a north-south main street will be integrated with housing to create a more complete community and destination.

**Employment Area:** The Energy Park will be maintained as an area for light and general industrial uses, and ancillary uses, in a heavily landscaped setting.

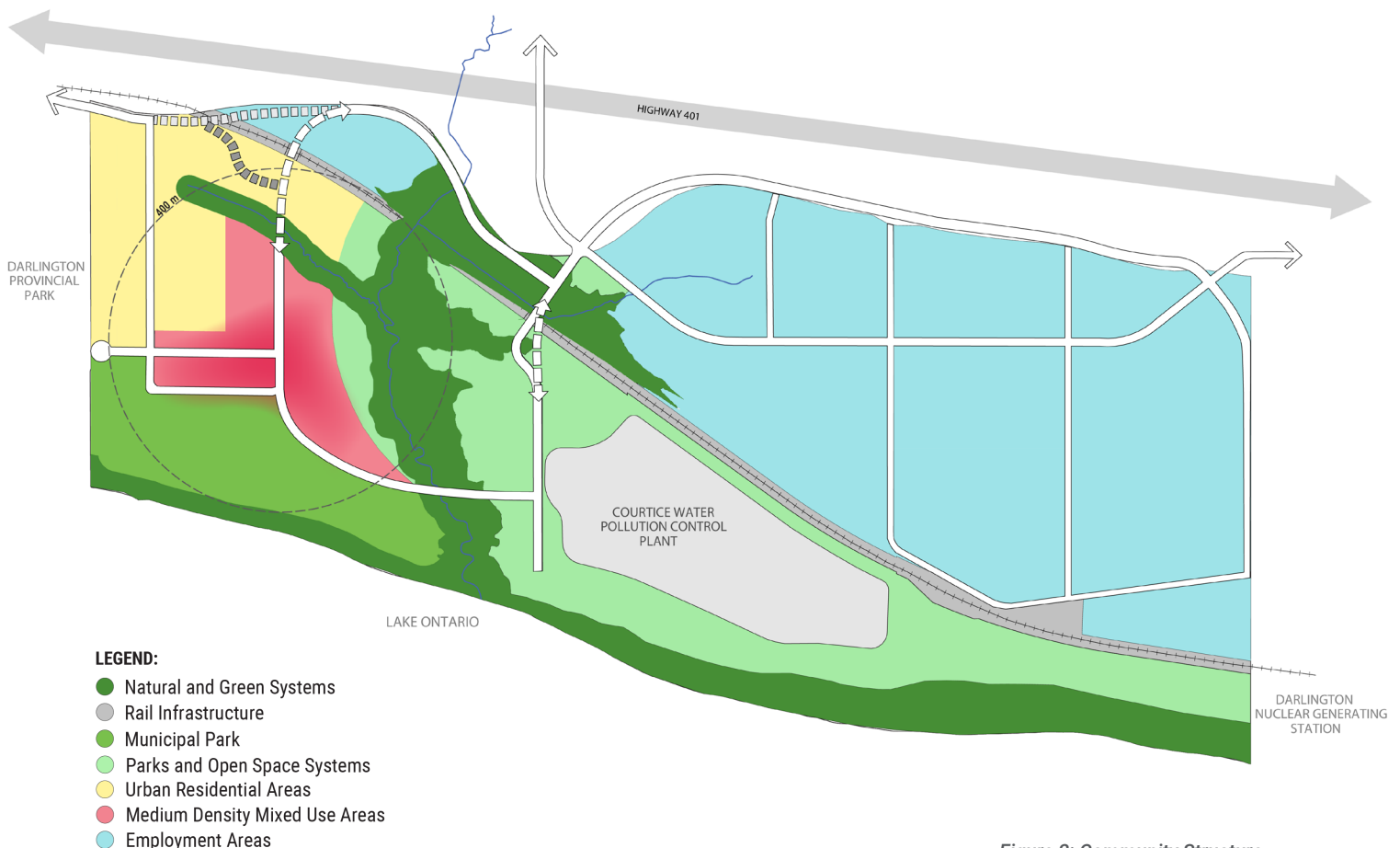
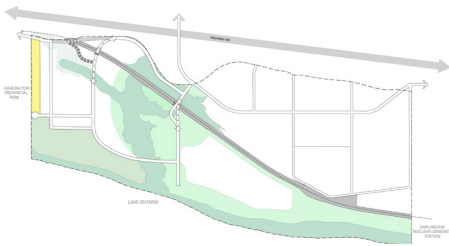


Figure 2: Community Structure

# 3.

## PRIVATE REALM GUIDELINES

While the public and private realms often overlap and intersect, the private realm typically includes places and spaces to which access is controlled and/or restricted and lands which are not owned by the Municipality or other public agency.



## 3.1. LOW DENSITY RESIDENTIAL DEVELOPMENT

Buildings in the Low Density Residential area, namely single detached dwellings, semi-detached dwellings, and townhouses will contribute to a diversity of housing in the Courtice Waterfront and provide a transition from denser development farther east to Darlington Provincial Park. The guidelines below focus on massing and the relationship of development to streets and open spaces, with the intention of ensuring development contributes to an attractive, comfortable and safe public realm.

### 3.1.1. GENERAL SITE AND BUILDING DESIGN

The following guidelines should be applied in conjunction with the zoning provisions applicable to Low Density Residential areas and should not conflict with them.

- A.** The height and massing should be consistent within a building type to create a unified character for the community.
- B.** A variety of architectural expression among publicly exposed elevations is encouraged, including variation in roof lines, architectural styles, and material articulation.
- C.** There should be a variety of lot widths and dwelling sizes on each block.
- D.** Detached and semi-detached houses and townhouses generally should have a front setback of 4-5.5 metres to the front wall of the house. Front garages should have a minimum front setback of 6 metres.
- E.** Front yard setbacks along a street should be consistent.
- F.** Building projections, such as covered porches, balconies and stairs are encouraged and may project into the front yard setback.
- G.** The base of the porch and stair shall be enclosed with material that suitably complements the exterior cladding of the dwelling unit.
- H.** The entrance to homes may be emphasized through stone porticos, two-storey porches and built-over porticos.
- I.** Dwellings on a corner lot, including townhouses, should have side elevations that includes windows and details consistent with the front elevation. Front porches should wrap around the corner of the house.
- J.** There should be no more than six attached townhouses in a row where the garages are accessed from a Rear Lane or where front garages face a local street.
- K.** The separation between rows of attached townhouses should be a minimum of 2.4 metres to allow for landscaping, fencing and outdoor storage screened from view. Where the separation between rows will also provide shared access and pedestrian circulation, the separation distance should be a minimum of 3 metres.
- L.** Front driveways and garages for townhouses fronting Street A, Street C and Street D will not be permitted to prioritize these streets for pedestrians.
- M.** Development adjacent to Darlington Provincial Park should seek to carefully control public exposure, lighting, and access to the Provincial Park.
- N.** Properties backing onto Darlington Provincial Park should have deep rear yards with dwelling units located no closer than 15 metres from the rear property line. The back of rear yards should be planted with deciduous and coniferous trees, and a solid wood fence 2.4 metres high should be built.



*Detached houses with living space located above the garage*





*House on a corner lot addressing both streets*

### 3.1.2. GARAGE AND DRIVEWAY DESIGN GUIDELINES

- A.** Attached front garages should not dominate the massing of the dwelling from the front.
- B.** Garages generally should occupy a maximum of 50-60% of the lot frontage, depending on the width of the lot.
- C.** Front garages are encouraged to be expressed as two-storey structures with usable space above to better integrate the garage into the overall design of the dwelling unit.
- D.** Front garages should be recessed from the front wall of the house by a minimum of 0.5 metres where the lot frontage is greater than 7.5 metres.
- E.** Attached front yard garages should have materials and design elements and colour consistent with the architecture of the primary dwelling unit.
- F.** The width of a driveway generally should correspond with the width of the garage, although in the case of single garages, a wider driveway is allowed where it does not prevent a minimum of 30% of the front yard being used for the purpose of landscaped open space.
- G.** Front double-car garages are encouraged to have two separate openings and two doors. Single doors for double car garages should be articulated vertically and horizontally to give the appearance of two doors. Windows are encouraged, to avoid a blank-wall effect.

- H.** Driveways should be buffered from side property lines by a landscape strip.
- I.** Lots serviced by a Rear Lane should locate garages or parking pads at the rear of the property.
- J.** Garages fronting onto Rear Lanes should be carefully arranged in groupings for an attractive visual environment by. Garages should be sited to allow for access and drainage from the rear yard of the unit to the Rear Lane plus opportunities for landscaping along Rear Lanes.
- K.** Both parking pads and garages accessed from a Rear Lane shall be set back from the lot line separating the rear yard from the Rear Lanes. Setbacks should consider the need for visitor parking, snow storage, and space for garbage and recycling bins. Parking pads should be screened from the rear by a fence and/or landscaping.

### 3.1.3. LANDSCAPING, GARBAGE/RECYCLING AND UTILITIES GUIDELINES

- A.** On lots not serviced by a Rear Lane and with a lot frontage greater than 9 metres, a minimum of approximately half of the front yard should consist of soft landscaping including an attractive combination of foundation landscaping, trees, and deciduous and coniferous ornamental planting. Other than the permitted driveway, paving in the front yard generally should be limited to walkways.
- B.** Rear yards on corner lots should be screened from public view from the flanking street with a minimum 1.5-metre high fence made of durable, attractive wood or a hedge. Builders shall be encouraged to provide such screening.
- C.** Utility box locations should be planned to minimize their visual impact on the public realm.
- D.** Long low-rise apartment buildings should break up their mass with offset facades, vertical recesses or changes in material or colour to create visual interest along the streetscape.



## 3.2. MEDIUM DENSITY RESIDENTIAL DEVELOPMENT

A range of low-rise and mid-rise housing, from traditional townhouses to 6-storey apartment buildings, are planned in the Medium Density Residential area (height limits vary from 4 to 6 storeys). Lot sizes may vary to accommodate a variety of housing forms within a porous pattern of streets and blocks that encourages walking and cycling. The guidelines below apply primarily to multiplex and multi-unit developments, i.e., stacked and back-to-back townhouses and apartment buildings. Where traditional townhouses are proposed, the guidelines in Section 3.1 will apply.

### 3.2.1. GENERAL SITE AND BUILDING DESIGN

- A.** Buildings should be oriented to streets and help to frame them. Front setbacks generally should be 4 to 5 metres to accommodate front yard landscaping and, where appropriate, porches, front patios and stairs.
- B.** Front yard setbacks along a street should be consistent.
- C.** External side yard setbacks should be 3-4 metres.
- D.** All buildings on corner lots shall address both edges with articulated facades and windows. Blank walls visible from streets or public spaces should be avoided.
- E.** Buildings should be articulated with high-quality, sustainable materials and finishes to promote design excellence, innovation and building longevity.
- F.** Architectural variation, texture, and materiality should be incorporated into the design of buildings to establish community identity and enhance visual interest.
- G.** Front driveways and garages for townhouses fronting Street A, Street C and Street D will not be permitted to prioritize these streets for pedestrians.

### 3.2.2. GUIDELINES FOR APARTMENT BUILDINGS AND STACKED TOWNHOUSES

Stacked townhouses and low-rise apartment buildings are permitted throughout the Medium Density Residential area,



*Stacked townhouses fronting an open space*

and apartment buildings up to six storeys are permitted in an area between Street A and Street B. The following guidelines apply to such developments.

- A.** Apartment buildings should be articulated with vertical recesses or other architectural elements to reduce their perceived mass and provide visual interest.
- B.** Building design should, where possible, incorporate sustainable building features, such as water collection and storage, photovoltaic applications, green roof design, high albedo surfaces and extended eaves for sunshade.
- C.** Building façades should incorporate bird-friendly design elements, such as sunshades or louvers, visual markers within large glazed areas, and non-reflective glazing, to minimize the potential for bird collisions.
- D.** Apartment building lobbies should occupy a prominent location along the street and should exhibit architectural elements such as porticos, canopies or other weather protection elements.
- E.** Ground-floor units in apartment buildings are encouraged to have their entrances facing the street or a landscaped yard. Front patios for ground-floor units may encroach in the setback zone but not closer than 2 metres from the street. Front patios should be elevated 0.6-1.0 metre from the street and partially screened from public view with a low wall or decorative fence and coniferous landscaping, although some patios may be located at grade for accessibility.





*Pedestrian pathway between facing blocks of townhouses*



*Low-rise apartment building with partially inset balconies and buffered patios*

- F.** Landscape design should incorporate trees and a mix of soft and hard landscaping. Existing mature trees should be retained, where possible.
- G.** Clear, direct and accessible walkways should be provided from the sidewalk to the main entrance of buildings or units.
- H.** Private outdoor amenity spaces should generally be provided in the rear; however, balconies and terraces may be provided at the front. Screening elements, including landscaping and fencing, should be provided between the private outdoor amenity spaces or rear yards of neighbouring units.
- I.** Balconies on apartment buildings should be integrated into the overall design of the building façade and wholly or partially recessed a minimum of 1.5 metres. They may project 1.5 metres into the building setback zone.
- J.** The wrapping of balconies around the corners of an apartment building is encouraged.
- K.** Mechanical and electrical equipment, satellite dishes, and communications apparatuses on the roof of an apartment building should be screened with durable materials integrated with the design of the building.
- L.** Underground parking for apartment buildings and back-to-back stacked townhouses is strongly encouraged. Parking may be located at the rear of buildings and is not permitted in the front or exterior side yard.
- M.** Entrances to underground parking should be integrated with the building design, located away from building corners and with minimal interruption of walkways and sidewalks.
- N.** Shared driveways between adjacent developments to access parking at the rear of buildings is strongly encouraged.
- O.** Pick-up and drop-off access should be provided at the rear of apartment buildings, or in layby zones within the on-street parking lane, where provided.
- P.** Garbage and recycling storage for apartment buildings should be located within the structure. Garbage and recycling storage for stacked townhouses should be located in the shared Rear Lane, screened from public view, or in underground parking areas.
- Q.** Loading and service areas should be integrated into the building design or placed away from street frontages and screened from view by walls or solid panel fencing.
- R.** Bicycle parking and storage should be provided in secure spaces within apartment buildings or with underground vehicle parking.
- S.** Mechanical and electrical equipment, satellite dishes, and communications apparatuses on the roof of an apartment building should be screened with durable materials integrated with the design of the building.
- T.** Utility meters, transformers and HVAC equipment for individual units should be located in compliance with utility authority requirements and located away from public view and/or screened with low walls and landscaping.



### 3.3. DEVELOPMENT IN MIXED USE AREAS

The Mixed Use Area in the Courtice Waterfront is intended to be a predominantly residential area with a wide mix of housing types, from traditional townhouses to 6-storey mid-rise buildings and potentially taller buildings up to 15 storeys where it is demonstrated they will be compatible with industrial uses to the east. The area will also accommodate commercial amenities for waterfront residents and visitors and employees in the Energy Park. It also may accommodate standalone commercial uses with a regional draw.

The guidelines below apply primarily to buildings not permitted in Low and Medium Density Residential areas, including mixed-use buildings, mid-rise residential buildings of 7-10 storeys, high-rise buildings of 11-15 storeys, and standalone commercial buildings. Traditional townhouses will be subject to the guidelines in Section 3.1, and residential buildings of 4-6 storeys will be subject to the guidelines in Section 3.2.

#### 3.3.1. GENERAL SITE AND BUILDING DESIGN

- A.** Buildings should be oriented towards streets and open spaces to frame the public realm and support pedestrian-friendly environments.
- B.** Residential buildings should have a consistent setback along the street between 3 and 5 metres to provide space for front yard landscaping and, where appropriate, porches, elevated patios and stairs.
- C.** Mixed-use and standalone commercial buildings should have a consistent setback along the street between 2 and 4 metres to accommodate a generous pedestrian zone, restaurant patios and retail displays.
- D.** Building design should include environmental controls such as canopies, awnings, and louvers to regulate sun and wind exposure.
- E.** Building design should, where possible, incorporate sustainable building features, such as water collection and storage, photovoltaic applications, green roof design, high albedo surfaces and extended eaves for sunshade.
- F.** Buildings should be articulated with high-quality, sustainable materials and finishes to promote design excellence, innovation and building longevity.
- G.** Architectural variation, texture, and materiality should be incorporated into the design of buildings to establish community identity and enhance visual interest.
- H.** Building façades should incorporate bird-friendly design elements, such as sunshades or louvers, visual markers within large glazed areas, and non-reflective glazing, to minimize the potential for bird collisions.
- I.** Vehicular access and loading/servicing areas should be located away from streets and major open spaces to maintain a pedestrian-friendly public realm.
- J.** Vehicular access should be located off secondary Local Roads or Rear Laneways, where possible.
- K.** Where high-rise or mid-rise buildings are adjacent to lower-scale buildings, transitions in the form of separation and/or stepped massing should be provided to maintain privacy and mitigate the potential for overlook and shadowing.
- L.** Building frontages should be articulated, and where appropriate, breaks should be introduced along the streetwall to help break up the perceived mass of longer buildings and to mitigate wind impacts.
- M.** The ground floor height of mixed-use buildings should be at least 4 metres to maintain flexibility to accommodate a range of active uses over the life of the building.



*Low-rise mixed-use building on the Halifax waterfront*





*Tall building with a 2-storey podium and commercial uses on the ground floor*



*Tall buildings with townhouses in the podium*

- N.** Building façades visible from the public realm should be well-articulated and incorporate a rhythm of transparent glass and solid materials, while avoiding blank walls.
- O.** Principal entrances to commercial units should be designed to be oriented towards and highly visible from the public realm and located at the same level as the sidewalk.
- P.** Ground-floor units in apartment buildings are encouraged to have their entrances facing the street or a landscaped yard. Front patios for ground-floor units may encroach in the setback zone but not closer than 2 metres from the street. Front patios should be elevated 0.6-1.0 metre from the street and partially screened from public view with a low wall or decorative fence and coniferous landscaping, although some patios may be located at grade for accessibility.
- Q.** Balconies and other projections should be architecturally integrated into the structure and detailing of apartment buildings. Generally, balconies should be partially or wholly recessed to avoid being a dominant architectural feature and mitigate the visual impact of balconies used for private storage on the public realm. Balcony railings made entirely of transparent glass should be avoided.
- R.** Front driveways and garages for townhouses fronting Street A, Street C and Street D will not be permitted to prioritize these streets for pedestrians.

### 3.3.2. MASSING OF HIGH-RISE BUILDINGS

- A.** High-rise buildings should be architecturally interesting and create a cohesive design composition through their proportion, scale, massing and building materials. These building forms typically feature a defined base or podium that can support and frame the public realm, helping to create an inviting and comfortable pedestrian environment; a middle section, or tower, that can mitigate the perception of bulk and impacts on the public realm; and a top section that creates an interesting skyline.
- B.** Podiums should have a minimum height of 2 storeys and a maximum height of 4 storeys. Above the building base, stepbacks should generally be incorporated to distinguish the tower from the building base.
- C.** The building tower should be designed to ensure access to sky views and daylight, mitigate shadows and adverse microclimate conditions on the public realm and private amenity areas, and maintain privacy for occupants. Measures should include:
  - i.** Staggering towers on a block and across blocks wherever possible.
  - ii.** Floorplates should not exceed 850 square metres.
  - iii.** Towers facing one another, partially or entirely, including projections, should be separated by a minimum of 30 metres. Staggered towers should be a minimum of 25 metres apart.

### 3.3.3. MASSING OF MID-RISE BUILDINGS

- A. Mid-rise buildings greater than 6 storeys should incorporate setbacks to maintain a consistent streetwall of 2-4 storeys or 6 storeys, depending on the street:
  - i. Buildings fronting Street A north of Street D, Street C and other local streets should incorporate a minimum 1.5-metre setback at the fifth storey.
  - ii. Buildings fronting Street A adjacent to the Waterfront Park should incorporate a minimum 1.5-metre setback at the seventh storey.
- B. Long mid-rise buildings should break up their mass with offset facades, vertical recesses and/or changes in material or colour. Generally, mid-rise buildings should not exceed 70 metres in length.

### 3.3.4. ROOFTOP ELEMENTS, MECHANICAL EQUIPMENT AND UTILITIES

- C. Roof-top mechanical or telecommunications equipment, signage, and amenity space, where appropriate, should be integrated into the design and massing of the upper floors of the building and should be screened with durable materials integrated with the design of the building.
- D. Mechanical systems and utilities, such as drainage pipes, vents and meters, should be architecturally integrated into the façade and building design and screened from public view.

### 3.3.5. PEDESTRIAN CIRCULATION, LANDSCAPING AND AMENITY SPACE

- E. Landscape design should incorporate trees and a mix of soft and hard landscaping. Existing mature trees should be retained, where possible
- F. Clear, direct and accessible walkways should be provided from the sidewalk to the main entrance of buildings.
- G. Shared private outdoor amenity space should be provided within residential building sites, located at grade and/or on building rooftops.
- H. Common amenity spaces should be designed to maximize access to sunlight, minimize noise and air quality impacts from site servicing and mechanical equipment, and include elements that facilitate use year-round for people of all ages and abilities.
- I. The following features should be considered in the design of common amenity space: high-quality, universally accessible, and environmentally sustainable



*Mid-rise apartment building with upper floors stepped back*

materials; four-season landscaping; seating; pedestrian-scale lighting; trees and other vegetation; shade structures; weather protection; privacy screening; children's play structures; and barbecue equipment.

- J. Where possible, interior amenity spaces should be located adjacent to shared outdoor amenity areas and provide windows and doors for direct physical and visual access between these spaces.
- K. Places for pet runs either at the rear or side of the building at-grade or on a shared rooftop space are encouraged.
- L. In residential or mixed-use developments, family-sized units should have access to secure outdoor play space and equipment, and should be located with windows and balconies overlooking outdoor play areas.

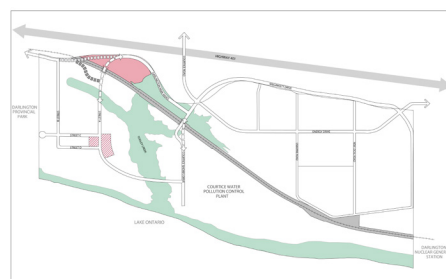
### 3.3.6. VEHICULAR CIRCULATION, PARKING, LOADING AND SERVICING

- A. Vehicular entrance locations should be minimized in width and consolidated and shared where possible in order to reduce the extent of curb cuts in the streetscape, maximize opportunities for soft landscaping, and reduce potential conflicts with pedestrians along the sidewalk.
- B. Wherever possible, vehicular access ramps should be provided from a secondary Local Road or Rear Laneway.





*Private amenity space in the courtyard of a residential development*



## 3.4. DEVELOPMENT IN THE GATEWAY COMMERCIAL AREA

The Gateway Commercial Area is planned for commercial uses catering to the travelling public while also serving residents of the Courtice Waterfront and employees in the Energy Park. The guidelines below are intended to ensure development in the area contributes to a distinct identity for Courtice Waterfront and invites visitors.

### 3.4.1. GENERAL SITE AND BUILDING DESIGN GUIDELINES

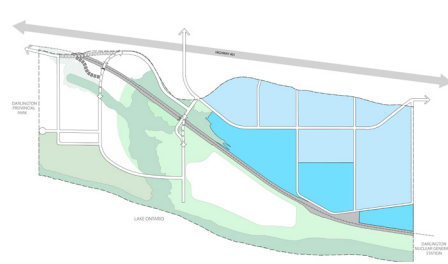
- C.** Underground parking is strongly encouraged, with driveway entrances integrated into the building design and envelope.
- D.** Surface parking may be located at the rear of buildings and is not permitted in the front or side yard of buildings, with the exception of accessible parking spaces, which may be located in a side yard.
- E.** Above-ground structured parking should be wrapped with residential units or active uses or otherwise integrated into the design of a building to separate parking areas from the public realm.
- F.** Waste and recycling collection areas should be located within the building structure.
- G.** Loading and service areas should be integrated into the building envelope or placed away and screened from any street, park, amenity space or public open space by a wall or solid panel fencing.
- H.** Utility meters, transformers and mechanical equipment should be located in compliance with utility authority requirements and should be located away from public view and/or screened with a decorative wall and landscaping.
- A.** Commercial buildings in the Courtice Waterfront should have a minimum height of 7 meters to have the appearance of, or to accommodate, at least 2 storeys.
- B.** Multi-storey buildings accommodating two-storey commercial uses and/or office space on upper floors are strongly encouraged.
- C.** The siting and massing of buildings should provide a consistent relationship, continuity, and enclosure to adjacent public roads.
- D.** Restaurant patios may be located at the front or side of a building.
- E.** Where located at a corner, buildings shall be designed to address both street frontages and be massed towards the corner location for visibility and visual interest.
- F.** Primary entrances to buildings should be clearly visible and located on a public road or onto public open spaces. Secondary doors, such as those that face the parking area, emergency exits, or service doors should be designed to blend in with the building façade.
- G.** Access from sidewalks and public open space areas to primary building entrances should be convenient and direct, with minimal changes in grade.
- H.** A minimum of 50% of the street-level façade should be glazed.
- I.** Bird friendly glazing should be used on all windows in every new building.



*Restaurant built to a 2-storey height*

### 3.4.2. ACCESS, PARKING AND SERVICING AREAS

- A.** Driveways shared between adjacent development are encouraged.
- B.** Parking may be located at the side or rear of building and should not be located between the building and the street.
- C.** Drive-through facilities should be located at the rear of buildings where possible. Drive-through facilities at the side of a building should be located toward the rear and designed to minimize potential conflicts between vehicles and pedestrians.
- D.** Servicing and loading areas should be located at the rear of buildings and be screened from public view as much as possible by walls and/or landscaping.
- E.** Waste storage facilities within an external structure should be consistent in design, colour, and materials to that of the main dwelling and should be located to the rear of the building in a prominent location.



## 3.5. DEVELOPMENT IN THE ENERGY PARK

Light and general industrial uses, including Durham Region's Waste-to-Energy Plant, will be the predominant uses in the Energy Park. The guidelines below are intended to ensure the sites and buildings for such uses contribute to an attractive image for the park from the adjacent highways and Energy Drive. They also support Clarington's sustainability goals.

### 3.5.1. GENERAL SITE AND BUILDING DESIGN GUIDELINES

- A.** Buildings along Megawatt Drive and Energy Drive should exhibit high-quality architectural design, materials, and finishes.
- B.** The front of office buildings or office space associated with industrial uses, including the main entrance should be oriented to a public street.
- C.** The width of a building's façade fronting a public street should be at least 50% of the lot width.
- D.** The bulk of vehicular parking should be located at the side and/or rear of buildings. Visitor parking and a limited amount of parking may be located at the front of buildings, except along Energy Drive.
- E.** Buildings along Energy Drive should have front setbacks of 6-12 metres to help define the streetscape and contribute to the Energy Park's distinct identity. Front yard parking will not be permitted.
- F.** Landscaped open space with a minimum depth of 10 metres should buffer parking in front or side yards from the adjacent public realm of the street.
- G.** A minimum 50% of the front yard should contain soft landscaping that includes lawn, a mixture of mature coniferous and deciduous trees and gardens. Fences are prohibited within the area between the building and the street.
- H.** Parking lots should be well landscaped and lit to provide safe, comfortable walking environments and minimize the heat island effect. Large parking





*Landscaped island and pathway in a parking lot*



*Naturalized stormwater management pond*

lots should be divided by islands of trees and other landscaping features.

- I.** Bicycle parking should be located within a building, near main entrances, and/or in secure, covered areas near entrances.
- J.** Stormwater management should be incorporated into the planning and design of open spaces, buildings and paved areas. Bio-swales and porous paving materials should be used to minimize run-off. Stormwater retention ponds and other elements should be naturalized and maintained as an amenity.
- K.** Other naturalized landscape areas for the benefit of wildlife habitat are encouraged, provided appropriate landscape management practices are followed.
- L.** Landscaped open space, excluding stormwater ponds, should occupy a minimum of 10% of the site.
- M.** Building signage should be incorporated into and coordinated with the architecture of the building, and signs should not dominate any one floor or the mechanical penthouse of a building. Standalone and directional signage should be incorporated into the design of the landscape.
- N.** Rooftop mechanical equipment, satellite dishes, and communications apparatuses should be screened with materials that are complementary to the building or through parapet height.
- O.** Bird friendly glazing should be used on all windows in every new building.

- P.** Buildings at the corner of two streets should address the corner with a distinct architectural treatment. Landscaping should also reinforce this special corner condition.

### **3.5.2. ACCESS, SERVICING AND STORAGE**

- A.** Shared driveways are encouraged.
- B.** Outside storage should be limited to 15% of a site in a Light Industrial Area and 30% of a site in a General Industrial Area.
- C.** Outside storage areas should be screened and located to minimize visibility from Megawatt Drive and Energy Drive.
- D.** Servicing and garbage areas should be located at the rear of a building, preferably within the building. If located at the side of a building, they should be screened from public view with a wall and/or landscaping.



# 4.

## **PUBLIC REALM GUIDELINES**

The public realm comprises publicly owned places and spaces that belong to and are accessible by everyone. The public realm includes municipal streets, active transportation facilities, streetscape elements, parks and other open space, multi-use paths and trails, environmental protection areas and stormwater management facilities.



*Energy Park Drive*



*Road with raised cycle track*

## 4.1. STREETS

In addition to serving as infrastructure for access and circulation for various modes of urban transportation, streets play a vital role as social spaces and in supporting economic activity. Their design also contributes to the identity and character of places.

### 4.1.1. GENERAL GUIDELINES:

- A.** All roads will be planned and designed to facilitate the movement of pedestrians, cyclists and vehicles. Arterial and Collector Roads will be designed to accommodate transit vehicles. All roads in the Energy Park will be designed to accommodate large trucks.
- B.** The network of streets serving the Courtice Waterfront should be highly inter-connected for the efficient movement of pedestrians, cyclists and pedestrians, respecting existing natural features and topography.
- C.** North-south Local Roads in the Courtice Waterfront should establish view corridors to the Waterfront Park and Lake Ontario wherever possible, and east-west Local Roads should provide views to natural features associated with the Tooley Creek valley. The conceptual alignment of Local Roads shown in Schedule C of the Secondary Plan should guide the layout of streets; however, it is not intended to be prescriptive.
- D.** Future Local Roads in the Energy Park should contribute to a grid network and support a pattern of lots that can accommodate a range of employment uses over time.
- E.** Block lengths in the Courtice Waterfront should be no more than 200 metres. Where block lengths exceed 250 metres, mid-block pedestrian connections should be provided.
- F.** Cul-de-sacs are discouraged since they reduce connectivity, increase walking distances and typically result in streetscapes dominated by driveways and garages.
- G.** Rear Lanes are encouraged throughout the Courtice Waterfront to minimize the need for driveways on public streets. Rear Lanes may be required on blocks where medium or high density forms of housing are dominant, to prevent driveways from limiting landscaping in front yards and the street right-of-ways.

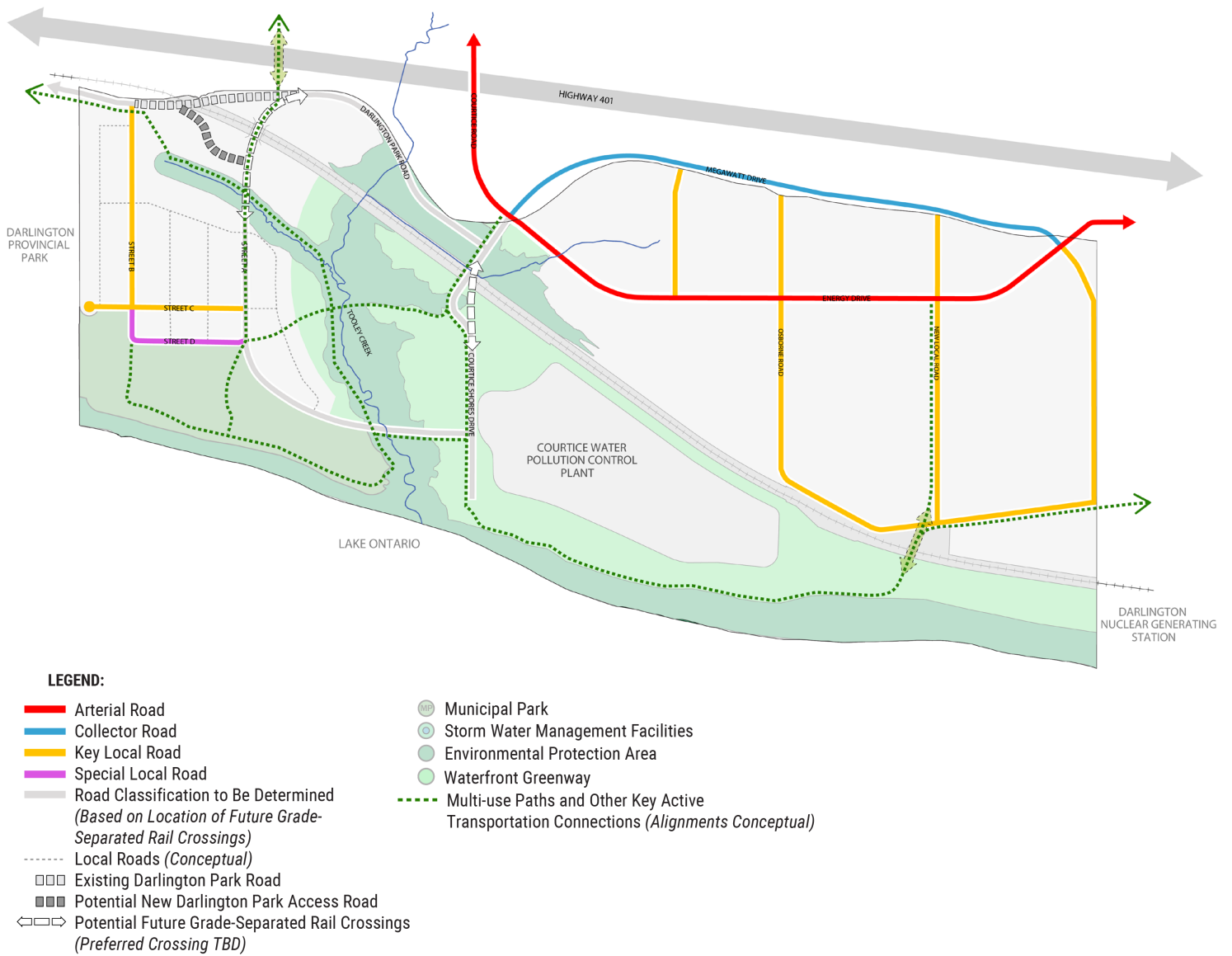
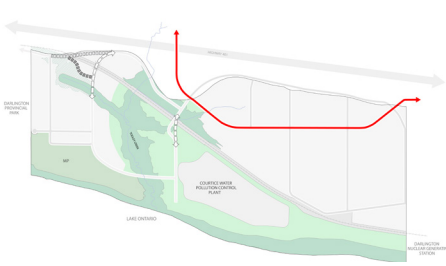
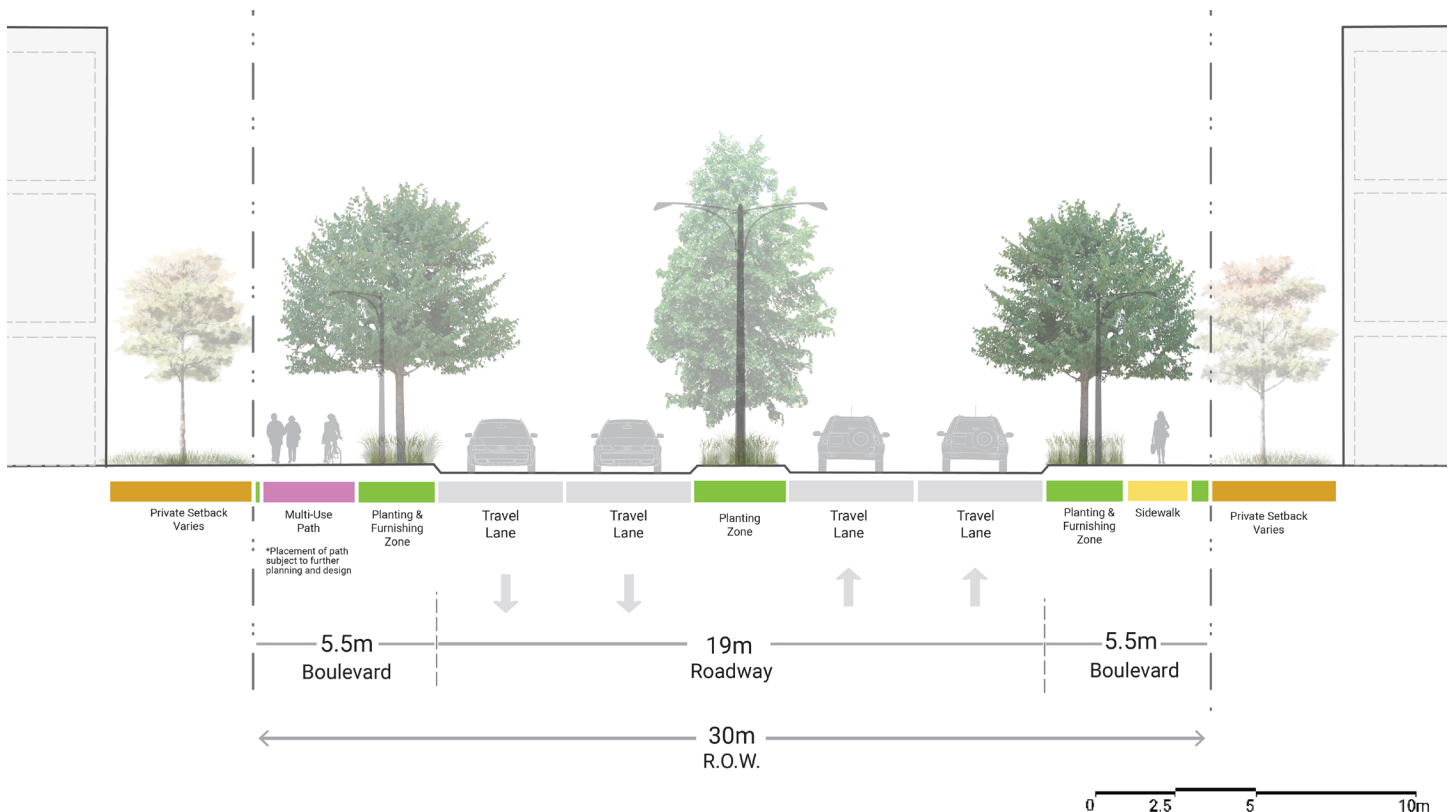


Figure 3: Road and Active Transportation Network (Secondary Plan - Schedule C)



#### 4.1.2. ENERGY DRIVE (CLASS C ARTERIAL ROAD)

Courtice Road is the primary entry road into the Courtice Waterfront and Energy Park, becoming Energy Drive at Megawatt Drive. Energy Drive is the only Arterial Road road within the Secondary Plan Area and the spine of the Energy Park. The completed portion of Energy Drive through the park reflects the cross-section below, which emphasizes landscaping in the median and boulevards to help give the park a distinct identity. When the road is extended to meet the other leg of Energy Drive, the sidewalk on the north side should be replaced with a multi-use path for the safety and comfort of cyclists travelling, the road being a link in the Lake Ontario Waterfront Trail.





### 4.1.3. COLLECTOR ROADS

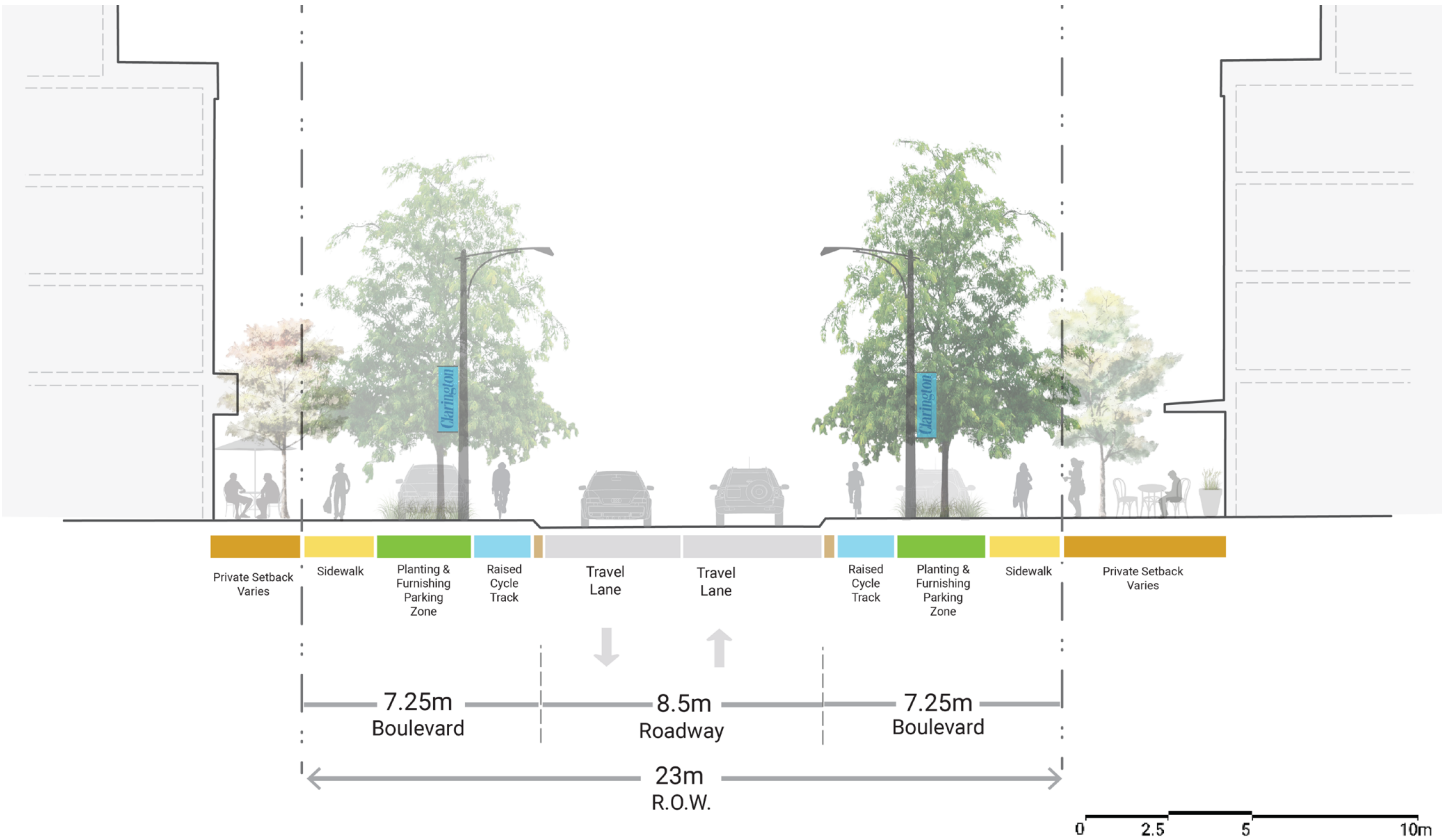
Darlington Park Road, which may be re-aligned, will function as a Collector Road and be designed as such based on the Municipality's Engineering Standards. It should have a right-of-way of 23 metres and accommodate a multi-use path.

Either the north-south segment of Street A or Courtice Shores Drive and the east-west segment of Street A will function as Collector Roads, depending on the location of a future rail crossing. The cross-sections below identify the appropriate roadway width and boulevard features for all these roads regardless of their classification. If the right-of-way widths shown are reduced or expanded based on the ultimate classification of each road segment, then it will affect the width of the boulevards without sacrificing any of the key streetscape elements, i.e., dedicated facilities for active transportation and a landscape zone for street trees and other plantings.

### STREET A – NORTH OF STREET D

Street A may become the main entry to the Courtice Waterfront community for drivers and at a minimum will form part of a critical active transportation connection between the Courtice Transit Oriented Community north of Highway 401 and the Waterfront Park in the long term.

The cross-section below illustrates the preferred approach to accommodating cyclists and pedestrians and shows the option to accommodate on-street parking bays. As suggested, this cross-section would support commercial uses along Street A, notably in the vicinity of Streets C and D, where such uses will be required. Building setbacks will provide additional space for pedestrians, restaurant patios and retail displays. Benches and waste/recycling bins should be provided in the furnishing zone.





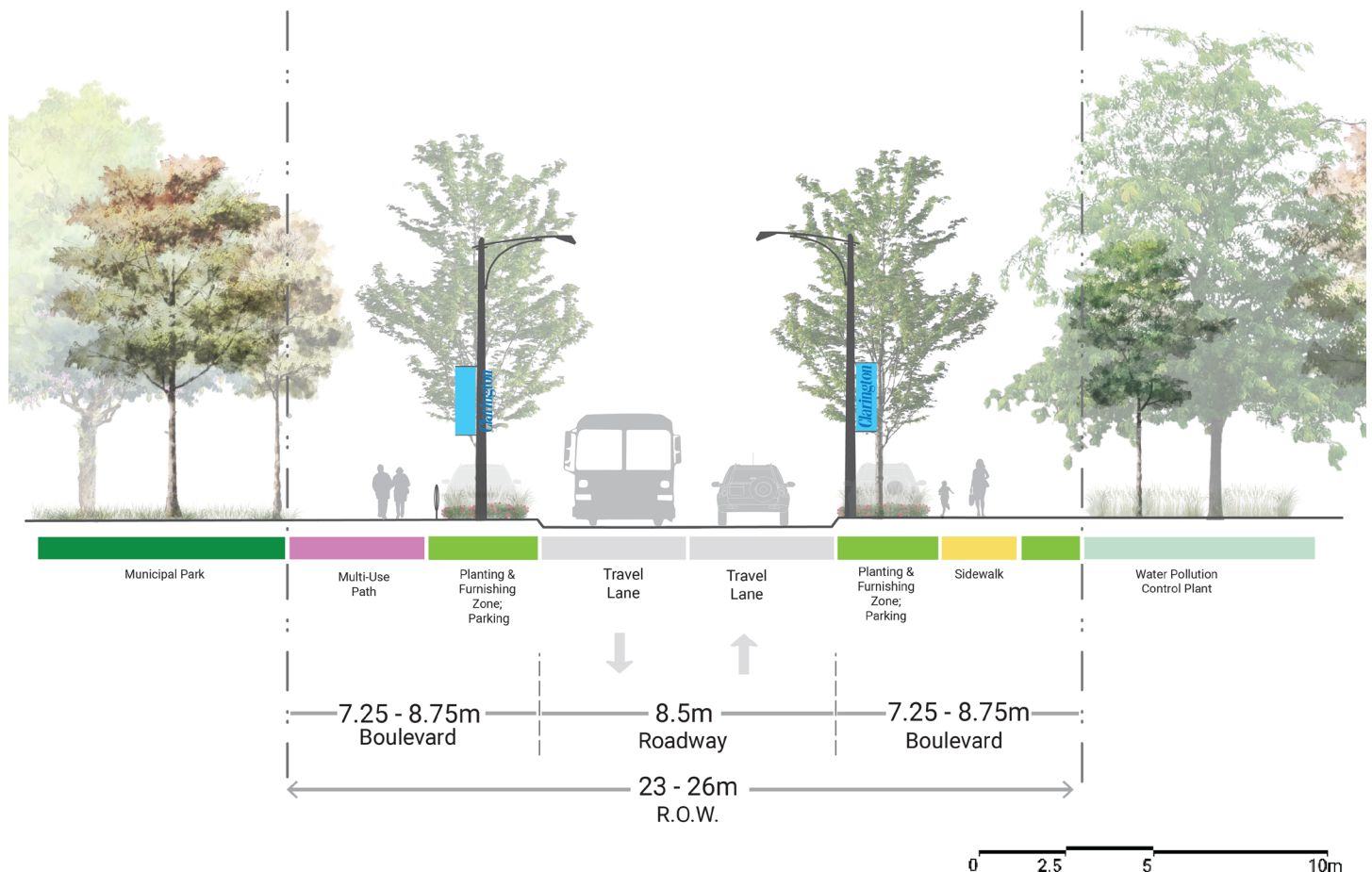
STREET A – ADJACENT TO WATERFRONT PARK

Street A between Street D and Courtice Shores Drive will define the north edge of the Waterfront Park. The road should have a single travel lane in each direction, a sidewalk on the north side and a multi-use path on the south side, although there is the potential for the path to be located partly or entirely within the park. Parking bays should be located on one or both sides of the street, and angled parking on the south side may be considered through the design process for the park. Traffic calming measures, such as speed humps and pedestrian crossings may be appropriate to ensure traffic moves slowly and pedestrians can cross safely away from intersections. Benches and waste/recycling bins should be provided in the furnishing zone.



## COURTICE SHORES DRIVE

Courtice Shores Drive will serve as a primary access route to the waterfront for cyclists and pedestrians, and a primary or secondary entry road for vehicles. It should have two travel lanes, a sidewalk on the east side and a multi-use path on the west side, although the path may be located partly or entirely within the adjacent public open space. Parking on one or both sides should be accommodated for visitors to the green space of the Tooley Creek valley and along the waterfront.







### 4.1.4. KEY LOCAL ROADS

Key Local Roads identified in the Secondary Plan are those intended to play a critical role in terms of access and circulation, forming development sites, and/or supporting economic and social activity. As such, their locations are prescribed. Key Local Roads in the Energy Park will be designed like other Local Roads in the park. The design of two Key Local Roads planned in the Courtice Waterfront will vary from typical standards, as described and illustrated below.

### STREET B

Street B will provide a secondary entry to the waterfront and therefore will carry more traffic than other Local Roads. It is expected to be lined with traditional and stacked townhousing and potentially low-rise apartment buildings with landscaped front yards. Sidewalks should be provided on both sides, and driveways to individual units will be limited to allow for continuous rows of street trees on both sides. The roadway should be 10.5 metres to accommodate parking on one side. Traffic calming measures, such as speed humps and bump-outs, should be considered for the safety and comfort of pedestrians, cyclists and children at play.



## STREET C

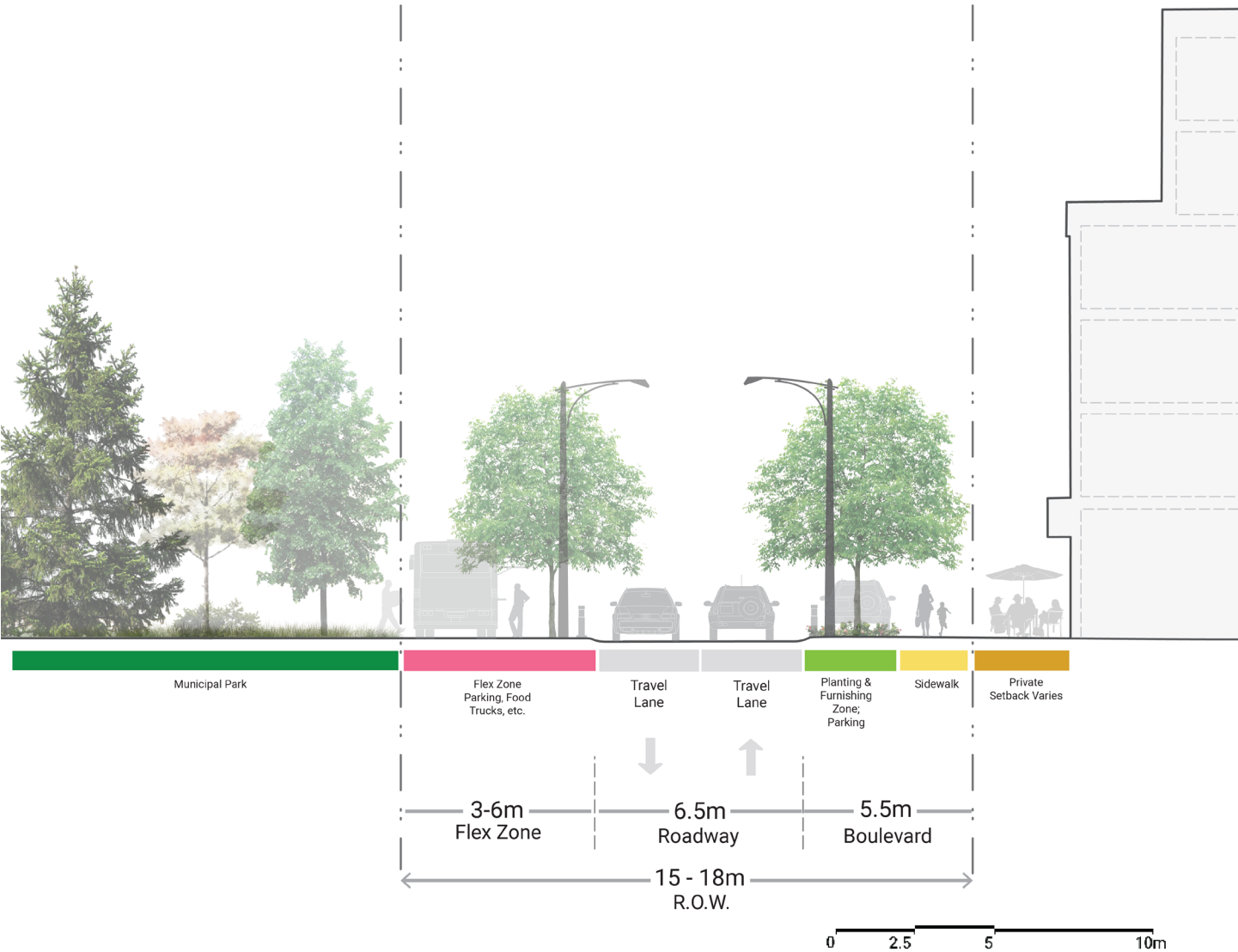
Street C will play an important role in linking Street A to Street B and has the potential to become a mixed-use street with small-scale, neighbourhood-oriented commercial uses located on the ground floors of apartment buildings. Sidewalks of at least 2.5 metres, lined with street trees, should be located on both sides to ensure ample space for pedestrians. Parking should be provided in bays on one or both sides of a two-lane roadway.



4.1.5. STREET D - SPECIAL LOCAL ROAD

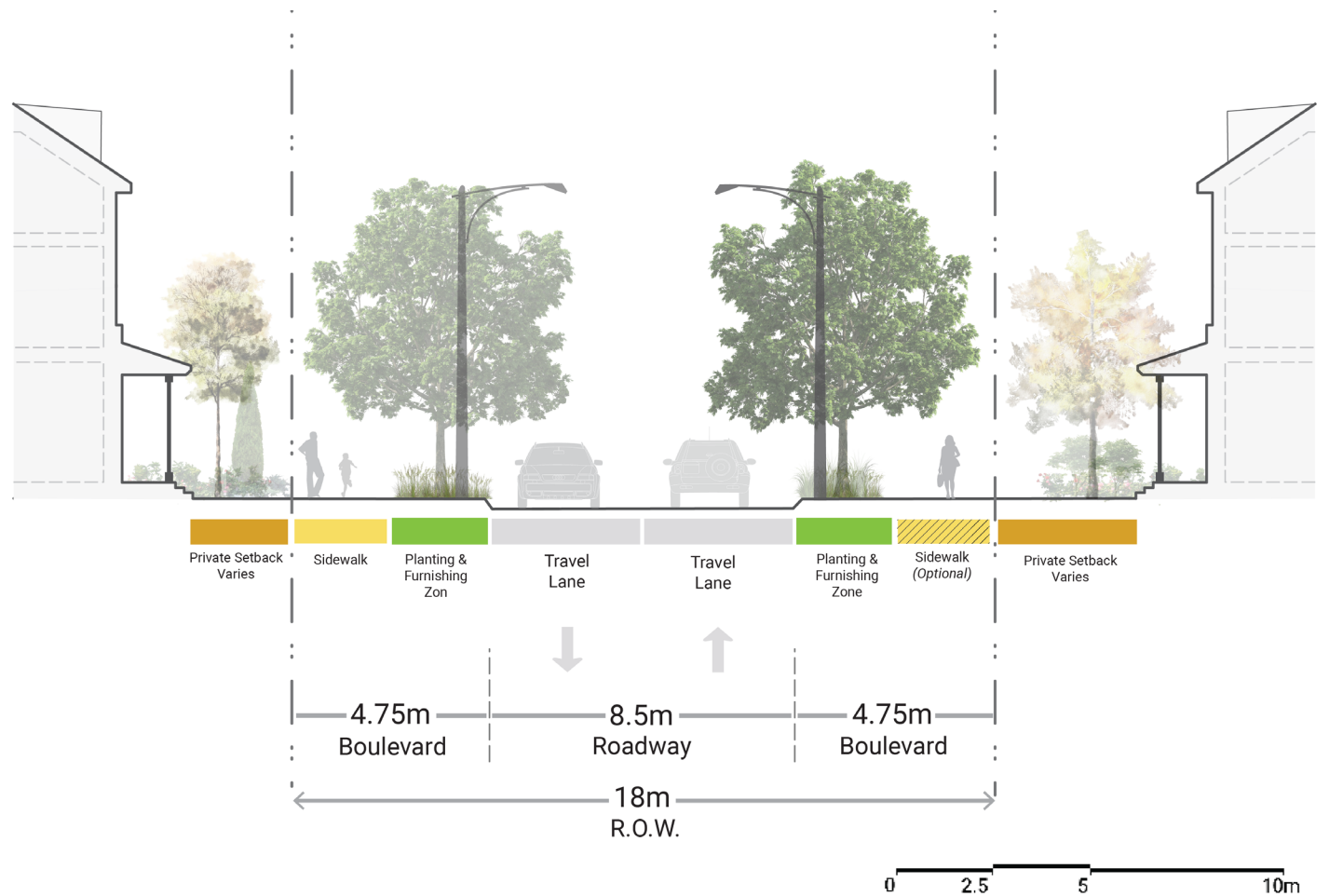
Street D will border the Waterfront Park and creates an opportunity for a unique right-of-way of 15-18 metres. The street will function like a mews for all travel modes when the waterfront has a limited number of visitors due to weather or time of day and can be closed to vehicles at other times to effectively extend the public space of the park on weekends and for special activities or events.

The roadway should be no wider than 6.5 metres, its edges defined by rolled curbs or no curbs and by a combination of bollards and planters for the safety of pedestrians. The pedestrian realm on the north side should be landscaped and designed in anticipation of commercial uses on the ground floors of buildings spilling out. Benches should be included in the landscaping. The design and function of the south side should be considered in conjunction with the design of the park. It will have the potential to accommodate parking, food trucks, other vendors and other park amenities.



4.1.6. TYPICAL LOCAL ROADS (COURTICE WATERFRONT)

All other Local Roads in the Courtice Waterfront generally should have a right-of-way of 18 metres, except where on-street parking for visitors is appropriate on both sides, in which case 20 metres will be required. Given the population density anticipated in the community (medium to high) and the proximity of the Waterfront Park, which will encourage walking, sidewalks should be located on both sides of the street. Cyclists will share a minimum 8.5-metre roadway with vehicles.



### 4.1.7. TYPICAL LOCAL ROADS (ENERGY PARK)

Within the Energy Park, Local Roads should have a 20-metre right-of-way to accommodate a 10-metre roadway for trucks and other vehicles in two lanes and street trees on both sides. A sidewalk or multi-use path should be located on one side.







*Rear lane providing access to servicing at the rear of a mid-rise building*

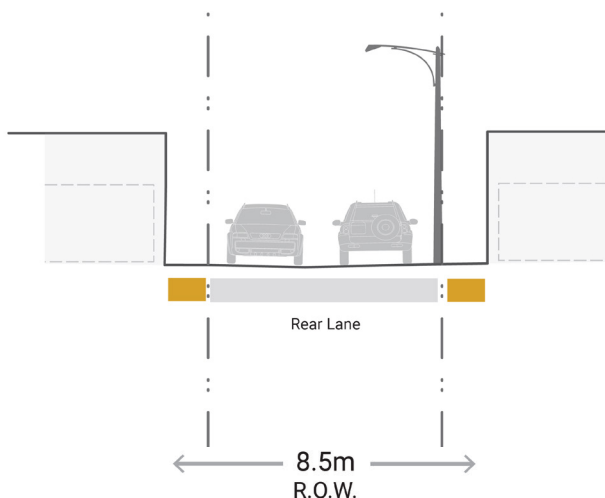


*Roundabout at the intersection of two collector roads*

#### 4.1.8. REAR LANES

Rear Lanes are encouraged throughout the Courtice Waterfront community since they result in more pedestrian-friendly streetscapes. They are strongly encouraged through blocks where medium density forms of housing are dominant, to prevent front driveways from limiting landscaping in front yards and the street right-of-way. Rear Lanes may be required where development fronts Street A or a Key Local Road, where driveways to individual units will not be permitted.

Rear Lanes, whether public or private, should have a minimum right-of-way of 8.5 metres to accommodate a roadway of 6.5 metres and one-metre verges on both sides for lighting and a buffer to garages or parking pads.



#### 4.1.9. ROUNDABOUTS

Roundabouts may be used as an alternative to traditional intersections with stop signs or traffic signals. They can help to calm traffic while also marking gateways and contributing to community identity through landscaping.

- A.** A roundabout may be appropriate at the intersection of Courtice, Megawatt Drive and Energy Drive, subject to approval by the Region of Durham.
- B.** The size and configuration of roundabouts shall meet Regional and Municipal standards.
- C.** Landscape elements within roundabouts must not impede critical sightlines.
- D.** Roundabouts should feature decorative paving and soft landscaping designed to a high standard and with durable, low-maintenance materials.
- E.** The size of roundabouts should be minimized to avoid diverting and lengthening pedestrian routes through the intersection, and pedestrian crossings should be clearly marked.
- F.** Public art should be considered in designing roundabouts.



## 4.2. STREETSCAPES

Streets are not just for moving people and goods but are also places for social interaction, and their design contributes fundamentally to the character of a community. The guidelines below apply primarily to the boulevards of streets to ensure the public realm of the Courtice Waterfront and Energy Park is optimized for residents, employees and visitors.

- A.** Sidewalks should be designed to provide fully accessible, barrier-free connectivity throughout the community, as per Regional and Municipal standards.
- B.** Sidewalks generally should have a minimum width of 1.8 metres unless prescribed to be wider in the guidelines in Section 4.1.
- C.** The space between the sidewalk and the curb should be reserved for street trees, grass or other ground cover, street lighting and, where appropriate, transit shelters, seating and bicycle parking.
- D.** Transit shelters, seating and wayfinding should be provided at all transit stops.
- E.** Curb extensions (bump-outs) may be considered at intersections and mid-block locations to expand the pedestrian zone, accommodate transit shelters and seating, and shorten roadway crossings.
- F.** Street trees should be large canopy species tolerant of droughts and salt and primarily native, non-invasive species that maximize biodiversity. Pollinator species are encouraged.
- G.** Ornamental or flowering trees should be considered for key entry streets.
- H.** Trees of the same species should be planted on both sides of the street, but tree monocultures are to be avoided.
- I.** Adequate soil volumes, good soil structure, proper drainage and, where possible, irrigation should be provided to support the long-term health of street trees. The bridging of soil rooting areas below adjacent hard surfaces is encouraged.
- J.** Street lighting will be guided by Municipal standards and should focus illumination downward to minimize light pollution and support dark night skies.
- K.** The integration of public art into streetscape elements, such as benches, transit shelters and paving, should be considered.
- L.** Utilities such as gas, hydro, cable, and telecommunications should be located underground, where feasible.
- M.** Above-ground utilities should be integrated into the streetscape and be located so as to minimize conflicts with street tree planting. Alternative methods of screening or integrating utility services may be considered, including covers, wraps or public art features, in compliance with utility authority requirements.



*Streetscape with generous pedestrian zone, patio and street trees*

### 4.3. PARKS AND OPEN SPACE

The Courtice Waterfront has a wealth of open space, including the environmentally significant natural spaces associated with the Lake Ontario shoreline and the Tooley Creek valley and tributaries. Adjacent to these are open fields and other green spaces designated "Waterfront Greenway", part of which provides a buffer around the Courtice Water Pollution Control Plant. To these spaces will be added a new Municipal Wide Waterfront Park between Darlington Park and Tooley Creek as an amenity for all Clarington residents.

This section provides guidelines for the future Waterfront Park and Waterfront Greenway as well as spaces and facilities that will enhance connectivity within the open space system. Section 4.4 addresses Environmental Protection Areas.



Trillium Park, Toronto

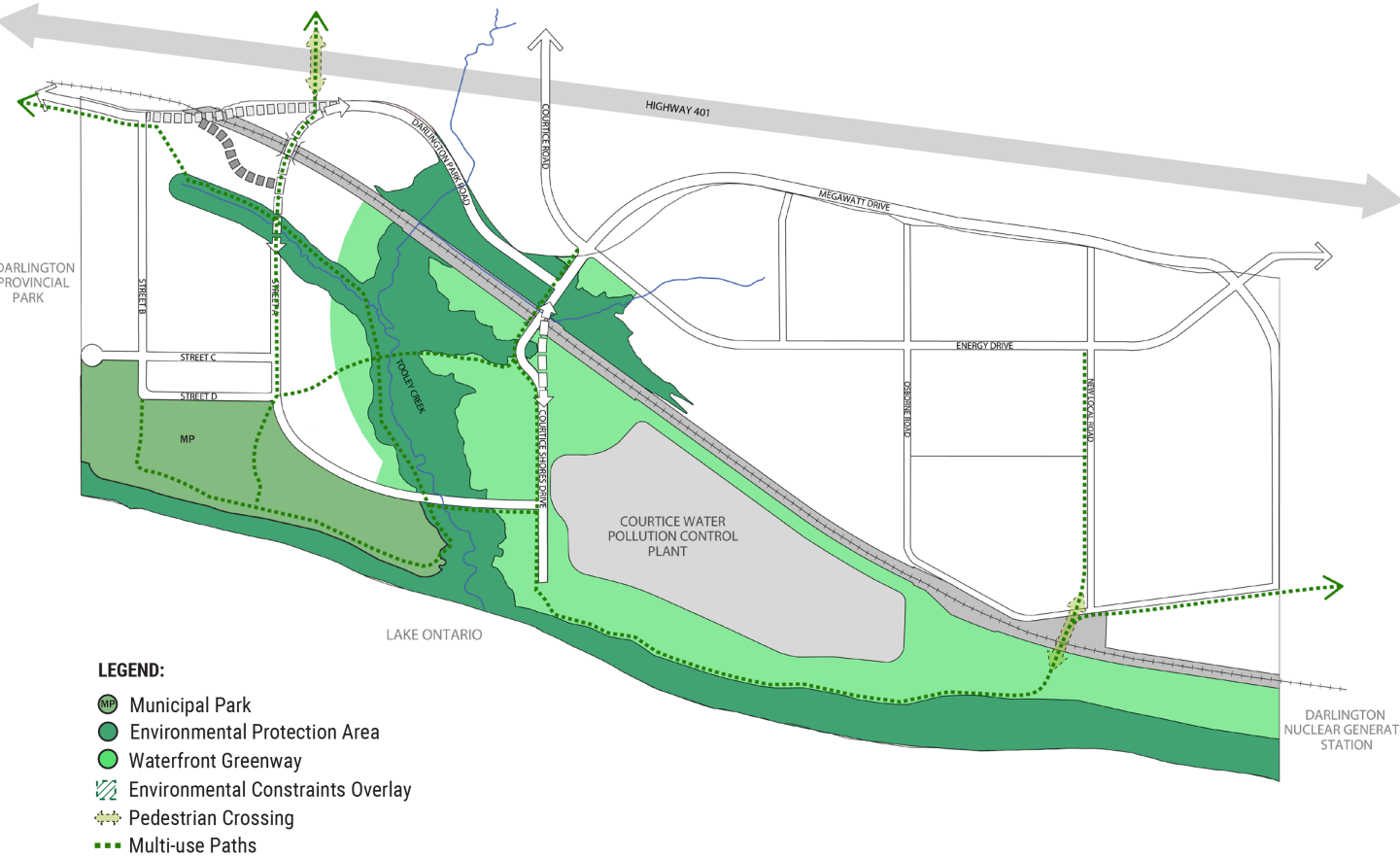
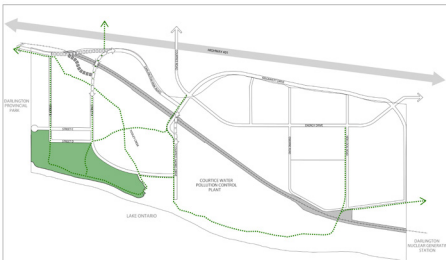


Figure 4: Open Space System



### 4.3.1. COURTICE WATERFRONT PARK DESIGN GUIDELINES

The Courtice Waterfront Park will be a major new addition to the open space network along the north shore of Lake Ontario. The 15-hectare park will be an amenity for local residents and serve all of Clarington with a range of recreational and cultural opportunities and as a place to access the lake. It also has the potential to draw visitors from across the region.

The guidelines below are intended to ensure the design and programming of the Waterfront Park meets the needs and desires of Clarington residents while protecting valued natural features and allowing residents to simply enjoy them.

- A.** Facilities in the park should complement those in other areas of the Clarington Waterfront.
- B.** Programming in the Waterfront Park should support and facilitate a range of active and passive recreational uses. As per Clarington's Parks, Recreation and Culture Master Plan, features and amenities should consider seasonality, year-round use, and existing features and amenities in nearby parks and facilities.
- C.** The park should include a playground and splash pad.
- D.** Large playing fields are not an appropriate use in the park. However, lawn areas should accommodate pick-up sports and may be used for temporary fields.
- E.** Courts for basketball, tennis, pickle ball and/or bocce should be considered.
- F.** Facilities to encourage winter use of the park, such as a skate trail and fire pits, should be considered.
- G.** The park should accommodate permanent or seasonal kiosks for food and beverage vendors and equipment rentals.
- H.** Facilities for cultural programming, such as an amphitheatre integrated with the landscape or a bandshell, should be considered.
- I.** The design and potential programming of Street D should be integrated into the design of the park.
- J.** Multi-use paths within the Courtice Waterfront Park should follow desire lines between intersections and destinations within and beyond the park, including trailheads within the Environmental Protection Areas.
- K.** Multi-use paths should clearly delineate between zones for pedestrians and cyclists through markings, different paving or landscaping.
- L.** The park should be designed to accommodate large crowds for special events.
- M.** One or more potential future access points to Darlington Provincial Park should be maintained from the Courtice Waterfront Park.
- N.** Secure bicycle parking should be provided in and around the park.
- O.** Plantings should generally consist of hardy, native species and provide a transition between park greenspace and natural areas.
- P.** Landscaping and design of the park should incorporate low impact development features.
- Q.** Measures should be taken to protect significant natural features within and adjacent to the park.
- R.** The park should include furnishings such as benches, other seating and tables. Picnic shelters should also be included. These elements should be coordinated in their design and built of durable, low-maintenance materials.



*Kiosk cafe in a park*





*Amphitheatre integrated with the landscape*



*Trail rest area with navigation and other information*

- S.** Public art should be integrated into the design of park facilities or landscape features. Public art that celebrates and/or interprets the area's natural and cultural history is encouraged.
- T.** Utility infrastructure such as gas, hydro, cable, and telecommunications should be located away from the park and its edges and open space frontages.
- U.** Alternative methods of screening or integrating utility services may be considered, including covers, wraps or public art features, in compliance with utility authority requirements.
- V.** On-street parking adjacent to the park should be maximized to minimize the need for parking lots in the park. Parking lots, where required, should be small and landscaped.

#### **4.3.2. WATERFRONT GREENWAY**

The Waterfront Greenway lands comprise a mix of public and private lands, including farmland. The public lands, except the landscape buffer surrounding the Courtice Water Pollution Control Plant, are publicly accessible but largely unprogrammed, with the exception of trails.

- A.** Ongoing naturalization of Waterfront Greenway lands should be encouraged.
- B.** Trails should be planned in public Greenway lands adjacent to the Tooley Creek valley to provide and manage public access.
- C.** Benches or other seating and shade structures should be located at rest stops or lookouts along trails and multi-use paths.
- D.** Where permitted, stormwater management facilities on Waterfront Greenway lands should incorporate naturalized landscaping.



*Mid-block pedestrian connection with landscaping*

#### 4.3.3. MID-BLOCK PEDESTRIAN CONNECTIONS, MULTI-USE PATHS AND TRAILS

Mid-block pedestrian connections will be used to break up long blocks and shorten walking distances. The trail network provides a secondary network of connections for pedestrians and cyclists and can be both a safe option for travelling to and from local destinations and for recreational activities.

- A.** Mid-block pedestrian connections should have a minimum width of 6 metres to accommodate a 3-metre wide multi-use path and landscaping on both sides. Pedestrian-scale lighting should be provided.
- B.** The trail network should prioritize connecting key destinations in the Waterfront Park and larger community.
- C.** Multi-use paths in road boulevards and open spaces will generally be at least 3 metres wide. Paint or contrasting paving materials and signage should be used to delineate between zones for walking and cycling/rolling.
- D.** The design of trails should be sensitive to nearby natural features.
- E.** As an important part of the larger mobility network, access points to trails and paths should be highlighted along streets and in open spaces with signage and lighting. Trail heads should include navigation aids.



## 4.4. ENVIRONMENTAL PROTECTION AREAS

The Courtice Waterfront and Energy Park area contains an extensive natural heritage system largely centered on the Tooley Creek and related valley lands. The Environmental Protection Areas identified in Figure 3: Open Space System will prioritize preserving ecological diversity, promoting environmental sustainability, and ensuring recreational uses are compatible.

### 4.4.1. GENERAL GUIDELINES

- A.** Developments adjacent to Environmental Protection Areas 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.
- B.** While connectivity with Environmental Protection Areas is encouraged, trails should be directed outside of natural areas where possible, or to the outer edge of buffer areas, and creek crossings should be minimized.
- C.** Where parks, trails and adjacent development connect to Environmental Protection Areas, their interface, access, and usage should be managed in a way that preserves the area's ecological integrity and adheres to the policies and guidelines of the Central Lake Ontario Conservation Authority (CLOCA).
- D.** The integration of parks, trails and infrastructure adjacent to an Environmental Protection Area should enhance natural features and functions. Encroachments into the natural feature should be avoided. Where encroachments cannot be avoided, compensation may be required.
- E.** Trail and drainage infrastructure should incorporate the natural topography and drainage patterns.
- F.** Development, including the road network, will consider drainage patterns and topography around Environmental Protection Areas. Watercourse crossings should be limited.



- G.** The interface of the EPA with residential lots should consist of fencing that meets CLOCA standards. Gates to the adjacent Environmental Protection Area are not permitted.

#### **4.4.2. LAKE ONTARIO SHORELINE GUIDELINES**

- A.** Where appropriate, opportunities for passive recreation along the Lake Ontario Shoreline should be provided, along with trail connections to the future Waterfront Park, Waterfront Greenway and larger Courtice Waterfront.
- B.** The naturalization and restoration of the function of the Lake Ontario Shoreline should be pursued where possible.
- C.** Shoreline protection and enhancement measures, such as groynes, piers and/or breakwalls, may be considered, subject to environmental assessments.
- D.** Access to the Lake Ontario shoreline shall only be provided where it has been determined that there will be no long-term adverse impact on the ecological function of these areas.

#### **4.4.3. WOODLANDS AND VALLEYLANDS**

- A.** Where appropriate, opportunities for passive recreation along the Tooley Creek Valleylands should be provided, along with trail connections to the future Courtice Waterfront Park and Waterfront Greenway, the Courtice Waterfront community, and the Waterfront Main Street.
- B.** The naturalization, replanting and restoration of the function of woodlands and valleylands should be pursued where possible.
- C.** Existing tree cover shall be preserved and expanded to connect and buffer protected woodlands and other natural areas and provide shade to the public realm.
- D.** Direct access from private properties backing onto woodlands will not be permitted.
- E.** Access to woodlands and valleylands shall only be provided where it has been determined that there will be no long term impact on the ecological function of these areas.



*Courtice Waterfront shoreline*



# 5.

## **GREEN DESIGN GUIDELINES**

The overall design of Courtice Waterfront and Energy Park is intended to support environmental sustainability by protecting and enhancing natural features and including interconnected pedestrian and trail networks that encourage walking and cycling. Making progress toward the ultimate goal of a zero carbon community will also depend on a “green design” approach to infrastructure, buildings and landscapes that follows the guidelines in this section.

## 5.1. ENERGY AND WATER CONSERVATION

- A.** Energy efficiency should be promoted through site and building designs that provide opportunities for passive design strategies and maximize the potential for passive solar and natural ventilation.
- B.** Buildings should incorporate energy saving measures such as window shading, daylight design, daylight sensors, heat recovery ventilation, high efficiency mechanical equipment, and energy efficient appliances and lighting.
- C.** The use of renewable energy sources for all or some of a building's energy, heat and cooling needs is encouraged. If not used, provisions for future installations should be considered.
- D.** Renewable energy technologies should be integrated into the design of building façades and roofs as well as outdoor spaces.
- E.** Where green roofs are not provided, reflective or light-coloured roofs should be incorporated into apartment, commercial and industrial buildings in order to reduce solar heat absorption and energy demand.
- F.** Buildings should be located and oriented to maximize energy efficiency, natural ventilation and sunlight penetration and minimize shadow and wind impacts on the public realm and surrounding properties.
- G.** Building design should include environmental controls such as canopies, awnings, and louvers to regulate sun and wind exposure.
- H.** Building design should, where possible, incorporate sustainable building features, such as water collection and storage, photovoltaic applications, green roof design, high albedo surfaces and extended eaves for sunshade.
- I.** All buildings should be designed to use water efficiently through such measures as ultra-low flow fixtures, waterless urinals, dual flush toilets, and grey-water recycling.
- J.** Buildings should be designed with high performance envelopes.
- K.** South facing roofs should be designed to accommodate solar panels by maximizing flat expanses of roof with no penetrations or articulated rooflines.
- L.** Low-carbon and sustainable material alternatives should be considered for the proposed structure or envelope of buildings.



*Green roof*

- M.** Green building material standards should be considered to reduce the impact on the environment and ensure materials are purchased/obtained from responsible ethical sources; and, where possible, materials should be sourced from certified local businesses.
- N.** Buildings should be designed to use water efficiently through such measures as ultra-low flow fixtures, waterless urinals, dual flush toilets, and grey-water recycling.
- O.** Buildings should use electric sources of hot water heating as well as water heat recovery technologies.
- P.** Renewable energy use to reduce electric energy supply in the public realm, such as solar-powered lighting for trails and parks and open spaces, is encouraged.
- Q.** Green roofs should be considered for commercial, industrial and multi-unit residential buildings. Where green roofs are not provided, reflective or light-coloured roofs should be incorporated for medium and high density residential buildings in order to reduce solar heat absorption and energy demand.

## 5.1. LANDSCAPES AND STORMWATER MANAGEMENT

Development in the Courtice Waterfront and Energy Park will be designed to manage stormwater through Low Impact Development techniques such as, but not limited to, bioswales, rainwater harvesting systems, infiltration trenches, the use of permeable surface materials, and naturalized stormwater management ponds.

- A.** Landscaping should feature native and adaptive, non-invasive non-native species that are drought-tolerant and require little or no irrigation.
  - B.** The use of permeable surface materials should be considered within driveways to minimize run-off. The use of permeable paving and other pervious surface materials for hard landscaping and on-site parking is encouraged to maximize water infiltration.
  - C.** Rainwater harvesting systems for collecting rainwater and storing it for later use are encouraged.
  - D.** Rain gardens are encouraged to detain, infiltrate and filter runoff discharge from roof leaders.
  - E.** Rain gardens should be designed to complement the landscape, on a base of granular material and with tolerant plant material. They should be installed in areas where soil permeability is high.
  - F.** Vegetated Filter Strips, which are gently sloping densely vegetated areas, and are designed to treat runoff as sheet flow from adjacent impervious surfaces by slowing runoff velocities and filtering out sediments and other pollutants, are encouraged where feasible. They are best suited to treating runoff from roads, roof downspouts and low traffic parking areas, and can be used for snow storage.
  - G.** Stormwater management ponds should be developed as naturalized ponds, incorporating native planting, creating natural habitat for pollinator species, and enhancing biodiversity.
  - H.** Stormwater management ponds should integrate safe public access into their design through trails and seating. Fencing should be avoided and railings or densely planted areas should be used to discourage direct access.
  - I.** Stormwater management facilities should incorporate low impact development measures including but not limited to vegetated swales and planters, trees, shrubs and porous paving materials.
- 
- Bioretention area along a local street*
- J.** Stormwater management ponds should integrate safe public access into their design through trails and seating. Fencing should be avoided and railings or densely planted areas should be used to discourage direct access.
  - K.** Stormwater management facilities should incorporate low impact development measures including but not limited to vegetated swales and planters, trees, shrubs and porous paving materials.
  - L.** Soil Amendments, Soakaway Pits, Infiltration Trenches and Chambers are encouraged on medium density, multi-family lots, with green roofs and rainwater harvesting as additional measures on mixed use blocks.





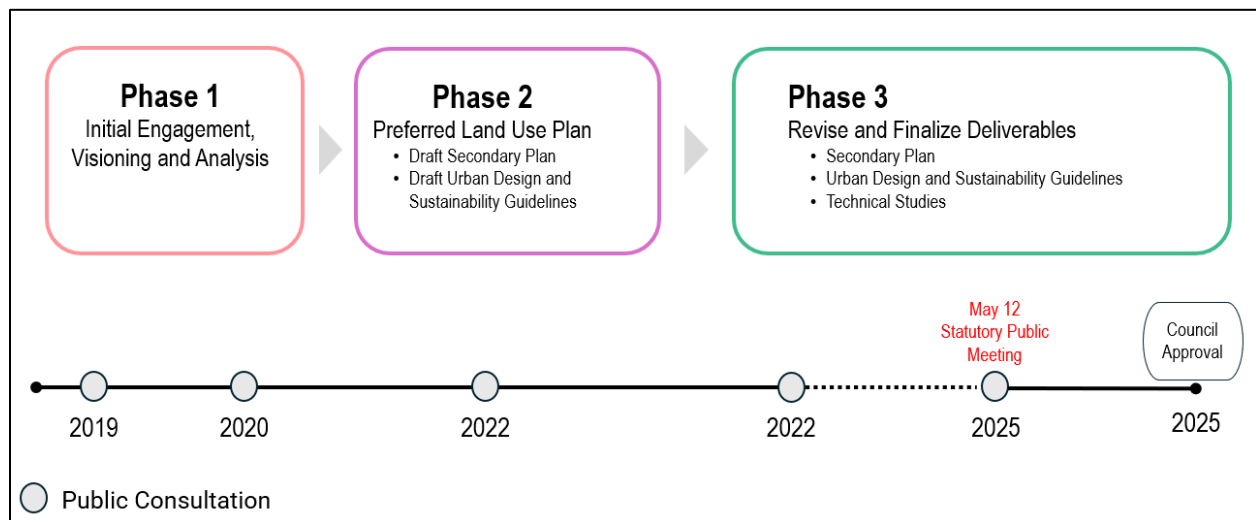






# Courtice Waterfront and Energy Park Secondary Plan Engagement Summary

There are three stages to the CWEP Secondary Plan process. As provided in the draft Terms of Reference and further refined through the tender and award process, our lead Consultant, Urban Strategies has summarized the planning process for this Secondary Plan into three phases (**Figure 1**).



### Figure 1: Secondary Plan Process Phases

## Phase 1: Analysis and Visioning

The initial phase of the project involved a detailed technical analysis of background information, initial public participation, and a preliminary development proposal.

## Public Information Centre – PIC #1

The first Public Information Centre (PIC) was held on December 3, 2019. The initial PIC was to introduce the public to the re-initiated project by defining the study area, the projects process, and the study priorities. Approximately 15 people attended the meeting which included landowners, individuals who expressed interest in the project, Council members, and the steering committee members.

The PIC was advertised in the Orono Times and Clarington This Week in the two weeks preceding the meeting, a notice was also posted on the Municipality's website and Facebook account. All residents within the Secondary Plan area, as well as those within 120 meters and on the projects interested parties list received a copy of the PIC notice.

Feedback themes from PIC #1 are:

- Participants expressed a desire for a waterfront destination park, with amenities to attract tourists.
- Participants generally supported development of the waterfront, stating that additional activity in the area would increase safety, create a “western gateway” into the Municipality, and raise Clarington’s profile in the region.
- Participants expressed a strong concern about the current lack of access to the project area, emphasizing improved access for a variety of modes.
- There are concerns about the compatibility between prestige office uses, the existing Energy from Waste Facility and the possibility of an anaerobic digester.

A PIC #1 summary report was prepared, and it is available on the project webpage.

## Background Studies

As part of Phase 1, detailed background studies were also drafted to inform the Secondary Plan. These studies include the following:

- Phase 1 Technical Report
- Functional Servicing Report
- Natural Environment Existing Conditions Report
- Land Use Compatibility Study

Several of these studies such as the Natural Environment Existing Conditions Report updated existing conditions within the Secondary Plan area. Whereas, other reports, such as the Land Use Compatibility Study identifies existing and potential land use compatibility issues and identifies and evaluates options to achieve appropriate design, buffering and/or separation distances between any proposed sensitive land uses, including residential uses, and nearby Employment Areas and/or major facilities.

## Phase 2 – Preferred Concept

The second phase of the project involved a draft land use and urban design concept, technical analysis, draft policy directions and additional public participation.

### *Proposed Development Concept*

Based upon the results of Phase 1 and leading up to PIC#2, the Consultant prepared a draft land use and urban design concept plan for the Secondary Plan area. This concept was discussed and evaluated by the Steering Committee and based on their feedback a final draft was prepared.

The COVID-19 pandemic was declared in March 2020 as the project was finishing Phase 1 and entering into Phase 2. Although Municipal Staff and the Consultants were no longer working from their respective offices, the Secondary Plan project continued.

Virtual steering committee meetings, agency communication and replying to landowner and public questions continued.

## Public Information Centre – PIC #2

The second Public Information Centre (PIC) was held virtually on March 5, 2020. Approximately 50 people joined the meeting.

The meeting was set up in a visioning workshop format, beginning with a presentation, followed by roundtable discussions facilitated by a member of the consultant team and Municipal staff.

Feedback themes from PIC #2 are:

- Participants expressed support for a mixed-use waterfront with a range of housing types.
- Participants saw the Courtice Waterfront as an opportunity for a unique neighbourhood with a higher density than typically found in Courtice.
- Participants were enthusiastic about improvements in quality and completeness of the multi-use path and trail network for recreation and particularly cycling.
- Participants felt that commercial amenities, such as hotels, meeting facilities and restaurants, would help make the waterfront a tourist destination and would complement employment uses in Energy Park.
- Participants expressed a desire to protect the environmental integrity of the area.
- Participants expressed concerns about the compatibility between sensitive land uses and a potential anaerobic digester.

## Public Survey #1

Following the second Public Information Centre (PIC) held on March 5, 2020, the Municipality of Clarington released the first online survey for the Courtice Waterfront and Energy Park Secondary Plan. The survey was available between March and April of 2020 and over 900 individuals completed the survey.

The purpose of the survey was to receive feedback from the public on their vision for this area. The feedback received assisted the Municipality with the emerging vision for the CWEP.

Below is a summary of key messages received from respondents to the first online survey:

- Residents would prefer a naturalized Waterfront, with trails and access to a beach. Residents are hoping the Courtice Waterfront is protected and not overwhelmed by dense residential and commercial development;
- The Courtice Waterfront requires certain amenities to create an accessible park that could be enjoyed by all ages and abilities. Some of the amenities identified by the public include adequate parking, restroom facilities, a playground, outdoor sports fields, and accessible trails that connect to the Waterfront Trail Network. Residents are also interested in various food and beverage options either within the park or in close proximity, such as food trucks, restaurants with patios, and ice cream or snack stands;
- There was a distinct preference for business-friendly amenities such as coffee shops and a convention centre near the Energy Park; and
- There were mixed opinions of the form of housing that would be located near the Waterfront Park. Many preferred low density housing forms (i.e. single detached dwelling). However, several respondents prefer higher density forms of housing, such as apartment buildings for seniors.

Overall, the survey responses reflected a preference for a naturalized Waterfront, with trails and direct access to the beach. Public comments expressed a need to balance the opportunity of providing greater access to the waterfront while carefully incorporating residential and commercial development to the surrounding areas.

### Public Information Centre – PIC #3

The third Public Information Centre (PIC) was held on March 9, 2022. Approximately 50 people joined the meeting. The meeting provided individuals with a project update and aimed to share and seek feedback on the Emerging Land Use Plan for the Secondary Plan area. The meeting was held online and by phone following directives from Public Health to practice physical distancing and reduce the spread of COVID-19.

The PIC was advertised in the Orono Times and Clarington This Week in the two weeks preceding the meeting, as well as on the Municipal website and through social media. All residents within the Secondary Plan area, as well as those within 120 meters and on the projects interested parties list received a copy of the PIC notice. In addition to the newspaper advertisements, the project updates and PIC information was announced in the Planning eUpdate.

Feedback themes from PIC #3 are:

- Participants were enthusiastic about the proposed plan for improved connectivity to the Waterfront via a pedestrian bridge over Highway 401 and highlighted the importance of accessibility.
- Participants felt that a range of opportunities for supporting active transportation and a variety of recreation uses would enhance activity along the Waterfront. The proposed Municipal-wide Park and Darlington Provincial Park were identified as essential assets.
- Participants shared a range of views on the future character of the Waterfront and the appropriateness of introducing residential and other uses.
- Participants recognized the Courtice Waterfront as an opportunity for locating small-scale retail and commercial uses.
- Participants felt it was important to protect the environmental integrity of the area.
- Participants expressed support for concentrating office and energy sector employment opportunities within the Energy Park.
- Participants expressed an interest in the area remaining open space.
- Participants expressed concerns about the compatibility between residential uses and their proximity to Darlington Provincial Park, nearby natural areas, and the waste management uses located in the Energy Park, including the potential anaerobic digester.

## Public Survey #2

Following the third Public Information Centre (PIC) held on March 9, 2022, the Municipality of Clarington released a second online survey for the CWEP Secondary Plan. The survey was available from March to April of 2022 and 191 individuals completed the survey.

The purpose of the survey was to receive feedback from the public on the Emerging Land Use Plan. The feedback received assisted the Municipality with the preparation of the proposed Secondary Plan and Urban Design and Sustainability Guidelines for the CWEP.

Below is a summary of key messages received from respondents to the second online survey:

- **Mixed Use Areas** - A significant number of respondents stated they prefer low-rise mixed-use buildings with retail/restaurants at grade or low-rise commercial buildings
- with retail/restaurants at grade. Most respondents stated that their preferred vision for the Mixed-Use Neighbourhood was to include a special cultural/commercial destination.



- **Medium Density Residential** - Most responses supported low-rise condos or rental apartment building within this area.
- **Low Density Area** - Single and semi-detached houses with integrated garages received a high number of responses for the preferred Low Density Area vision. Single and semi-detached houses with garage access from laneways also received a high number of responses.
- **Commercial and Employment Areas** - The survey received high responses for including retail/service uses buildings and mixed retail, followed by a preference for including professional services buildings.
- **Employment Areas** - The preferred vision for the Prestige Employment Area received a significant number of responses in favour of permitting landscaped open space and commercial amenities. Office with outdoor amenity space also received a high response rate. For the General Employment Area green manufacturing buildings received a high response rate follow by energy, research, and innovation uses.
- **Courtice Waterfront Park** - Outdoor event space and picnic areas received high response rates for the question asking what gathering spaces would like to be seen in the park. Multi-use trails received a high response rate for preferred recreation facilities in the park. High response rates for preferred water-based activities in the park included access to the beach, water-based active recreation, and the proposed jetty. Finally, a preference for including skating rinks, skating trails, and cross-country skiing trails was expressed for what winter activities would most like to be seen in the park.

Overall, the survey responses reflected a preference for heights adjacent to the Waterfront Park. Further, there was significant interest in creating a park that includes water-based activities and trails that can be used year-round. Public comments expressed a need to balance the opportunity of providing greater access to the waterfront while carefully incorporating residential and commercial development to the surrounding areas.

## Phase 3 – Current Phase – Secondary Plan

The intent of Phase 3 of the process is to focus on the finalization of the Secondary Plan. This includes the Statutory Public Meetings and Recommendation Report to Council for Adoption. In this phase, the supporting technical documents will be finalized, and the preparation of the implementing zoning by-law will take place. We are currently in Phase 3 of the process.

A Statutory Public Meeting was held in June 2022 to present the initial draft of the Official Plan Amendment, the draft Secondary Plan (including Land Use Plan) and the draft Urban

Design and Sustainability Guidelines. There were two speakers at the Statutory Public Meeting. The key themes included protecting natural areas and creating more recreational trails and supported the mix of uses. A written comment was received after the Public Meeting that requested that the Tooley Creek tributary be maintained and protected.

Additional feedback from the public will be heard during the May 2025 Public Meeting. Comments received at the meeting or written to the Municipality will be recorded and responded to in the Recommendation Report.

## Summary of Technical Studies

Report	Key findings and Next Steps
<p><b>Natural Environment Existing Conditions Report</b></p> <p>December 2020</p> <p>Prepared by GHD</p>	<p>This study focuses on existing significant natural heritage features within the Courtice Waterfront study area, including wetlands, woodlands, valley lands, and significant wildlife habitat.</p> <p>A phased approach was taken to carry out the study. Phase 1 involved the collection and review of existing information, including previously completed reports, maps, and Official Plan schedules. In phase 2, GHD biologists conducted multi-season site visits to collect new site-specific information. A report based on phase 1 and 2 was prepared in phase 3.</p> <p>The topography in the study area is predominantly gently rolling, with highest elevations in the north, and steep eroding banks along the south-western portion. The southeast portion connects to Lake Ontario in the form of beaches. The banks and cliffs along the lakeshore are of some importance to wildlife but not considered provincially rare vegetation community types.</p> <p>Results of field surveys:</p> <ul style="list-style-type: none"> <li>• A total of 142 plant species have been identified.</li> <li>• Six (6) of the bird species detected during the surveys are considered significant at the national and/or provincial level.</li> <li>• One significant reptile species was indirectly detected by staff: snapping turtle.</li> <li>• One significant species of mammal has been detected during field surveys: the tri-coloured bat.</li> <li>• The woodlands identified on site are all outside of designated settlement areas</li> </ul> <p>A 30-metre buffer from the Tooley Creek mainstem in the study area is recommended in the report. The maintenance of other tributaries and buffers will be discussed into the development plan stage.</p>
<p><b>Phase 1 Technical Report</b></p> <p>July 2021</p> <p>Prepared by Urban Strategies Inc.</p>	<p>The purpose of this Technical Report is to provide a summary of studies conducted in Phase 1 of the Secondary Planning process, including a land use analysis, policy analysis, market analysis, stakeholder interviews. The report identifies issues and opportunities for both the Courtice Waterfront and Energy Park areas and provides a draft of a vision and guiding principles to develop the two areas as distinct but compatible places.</p> <p>The draft vision of the Secondary Plan area contains a large municipal waterfront park, a residential neighbourhood, commercial destinations and amenities, office and prestige industrial buildings, vital regional infrastructure, and a network of environmental and recreational amenities.</p>

	<p>Access to and within the Courtice Waterfront is limited, with new or enhanced connections across these corridors being necessary to support redevelopment. This area provides a unique waterfront destination with the potential mix of uses, with a major new park as the central theme. The redevelopment of this area will provide transportation connections that benefit the broader Courtice area, overcoming the existing barrier effect of the 401 and rail corridors.</p> <p>At the time of preparing the technical report, there was pressure for more land use flexibility in the Energy Park, with a shortage of serviced employment land in Clarington.</p>
<p><b>Land Use Compatibility Study</b> January 2022 Prepared by SLR Consulting (Canada) Ltd.</p>	<p>A Land Use Compatibility Study was conducted focusing on air quality, odour, dust, noise, and vibration.</p> <p>Potential environmental impacts from the following sources were considered:</p> <ul style="list-style-type: none"> <li>- Industrial air quality, odour, and dust emissions;</li> <li>- Transportation-related air pollution;</li> <li>- Industrial noise and vibration; and</li> <li>- Transportation-related noise and vibration (road, rail, and air traffic).</li> </ul> <p>A compatibility and mitigation assessment was completed to examine the potential for the above impacts to affect the development of sensitive uses. Several existing and proposed industrial land uses in the Energy Park lands were examined which have the potential to have significant air quality and noise emissions. Air quality and noise impacts from Highway 401 and the CN railway corridor were examined.</p> <p>The report concludes that with the implementation of sufficient buffer separations, physical mitigation measures, and warning, the development of sensitive uses in the Courtice Waterfront is anticipated to be compatible with the surrounding land uses in terms of acceptable air quality, noise, and vibration levels. Dust and odours may be perceptible from the Durham York Energy Centre, the Durham Waste Sorting and Anaerobic Digestion Facility, the Courtice Water Pollution Control Plant, and Miller Compost, thus warning clauses are recommended to be included in agreements for residential units within the study area.</p> <p>Areas where future studies and mitigation measures may be required:</p> <ul style="list-style-type: none"> <li>• Mandatory air conditioning should be used for all sensitive uses.</li> <li>• Within 450 m of Highway 401, transportation noise studies should be conducted at the time of future planning applications.</li> <li>• Within 300 m of the Highway 401 centreline, traffic related air pollution studies should be conducted as part of future planning applications.</li> <li>• Within 75 m of the CN railway right-of-way, vibration studies should be conducted as part of future planning applications.</li> <li>• A series of noise and odour warning clauses will be required for new residential development.</li> </ul>

<p><b>Functional Servicing and Stormwater Drainage Report</b></p> <p>January 2025 (Draft)</p> <p>Prepared by D.G. Biddle &amp; Associates Limited</p>	<p>An analysis of servicing needs of the Courtice Waterfront study area was completed through a draft Functional Servicing and Stormwater Drainage Report.</p> <p>There is an existing 300mm watermain located on the south side of the CN Railway, extending across the study area. A new watermain network is proposed to be constructed within new municipal roads, connecting to existing watermain. A new network of gravity sewers, with a sanitary lift station at the topographic low point, will be required.</p> <p>Soakaway pits and infiltration trenches are being proposed on municipal property within the study area to promote infiltration and reduce stormwater runoff.</p> <p>Two stormwater management ponds are proposed to serve the area. Because the remaining parkland areas will remain relatively undisturbed, natural drainage can continue to Lake Ontario and Tooley Creek.</p> <p>There are two existing watercourse crossings of Tooley Creek in the vicinity of the study area; the CN railway crossing at the northern limit of the study area, and the Darlington Park Road crossing. To provide improved access to the study area, new crossings of Tooley Creek will be required.</p>
<p><b>Environmental Impact Study</b></p> <p>February 2025 (draft)</p> <p>Prepared by Beacon Environmental Limited</p>	<p>The purpose of this draft Environmental Impact Study is to characterize natural heritage resources and functions associated with the study area, as well as assess potential impacts of the proposed development and recommend appropriate mitigation efforts to avoid or minimize potential adverse effects on significant natural heritage features and their functions.</p> <p>Impact assessment:</p> <ul style="list-style-type: none"> <li>• Vegetation removal.</li> <li>• Potential increase in surface runoff and decrease in infiltration.</li> <li>• The subject property is divided by a watercourse that drains to Tooley Creek. Three new watercourse crossings will be required.</li> <li>• Four territories for Bobolink, a threatened avian species, were recorded on the southeast portion of the property. A portion of this habitat will be removed to accommodate for the proposed development.</li> <li>• Bank Swallows, a threatened avian species, were observed nesting and foraging within a barn on the subject property. The barn will be removed to accommodate for development.</li> <li>• Anthropogenic effects including noise, light, garbage dumping, and the introduction of non-native species.</li> </ul> <p>Recommended mitigation measures:</p> <ul style="list-style-type: none"> <li>• Vegetation Protection Zones that match or exceed Official Plan regulations. <ul style="list-style-type: none"> <li>○ Wetlands: + 30 m</li> <li>○ Significant woodlands: + 15m; and</li> </ul> </li> </ul>



	<ul style="list-style-type: none"> <li>○ Watercourse: + 15 m.</li> <li>• The impacts of the three new watercourse crossings will be addressed through detailed design.</li> <li>• Timing of vegetation removal to avoid peak nesting period of local avian species.</li> <li>• Prior to the removal of Bobolink breeding territories, a plan should be developed to ensure compliance with Ministry of Environment, Conservation, and Parks regulations.</li> <li>• Barn Swallow habitat replacement to occur by constructing a structure within 300m of the existing barn buildings.</li> <li>• Water balance requirements to be met through design.</li> <li>• Chain-link fence installation between subject property and natural feature boundaries to reduce anthropogenic effects.</li> </ul>
<b>Traffic Impact Study</b> Underway (Not yet complete) Prepared by WSP	<p>A traffic impact study is being undertaken to assess the transportation demand that will be created by approximately 4,800 residents (2,500 units) and 3,400 jobs to the area. The study will include:</p> <ul style="list-style-type: none"> <li>• Transportation demand modelling;</li> <li>• Analysis of two alternative road network scenarios;</li> <li>• Future traffic operations assessment;</li> <li>• Darlington Provincial Park assessment; and</li> <li>• Multi-modal assessment.</li> </ul> <p>The Traffic Impact Study will be delivered prior to a final Recommendation Report.</p>