Staff Report

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Report To:	**Planning and Development Committee**		
Date of Meeting:	December 8, 2025	**Report Number:**	PDS-066-25
Authored By:	Amanda Crompton, Principal Planner		
Submitted By:	Darryl Lyons, Deputy CAO, Planning and Infrastructure		
Reviewed By:	Mary-Anne Dempster, CAO		
By-law Number:		**Resolution Number:**	PD-108-25
File Number:	COPA2025-0005 (PLN 41.7)		
Report Subject:	Courtice Transit-Oriented Community Secondary Plan Recommendation Report		

Recommendations:

1. That Report PDS-066-25, and any related delegations or communication items, be received;

2. That Clarington Official Plan Amendment 144 and Durham Region Official Plan Amendment 1, attached to Report PDS-066-25, for the Courtice Transit-Oriented Community Secondary Plan be finalized and forwarded to Council for adoption;

3. That Clarington Official Plan Amendment 144 and Durham Region Official Plan Amendment 1 be forwarded to the Minister of Municipal Affairs and Housing for approval;

4. That upon adoption by Council, the Courtice Transit-Oriented Community Secondary Plan be implemented by Staff as Council's policy on land use and planning matters and be implemented through the annual capital budgeting process;

5. That the Urban Design and Sustainability Guidelines appended to the Secondary Plan be approved and be used by staff to guide development applications and public projects;

6. That the Deputy CAO, Planning and Infrastructure Services be authorized to finalize the Transportation Impact Study in support of the Secondary Plan;

7. That the Deputy CAO, Planning and Infrastructure Services be authorized to execute any agreements to implement the Secondary Plan once adopted by Council; and

8. That all interested parties listed in Report PDS-066-25 and any delegations be advised of Council's decision.

Report Overview

This report recommends that Council adopt an Official Plan Amendment to incorporate the Courtice Transit-Oriented Community Secondary Plan into the Clarington Official Plan.

The Secondary Plan establishes a policy framework designed to create a complete, inclusive, and sustainable community. At full build-out, the area will accommodate approximately 30,000 residents, 16,800 housing units and 8,000 jobs. Future residents will benefit from a well-serviced community featuring at least 13 public parks and parkettes, six elementary schools, two secondary schools, and a range of other community amenities. Anchored by the Courtice GO Station, this area represents a unique opportunity to develop a vibrant, transit-oriented community supported by active commercial streets and a connected network of streets, trails and transit.

Following adoption by Council, the Courtice Transit-Oriented Secondary Plan will be forwarded to the Minister of Municipal Affairs and Housing for approval.

1. Purpose of the Report

1.1 The purpose of this staff report is to recommend that Council adopt Clarington Official Plan Amendment 144 (OPA 144) to include the Courtice Transit-Orient Community Secondary Plan (Secondary Plan) in the Clarington Official Plan. The recommendation follows an extensive public engagement process. OPA 144 includes the Secondary Plan and the associated Urban Design and Sustainability Guidelines (UDSG), provided as Attachment 1 to this report.

1.2 The report also recommends that Council adopt Durham Region Official Plan Amendment 1 (ROPA 1), which removes a portion of the 2051 Urban Expansion Areas overlay and makes minor adjustments to the Courtice Protected Major Transit Station Area (PMTSA) boundary. The Secondary Plan area boundary was slightly expanded to include some lands east of Courtice Road and south of Bloor Street that are designated Community Areas within the 2051 Urban Expansion Areas overlay in the Durham Region Official Plan (ROP). Lands within the 2051 Urban Expansion Areas were added to the Urban Boundary through the latest Regional Municipal Comprehensive Review, Envision Durham, approved by the Province in late 2024 and represent new land within the urban system for the purpose of facilitating development.

1.3 The ROP directs that detailed planning for lands within the 2051 Urban Expansion Areas be done primarily through secondary plans. Expanding the boundary to include these lands (approximately 15 hectares) supports a coordinated approach to planning for residential lands near the future Courtice GO Station. These lands were incorporated and analyzed within the technical studies undertaken as part of the Secondary Plan process to ensure infrastructure is effectively planned to service the expanded area.

1.4 The urban expansion supports a coordinated approach to planning for residential lands near the future Courtice GO Station. As of January 1, 2025, Envision Durham, the new Regional Official Plan, became part of the Clarington Official Plan. ROPA 1 is included as Attachment 2 to this staff report.

1.5 The Province is the approval authority for OPA 144 as the Secondary Plan establishes policies for a PMTSA. The Province is currently consulting on proposed amendments to the Planning Act, through Bill 60, which would remove the requirement for Ministry approval of official plan policies that identify the authorized lands uses in the PMTSA, provided residential uses would be permitted on all the lands subject to the amendment. Amendments to PMTSA policies related to the people and jobs per hectare minimum target, and minimum densities would continue to be subject to approval by the Minister.

1.6 The Province will also be forwarded ROPA 1 for approval as the amendment slightly modifies the PMTSA boundary to limit its extension east of the Tooley Creek Valley.

1.7 This report includes an overview of the Secondary Plan and summarizes the process and feedback received since the release of the draft Official Plan Amendment, draft Secondary Plan, and draft UDSG in May 2025.

2. Background

2.1 The Secondary Plan is located south of Bloor Street, north of Highway 401, east of Robinson Creek, and west of Tooley Creek and Highway 418, as shown in Figure 1. The Secondary Plan area is almost 400 hectares in size and surrounded by the Southwest Courtice, Southeast Courtice, Courtice Waterfront and Energy Park Secondary Plans.

2.2 The Secondary Plan was originally initiated in 2018 as the Courtice Employment Lands Secondary Plan. The area had been designated for employment uses and was envisioned as a major employment and innovation centre.

2.3 In December 2021, the Region of Durham adopted Regional Official Plan Amendment 186, which delineated seven PMTSAs, including the future Courtice GO Station. At the same time, the Region endorsed employment land conversions within the Secondary Plan area. The vision for the Secondary Plan changed from an employment and innovation centre to a mixed-use, transit-supportive and complete community.

2.4 The Courtice Transit-Oriented Community is envisioned to evolve as a complete, inclusive, and sustainable community that accommodates a diverse population through a mix of housing, employment and community amenities. The arrival of GO Train service to Courtice is a catalyst for higher density development within the Secondary Plan area, accompanied by active commercial streets, community amenities, green spaces and a connected network of streets, trails and transit.

2.5 Minimum densities for the residential and mixed-use designations are set out in the Secondary Plan to ensure a density of 150 people and jobs per hectare within the PMTSA is achieved over time. The Secondary Plan area is planned to accommodate close to 30,000 residents and a range of jobs for more than 8,000 workers. The density is supported by direct connections to the station that encourage the use of transit for daily trips.

2.6 To meet the needs of a diverse population, the Secondary Plan includes a collection of policies intended to support the Municipality's housing objectives. Policies in the Secondary Plan strongly encourage the integration of affordable housing, including subsidized non-market housing units. In addition, the Secondary Plan proposes a range of housing forms, sizes and tenures across the community.

2.7 Future residential and mixed-use neighbourhoods will be organized around four primary Neighbourhood Parks and six elementary schools, complemented by a network of smaller parks and parkettes to ensure that most residents are within a short walk of public green space. In addition, a central Special Park will serve as a gathering place and civic destination for all Courtice residents.

2.8 The Statutory Public Meeting Report (PDS-026-25) and Presentation outline the Secondary Plan's vision, framework, and key policy directions in detail.

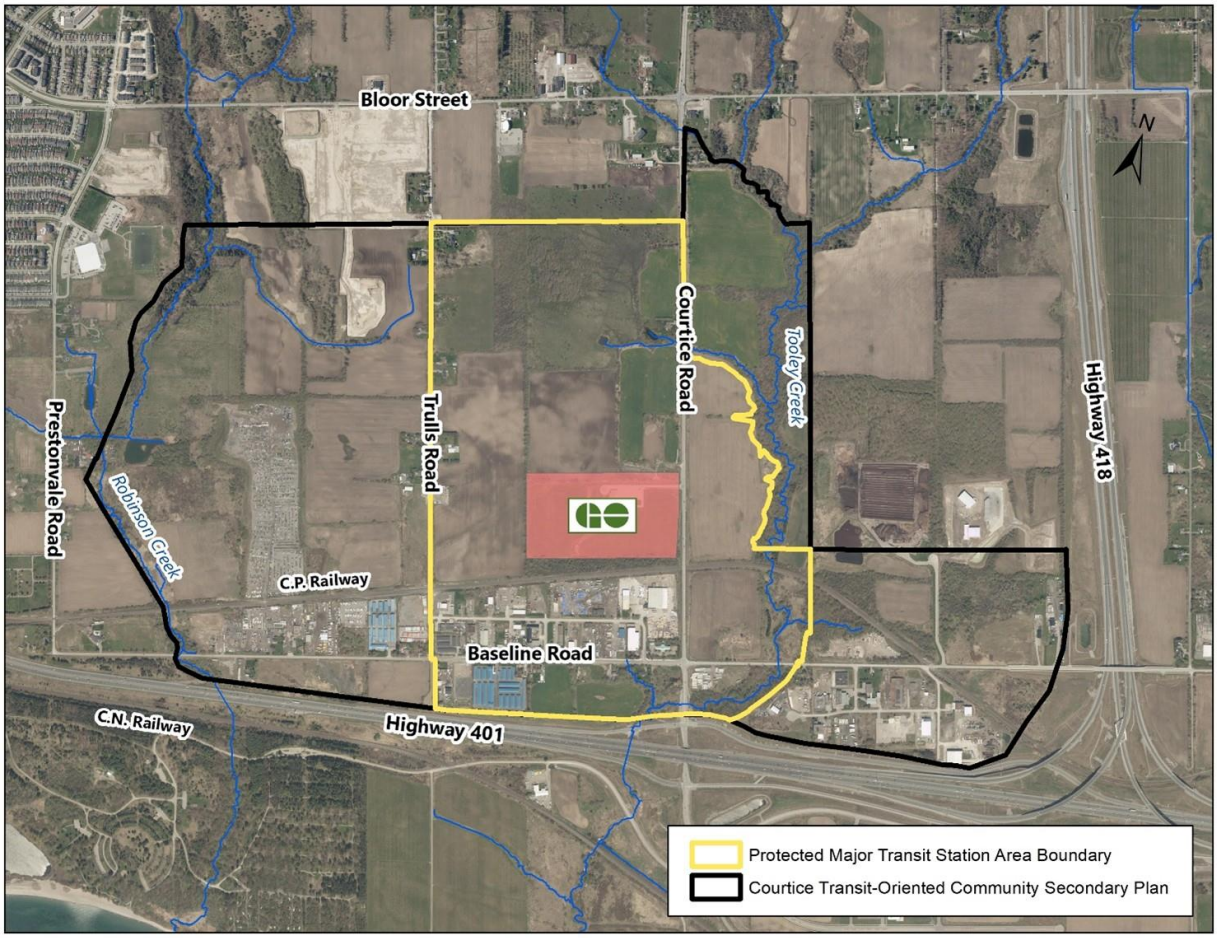

Figure 1: Courtice Transit-Oriented Community Secondary Plan Area

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 the Courtice Transit-Oriented Community involves four phases as described below. A full Sequence of Events is provided in Attachment 3.

- Phase 1 (Initial Engagement and Analysis) focused on conducting background research and technical analysis to inform the development of three land use options. An initial Public Information Centre was held on June 18, 2019, and this phase was concluded with a Public Information Centre held on September 29, 2020.

- Phase 2 (Principles and Land Use Option) involved the preparation of land use options illustrating different arrangements of open spaces and land uses. The land use options were shared through multiple engagement events, including a Public Information Centre and a Stakeholder Workshop, both held on March 22, 2022.

- Phase 3 (Preferred Land Use Plan and Draft Deliverables) resulted in the development of a preferred land use plan and key policy directions. On May 29, 2023, a design workshop was held with the Courtice Transit-Oriented Community Landowner Group. The preferred land use plan and key policy directions were presented at a Public Information Centre on November 6, 2023.

- Phase 4 (Finalize Deliverables) centered on completing the draft and final Secondary Plan and UDSG. The draft documents were presented at a Statutory Public Meeting on June 19, 2025. In addition, the final technical studies were completed and circulated for review and feedback.

3.3 Public engagement included four Public Information Centres held between June 18, 2019, and November 6, 2023, a Statutory Public Meeting held on June 19, 2025, and landowner workshops held throughout the process. Feedback received over the last several years was used to inform the creation of this Secondary Plan. A more detailed summary of the Secondary Plan process and community engagement program is provided in the Statutory Public Meeting report (PDS-026-25).

Background Reports

3.4 The technical analysis and recommendations from several background and technical reports informed the preparation of the Secondary Plan. A summary of the following technical reports is provided in Attachment 4 to this report:

- Stage 1 Summary Report, 2019
- Cultural Heritage Assessment Report, 2019
- Stage 1 Archaeological Assessment Report, 2019
- Transportation Impact Assessment Report, 2019
- Servicing Existing Conditions, Opportunities and Constraints Report, 2019
- Courtice Employment Lands Secondary Plan: Employment Growth Outlook, 2020
- Sustainability Best Practices Report, 2021
- Draft Preferred Land Use Plan and Key Policy Directions, 2023
- Functional Servicing Report, 2025

3.5 In addition, a draft Transportation Impact Study assessed the proposed transportation network and intersection operations within the study area and provided recommendations to inform future areas of study. Final revisions are being made to the Transportation Impact Study to address comments from the Region and the Municipality.

3.6 A Municipal Class Environmental Assessment (MCEA), which is required for all new or realigned major roads needed to service the Secondary Plan, is being completed using the 'Integrated Approach' which jointly satisfies the requirements of the Planning Act and the Environmental Assessment Act. All public notices, communications and review periods have been designed to ensure that they conform to the requirements of both the Planning Act and the Environmental Assessment Act.

3.7 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 Secondary Plan area.

3.8 Individual landowners have submitted Environmental Impact Studies (EIS), which provide additional information to support the modification of the Environmental Protection Area (EPA). These refinements to the EPA are incorporated into the Secondary Plan.

4. Public and Agency Submissions and Summaries

4.1 Comments on the draft Secondary Plan were received through oral and written correspondence from agencies, landowners and members of the public. This section summarizes the comments provided since the release of the draft OPA, draft Secondary Plan, and draft UDSG in May 2025. Section 6 outlines how these comments have been addressed.

4.2 All the comments on the draft Secondary Plan, along with staff responses, are documented in the Public and Agency Comments Summary Tables, included as Attachments 5 and 6 to this report.

General Public Comments

4.3 One deputation was made at the Statutory Public Meeting held on June 19, 2025, raising concerns related to building heights, housing affordability, potential impacts on crime and transportation.

Landowner Comments

4.4 Landowners within and adjacent to the Secondary Plan area provided a range of comments, summarized as follows:

- Confirmation of the precise locations of parks and parkettes, and to provide greater flexibility in the Secondary Plan by using park (“P”) symbols to indicate potential park sites rather than fixed boundaries.
- A more accurate depiction of local roads south of the rail corridor and north of Baseline Road.
- Consideration of the classification and alignment of Street E in relation to the road network identified in the Southeast Courtice Secondary Plan to the north.
- Refinement of the ‘Environmental Protection Area’ boundary at the northwest corner of the Secondary Plan area and redesignation to ‘Low Density Residential’, supported by a scoped Environmental Impact Study.
- Inclusion of a block plan policy for lands south of the rail corridor and north of Baseline Road, between Trulls Road and Courtice Road, to recognize the fine-grain parcel fabric and mixed ownership within the established industrial park.

4.5 The Courtice Transit-Oriented Community Landowner Group also provided comments on the draft Secondary Plan. Staff have worked closely with the Landowner Group throughout the Secondary Plan process and have incorporated revisions where appropriate to address their earlier feedback. Their comments at and following the Statutory Public Meeting included concerns regarding a policy outlining design criteria for private roads. They also suggested additional policy language changes and raised site-specific issues related to minimum building heights, land use designations, and the proposed locations of schools and parks.

Agency Comments

4.6 The Ministry of Municipal Affairs and Housing (MMAH) submitted seven comments on the draft Secondary Plan through the One Window Provincial Planning Service. Most comments focused on minor policy language revisions to ensure consistency with Provincial policies and guidelines. The Secondary Plan was circulated by MMAH to staff at the Ministry of Transportation, Ministry of Environment, Conservation and Parks, Ministry of Economic Development, Job Creation and Trade, Ministry of Natural Resources, Ministry of Citizenship and Multiculturalism, Ministry of Tourism, Culture and Gaming, Ministry of Energy and Electrification, and Ministry of Infrastructure for input on matters related to their respective mandates.

4.7 The Region of Durham raised several concerns regarding the proposed transportation network and the fact that the Transportation Impact Study was not finalized prior to the Statutory Public Meeting. Key issues include the number of new intersections and trail crossings proposed along Courtice Road, maintaining the prohibition of access to Courtice Road from the planned Secondary School site, and the need to protect for a future grade-separated crossing at Trulls Road. These matters have been addressed in the revised Secondary Plan. In addition, the Region will continue to be engaged as the Transportation Impact Study is finalized.

4.8 The Region also expressed concerns related to land budget calculations, specifically the exclusion of Environmental Protection Areas when determining density. Despite these issues, the Region remains generally supportive of the Secondary Plan.

4.9 The Central Lake Ontario Conservation Authority (CLOCA) is generally supportive of the Secondary Plan. CLOCA requested that the environmental protection policies better convey the municipalities position with respect to potential development encroachments within the vegetation protection zone of the Environmental Protection Area.

4.10 Joint comments from the Kawartha Pine Ridge District School Board and the Peterborough Victoria Northumberland and Clarington Catholic District expressed support for the Secondary Plan, noting satisfaction with the number of proposed elementary and secondary schools to accommodate future student needs. The School Board’s comments suggested minor refinements to policies to ensure that schools are adequately sized based on the needs of schools, childcare centres, and community facilities. It was also suggested that that shared outdoor play space between school boards, community facilities, and municipalities be clearly supported.

Indigenous Consultation

4.11 The following Indigenous communities were invited to provide comments or consult directly with Municipal Staff:

- Alderville First Nation
- Beausoleil First Nation
- Mississaugas of Scugog Island First Nation
- Curve Lake First Nation
- Georgina Island First Nation
- Hiawatha First Nation
- Kawartha Nishnawbe First Nation
- Métis Nation of Ontario
- Rama First Nation
- Huron-Wendat First Nation

4.12 No comments were received following circulation to the listed Indigenous communities. The Municipality of Clarington is currently collaborating with the other lower-tier municipalities in Durham Region in the creation of an Indigenous Engagement Guide for Durham Region area municipalities, informed by Durham Region's Braiding Pathways framework and upcoming engagement with Williams Treaties First Nations.

5. Key Revisions to the Secondary Plan

5.1 Following the Statutory Public Meeting, the draft Secondary Plan was revised to address feedback from agencies, area landowners, and members of the public. In addition, edits were made to policies and maps to improve clarity, respond to recommendations emerging from Background Reports and correct typographical errors. Key revisions are detailed below.

Introduction of a South Core Redevelopment Area

5.2 A new South Core Redevelopment Area has been delineated on the Land Use Plan (Schedule A) for lands south of the rail corridor and north of Baseline Road, between Trulls Road and Courtice Road. This area encompasses an established industrial park, where transitioning to a high-density, mixed-use development will require careful planning during application preparation and review.

5.3 A new policy in the Secondary Plan requires that an Implementation Strategy be prepared for lands within the South Core Redevelopment Area to address matters related to land use compatibility, the location and phasing of community facilities, such as parks, and cost-sharing arrangements for these facilities and other infrastructure improvements.

Delineation of a Special Study Area to protect for a potential rail crossing at Trulls Road

5.4 Based on the findings of the draft Transportation Impact Study, the Land Use Plan (Schedule A) and the Roads and Active Transportation Network (Schedule C) now identify a new Special Study Area. This designation protects for a potential future grade-separated crossing of the rail corridor at Trulls Road.

5.5 A new policy in the Secondary Plan details that new development in the area is prohibited until an engineering analysis is undertaken as part of the Clarington Transportation Master Plan to evaluate the feasibility of a grade-separated crossing at Trulls Road and its potential impacts on adjacent properties and nearby intersections.

Modifications to the Land Use Plan (Schedule A)

5.6 Changes made to Schedule A – Land Use Plan are summarized below and detailed in Figure 2:

- Modified the Park ('P') symbol to represent both smaller Neighbourhood Parks and Parkettes.
- Refined the 'Environmental Protection Area' boundary at the north-west corner of the Secondary Plan area (west of the West Neighbourhood Park) and redesignated the lands as 'Low Density Residential'.
- Revised the land use designation at the south-east corner of Granville Drive and Street H from 'Low Density Residential' to 'Medium Density Residential'.
- Removed the 'Moderate Environmental Constraints' overlay and clarified in policy that the presence and precise delineation of Moderate Constraint Areas be determined through an Environmental Impact Study, including vegetation protection zones.
- Modified the alignment of the 'Utility' designation, which contains the Canadian Pacific Kansas City railway corridor.
- Delineated a 'South Core Redevelopment Area' (see 5.2 above).
- Delineated a 'Special Study Area' (see 5.4 above).

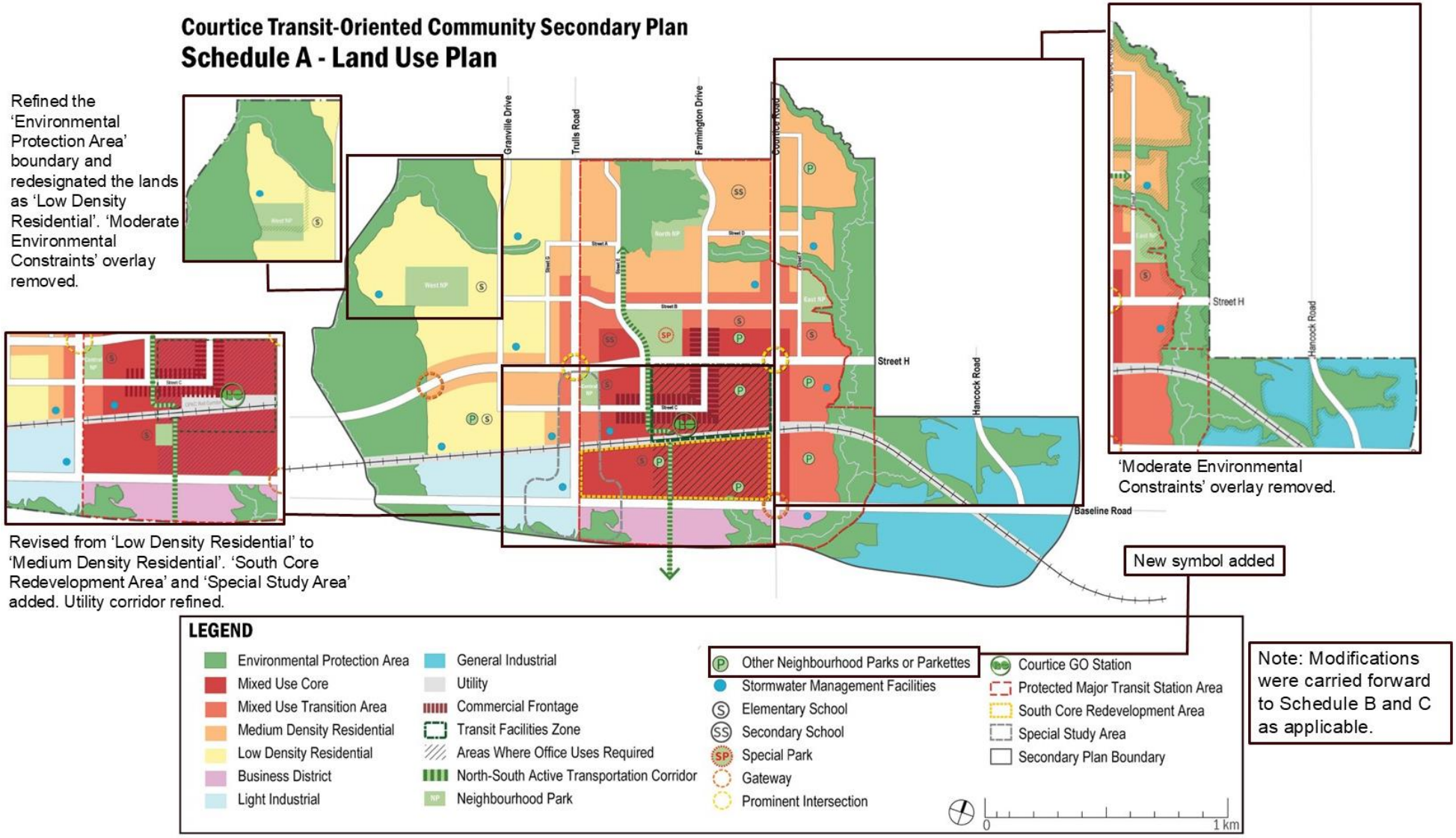

Figure 2: Changes to Schedule A – Land Use Plan

Refinements to the Roads and Active Transportation Network (Schedule C)

5.7 Changes made to Schedule C – Roads and Active Transportation Network are summarized below and detailed in Figure 3:

- Reclassified Street E as a ‘Key Local Road’ north of Street A and adjusted its alignment at the northern edge of the Secondary Plan.
- Updated Street D to a ‘Collector Road’ from a ‘Key Local Road’.
- Adjusted the alignment of Street B at Trulls Road.
- Eliminated intersections between Courtice Road and all ‘Other Local Roads.’
- Modified the network of ‘Other Local Roads’ shown in the areas just north and south of Baseline Road.
- Moved trails to edge of the Environmental Protection Area.
- Delineated a Special Study Area (see 5.4 above).

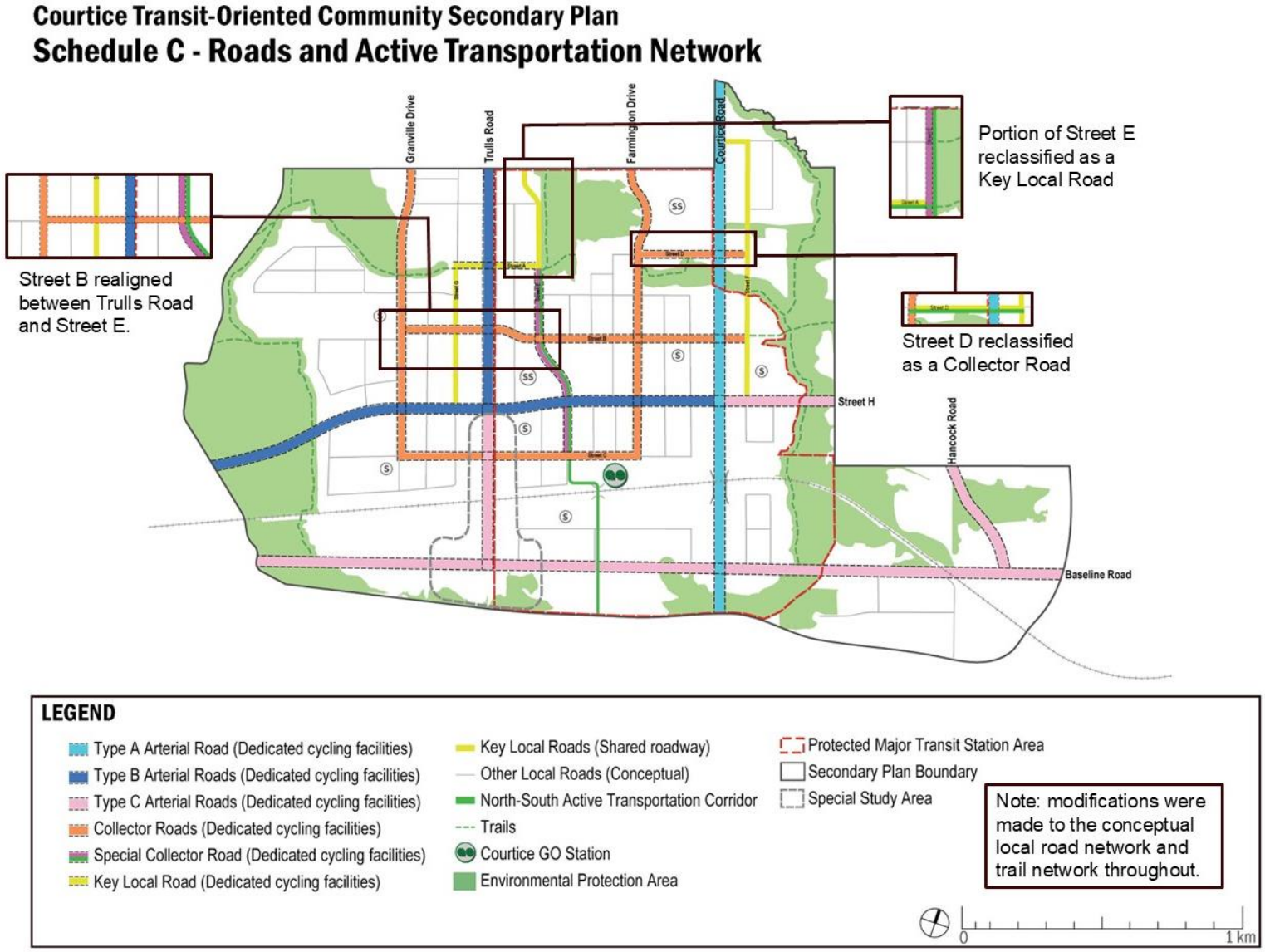

Figure 3: Changes to Schedule C – Roads and Active Transportation Network

6. Policy Conformity

6.1 The recommended Secondary Plan is consistent with the Provincial Planning Statement, 2024, and conforms to the policies of the Durham Region Official Plan. A summary is provided below, however, the Statutory Public Meeting Report (PDS-026-25) offers a more detailed explanation of how the Secondary Plan is in keeping with these planning documents.

Provincial Planning Statement, 2024

6.2 The Secondary Plan is consistent with the Provincial Planning Statement, 2024 (PPS). It proposes the creation of a compact and complete community, with the highest densities located around the future Courtice GO station. Minimum densities are included in each land use designation to ensure a minimum density of 150 people and jobs per hectare is achieved within the PMTSA.

Durham Region Official Plan

6.3 The Secondary Plan conforms to the Durham Region Official Plan (ROP). Lands in the Secondary Plan area are designated PMTSA, Community Areas (located outside the PMTSA), Major Open Space Areas and Employment Areas in the ROP. In addition, lands east of Courtice Road have a Regional Corridor overlay and a 2051 Urban Expansion Areas overlay.

6.4 The Secondary Plan conforms with the policies related to PMTSAs. This includes policies that plan for a minimum 150 people and jobs per hectare, permit a range of uses including medium and high density residential, office, institutional, and commercial, and community amenities, and promote sustainable transportation by designing roads to prioritize transit use, pedestrian travel, and cycling.

6.5 The Secondary Plan also conforms with the Community Areas, Major Open Space and Employment Areas policies of the ROP. The Secondary Plan permits low and medium density residential, along with parks, open space and schools, to foster a complete community in areas designated Community Areas. The Secondary Plan designates the Major Open Space Areas as Environmental Protection Area and includes land use designations and policies intended to protect lands within the Employment Areas as employment for the long-term.

7. Financial Considerations

7.1 The Official Plan requires that a Fiscal Impact Analysis (FIA) be undertaken for Secondary Plans to understand the long-term financial impacts of proposed development. Accordingly, Hemson Consulting Ltd. have prepared a FIA for the Secondary Plan, which is included as Attachment 7 to this report.

7.2 Hemson Consulting Ltd. analyzed the capital and operating costs that may be incurred and the anticipated revenue sources for the Municipality once the proposed Secondary Plan is built out. The analysis includes estimates and assumptions which were based on the best information available at the timing of writing. Actual costs and revenues will depend on the timing and type of development, capital projects required, and service impacts.

7.3 The FIA found that, when considered on its own, there would be a net negative financial impact to the Municipality once fully developed. The analysis estimated that there would be a deficit of approximately $80 per person and employee annually, or a total of $2,171,018 annually. When considered with other planned developments in the area, there is estimated to be financial efficiencies. Further, conservative financial estimates were made in assessing the development which may underestimate potential revenues. Hemson has advised that the FIA results should not be viewed as precise forecasts of what will occur at full build-out.

7.4 The fiscal projections of development charge revenue assume the use of the Municipality's current development charge rates and therefore do not account for the anticipated passage of the new DC by-law in December 2025.

7.5 The FIA concluded that the Courtice Transit-Oriented Community is projected to be fiscally sustainable over the long-term. The cost to service new residents and employees is expected to be lower on a per capita basis compared to existing populations, primarily due to economies of scale associated with higher development densities. Furthermore, the relatively high assessed values of new apartment units, as well as commercial and institutional developments within the area, are expected to generate higher property tax revenues per resident and per employee than existing development in the Municipality.

8. Strategic Plan

8.1 The recommendation of the 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.1.2.1 Support the development of the Major Transit Station Areas
- C.2.2.1 Identify the range of housing needed
- G.2.1.3 Update and complete identified Secondary Plans

9. Climate Change

9.1 The Secondary Plan has been planned with sustainability as a key priority. The Secondary Plan contains policies that facilitate and integrate opportunities for renewable and district energy and encourage high standards for energy efficiency and high-performance building envelopes. In addition, the Secondary Plan proposes a dense built form that supports transit use, efficiently uses land, and preserves natural areas.

10. Concurrence

10.1 Not Applicable.

11. Conclusion and Next Steps

11.1 The Secondary Plan has been revised in consideration of the feedback from agencies, area landowners and members of the public, as well as recommendations from the Background Reports. Revisions also include improvements for clarity and the correction of typographical errors. Staff are satisfied that the Secondary Plan is consistent with the PPS and conforms to the direction set out both in the Durham Region Official Plan and Clarington Official Plan.

11.2 Therefore, it is respectfully recommended that Clarington Official Plan Amendment 144 and Durham Region Official Plan Amendment 1 for the Courtice Transit-Oriented Community Secondary Plan be adopted and submitted to the Minister of Municipal Affairs and Housing for approval.

11.3 In the future, a new zoning bylaw will be prepared for the Secondary Plan area. Until such time, it is expected that landowners in the Secondary Plan area will submit site specific zoning by-law amendment applications to conform to the Secondary Plan.

11.4 Implementation of the Secondary Plan will occur over the next several decades. Development will be phased to align with the delivery of required infrastructure and community facilities, including roads, sanitary sewers, water services, stormwater management facilities, parks, schools and other community facilities.

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Attachments:
Attachment 1a – Recommended Clarington Official Plan Amendment 144
Attachment 1b – Courtice Transit-Oriented Community Secondary Plan
Attachment 1c – Urban Design and Sustainability Guidelines
Attachment 2 – Recommended Durham Region Official Plan Amendment 1
Attachment 3 – Sequence of Events
Attachment 4 – Summary of Technical Reports
Attachment 5 – Public Comments Summary Table
Attachment 6 – Agency Comments Summary Table
Attachment 7 – Fiscal Impact Analysis

Interested Parties:
List of Interested Parties available from Department.

Amendment No. 144
to the Clarington Official Plan

Purpose: The purpose of this Amendment is to include the new Courtice Transit-Oriented Community Secondary Plan in the Clarington Official Plan. This Secondary Plan will facilitate the development of a sustainable, livable and inclusive community in south Courtice. The Secondary Plan includes Urban Design and Sustainability Guidelines, which are not an operative part of the Clarington Official Plan.

The Courtice Transit-Oriented Community Secondary Plan is centred on the future Courtice GO Transit Station and includes lands delineated as a Protected Major Transit Station Area. The Secondary Plan will feature a diverse range of housing with a mix of densities, along with new schools, community facilities, office space, commercial uses, and institutional uses that will capitalize on the excellent transportation access to the area. The Secondary Plan also prioritizes the protection of the Robinson and Tooley Creeks and associated natural environment.

Location: This Amendment applies to an approximately 400-hectare area generally bounded by Robinson Creek in the west, Tooley Creek in the east, Bloor Street in the north and Highway 401 in the south.

Basis: Clarington Council authorized the commencement of this Secondary Plan at a public meeting in June 2018. The Secondary Plan has been prepared in anticipation of a new GO Transit Station in an area of Courtice that is largely undeveloped, except for industrial and commercial uses along Baseline Road. This presents a unique and exciting opportunity to create a vision for a new transit-oriented community. The Secondary Plan vision and policies will guide growth and transformation of the area into a new mixed-use, transit-supportive and complete community in south Courtice.

The Courtice Transit-Oriented Community 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 Study, a Transportation Impact Study and Environmental Impact Studies.

Public and landowner input was received through Public Information Centres and Public Meetings held in June 2019, September 2020, March 2022, November 2023 and June 2025, 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~~.

1. By amending existing Policy 4.3.5 as follows:

   "4.3.5 The Priority Intensification Areas have been identified as the primary locations to accommodate growth and the greatest mix of uses, heights and densities. Priority Intensification Areas include:

   - Urban and Village Centres;
   - Regional and Local Corridors;
   - ~~Courtice and Bowmanville~~ Transportation Hubs and Protected Major Transit Station Areas; and
   - Port Darlington and Port of Newcastle Waterfront Places."

2. By amending existing Table 4-2 as follows:

Table 4-2
Durham Region Long Term Targets

General Locational Criteria	**Minimum *Gross Density* (Units Per Gross Hectare)**	***Floor Space Index***
Urban Centres	75	2.5
Village Centre	30	1.0
Regional *Corridors*	60	2.5
Local *Corridors*	30	2.0
~~Courtice and~~ Bowmanville Transportation Hub~~s~~	75	2.5
Courtice Protected Major Transit Station Area	150	2.5
Port Darlington and Port of Newcastle Waterfront Places	60	2.0

3. By amending existing Table 4-3 as follows:

Table 4-3 Summary of Urban Structure Typologies			
General Locational Criteria	**Minimum Net Density (Units Per Net Hectare)**	**Standard Minimum and Maximum Height (storeys)**	**Predominant Residential Built Form and Mix**
Urban Centres	120	4-12	Mid Rise: 4-6 storeys (40%) High Rise: 7-12 storeys (60%) Includes: *Mixed use buildings*, apartment
Village Centre	45	2-6	Low Rise: 2-4 storeys (80%) Mid Rise: 5-6 storeys (20%) Includes: *Mixed use buildings*, apartments, townhouses
Regional *Corridors*	85	3-12	Low Rise: 3-4 storeys (40%) Mid Rise: 5-6 storeys (40%) High Rise: 7-12 storeys (20%) Includes: *Mixed use buildings*, apartments
Local *Corridors*	40	2-6	Low Rise: 2-4 storeys (80%) Mid Rise: 5-6 storeys (20%) Includes: *Mixed use buildings*, apartments, townhouses
~~Courtice and~~ Bowmanville Transportation Hub~~s~~	200	5-no maximum	Mid Rise: 5-8 storeys (20%) High Rise: min. 8 storeys (80%) Includes: *Mixed use buildings*, apartments
Courtice Protected Major Transit Station Area	200	3-no maximum	Mid Rise: 3-6 storeys (20%) High Rise: 4-40 storeys (80%) Includes: *Mixed use buildings*, apartments, townhouses

Port Darlington and Port of Newcastle Waterfront Places	40	2-12	Ground Related: 2-3 storeys (40%) Low Rise: 2-4 storeys (20%) Mid Rise: 5-8 storeys (20%) High Rise 9-12 storeys (20%) Includes: Apartments, townhouses, semi-detached dwellings, detached dwellings
Edge of neighbourhoods and *adjacent* to arterial roads	19	1-3	Ground Related: 1-3 storeys (100%) Includes: Limited apartments, townhouses, semi-detached dwellings, detached dwellings
Internal to neighbourhood	13	1-3	Ground Related: 1-3 storeys (100%) Includes: limited townhouses, semi-detached dwellings, detached dwellings

4. By amending existing Policy 10.1.6 as follows:

   "10.1.6 To develop the Transportation Hubs and Protected Major Transit Station Areas in Courtice and Bowmanville as ~~a~~ mixed use, higher density places to support the timely expansion of the GO train to Clarington."

5. By amending existing Policy 10.2.2 as follows:

   "10.2.2 To develop and improve Urban and Village Centres, Waterfront Places, Neighbourhood Centres, and the Transportation Hubs and Protected Major Transit Station Areas with a pedestrian focus and with a high quality public realm including civic squares, parks, walkways and building forms and styles that reflect the character of the community."

6. By amending existing Policy 10.3.1 as follows:

   "10.3.1 Urban and Village Centres, Neighbourhood Centres, Gateway Commercial Centres, Regional and Local Corridors and Transportation Hubs and Protected Major Transit Station Areas are shown on Map A and B."

7. By amending existing Policy 10.8.3 as follows:

"**10.8 Transportation Hubs and Protected Major Transit Station Areas**

10.8.1 Transportation Hubs and Protected Major Transit Station Areas are identified on Map A. Transportation Hubs and Protected Major Transit Station Areas shall provide for a mix of uses at higher densities, which are complementary in terms of scale, design and context and designed to support transit services.

Transportation Hubs

10.8.2 The Bowmanville Transportation Hub is located within the Bowmanville West Town Regional Centre. The Bowmanville Town Centre Secondary Plan Area policies are complementary and supportive of the Bowmanville GO Transit station and collectively create the type of development intended by section 10.8.1.

Protected Major Transit Station Areas

10.8.3 The Courtice ~~Transportation Hub~~ Protected Major Transit Station Area is located within ~~Special Study Area 4~~ the Courtice Transit-Oriented Secondary Plan area. Detailed land uses in this ~~Transportation Hub~~ Protected Major Transit Station Area are ~~will be~~ further defined in the Courtice Transit-Oriented Community ~~Employment Lands~~ Secondary Plan. The Secondary Plan ~~shall~~ includes policies for a high density, mixed use compact development within 750 metres of the GO Transit site."

8. By amending existing Section 16.5 as follows:

"16.5 Special Policy Area D - Auto Wrecking Yard – Deleted

~~16.5.1 Special Policy Area D is located within Special Study Area 4 Courtice Employment Area. The redevelopment of the site may not take place until such time as sewer and water services are available. In the interim, the existing uses may continue.~~

~~16.5.2 Prior to the redevelopment of the site and as a condition of approval of any development application, the proponent shall ensure that the soil conditions and ground and surface water conditions on the site are suitable for the proposed use. Development proposals on the site shall be subject to the provisions of Section 3.7.20 of this Plan~~"

9. By amending existing Section 17.5 as follows:

   "17.5 Special Study Area 4 – Courtice Employment Area – Deleted

   ~~17.5.1 The Courtice Employment Area is the largest concentration of designated employment lands in Clarington. This area is the gateway to Courtice. These lands have easy access to Highways 401 and 418, proximity to the Energy Business Park and the waterfront and it is centred around the future GO Rail Station. The synergy of these attributes offer unique possibilities for the Municipality to create employment and mixed use developments.~~

   ~~The future GO Rail station will be a multi-modal transportation centre with connections to the road system, Regional transit network and the future Highway 418 bus rapid transit system and an active transportation network.~~

   ~~17.5.2 The Municipality will prepare a Secondary Plan for the area that would create the policy framework to guide the development of these lands, with particular attention to develop transit supportive uses around the future Courtice GO Rail Station. In preparing the Secondary Plan, the Municipality will examine:~~

   - ~~Land uses that would best enable the full development of a transportation hub;~~
   - ~~The means of increasing employment densities;~~
   - ~~The redistribution of employment uses along the Highway 418 corridor and consideration of residential and mixed-uses around the Courtice Road corridor;~~
   - ~~The development of an active transportation network; and~~
   - ~~The protection of the natural heritage system.~~

   ~~17.5.3 It is recognized that Special Study Area 4 includes lands currently outside of the urban area boundary and that the full implementation of the planning concept will be dependent on consideration in the next Regional Official Plan comprehensive review.~~"

10. By amending existing Policy 19.4.3 as follows:

    "19.4.3 To implement the public transit network for Clarington, the Municipality encourages the Province and the Region to:

    a) Implement the approved eastern extension of GO Rail service to the Courtice Protected Major Transit Station Area and the Bowmanville Transportation Hub~~s~~ by 2024, recognizing that GO Rail service is critical to achieving many of the land use objectives

of Provincial Plans and the Durham Regional Official Plan and this Plan;"

11. By amending existing Policy 19.4.4 as follows:

    "19.4.4 To work in partnership with the Province and the Region to provide a transit-supportive environment, the Municipality will:
    a) Direct higher density development and economic activity around the Transportation Hubs and Protected Major Transit Station Areas, along or near the Regional Transit Spine, and along Regional and Local Corridors;"

12. Existing Clarington Official Plan, Map A1 Land Use West Clarington Rural Area, is amended by expanding the Courtice Urban Boundary to reflect the Secondary Plan boundary as demonstrated on Exhibit A. The expanded Urban Boundary is reflected on all subsequent exhibits and is intended to be reflected on all other maps in the Official Plan.

13. Existing Clarington Official Plan, Map A2 Land Use Courtice Urban Area, is amended as demonstrated on Exhibit B.

14. Existing Clarington Official Plan, Map B Urban Structure, is amended by identifying the newly expanded Courtice Urban Boundary lands as Greenfield and depicting the Protected Major Transit Station Area on the map as demonstrated on Exhibit C.

15. Existing Clarington Official Plan, Map C Secondary Plan Areas, is amended by changing the status to "Completed" as demonstrated on Exhibit D.

16. Existing Clarington Official Plan, Map J2 Transportation Network Roads and Transit Courtice Urban Area, is amended by adding five new collector roads as demonstrated on Exhibit E.

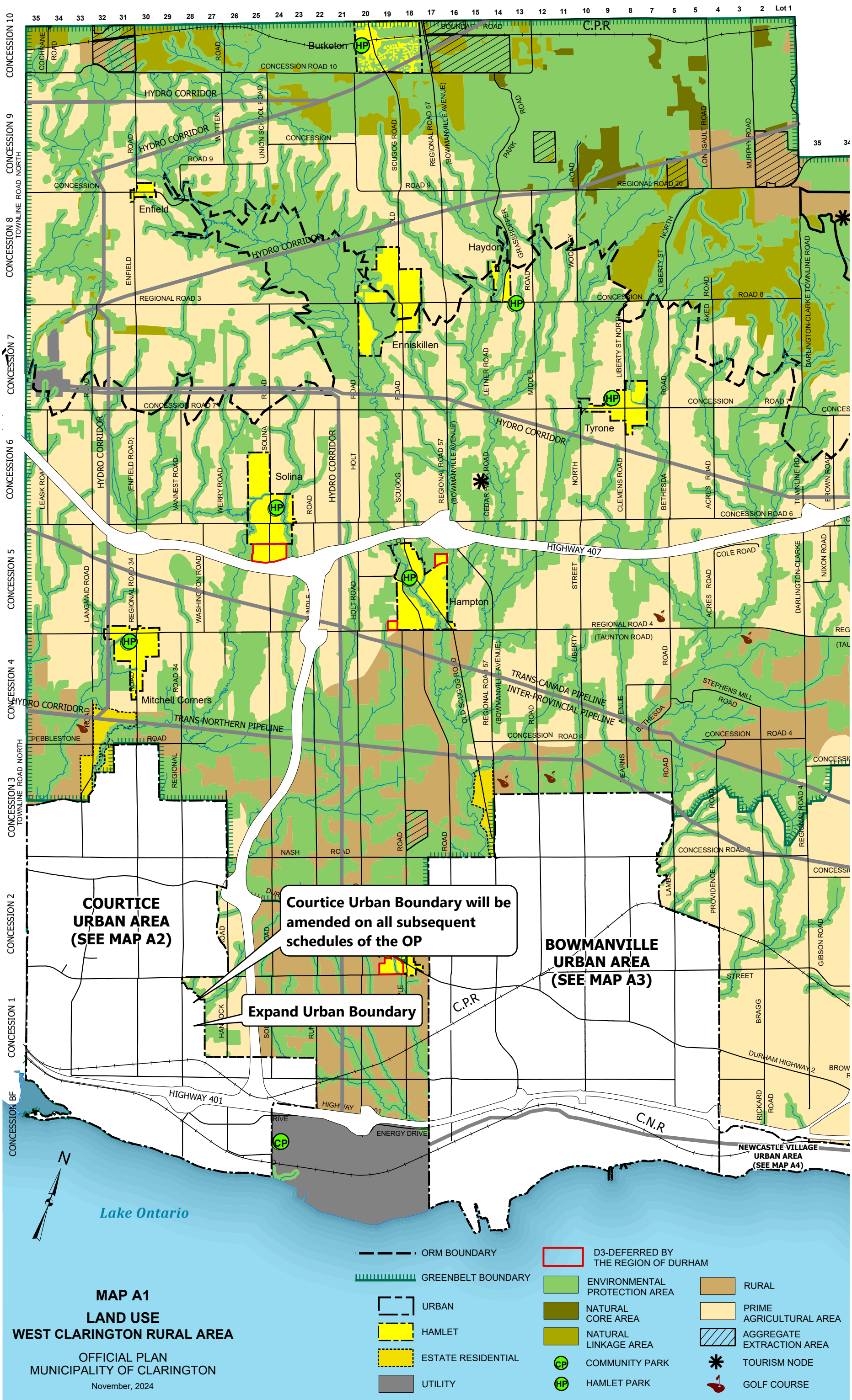
17. Existing Part Six, Section 3 "General Policies for Secondary Plans" is hereby amended as follows:

    "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
h) Brookhill Neighbourhood;
i) Clarington Technology Business Park;
j) Foster Northwest;
k) Southeast Courtice; ~~and~~
l) Wilmot Creek~~.~~; and
m) Courtice Transit-Oriented Community."

18. Existing Part Six, SECONDARY PLANS, is amended by adding the new Courtice Transit-Oriented Community Secondary Plan shown in **Attachment 1**.

Exhibit 'A', Amendment No.144 To the Municipality of Clarington Official Plan, Map A1.



MAP A1

LAND USE

WEST CLARINGTON RURAL AREA

OFFICIAL PLAN
MUNICIPALITY OF CLARINGTON

November, 2024

Exhibit 'B', Amendment No.144 To the Municipality of Clarington Official Plan, Map A2.

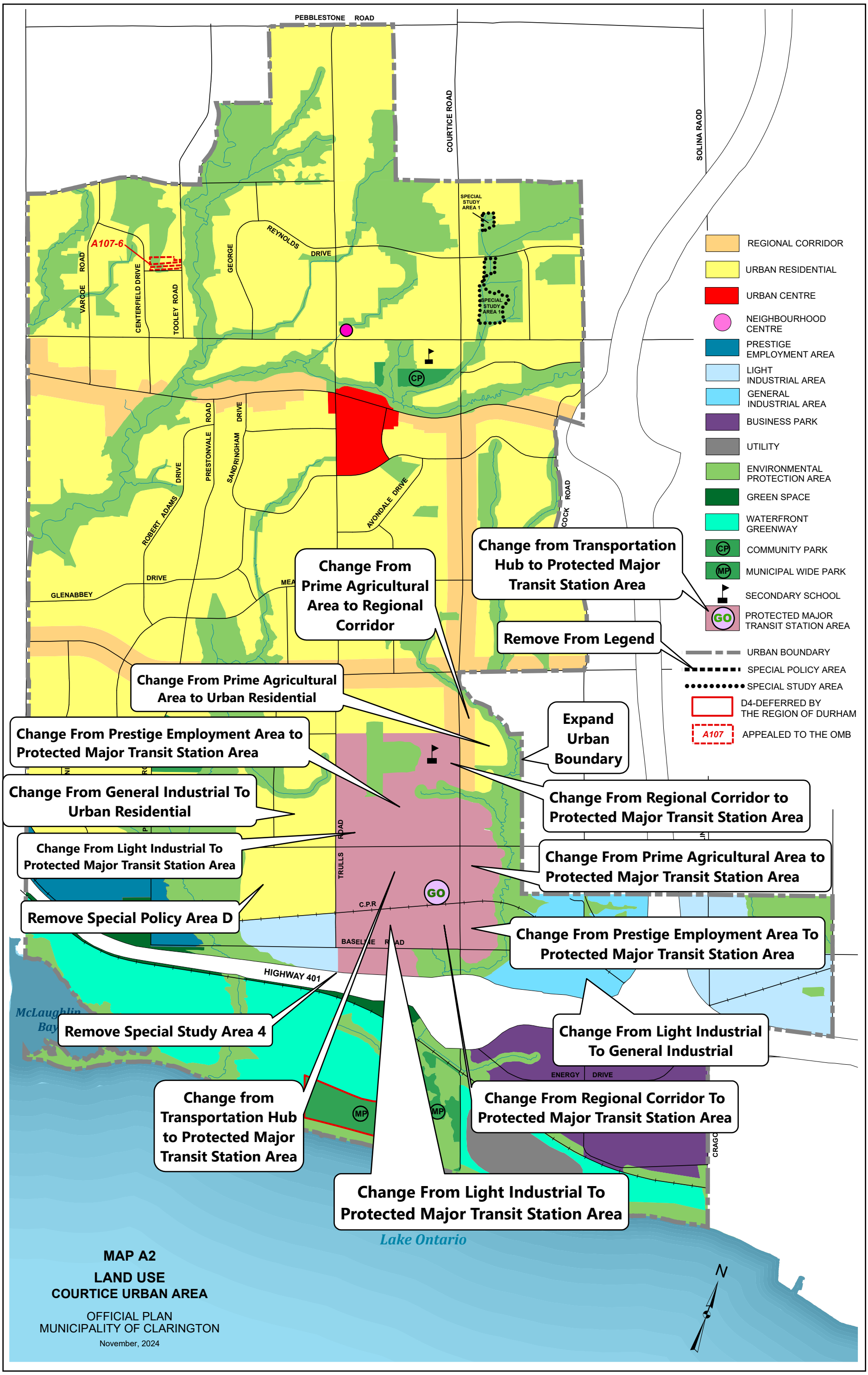


Exhibit 'C', Amendment No.144 To the Municipality of Clarington Official Plan, Map B.

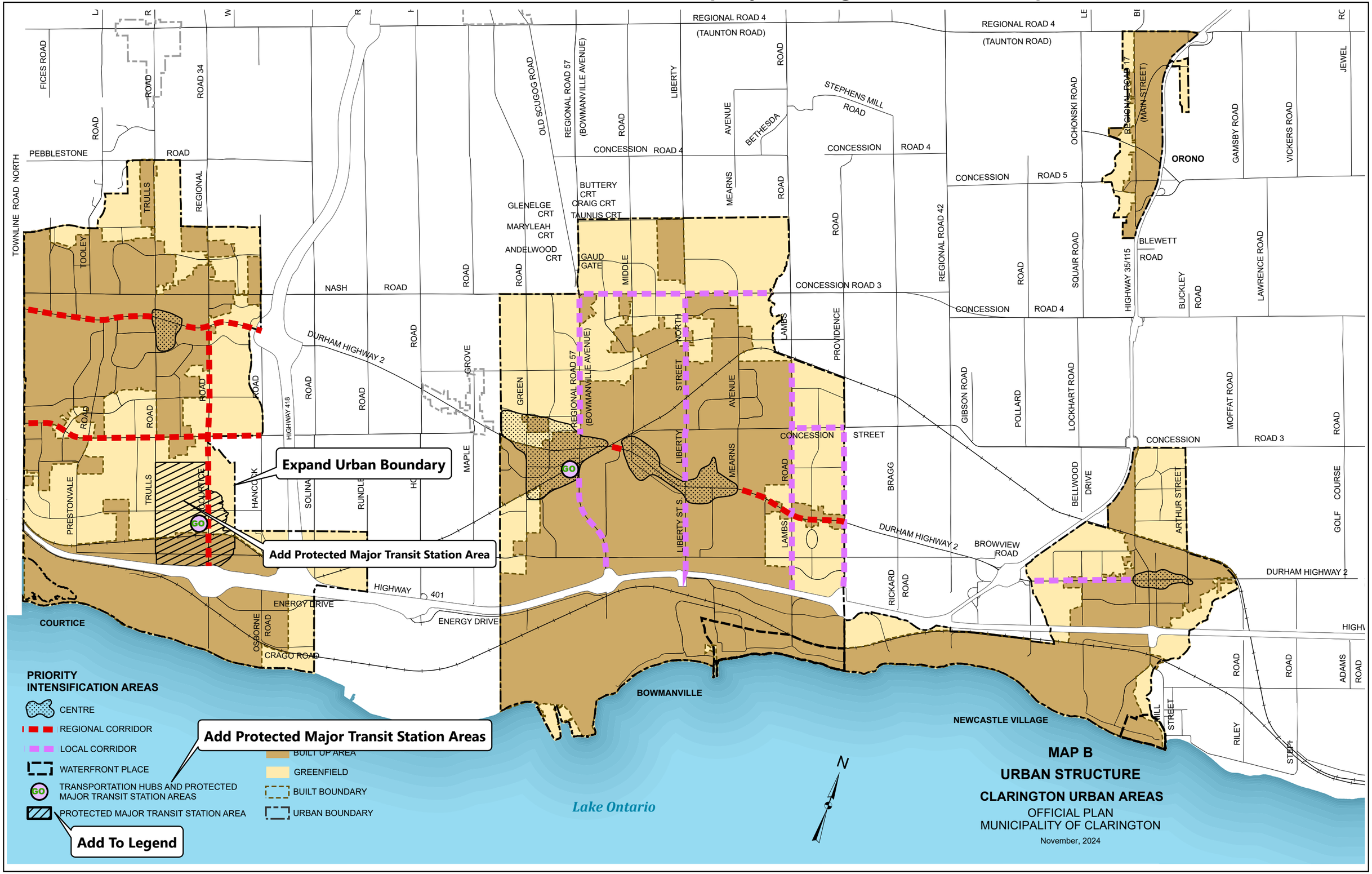


Exhibit 'D', Amendment No. 144 To the Municipality of Clarington Official Plan, Map C.

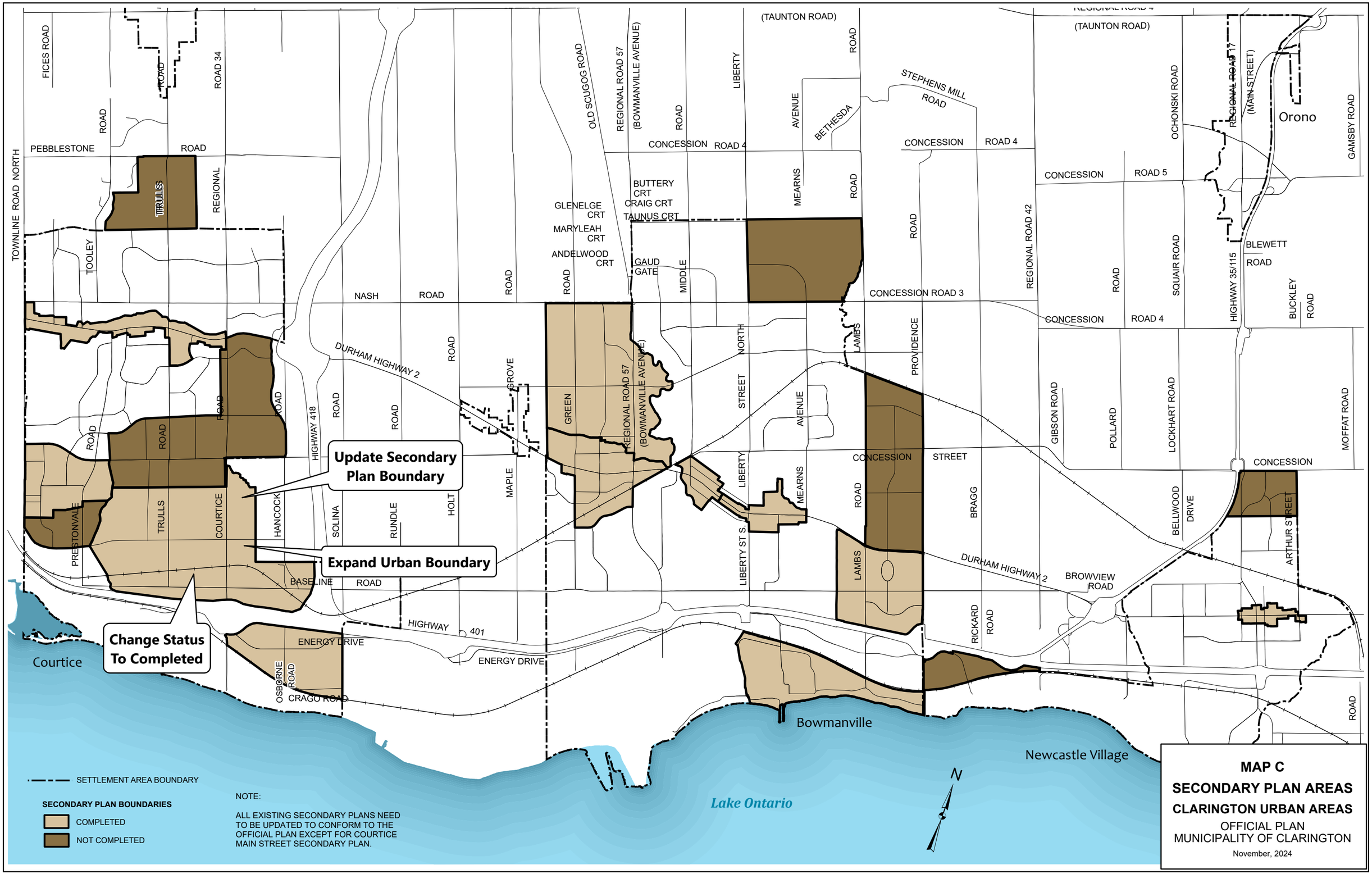
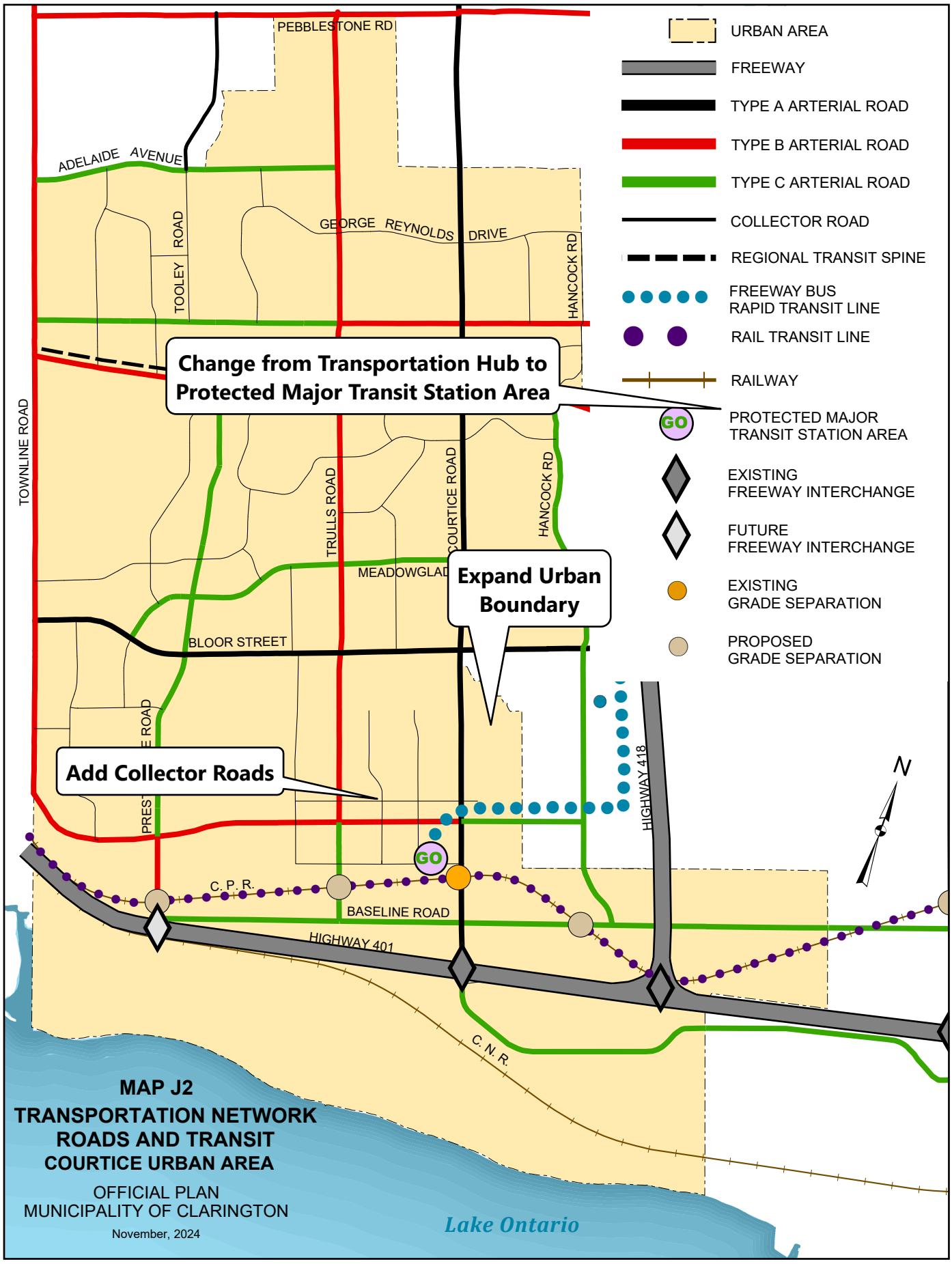


Exhibit 'E', Amendment No.144 To the Municipality of Clarington Official Plan, Map J2.



Secondary Plans

Courtice Transit-Oriented Community Secondary Plan

Municipality of Clarington Official Plan

December 2025 – Revised

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SCHEDULES AND APPENDICES

Courtice Transit-Oriented Community (CTOC) Secondary Plan

1 Introduction

The Courtice Transit-Oriented Community (CTOC) Secondary Plan area is located south of Bloor Street, north of Highway 401, east of Robinson Creek, and west of Tooley Creek and Highway 418. The Secondary Plan area is almost 400 hectares comprised of natural features, farmland and industrial uses at the time of this Plan's adoption. The planned population for the area is approximately 29,000 residents and planned employment is approximately 8,000 jobs.

The Municipality of Clarington initiated the CTOC Secondary Plan in 2019 to establish a framework and policies to guide the area's development over the coming decades with a blend of residential, office, retail, institutional, industrial and other employment uses, oriented to a transit network centred on the planned Courtice GO Station. Except for industrial and commercial uses along Baseline Road, the Secondary Plan area is largely undeveloped and today comprises mostly farmland and natural areas. A key driver of growth and development in the area will be the future Courtice GO Station as well as access to Highways 401 and 418. The Region of Durham has delineated lands north and south of the future station as a Protected Major Transit Station Area (PMTSA) to provide a focus for transit-supportive development at high and medium densities. Formerly designated for employment uses, Durham Region, in recently updating its Official Plan, approved a series of employment land conversions to permit a broader mix of uses, including residential, to achieve the overall vision for a transit-oriented community centered on the future GO Station. Outside of the PMTSA, adjacent to the highways, two areas within CTOC have been maintained for employment uses.

In building on Clarington's Official Plan with area-specific policies, the CTOC Secondary Plan conforms to the Region's Official Plan (Envision Durham) and the Regional Transit Oriented Development Strategy and is consistent with the Provincial Planning Statement.

The purpose of this Secondary Plan is to establish goals and policies to guide development within the Secondary Plan area as it is implemented through subdivision, zoning and site plan control. The Urban Design and Sustainability Guidelines appended to the Plan support the policies and will also be used to guide development.

2 Vision and Principles

The vision and principles described in this section provide the foundation upon which the goals and policies of the Secondary Plan are based.

2.1 Vision

The Courtice Transit-Oriented Community is envisioned to be a unique new green community offering all types of housing to accommodate approximately 29,000 residents, a variety of jobs for more than 8,000 workers, and a full range of amenities.

CTOC will be inclusive. A range of housing choices will be provided, including single-detached and semi-detached houses, townhouses, duplexes, triplexes, fourplexes and apartment buildings. There will be a significant supply of *affordable* ownership and rental housing as well as supportive housing to ensure the needs of individuals and families at all stages of life can be met.

CTOC will be diverse. A variety of housing and employment opportunities will help ensure the community is socially diverse. This will be matched with diversity in the built environment—housing at all scales; different styles of architecture; a mix of shops, restaurants and entertainment; and open spaces and indoor facilities for all manner of recreational interests.

CTOC will be vibrant. The design of neighbourhoods, parks and streetscapes and a high-density, mixed-use core will encourage street life, social interactions and community gatherings. Institutional uses, a high-quality public realm and a diverse local economy will support ongoing vitality and attract visitors from across the region.

CTOC will be connected. The future Courtice GO Station, adjacent highways and existing arterial roads will connect residents and businesses to destinations and communities across the Greater Toronto Area. An interconnected network of local streets, trails, pathways and bike lanes will make it easy to get around by walking, cycling and taking local transit.

CTOC will be green. The valley lands and forests that surround CTOC will provide a rich green setting for *development*, and neighbourhood parks scattered across the community will provide a gathering and play space for every neighbourhood. A central park and urban squares will offset the high density of *development* in the core and provide places for respite, picnicking and events. Environmental design features applied to buildings, open spaces, infrastructure and the community as a whole will help ensure CTOC supports Clarington's Priority Green goals and standards for sustainability.

2.2 Principles

The CTOC Secondary Plan is based on the following principles.

2.2.1 Protect, enhance, and value significant natural features, including Robinson Creek, Tooley Creek and Lake Ontario and their associated environmental and hydrologic features and natural hazards.

2.2.2 Conserve and integrate the area's cultural heritage.

2.2.3 Optimize planned rapid transit facilities and generally encourage the use of transit.

2.2.4 Build a welcoming and inclusive community with a range of housing types at all levels of affordability.

2.2.5 Accommodate a range of businesses and a high level of employment.

2.2.6 Create an accessible, walkable and bikeable community linked to adjacent and regional transportation networks.

2.2.7 Ensure all residents have access to parks, schools and other community facilities.

2.2.8 Ensure climate change mitigation and adaptation are critical considerations in planning, design and construction, and strive to achieve net zero carbon emissions.

2.2.9 Coordinate the phasing of private *development* and public investments.

3 Community Structure

The CTOC Secondary Plan is supported by a community structure comprised of the following.

3.1 Courtice GO Station

3.1.1 The growth and prosperity of CTOC will depend on a multi-modal transportation network centred on the future Courtice GO Station. The station and surrounding lands provide a focus for high-density housing, office *development* and commercial amenities that, together with a pedestrian-friendly public realm, contribute to creating a unique mixed-use district.

3.2 High-Density Mixed Use Core

3.2.1 The core of CTOC, located around the future GO Station, will be the area for the highest densities of *development*, the tallest buildings and the greatest range of uses. This will be the place to find a variety of options for housing, working, shopping, dining and entertainment. At the edges of the core, *development* will be less intense to provide a transition to lower scale neighbourhoods.

3.3 Transit Corridor

3.3.1 Courtice Road is a Transit Corridor that will be the primary transportation route to and through CTOC for transit, commercial and personal vehicles. As such, it will be a focus for transit-oriented *development* and streetscaping that supports active transportation and reinforces Clarington's identity as an attractive, sustainable community.

3.4 Urban Residential Areas

3.4.1 North and west of the core, CTOC will comprise mostly low-rise neighbourhoods at varying densities and with a variety of housing types as well as

neighbourhood-oriented commercial amenities. Within the PMTSA, medium-density forms of housing will be dominant, while west of Trulls Road there will be a full range of residential types, from detached homes to mid-rise apartment buildings. Interconnected local street networks will connect neighbourhoods to one another and to the attractions in the core.

3.5 Employment Areas

3.5.1 Areas adjacent Highway 401, south of the rail corridor, will be maintained mostly for industrial uses that benefit from convenient highway access to broaden employment opportunities for Courtice residents. Complementing the Clarington Energy Park, these areas will provide a stable environment for the growth of established and new businesses that diversify Clarington's economy.

3.6 Parks

3.6.1 Future residential and mixed-use neighbourhoods will be centred on Neighbourhood Parks, including four significant parks, to ensure most residents are within short walking distance of public green space. In addition, a central "Special Park" will serve all of CTOC and, as a multi-purpose space for events, is expected to be a civic destination for all Courtice residents. Multi-use paths and mid-block connections throughout the community will further contribute to a green framework for *development*.

3.7 Natural Areas

3.7.1 The valley lands of Robinson Creek and Tooley Creek, tributaries that feed them and forested areas all surround the CTOC Secondary Plan area, establish a rich and sensitive green setting for *development*. As these areas are protected and enhanced, they will become an amenity for future residents and visitors, fundamental to the community's environmental health and social well-being.

3.8 Green Active Transportation Spine

3.8.1 Between Trulls Road and Courtice Road, a continuous north-south landscaped multi-use path will function as a green active transportation corridor that connects neighbourhoods, parkland and forests in the north half of the PMTSA to the future GO Station and other destinations in the south half. In the long term, Clarington may explore the feasibility of a pedestrian/bicycle bridge over Highway 401 to connect the green spine with the Courtice waterfront, in accordance with Ministry of Transportation requirements.

3.9 Highways

3.9.1 Although Highways 401 and 418 are located just outside the CTOC area, they are integral to its overall physical structure. They help to frame the area, and their presence will influence land uses and the road network. Employment uses, in particular, will benefit from the visibility and access the highways afford.

4 Environment and Energy

4.1 Objectives

4.1.1 Avoid adverse impacts on existing ecosystems and natural heritage features.

4.1.2 Enhance connectivity between natural heritage features.

4.1.3 Enhance the natural heritage network as an amenity.

4.1.4 Provide appropriate *vegetation protection zones* between *development* and sensitive natural heritage features.

4.1.5 Maintain the general topography of the area and encourage the use of natural drainage patterns, where possible, to minimize the risk of flooding.

4.1.6 Increase the tree canopy throughout the Secondary Plan area.

4.1.7 Design buildings, infrastructure and the community as a whole to minimize greenhouse gas emissions and ensure high standards for energy and water conservation.

4.1.8 Design buildings, infrastructure and open spaces to mitigate the impacts of severe storms, flooding, droughts and the broader impacts of climate change.

4.1.9 Facilitate and integrate opportunities for renewable and district energy in *development* and the community as a whole.

4.2 General Policies

4.2.1 All *development* shall adhere to the policies of the Clarington Official Plan, as it pertains to the policy areas of the Natural Heritage System in Section 3.4, the Watershed and Subwatershed Plans policies in Section 3.5, the Natural Resources policies in Section 3.6, the Hazards policies in Section 3.7 and the Environmental Protection Areas policies in Section 14.4.

4.2.2 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.

4.2.3 For those properties not assessed for Headwater Drainage Features in the Subwatershed Study or where agricultural fields have gone fallow, Headwater Drainage Feature Assessments may be required prior to any *development* in order to accurately assess hydrologic functions of these features.

4.2.4 The revegetation of riparian corridors less than 30 metres wide shall be encouraged.

4.2.5 The preservation of mature trees, within and outside of the Environmental Protection Area, is strongly encouraged in order to fully derive benefits relating to microclimate, wildlife habitats, hydrology and scenic quality. In this regard, mitigation measures such as tree protection fencing, silt fence/sedimentation

control, dust control, and protection of the soil moisture regime shall be utilized during construction adjacent to the Environmental Protection Areas.

4.2.6 In accordance with Clarington Official Plan Policy 5.6.5, *development* applications will be required to include a Sustainability Report that indicates how the *development* meets the sustainable development policies and objectives contained within the Clarington Official Plan and this Secondary Plan.

4.3 Environmental Protection Areas

4.3.1 Environmental Protection Areas, identified in Schedule A, include natural heritage features, hydrologically sensitive features, lands within the regulatory flood plain of a watercourse, headwater drainage features with a “Protection” classification and hazard lands associated with valley systems, including slope and erosion hazards.

4.3.2 The delineations of the boundary of lands designated as Environmental Protection Area are approximate and shall be detailed through appropriate studies prepared as part of the review of *development* applications in accordance with the policies of this Secondary Plan and the Clarington Official Plan.

4.3.3 Areas associated with Environmental Protection Areas, including *vegetation protection zones*, shall be detailed through Environmental Impact Studies and considered to be designated Environmental Protection Area.

4.3.4 Where an Environmental Impact Study or other site-specific study required as part of *development* proposals within 120 metres of a natural heritage feature 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.

4.3.5 The *vegetation protection zone* shall be planted, maintained or restored with self-sustaining, native plant materials, in keeping with the Environmental Impact Study recommendations.

4.3.6 The Subwatershed Study identifies and assesses a number of Headwater Drainage Features. Those identified as “protection” are included in the Environmental Protection Area designation. For those Headwater Drainage Features identified as “conservation”, applications for *development* shall, in consultation with the Conservation Authority:

a) Maintain, relocate on-site and/or enhance the drainage feature and its riparian corridor;

b) If catchment drainage will be removed due to diversion of stormwater flows, restore lost functions through enhanced lot level controls as feasible;

c) Maintain or replace on-site flows using mitigation measures and/or wetland creation, if necessary;

d) Maintain or replace external flows to the extent feasible; and

e) Use natural channel design techniques to maintain or enhance the overall productivity of the reach.

4.3.7 Headwater Drainage Features that have been relocated and the associated riparian corridors established through Policy 4.3.6 shall be considered to be designated Environmental Protection Area and shall be zoned appropriately to prohibit *development*.

4.3.8 A trail system shall be designed and built to connect the CTOC area to the Robinson Creek and Tooley Creek valley lands, while protecting and enhancing the natural features and functions of these lands. The Municipality will require trails conceptually identified on Schedule C to be assessed as part of an Environmental Impact Study undertaken for *development* on adjacent lands.

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

4.3.10 Consultation is required with the Municipality prior to the removal of any trees, significant shrubs and/or features. Where trees, significant shrubs and/or other significant features are destroyed or harvested pre-maturely prior to proper study and approval, compensation should occur on site and shall be calculated at a 3:1 ratio.

Moderate and Low Environmental Constraint Areas

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

a) Wetlands over 0.5 ha that are isolated and/or of lower sensitivity/quality;

b) Category 1 and 2 Hedgerows identified as linkages;

c) *Vegetation protection zones*;

d) Species-at-risk setbacks;

e) Complex Ecological Land Classification units containing both high/medium constraint and low constraint features;

f) Agricultural/pasture lands with evidence of hydrological function;

g) Areas providing candidate/unconfirmed species-at-risk habitat or significant wildlife habitat; and

h) Headwater drainage features with a “Conservation” or “Mitigation” classification.

4.3.12 The presence and precise delineation of Moderate Constraint Areas shall be determined through an Environmental Impact Study prepared as part of development applications in accordance with the policies of this Secondary Plan and the Clarington Official Plan.

4.3.13 The Subwatershed Study referenced in Policy 4.3.11 also identifies “Low Constraint Areas”, comprising features in which *development* intrusion is not restricted by existing policies and regulations. It is encouraged that these features be incorporated into development plans where possible to avoid net loss of natural cover.

4.4 Urban Forest

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

4.4.2 All private *development* applications shall be supported by landscape plans that demonstrate how the *development* will contribute to the urban forest, improve the health and diversity of the natural environment, support other local plant and animal species, and further enhance the connectivity of the built environment to natural heritage features and hydrologically sensitive features.

4.4.3 Through *development* applications, the planting of new trees shall be required in public spaces and private spaces to achieve benefits relating to microclimate, wildlife habitats, hydrology and scenic quality.

4.4.4 A diversity of tree and shrub species shall be planted in parks and along right-of-ways to provide a healthy and more robust tree and shrub inventory that is less prone to insects and diseases. The selection of tree and shrub species within the Secondary Plan area will contribute to the Municipality’s species diversity objectives.

4.4.5 New trees generally shall be native species, non-invasive, tolerant of expected conditions and, where possible, of the largest size and maturity that the planting location permits.

4.5 Energy

4.5.1 The Municipality shall work with appropriate partners to study the feasibility of a low carbon thermal energy network, commonly known as a district energy system, for the Secondary Plan area. Where a district energy system has been established, new *development* within the Mixed Use Core, including transit facilities and municipal buildings, will be required to connect to the district energy system.

4.5.2 Where a district energy system is planned, new *development* within the Mixed Use Core, including transit facilities and municipal buildings, may be required to be district energy ready, subject to the Municipality establishing district energy ready guidelines.

4.5.3 The Municipality will consider strategies for facilitating low carbon thermal energy technologies, which may permit the repurposing of mechanical space to other uses.

4.5.4 New *development* outside the Mixed Use Core shall consider and integrate, where feasible, the district energy system. Should connection to the district energy system not be feasible, new development shall consider the use of other low carbon thermal energy technologies such as geo-exchange, wastewater energy, and heat recovery from sources such as data centres and industry to reduce greenhouse gas emissions.

4.5.5 New *development* shall consider and integrate where feasible:

a) Decentralized on-site renewable energy generation such as solar photovoltaic (PV) panels and energy storage, such as battery storage, to manage peak electricity demand, reduce emissions, and strengthen energy resilience; and

b) Backup power for protection from area-wide power outages, including in residential buildings, as informed by guidelines developed by the Municipality.

4.6 Green Development

4.6.1 *Development* is strongly encouraged to:

a) Meet high standards for energy efficiency and sustainability in building design and construction, exceeding the energy performance criteria of the Ontario Building Code.

b) Utilize energy efficient lighting and appliances, passive building standards and high-performance building envelopes to reduce the amount of energy required to heat and cool buildings.

c) Incorporate window shading or canopy systems to reduce glass reflections and save on cooling loads in the summer.

d) 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.

e) Meet high standards for the use of low-impact development strategies and minimize impermeable surfaces, to aid in stormwater infiltration.

f) Utilize water-efficient building design and practices in all new buildings, including measures such as ultra-low flow fixtures, dual flush toilets and rainwater harvesting.

g) Integrate strategies to mitigate heat island effects, such as:

i. Green roof and cool roof strategies that use high albedo materials to reduce heat gain;

ii. The strategic use of deciduous trees to help with evapotranspiration and shading of buildings, sidewalks and hard surface areas in summer;

iii. Solar access in winter; and

iv. Light-coloured paving materials with an initial solar reflectance of at least 0.33 at installation or a solar reflectance index of at least 29.

h) Apply designs, methods and materials that reduce embodied carbon emissions, such as:

i. Using lower-carbon methods and materials such as mass timber, low-carbon concrete and biogenic insulation;

ii. Adaptively reusing existing buildings; and

iii. Repurposing on-site materials.

5 Land Use and Built Form

5.1 Objectives

5.1.1 Concentrate a mix of uses in a high-density format close to the future GO Station with direct connections to the station that encourage residents, workers, and visitors to use transit for daily trips.

5.1.2 Achieve a minimum density of 150 people and jobs per gross hectare within the Protected Major Transit Station Area.

5.1.3 Plan enough housing to accommodate a diverse population of approximately 29,000.

5.1.4 Ensure the *development* of mixed-use and employment areas provides opportunities for a variety of employment types and forms, including office, institutional, light industrial, retail and services.

5.1.5 Accommodate a minimum of 8,000 jobs and achieve a ratio of approximately one job for every four residents.

5.1.6 Ensure office and industrial uses are strategically located to provide good visibility and convenient access from major roads, including prominent exposure along Highway 401.

5.1.7 Ensure compatibility among the different land uses planned for CTOC.

5.2 General Policies

5.2.1 The land use designations are identified in Schedule A. Minor alterations to Schedule A may occur without amendment to this Secondary Plan through the *development* approval process provided such alterations are in conformity with the Clarington Official Plan and the intent of this Secondary Plan is maintained.

5.2.2 Minimum densities for the residential and mixed-use designations in CTOC, as set out below, have been established to achieve:

a) A minimum density of 150 people and jobs per gross hectare within the Protected Major Transit Station Area is achieved over time; and

b) A diversity of housing and employment opportunities are accommodated.

5.2.3 The minimum density for each residential and mixed-use land use designation shall be a net density and shall apply to each area bounded by a public road, Environmental Protection Area and/or other land use designation.

5.2.4 The following uses are permitted in all land use designations, excluding Environmental Protection Areas, in this Secondary Plan:

a) A use which is accessory to a permitted use;

b) Public utilities, including water, wastewater, stormwater infrastructure; and,

c) Institutional uses and public facilities.

5.2.5 *Development* adjacent or close to the rail corridor shall be subject to the Federation of Canadian Municipalities and Railway Association of Canada Guidelines for New Development in Proximity to Railway Operations (2013) or successor guidelines or policies adopted by Council.

5.2.6 Generally, high-occupancy uses, including residential, commercial and institutional, shall be set back a minimum of 30 metres from the rail corridor, measured horizontally and vertically, with an earthen berm or crash wall located within the setback.

5.2.7 *Development* within 300 metres of a Metrolinx Rail Corridor may be subject to the Metrolinx Adjacent Development Guidelines - GO Transit Heavy Rail Corridors and Metrolinx Overbuild Development Guidelines - GO Transit Heavy Rail Corridors.

5.2.8 A setback of 14 metres will apply to all future *developments* that occur adjacent to the Highway 401 and Highway 418 rights-of-way in accordance with Ministry of Transportation policy and will be measured from the ultimate highway limit.

5.2.9 The Municipality may require new *development* to incorporate appropriate measures to mitigate any adverse impacts from existing or planned non-residential uses on residential and other sensitive uses.

5.3 Mixed Use Core

Planned Function

5.3.1 The planned function of the Mixed Use Core area is to accommodate a broad mix of residential, commercial and institutional uses at high residential and employment densities. The lands in this designation are intended to have the greatest intensity of use.

Permitted Uses

5.3.2 The following uses are permitted within this designation:

a) Residential;

b) A full range of non-residential uses, including but not limited to commercial, offices, retail, restaurants, places of entertainment, financial institutions, personal and business services, hotels, conference facilities and commercial schools; and

c) Institutional uses, including but not limited to public schools, colleges and universities, community centres, cultural facilities, libraries, day cares and places of worship.

5.3.3 Notwithstanding policy 5.3.2, large format retail and institutional uses shall generally only be permitted on lots fronting Courtice Road, Townline Road, Baseline Road and Trulls Road, unless they are located above or below the ground floor.

5.3.4 Office or institutional uses shall occupy a minimum of 10% of the total gross floor area of all buildings located on each block, or portion of a block, located within the area identified as “Areas Where Office Uses Required” on Schedule A.

5.3.5 Buildings located in the area identified for “Commercial Frontage” on Schedule A shall contain retail, restaurants or commercial services for a minimum of 70% of the frontage on the ground floor facing Street C and Farmington Drive with main entrances that front onto adjacent public sidewalks. Professional offices shall be discouraged on ground floors along these streets.

Building Types

5.3.6 Permitted building types within this designation include:

a) Apartment building, including an apartment building with grade-related units on the ground floor;

b) Mixed-use building with commercial or institutional uses on the first and potentially second floors;

c) Office or commercial building;

d) Institutional building; and

e) Stacked townhouses, subject to Policy 5.3.7.

5.3.7 Stacked townhouses shall be permitted provided they:

a) Do not occupy more than 20% of a block;

b) Are a coordinated and contiguous element of a larger high-density *development* that achieves the minimum density in Policy 8.3.10 and supports the urban design objectives of this plan; and

c) Do not front or flank an Arterial Road.

Heights and Density

5.3.8 The minimum height shall be 4 storeys, except institutional buildings, which shall have a minimum height of 2 storeys, and buildings fronting Arterial Roads, which shall have a minimum height of 6 storeys.

5.3.9 The maximum height shall generally be 40 storeys.

5.3.10 The minimum density in the Mixed Use Core shall be 325 units per net hectare.

Transit Facilities Zone

5.3.11 The Transit Facilities Zone identified on Schedule A within the Mixed Use Core is the preferred location for transit facilities related to the GO Station, including commuter parking, passenger pick-up and drop-off areas, bus terminals and the GO Station building itself. Such transit facilities associated with the GO Station shall not be subject to the minimum height and density requirements of this Plan.

5.3.12 The siting and design of transit facilities shall anticipate mixed-use *development* in the Transit Facilities Zone, and shall generally be compatible with residential, commercial and institutional uses.

5.3.13 If a stand-alone parking structure is proposed within the Transit Facilities Zone, it shall be located east of Farmington Drive and should be set back a sufficient distance from Townline Road and Farmington Drive to allow the structure to be wrapped by future commercial or residential *development*.

South Core Redevelopment Area

5.3.14 The area identified on Schedule A as “South Core Redevelopment Area” is an established industrial park, where the transition to high-density development accommodating a mix of uses, as envisaged by this plan, will require careful planning when applications are prepared and reviewed. Issues of land use compatibility, the location and phasing of community facilities, and cost-sharing for such facilities as well as for other infrastructure improvements will need to be addressed in each application, and cooperation and coordination among landowners will be required.

5.3.15 A South Core Implementation Strategy prepared to the Municipality’s satisfaction shall be required prior to the approval of zoning bylaw amendments in the South Core Redevelopment Area. The Implementation Strategy shall be prepared through a consultative process that seeks to engage landowners in the area. The Implementation Strategy shall:

a) Confirm the location and configuration of a future elementary school and an adjacent neighbourhood park with a minimum area of one hectare;

b) Identify the potential location of parkettes or other publicly accessible open spaces to be included in future plans for individual sites;

c) Confirm the alignment and land requirement for an active transportation connection between a future tunnel under the rail corridor and Baseline Road;

d) Include an infrastructure master plan addressing road and servicing improvements and stormwater management facilities required to support the development permitted under this secondary plan;

e) Include a phasing plan and consideration of existing uses (land use compatibility); and

f) Identify the financial mechanisms, including but not limited to a cost-sharing agreement, and any other tools to be used to ensure the above shared infrastructure and amenities are implemented.

5.4 Mixed Use Transition Area

Planned Function

5.4.1 The Mixed Use Transition Area, located at the edge of the Mixed Use Core, is intended to accommodate a broad mix of residential, commercial and institutional uses at generally high residential and employment densities and in forms that provide a transition between the more intense Mixed Use Core Area and the planned lower-scale neighbourhoods in CTOC.

Permitted Uses

5.4.2 The following uses are permitted uses within this designation:

a) Residential;

b) A full range of non-residential uses shall be permitted, including but not limited to commercial, offices, retail, restaurants, places of entertainment, financial institutions, personal and business services, hotels, conference facilities and commercial schools; and

c) Institutional uses, including but not limited to public schools, colleges and universities, community centres, cultural facilities, libraries, day cares and places of worship.

5.4.3 Notwithstanding policy 5.4.2, large format retail and institutional uses shall generally only be permitted on lots fronting Courtice Road, Townline Road, Baseline Road and Trulls Road, unless they are located above or below the ground floor.

5.4.4 Retail, restaurants and commercial service uses are encouraged on the ground floor of buildings at the intersections of two Arterial Roads, two Collector Roads or an Arterial Road and a Collector Road. *Development* is encouraged to protect for these non-residential uses on the ground floor.

Building Types

5.4.5 Permitted building types within this designation include:

a) Apartment building, including an apartment building with grade-related units on the ground floor;

b) Mixed-use building with commercial or institutional uses on the ground floor;

c) Office building;

d) Institutional building;

e) Stacked townhouses; and

f) Street townhouses, subject to Policy 5.4.6.

5.4.6 Street townhouses shall be permitted provided they:

a) Do not occupy more than 30% of a block if the block has frontage on an Arterial Road or Collector Road;

b) Are a coordinated and contiguous element of a larger high-density *development* that achieves the minimum density in Policy 5.4.9 and supports the urban design objectives of this plan; and

c) Do not front or flank an Arterial Road.

Heights and Density

5.4.7 The minimum height shall be 4 storeys, except:

a) Institutional buildings, which shall have a minimum height of 2 storeys

b) Street townhouses as per policy 5.4.6, which shall have a minimum height of 3 storeys; and

c) Buildings fronting Courtice Road or within 100 metres of the Prominent Intersection on Trulls Road, which shall have a minimum height of 6 storeys.

5.4.8 The maximum height shall generally be 25 storeys, except buildings adjacent to a Medium Density Residential or Low Density Residential area, which shall have a maximum height of 10 storeys.

5.4.9 The minimum density shall be 100 units per net hectare.

5.5 Medium Density Residential

Planned Function

5.5.1 Medium Density Residential neighbourhoods are planned to accommodate a variety of mostly low-rise housing types in a compact form, as well as neighbourhood-oriented commercial amenities and community facilities.

Permitted Uses

5.5.2 The following uses are permitted uses within this designation:

a) Residential;

b) Other uses in accordance with Clarington Official Plan Policies 9.3.1 and 9.3.3; and

c) Small-scale retail, restaurant and commercial service uses provided they are located on a Collector or Arterial Road and each establishment has a gross leasable floor area no greater than 250 square metres.

Building Types

5.5.3 Permitted building types within this designation include:

a) Apartment buildings;

b) All forms of townhouses; and

c) Fourplexes and triplexes.

Heights and Density

5.5.4 The minimum height shall be 3 storeys, except buildings adjacent to a Low Density Residential area, which may have a minimum height of 2 storeys, and buildings fronting Courtice Road, which shall have a minimum height of 4 storeys.

5.5.5 The maximum height shall be 4 storeys, except buildings fronting an Arterial Road which shall have a maximum height of 6 storeys.

5.5.6 The minimum density in the Medium Density Residential area shall be 45 units per net hectare, except on lots fronting Courtice Road, which shall have a minimum density of 60 units per net hectare.

5.6 Low Density Residential

Planned Function

5.6.1 Low Density Residential neighbourhoods are planned to accommodate a variety of low-rise housing and community facilities.

Permitted Uses

5.6.2 The following uses are permitted uses within this designation:

a) Residential; and

b) Other uses such as small scale service, neighbourhood retail commercial uses and home-based occupation.

Building Types

5.6.3 Permitted building types within this designation include:

a) Detached and semi-detached houses;

b) Street townhouses and stacked townhouses; and

c) Fourplexes, triplexes and duplexes.

Heights and Density

5.6.4 The maximum height shall be 3 storeys.

5.6.5 The minimum density in the Low Density Residential area shall be 25 units per net hectare.

5.6.6 Private streets and private Rear Lanes are not permitted within the Low Density Residential designation.

5.7 Business District

Planned Function

5.7.1 The Business District is planned to accommodate primarily a mix of commercial, light industrial and institutional uses in compact forms.

Permitted Uses

5.7.2 The following uses are permitted uses within this designation:

a) Offices;
b) Hotels;
c) Commercial and technical schools;
d) Research and development;
e) Studios and workshops;
f) Manufacturing;
g) Communications and information technology development;
h) Media production facilities;
i) Colleges and universities; and
j) Retail and business services, provided they do not occupy more than 50% of the gross floor area on a site.

5.7.3 Light industrial uses, including research and development, workshops and manufacturing, shall be wholly enclosed within a building, with no outside storage.

5.7.4 Warehousing and distribution facilities shall not be permitted.

Heights and Density

5.7.5 The minimum height shall be 2 storeys.

5.7.6 The maximum height shall be 10 storeys.

5.7.7 Development shall achieve a minimum Floor Space Index (FSI) of 1.0.

5.8 Light Industrial

Planned Function

5.8.1 The Light Industrial area is intended to contain a mix of employment uses in a prestige business park setting where buildings and landscapes are designed to a high standard to attract businesses.

Permitted Uses

5.8.2 The following uses are permitted uses within this designation:

a) Manufacturing;
b) Research and development associated with manufacturing;
c) Warehousing and distribution facilities; and
d) Offices and retail associated with any of the above permitted uses.

5.8.3 Industrial uses shall be wholly enclosed in a building, with no outside storage.

5.8.4 Notwithstanding policies 5.8.2 and 5.8.3, the existing uses on the properties located at 1598 and a portion of 1604 Baseline Road located south of the rail corridor (Auto Wrecking Yard), as of the date of adoption of this Plan, shall be permitted to continue until the use ceases.

Heights and Density

5.8.5 The maximum height shall be 4 storeys.

5.9 General Industrial

Planned Function

5.9.1 The General Industrial land use is intended to contain a mix of employment uses in an industrial park setting where there is greater flexibility regarding how sites are configured and *development* is designed.

Permitted Uses

5.9.2 The following uses are permitted uses within this designation:

a) Manufacturing;
b) Research and development associated with manufacturing;
c) Warehousing and distribution facilities; and
d) Offices and retail associated with any of the above permitted uses.

5.9.3 Outside storage may be permitted, provided it is screened from public view and does not occupy more than 25% of the lot area.

Height and Density

5.9.4 The maximum height shall be 4 storeys.

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 with a “Protection” classification and hazard lands associated with valley systems, including slope and erosion hazards. These lands contribute to the Municipality’s Natural Heritage System and are intended to be protected.

Permitted Uses

5.10.2 In accordance with the Clarington Official Plan policies on the Natural Heritage System, *development* and site alteration is prohibited, except the following:

a) Forest, fish and wildlife management;

b) Conservation and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest after all alternatives have been considered

c) Transportation, infrastructure and utilities, but only if the need for the project has been demonstrated by an Environmental Assessment, there is no reasonable alternative, and it is supported by a project specific Environmental Impact Study; and

d) Low impact recreation facilities, including but not limited to trails, pathways, pedestrian bridges, lookouts and seating areas, to the satisfaction of the Conservation Authority and the Municipality of Clarington.

5.11 Utility

5.11.1 The lands designated as Utility within the Secondary Plan contain the Canadian Pacific Kansas City railway corridor.

5.11.2 Expansion of the Utility designation to accommodate modifications to the railway corridor shall not require an amendment to this plan.

5.12 Special Study Area

5.12.1 Schedule A identifies a Special Study Area where engineering analysis will be undertaken as part of the Clarington Transportation Master Plan. This study will evaluate the feasibility of a grade-separated crossing at Trulls Road over the rail corridor, including its potential impacts on adjacent properties and nearby intersections.

5.12.2 Existing uses in and adjacent to the Special Study Area, including additions and renovations to existing buildings, may continue. New development in the Special Study Area, however, is prohibited until the engineering study is completed and its recommendations regarding the crossing are approved.

5.12.3 If the engineering study determines that modifications to the road network within the Special Study Area are required, including the elimination or relocation of an intersection, the study will assess the transportation impacts of such changes and confirm if an Official Plan Amendment is required to implement the modifications.

6 Urban Design

6.1 Objectives

6.1.1 Create a vibrant public realm that feels safe, comfortable and visually pleasing and supports economic development.

6.1.2 Design spaces that are accessible for people of all ages and abilities.

6.1.3 Facilitate street life, casual social interaction and community gatherings.

6.1.4 Support healthy living environments and a high quality of life for residents.

6.1.5 Ensure compatibility between developments of varying scales and forms.

6.1.6 Establish a distinct identify for CTOC through the design of open spaces, streetscapes and buildings.

6.2 General Policies

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

6.2.2 *Development* shall contribute to the creation of a vibrant public realm that feels safe, comfortable and visually pleasing, encourages active transportation, and contributes to a distinct identity for CTOC. Buildings shall be oriented to and have their main entrance on a street.

6.2.3 *Development* that backs onto a public street generally shall not be permitted.

6.3 Placemaking and Streetscapes

6.3.1 Public art is encouraged to be incorporated into private *development* to enhance the pedestrian experience and contribute to the area's identity.

6.3.2 *Development* shall enhance the experience of the community's natural setting by framing views to natural features and providing pedestrian connections to parks and Environmental Protection Areas.

6.3.3 Gateways and Prominent Intersections identified in Schedule A represent special locations within the Secondary Plan area which will support a distinct sense of place and are subject to enhanced public realm treatments. Gateways and Prominent Intersections are to be designed in accordance with the Clarington Official Plan.

6.3.4 Prominent Intersections shall serve as community focal points through building height, massing and orientation, architectural treatment and materials, and landscaping.

6.3.5 Gateways and Prominent Intersections should include distinctive landscape and streetscape treatments, including but not limited to planters, public art, special paving, signage, and street furniture that enhance the public realm and mark entry points into the Secondary Plan area.

6.3.6 New *development* or redevelopment adjacent to a Gateway should be designed to enhance the gateway through:

a) Building orientation and massing that prioritizes street frontages and pedestrian access;

b) Façade treatments and architectural elements to create visual interest;

c) Continuity and connectivity between the public and private realms for pedestrians; and

d) Consistent landscaping within the private realm including consideration for trees, seating, and shade structures.

6.3.7 Streetscape design elements within the public right-of-way should be coordinated with and enhance private *development* sites adjacent to Gateway and Prominent Intersection locations, to create a cohesive visual identity.

6.4 Building Siting and Design

6.4.1 The following shall apply to *development* in the Mixed Use Core and Mixed Use Transition areas:

a) Where retail and other street-related commercial uses are proposed, buildings generally shall form a consistent streetwall that frames the pedestrian environment. Front setbacks along retail streets generally shall be 1-5 metres to accommodate retail displays, street furniture and restaurant patios.

b) On streets lined mainly with residential uses, front setbacks generally shall be 3-5 metres to provide for front yards, gardens or patios, and stairs.

c) Commercial frontages should contribute to a safe and inviting public realm with frequent entrances, weather protection and extensive glazing on the ground floor.

d) Tall residential or mixed-use buildings over 10 storeys generally shall take a podium and tower form to appropriately frame streets and open spaces and contribute to a comfortable public realm while limiting shadow impacts. The following massing standards generally shall apply:

i. Podiums shall have a minimum height of 3 storeys and a maximum height of 6 storeys.

ii. Residential towers shall have a maximum floorplate of 850 square metres.

iii. Residential towers partially or entirely facing one another shall be separated by a minimum of 30 metres. Towers not facing one another generally shall have a minimum separation of 25 metres.

iv. Residential towers shall be set back from the edges of podiums.

e) Tall office buildings shall not be subject to the above massing requirements. Appropriate separation distances between office towers shall be determined at the time of *development* applications for such uses.

f) Mid-rise buildings of 5-10 storeys shall limit the adverse impact of their mass on the public realm and the pedestrian experience by generally limiting their length to no more than 70 metres, articulating their facades, varying materials and incorporating upper floor stepbacks. Stepbacks of at least three metres generally shall occur at the 6th storey along Local Roads and at the 8th storey along Collector Roads and Arterial Roads.

g) Parking for residential uses shall be provided within the same block, and *development* shall limit the negative impacts of parking and loading on the public realm. Parking and loading generally shall be located within the building envelope in lands designated Mixed Use Core and Mixed Use Transition Area.

h) Entrances to parking and servicing areas generally shall be on Local Roads, mews and/or Rear Lanes and should be consolidated to maximize and accentuate building frontages and/or front yards and minimize the number of curb cuts required. Shared driveways and parking ramps between properties shall be encouraged.

i) Loading and service areas generally shall be enclosed within a building and located in the interior of a *development* block. Where loading and servicing is visible at the rear or side of a building, it shall be screened.

j) Where underground parking is not feasible, parking may be located within a podium, above the ground floor, provided the podium is designed to look like an occupied building with windows.

k) Front patios for ground-floor residential units, where appropriate, shall be raised or otherwise appropriately screened and designed to provide for privacy and a transition between the public and private realms.

6.4.2 To ensure *development* in Low Density and Medium Density Residential areas contributes to attractive streetscapes and an inviting, comfortable pedestrian realm, the following policies shall apply:

a) Surface parking lots for multi-unit buildings in Medium Density Residential and Low Density Residential areas, excluding street townhouses but including stacked townhouses, may be permitted provided it is located at the rear of buildings, accessed from a shared driveway at the side of the building or, preferably, from a rear laneway. Off-street surface parking shall not be located between the building and the street.

b) Blocks with a concentration of townhouses and/or lots containing other housing types that are less than 9 metres wide will be encouraged to incorporate Rear Lanes.

c) Parking for street townhouses, fourplexes, triplexes, duplexes, semi-detached houses and detached houses that front Courtice Road, Trulls

Road, Townline Road, Street B and the east side of Street E, as identified in Schedule C, shall be accessed from another municipal street, Rear Lane, or private street.

d) Garages generally shall not extend more than two metres from the front wall of the house.

e) Single garages and double garages with living space directly above them may extend partially beyond the front wall of the house, in accordance with the Zoning By-law.

f) 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 where it does not prevent soft landscaping in the front yard.

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

h) Front and exterior side yard porches shall be encouraged.

i) Air conditioning units, utility meters and similar features should not be visible from the public realm (street/sidewalk) and should be well integrated into a building massing, recessed and screened.

6.4.3 The following shall apply to the Business District and the Light Industrial and General Industrial areas:

a) Buildings shall contribute to a consistent streetscape along Baseline Road through the use of setbacks, landscaped front yards, well-designed buildings and the orientation of main entrances to the streets.

b) Buildings that occupy at least 40% of the lot width shall be encouraged.

c) Buildings on corner lots generally shall be oriented on the corner towards both streets.

d) A minimum of 20% of the site area shall be landscaped.

e) Parking lots generally shall be located to the interior side and/or rear of buildings. A limited amount of visitor or accessible parking may be located in the front yard.

f) Service and loading areas shall be located at the rear of buildings and appropriately screened from public view.

7 Housing

7.1 Objectives

7.1.1 Build enough housing to accommodate a diverse population of approximately 29,000.

7.1.2 Ensure residential neighbourhoods and mixed-use areas within CTOC include a mix of dwelling types and sizes to meet the needs of individuals and families through all stages of life.

7.1.3 Encourage the provision and retention of affordable housing and rental housing for low and moderately low income households.

7.1.4 Integrate supportive housing to meet a spectrum of needs.

7.2 General Policies

7.2.1 CTOC is planned to include a wide range of housing types and tenure types, including market ownership and rental units, as well as affordable housing units in accordance with the policies of the Clarington Official Plan and the Durham Region Official Plan (as applicable).

7.2.2 New *development* shall provide a range of unit sizes, in terms of number of bedrooms, within multiple-unit buildings. Generally, a minimum of 25 percent of units shall have two or more bedrooms.

7.2.3 The above minimum requirements for two- and three-bedroom units may be reduced where *development* is providing:

a) Social housing or other publicly funded/subsidized housing; or

b) Housing to meet identified specialized needs which do not require multi-bedroom units such as for health care institutions or residences owned and operated by a post-secondary institution.

7.2.4 In Low Density Residential and Medium Density Residential, *development* is encouraged to include a*dditional dwelling units.*

7.3 Affordable Housing

7.3.1 *Affordable* housing, including community housing, supportive housing and other types of subsidized non-market housing units, are encouraged to be integrated within neighbourhoods and combined in *development*s that also provide market housing to deliver opportunities for a range of housing tenures and prices that support diversity.

7.3.2 The Municipality will collaborate with community housing providers, including but not limited to, the Region of Durham, to encourage a supply of subsidized non-market housing units to be included within the Secondary Plan Area.

7.3.3 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 the Region (as applicable) to consider further increasing financial incentives for *affordable* housing.

7.3.4 The Municipality may explore opportunities for inclusionary zoning in compliance with Provincial regulations.

7.3.5 The co-location of *affordable* housing with community service facilities and vertically integrated community hubs are encouraged.

7.3.6 The Municipality may prioritize *development* applications that include affordable housing units.

8 Parks and Community Facilities

8.1 Objectives

8.1.1 Locate parks, elementary schools and basic commercial amenities within a 10-minute walk for most residents.

8.1.2 Design buildings, infrastructure and open spaces to mitigate the impacts of severe storms, flooding, droughts and the broader impacts of climate change.

8.1.3 Design parks and school sites to incorporate low-impact development features for stormwater management.

8.1.4 Ensure parks and other open spaces are highly visible and accessible.

8.1.5 Locate parks to maximize the number of residents within a five-minute walk.

8.1.6 Provide parks of a sufficient size and configuration to accommodate a range of potential recreation facilities for residents of all ages and abilities.

8.1.7 Support the timely delivery of elementary schools and indoor recreation facilities within the community.

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

8.2 General Policies

8.2.1 The dedication of lands for parkland shall be in accordance with the Planning Act.

8.2.2 Parkland shall be integrated and connected into a broader public realm network that also includes civic/institutional uses, streets, mid-block connections, trails and privately owned publicly-accessible open spaces.

8.2.3 The design and programming of parks shall be guided by the Municipality's Parks, Recreation and Culture Master Plan and other applicable guidelines.

8.2.4 The park system as a whole shall provide a variety of opportunities for passive and active recreation and be comprised of well-designed spaces that contribute to CTOC's identity.

8.2.5 Where feasible, parks should be designed to incorporate low-impact development features to manage stormwater.

8.2.6 Parks generally shall be bordered by public roads, Environmental Protection Areas, schools, and other community facilities. Residential and commercial uses backing onto parks shall be minimized and private access shall not be permitted.

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

8.2.8 The following types of parks are planned in CTOC:

a) Special Park – a central multi-purpose gathering and recreation space serving all of CTOC and the Courtice community more broadly;

b) Neighbourhood Parks and Parkettes – traditional green spaces to meet the daily passive and active recreation needs of residents in the surrounding neighbourhood;

c) Urban Parks and Squares – smaller, multi-purpose open spaces generally designed for passive uses but which also may accommodate programmed events and activities.

8.3 Special Park

8.3.1 The Special Park identified in Schedules A and B will be a central gathering place for residents, workers and visitors in CTOC and for the larger Courtice community. It shall have a minimum area of 2.5 hectares and be bounded by public streets on at least three sides.

8.3.2 The Special Park shall be designed to accommodate a range of civic, cultural and recreational activities within a heavily treed landscape. Grassed and hardscaped areas shall support special events and day-to-day uses.

8.3.3 The Special Park may include outdoor recreation facilities that are not land-consumptive, such as a basketball courts, tennis courts, a skating rink, a playground and/or a splashpad. Larger facilities, such as baseball diamonds, soccer pitches and cricket ovals, will not be appropriate. A small dog park may be accommodated.

8.4 Neighbourhood Parks and Parkettes

8.4.1 Schedule B identifies four Major Neighbourhood Parks intended to be central places for recreation and gathering for the future neighbourhoods surrounding them. The precise configuration and size of each of these parks shall be determined in plans of subdivision. Minor changes to their configuration and size shall not require an amendment to this Plan; however, their minimum sizes shall generally be as follows:

- West Neighbourhood Park: 2.5 ha
- North Neighbourhood Park: 2.0 ha
- East Neighbourhood Park: 1.5 ha
- Central Neighbourhood Park: 1.5 ha

8.4.2 In addition to the Major Neighbourhood Parks delineated on Schedule B, other Neighbourhood Parks and Parkettes will be required to meet the needs of residents, give neighbourhoods a strong green character and enhance CTOC's natural environment. The location, size and configuration of these parks shall be determined at the time of *development* applications, guided by the general locations identified in Schedule B.

8.4.3 A Neighbourhood Park, notwithstanding the Municipality's general standards, shall have an area greater than 1.0 hectares, and a Parkette shall be 0.5-1.0 hectare.

8.4.4 To ensure Neighbourhood Parks are an accessible and prominent feature of the neighbourhood, a minimum of 50% of their boundaries, excluding any portion of a boundary abutting an Environmental Protection Area or stormwater management facility, shall front a public street. Where a Neighbourhood Park abuts a school, the minimum 50% street frontage requirement may be reduced, provided the park has generous frontage on one street and public access from a second street, at minimum.

8.5 Urban Parks and Squares

8.5.1 To complement parks with additional space for gathering and landscaping, Urban Parks and Squares shall be encouraged in CTOC. Urban Parks and Squares may vary in size but generally will be less than 0.5 hectares.

8.5.2 The location, size and function of Urban Parks and Squares shall be determined at the time of *development* review and approval.

8.5.3 Urban Parks and Squares shall be defined by adjacent buildings and have at least one edge abutting a public right-of-way.

8.5.4 Urban Parks and Squares may be publicly owned or privately owned but, in either case, shall be publicly accessible. Publicly owned Urban Parks and Squares shall count toward a *development's* parkland contribution. Privately owned Urban Parks and Squares may count toward parkland dedication where it is unencumbered by underground parking and there is an agreement with the landowner that the space will be maintained in perpetuity by the landowner.

8.5.5 Urban Parks and Squares shall be designed to offer a space for respite, outdoor dining and special events. Generally, they shall feature lighting, seating areas, trees and soft landscaping, low-impact development features, public art, or other amenities to encourage casual use and gathering.

8.6 Schools

8.6.1 Approximately six (6) elementary schools and two (2) secondary schools are planned in CTOC. The general locations for schools are identified on Schedules A and B. Notwithstanding the preferred locations identified on Schedules A and B, schools may be located elsewhere in the Secondary Plan area, and additional school sites added, without amendment to the Plan.

8.6.2 Should an alternative site be selected for a school, or a school site not be required, the lands identified for the preferred site shall be developed in accordance with the policies for the underlying land use designation. Final locations and configurations for schools will be determined through the review of *development* applications, in coordination with the school boards.

8.6.3 All elementary school sites, wherever possible, shall abut a park or other usable green space to provide areas of shared amenity.

8.6.4 The size and configuration of each school site shall be to the satisfaction of the School Board and the Municipality. If a school site includes a child care centre,

the site shall be appropriately sized and configured to address the needs of the school and the child care centre.

8.6.5 The sharing of sites by two elementary schools or a school and another community facility, such as a child care centre, shall be strongly encouraged.

8.6.6 Shared parking between a school and an adjacent or nearby municipal facility or other institutional use shall be strongly encouraged.

8.6.7 Schools required within the designated Mixed Use Core and Mixed Use Transition areas are strongly encouraged to be located within the podium of larger mixed-use buildings or take a compact, multi-storey form to optimize their sites. Such schools shall provide outdoor play space, which may be located at-grade or on a rooftop and shared between the school and an adjacent or nearby municipal facility or other institutional use.

8.6.8 Elementary schools should be located on Collector Roads or at the intersection of Collector Roads and Local Roads with a minimum right-of-way width of 20 metres. Road connections should facilitate easy and safe movement of school buses and avoid the need for students to cross major roads.

8.6.9 Secondary schools shall be located on Arterial Roads. In no case will a school have access from Courtice Road.

8.6.10 Schools sites should be designed to encourage walking and cycling and should be connected to the larger active transportation network of sidewalks, bike lanes and multi-use paths.

8.7 Other Community Facilities

8.7.1 Community facilities such as libraries, recreation centres, child care centres, and fire, ambulance and police stations will be required to meet the needs of residents and workers in the area. The Municipality shall monitor CTOC's growth to ensure such facilities are provided in a timely manner and may require a community services and facilities needs assessment with *development* applications.

8.7.2 The preferred location for a library, a recreation centre and major cultural facilities is identified in Schedule B as Preferred Location for Other Central Community Facilities, where such facilities will reinforce the civic and cultural heart of CTOC. If such a facility is located in the Special Park, it shall not occupy more than 20% of the park area, including associated parking.

8.7.3 Community facilities generally shall be:

a) Designed to meet the requirements of the City and public agencies, boards and commissions;

b) Located in highly visible locations with strong pedestrian, cycling and transit connections for convenient access; and

c) Have prominent pedestrian entrances on the main building façade fronting onto a public street.

8.7.4 Community facilities are encouraged, where appropriate, to promote partnerships and optimize the use of space, considering the following measures:

a) Providing for flexible, accessible, multi-purpose spaces that can be programmed in different ways and be adapted over time to meet the varied needs of different user groups;

b) Supporting the creation of community hubs and co-located facilities;

c) Exploring alternative delivery models, such as partnerships with non-profit organizations;

d) Co-locating within mixed-use buildings; and

e) Integrating and coordinating programs.

9 Cultural Heritage

9.1 Objectives

9.1.1 Recover and protect Indigenous and other *archaeological resources.*

9.1.2 *Conserve* and interpret significant *built heritage resources* and facilitate their integration with surrounding land uses, open spaces and built form.

9.1.3 Ensure opportunities for views and access to sites of cultural significance, as appropriate.

9.1.4 Interpret the area's cultural heritage, including its Indigenous history, within the public realm.

9.1.5 Identify and protect view corridors and vistas to Lake Ontario down streets and from public spaces, where possible.

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 the Municipality of Clarington *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, including its Indigenous history, shall be integrated into the design of public open spaces. The Municipality will also encourage the integration of public art in publicly visible elements of the private realm.

10 Transportation

10.1 Objectives

10.1.1 Concentrate a mix of high-density uses close to the future GO Station with direct connections to the station that encourage residents, workers, and visitors to use transit for daily trips.

10.1.2 Line main roads with transit-supportive *development* and pedestrian-friendly streetscapes.

10.1.3 Ensure the road network facilitates and encourages the use of public transit by allowing for efficient transit routes and minimizing walking distances to transit stops.

10.1.4 Ensure roads and municipal services required for any part of the neighbourhood are in place and operative prior to or coincident with *development*.

10.1.5 Ensure engineering and other design standards for the public realm and utilities are applied consistently across CTOC.

10.1.6 Develop an interconnected grid of streets throughout the area wherever possible, directly connected to the larger road network.

10.1.7 Establish an interconnected network of active transportation infrastructure across CTOC linked to networks and trails in surrounding areas.

10.1.8 Minimize surface parking and its impact on the public realm.

10.1.9 Reduce the demand for parking over time.

10.2 General Policies

10.2.1 The road network shown in Schedule C identifies the road classifications, key active transportation connections and a zone for transit facilities related to the future Courtice GO Station. The alignments of roads and active transportation connections In Schedule C are approximate. Minor modifications to alignments based on Municipal Class Environmental Assessments and detailed planning and engineering studies shall not require an amendment to this Plan.

10.2.2 Table 1 identifies the classification and intended right-of-way of each road identified in Schedule C.

Road	Classification	Jurisdiction	ROW Width (m)
Courtice Rd	Type A Arterial	Durham Region	45
Street H (west of Courtice Rd)	Type B Arterial	MoC	36
Trulls Rd (north of Street H)	Type B Arterial	MoC	36
Street H (east of Courtice Rd)	Type C Arterial	MoC	30
Trulls Rd (south of Street H)	Type C Arterial	MoC	30
Baseline Rd	Type C Arterial	MoC	30
Street E (south of Street A)	Special Collector	MoC	26
Street B	Collector	MoC	26
Farmington Dr (south of Street B)	Collector	MoC	26
Farmington Dr (north of Street B)	Collector	MoC	23
Street C (east of Trulls Rd)	Collector	MoC	26
Street C (west of Trulls Rd)	Collector	MoC	23
Granville Dr	Collector	MoC	23
Street D	Collector	MoC	23
Street A	Key Local	MoC	23
Street E (north of Street A)	Key Local	MoC	20
Street F	Key Local	MoC	20
Street G	Key Local	MoC	20

Table 1: CTOC Road Classifications

10.2.3 In addition to the roads identified in Schedule C, *development* will be structured by an interconnected and grid-like network of Local Roads that facilitate direct pedestrian, cyclist, transit and vehicular movement throughout the community. Context Plans submitted with applications shall demonstrate how *development* will be connected to existing or planned *development* on surrounding lands.

10.2.4 CTOC's network of streets shall be supplemented by landscaped mid-block active transportation connections that break up long blocks to further 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.

10.2.5 Complete, interconnected pathway networks shall be identified in Context Plans and plans of subdivision, demonstrating how the network will connect with pathway networks on adjacent lands.

10.2.6 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 Regional Municipality of Durham, with further guidance provided in the CTOC Urban Design and Sustainability Guidelines (Appendix A to this Secondary Plan)

10.2.7 The incorporation of low-impact development measures in the design of all streets shall be encouraged.

10.2.8 On-street parking generally shall be accommodated on Collector Roads and Local Roads to provide for anticipated parking needs and to assist in calming traffic movement and thereby enhancing pedestrian safety.

10.2.9 Landscaped, pedestrian-friendly roundabouts may be considered for the Prominent Intersections of Baseline Road and Trulls Road, and Baseline Road and Courtice Road. Roundabouts may be considered elsewhere where two Arterial Roads, two Collector Roads or an Arterial Road and a Collector Road intersect. Roundabouts are generally discouraged along local roads, but small ones may be considered for the purposes of traffic calming.

10.2.10 The conveyance of land consistent with the widening of the rights-of-way identified in this Plan shall be required to permit the *development* of lands adjacent to existing roads. Additional dedication for road widenings may be required, such as for grading, drainage and stormwater management, auxiliary turn lanes, transit facilities and utilities.

10.3 Arterial Roads

10.3.1 Arterial Roads will generally be designed in accordance with the standards set out in Appendix C, Table C-2 of the Clarington Official Plan, with further guidance provided in the CTOC Urban Design and Sustainability Guidelines. Arterial Roads shall include the following elements:

a) Separated bike lanes or raised cycle tracks and sidewalks generally shall be accommodated on both sides for the convenience, comfort and safety of pedestrians, cyclists and other active transportation modes. Alternatively, multi-use paths may be considered where sidewalks are not required to support retail and other active ground-floor uses where Arterial Roads travel through mixed-use areas.

b) Landscaped boulevards and building setbacks shall provide a buffer between moving traffic and residential and non-residential land uses on either side of the street.

c) Planting zones shall have sufficient width to accommodate appropriate low-impact development measures.

d) Signalized intersections shall be spaced to provide convenient crossing points for pedestrians and cyclists and help distribute vehicular traffic evenly across CTOC.

e) Turn lanes may be required at intersections. Double turn lanes and channelized right turn lanes shall be avoided.

f) Driveway access from Arterial Roads shall be restricted except where no reasonable alternative is available.

10.3.2 As the rail corridor is upgraded to support the GO Rail Expansion, Trulls Road may be upgraded at the rail corridor. A detailed engineering analysis will be undertaken as part of the Clarington Transportation Master Plan for the Special Study Area identified on Schedules A and C to evaluate the feasibility of a future grade-separated crossing of the rail corridor and its potential impacts on adjacent lands and affected intersections. *Development* on lands adjacent to the rail crossing, and on other lands that may be affected by a future upgrade, may be required to dedicate land and/or incorporate appropriate setbacks to accommodate the upgrades.

10.4 Collector Roads

10.4.1 Collector Roads shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan. Collector Roads shall include the following elements:

a) A minimum of two through lanes shall be provided, and turn lanes may be required at intersections;

b) Sidewalks shall be provided on both sides;

c) Cycling shall be accommodated in separated bike lanes within the roadway, in raised lanes (cycle tracks) adjacent to the roadway or on a multi-use path on one or both sides of the road; and

d) Planting and furnishing zones shall be provided on both sides of the roadway and have sufficient width to accommodate appropriate low-impact development measures.

10.4.2 Notwithstanding policy 10.4.1, Street E shall have a 26-metre right-of-way to accommodate a continuous, generous tree-lined multi-use path on one side.

10.5 Local Roads and Mews

10.5.1 *Development* will be accessed and serviced by Local Roads generally with right-of-way widths between 18 and 20 metres, except Street A identified in Schedule C, which will require a minimum width of 23 metres. New Local Roads shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan. They shall include the following:

a) Local Roads shall feature sidewalks on both sides and generally shall also have street trees on both sides to enhance the tree canopy and establish a strong green character for CTOC;

b) On-street parking shall generally be accommodated on one side of the right-of-way;

c) A planting and furnishing zone shall be provided on both sides of Local Roads of sufficient width to accommodate appropriate low-impact development measures; and

d) Separated bike lanes or raised cycle tracks shall be accommodated on Street A to support a continuous east west active transportation route across CTOC.

10.5.2 Local Roads generally shall not be permitted to intersect with Arterial Roads, unless the Municipality and Region are satisfied such intersections will not cause an undue safety risk to drivers, pedestrians and cyclists and will not unduly compromise arterial road operations.

10.5.3 Private streets are vehicular connections between public streets that are deemed necessary to enhance vehicular and pedestrian permeability. Private streets may be permitted through the *development* application process provided:

a) They have features common to public streets; and;

b) Meet functional requirements to the satisfaction of the Municipality.

10.5.4 Mews are streets designed primarily for pedestrians and cyclists and may be dedicated full-time or part-time to active transportation but generally also accommodate vehicles. Proposals for public and private mews will be subject to the approval of the Municipality on a case-by-case basis and shall demonstrate that they will support the placemaking objectives of this Plan and will not have a significant adverse impact on the functioning of the larger road network in the area. Mews may or may not include curbs but in all cases shall clearly demarcate zones for pedestrians.

10.6 Rear Lanes

10.6.1 Public or private Rear Lanes are strongly encouraged to support safe and attractive streets by providing access to driveways, garages, loading and servicing areas, and other back-of-house uses away from the street-facing frontage. Access to commercial loading areas shall generally be provided from Rear Lanes.

10.6.2 Rear Lanes may be required where *development* fronts onto an Arterial or Collector Road and for townhouse *developments*.

10.6.3 Public utilities may be located within public Rear Lanes subject to functional and design standards established by the Municipality.

10.6.4 Rear Lanes shall be designed in accordance with the road classification criteria in Appendix C, Table C-2. They shall meet the following criteria:

a) Rear Lanes shall allow two-way vehicular travel and incorporate a setback on either side of the right-of-way to the adjacent garage wall or private fence;

b) Rear Lanes shall provide access for service and maintenance vehicles for required uses as deemed necessary by the Municipality and may include enhanced laneway widths and turning radii to accommodate municipal vehicles, including access for snowplows, garbage trucks and emergency vehicles where required;

c) 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 Manager of Development Engineering;

f) No Regional Municipality of Durham infrastructure shall be permitted;

g) Rear Lanes shall be graded to channelize snow-melt and runoff;

h) The design of Rear Lanes may incorporate appropriate elements of low-impact design, such as permeable paving, where sufficient drainage exists; and

i) Appropriate lighting shall be provided to contribute to the safe function of the roadway for all users, including pedestrians, cyclists, drivers and service/emergency vehicles.

10.7 Active Transportation

10.7.1 Key *active transportation* connections shall be implemented in general accordance with Schedule C and will include dedicated cycling lanes or raised cycle tracks, sidewalks, and multi-use paths in public rights-of-way. These will be complemented by multi-use paths within parks and other public open spaces.

10.7.2 Where a multi-use path is located within the right-of-way of a Collector Road, as will be the case with Street E, private driveways crossing the path shall be minimized and generally shall not be permitted for accessing individual dwelling units to avoid conflicts between vehicles and path users. Short blocks that result in frequent Local Roads crossing multi-use paths shall be discouraged for the same reason.

10.7.3 The Municipality will work with the Conservation Authority to develop trail networks within and adjacent to the Robinson Creek and Tooley Creek valleys, as conceptually illustrated in Schedule C. The trail networks shall be accessible from parks and public roads. They shall include Primary and Secondary Trails as defined in Section 18.4 of the Clarington Official Plan.

10.7.4 Trails shall cross Courtice Road only where there are controlled intersections. Where trails intersect with Street H away from controlled intersections, crossings

shall be accommodated in underpasses where feasible and appropriate based on grades and environmental features or with signalized crossings at street-level.

10.7.5 The location, alignment and design of trails shall be subject to the following:

a) Trail design and type will be based on each site's sensitivity to minimize environmental impacts and will be designed to accommodate a range of users and abilities.

b) Trails will be directed outside of sensitive 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.

d) Trails should be integrated with the maintenance access route, where feasible, to minimize the impermeable surface area and natural heritage system disturbances.

10.7.6 Proposed trails in or adjacent to Environmental Protection Areas shall be subject to Environmental Impact Studies.

10.8 Transit Facilities

10.8.1 The Municipality will ensure that transit facilities are integrated early and appropriately throughout CTOC by including Durham Region Transit in all *development* pre-application meetings and ensuring that transit requirements are addressed through municipal capital works and private *development* applications.

10.8.2 The design of transit stops shall incorporate appropriate amenities, with the following to be considered: transit shelters, seating, tactile paving, bike racks, curb cuts and appropriate lighting. Generally, transit stops at major intersections shall include shelters and seating.

10.8.3 The Transit Facilities Zone identified in Schedule A is the preferred location for transit facilities related to the GO Station, including commuter parking, passenger pick-up and drop-off areas, bus terminals and the GO Station building itself. Such facilities may be standalone but shall be sited and designed to optimize the station area for concurrent or future mixed-use *development* and to accommodate direct pedestrian connections from the station to the public street network and future *development*. The policies in Section 12.2 of this Plan shall also apply.

11 Servicing

11.1 Objectives

11.1.1 Design buildings, infrastructure and the community to high standards for energy and water conservation.

11.1.2 Design buildings, infrastructure and open spaces to mitigate the impacts of severe storms, flooding, and the broader impacts of climate change.

11.1.3 Ensure servicing infrastructure is located and designed to serve the planned population efficiently while providing capacity for intensification over time.

11.1.4 Ensure roads and municipal services required for any part of the neighbourhood are in place and operative prior to or coincident with *development*.

11.1.5 Ensure engineering and other design standards for the public realm and utilities are applied consistently across CTOC.

11.1.6 Ensure the Municipality's capital budget anticipates infrastructure and community facilities required within CTOC in the long term.

11.2 General Policies

11.2.1 All new *development* within the Secondary Plan area will be serviced by municipal water and sewer services and stormwater management facilities. Existing *development* within the Secondary Plan area shall, over time, also be connected to these same services, where appropriate.

11.2.2 New *development* will proceed based on the sequential extension of full municipal services in accordance with the municipal capital works program.

11.2.3 *Development* applications are required to demonstrate there is adequate servicing supply and capacity available to support the proposed level of density in the context of existing and proposed *development* across the Secondary Plan area.

11.2.4 Any Regional infrastructure required to support the *development* of the Secondary Plan area is subject to the annual budget and business planning process.

11.2.5 The Municipality will work with the landowners and the Regional Municipality of Durham to develop a plan for the phasing of extensions to existing services. A phasing plan will be prepared as part of a functional servicing report by *development* proponents at the time an application for draft plan of subdivision is submitted.

11.2.6 Approval of *development* applications shall be conditional upon commitments from the appropriate authorities and the proponents of *development* to the timing and funding of required stormwater management, sanitary sewer and water supply facilities. These works shall be provided for in subdivision and site plan agreements. Phasing of *development*, based on the completion of external sewer and water services, may be implemented if required by the Municipality of Clarington.

11.2.7 *Development* proponents and the Municipality will seek to incorporate infrastructure and utilities in a manner that is sensitive to the quality of the public realm and design of the street network, and which reduces the impact of *development* on hydrologic and ecological systems.

11.2.8 A Master Drainage Plan for CTOC Secondary Plan area shall be completed to the Municipality's satisfaction prior to final draft plan approval for new land uses. The Master Drainage Plan shall address the recommendations of the Robinson and Tooley Creek Flood Mitigation Study (Flood Mitigation Study). Regulatory Storm control may be required and must be designed to the satisfaction of the Conservation Authority and the Municipality of Clarington.

11.3 Stormwater Management

11.3.1 Schedule A identifies general locations for stormwater management facilities in CTOC. These locations shall be confirmed by a Master Drainage Plan and Stormwater Management Reports submitted with *development* applications. Areas for stormwater management facilities shall be identified in plans of subdivision. Alternative locations for stormwater management facilities may be approved by the Municipality without amendment to this Plan.

11.3.2 Stormwater management facilities generally shall be located away from arterial roads, wherever possible, to optimize arterial corridors for *development*.

11.3.3 Stormwater management facilities, such as ponds and low-impact development features, shall be used to mitigate the impacts of *development* on water quality and quantity, consistent with the Subwatershed Study and the policies of Section 20 of the Clarington Official Plan.

11.3.4 Stormwater management facilities, with the exception of outfalls, shall not be located within Environmental Protection Areas.

11.3.5 Low impact development features shall not be located within *natural heritage features* but may be permitted within the outer 5 metres of the *vegetation protection zone* provided the intent of the *vegetation protection zone* is maintained and it is supported by an Environmental Impact Study.

11.3.6 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*.

11.3.7 Any crossings of valley features, flood plains and water courses shall be required to consider wide open bottom culverts that have the width and height to facilitate floodplain conveyance as well as wildlife crossings for mammals off roads to avoid vehicle and wildlife fatalities.

11.3.8 Future stormwater system updates shall consider the 2051 urban expansion area in upcoming secondary plans and include analysis for Regional release rate targets to verify the flood mitigation strategy and any additional work need to understand the impacts of additional lands upon downstream flooding and stormwater management requirements.

11.3.9 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.

11.3.10 The submission of the following plans and reports, prepared in accordance with the Subwatershed Study, Flood Mitigation Study and Master Drainage Plan, shall be required to determine the impact of stormwater quality/quantity, erosion and water balance of the proposed *development*:

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.

11.3.11 The Stormwater Management Report and Plan identified in policy 11.3.10 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.

11.3.12 The Stormwater Management Report and Plan identified in policy 11.3.10 shall demonstrate how the water balance target set in the Subwatershed Study is achieved. If the water balance target is not achieved, a justification shall be submitted for review and acceptance by the Municipality of Clarington.

11.3.13 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, off peak storage, water reclamation and/or reuse and the maintenance of pre-*development* water balance shall be demonstrated.

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

11.3.15 Stormwater management facilities shall incorporate naturalized landscaping and accommodate trails and seating areas where appropriate.

11.3.16 *Development* of all low- and medium-density 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.

11.3.17 *Development* is encouraged to promote water conservation and efficiency, including through strategies such as installing rainwater harvesting and recirculation/reuse systems, using water efficient and drought resistant plant materials where appropriate, supporting other agencies with programs related to water conservation and water demand management, and considering technological and other system improvements.

11.3.18 Green roofs, where applicable, shall be designed to help manage stormwater.

11.3.19 The public realm will be designed to manage the quantity and quality of stormwater run-off and mitigate the potential for downstream erosion during storm events.

11.3.20 Xeriscaping using native, drought-tolerant plants as a cost-effective landscape method to conserve water shall be encouraged.

11.3.21 The irrigation of street trees through green infrastructure or other passive means may be considered as part of the broader stormwater management system to improve the resilience of the urban tree canopy.

12 Implementation and Interpretation

12.1 Objectives

12.1.1 Ensure roads, road improvements, and municipal services required for any part of the neighbourhood are in place and operative prior to or coincident with *development*.

12.1.2 Support the timely delivery of public access to parkland, schools and other community amenities.

12.1.3 Ensure engineering and other design standards for the public realm and utilities are applied consistently across CTOC.

12.1.4 Ensure the Municipality's capital budget anticipates infrastructure and community facilities required within CTOC in the long term.

12.2 Policies

12.2.1 A Zoning By-law shall be an essential tool used to implement the policies of this Secondary Plan.

12.2.2 The policies of this Secondary Plan shall be considered when making decisions related to *development* of the lands within the CTOC Secondary Plan Area. The policies of this Secondary Plan shall be implemented by exercising the powers conferred upon the Municipality by the Planning Act, the Municipal Act and any

other applicable statues, and in accordance with the applicable policies of the Clarington Official Plan.

12.2.3 Submission of a Context Plan may be required with applications for rezoning, plan of subdivision or site plan approval.

12.2.4 The purpose of a Context Plan is to demonstrate how proposed *development* will relate and connect to existing or planned development on surrounding lands and guide coordinated implementation of required infrastructure and community facilities. Context Plans will identify the following:

a) The limits of Environmental Protection Areas based on area-specific Environmental Impact Studies;

b) Planned public roads and active transportation connections, including mid-block pathways;

c) Private streets, where appropriate, and other privately-owned connections where a public easement may be required;

d) Existing and planned land uses;

e) Planned parks;

f) Delineated sites planned or reserved for schools and other community facilities;

g) Areas for stormwater management facilities and low-impact development features; and

h) Proposed sites and frontages for retail uses.

12.2.5 The boundaries of Context Plans will be determined by the Municipality and generally will extend to the second Arterial or Collector Road beyond the *development* site. Consultation with landowners within the Context Plan area may be required to ensure the plan accurately reflects intended, proposed and planned *development* in the area.

12.2.6 Alternative development standards for infrastructure may be developed and approved for specific areas or all of CTOC without amendment to this Plan, provided they meet the intent and support the objectives of the Plan.

12.2.7 An existing use of land, building or structure that is lawfully in existence prior to the passage of the implementing Zoning By-law, and which does not conform to this Secondary Plan but continues to be used for such purposes, shall be deemed to be legal non-conforming. Expansions and extensions of legal non-conforming uses will require an application to the Committee of Adjustment and may be permitted provided the expansion or extension continues the non-conforming use.

12.2.8 Non-conforming uses shall be encouraged to relocate or redevelop so that the subject land may be used in conformity with the policies of this Secondary Plan and the provisions of the implementing Zoning By-law.

12.2.9 It is the intent of the Municipality to permit some flexibility in accordance with Clarington Official Plan policy 24.1.5 in the interpretation of the policies, regulations and numerical requirements of this Secondary Plan except those regarding minimum densities and minimum and maximum heights, where this Secondary Plan is intended to be prescriptive.

12.2.10 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 CTOC area.

12.2.11 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.

12.2.12 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.

12.2.13 *Development* applications for lands abutting existing Arterial Roads and Collector Roads may require the dedication of land for road widenings or road upgrades, as determined by the Municipality or Region.

12.2.14 Approval of *development* applications shall be conditional upon commitments from the appropriate authorities and the proponents of *development* to the timing and funding of required infrastructure and community facilities, including roads, sanitary sewers, water services, stormwater management facilities, parks, schools and other community facilities. These works shall be provided for in the subdivision and site plan agreements. Phasing of *development*, based on the completion of the external public works, may be required by the Municipality.

12.2.15 The Secondary Plan recognizes that comprehensive planning requires the equitable sharing amongst landowners of the 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, or registration of phase thereof, applicants/landowners shall have entered into appropriate cost sharing agreements that establish the means by which the costs of developing the property, which may include parks, roads, road improvements, external services, stormwater management facilities, public/private utilities, schools, and all related community costs, are to be shared. The Municipality will require, as a condition of draft approval or site plan approval, that a clearance letter be provided to the Municipality from the trustee named in the cost sharing agreement that landowners have met their obligations under the relevant cost sharing agreements prior to registration of a plan of subdivision or site plan approval.

12.2.16 Landowners are encouraged to enter into a Master Parkland Agreement with the Municipality prior to the approval of any draft plan of subdivision or site plan. The Master Parkland Agreement shall identify the minimum size and

general location of parks that shall be provided and dedicated in accordance with Schedule A.

12.2.17 The Municipality will require, as a condition of draft approval or site plan approval, that proof be provided to the Municipality that landowners have satisfied all their parkland obligations with respect to the Master Parkland Agreement, if applicable, prior to registration of a plan of subdivision or site plan approval.

12.2.18 In accordance with Provincial legislation and regulations, Council may seek to implement a transit station charge to pay for costs related to the construction of the GO Transit Station.

12.2.19 *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 *development* application unit count;

e) Estimated population;

f) Amount/type of non-residential space and number of jobs; and

g) Number of purpose-built *additional dwelling units.*

12.2.20 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.

12.2.21 The CTOC Secondary Plan has been prepared to align with the policies of the Clarington Official Plan and Region of Durham Official Plan. The policies, maps and appendices shall be read and interpreted in conjunction with the policies of the Clarington Official Plan.

12.2.22 In the event of a conflict between the Clarington Official Plan and this Secondary Plan, the policies of the Secondary Plan shall prevail, including density and intensification policies.

12.2.23 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.

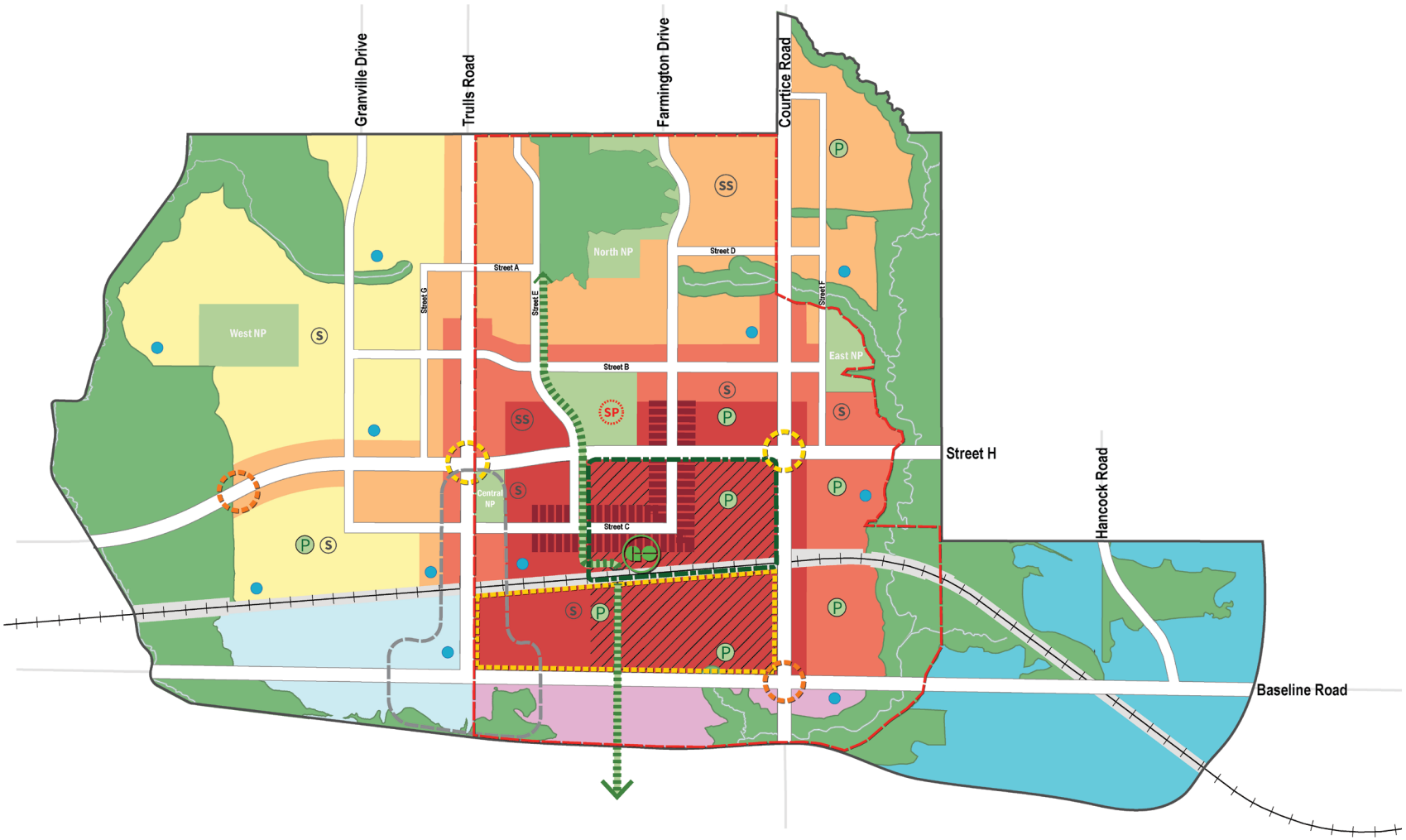
12.2.24 The Municipality recognizes the need for a degree of flexibility and allow for well-designed buildings that respond appropriately to the conditions of their site and its surroundings and are consistent with the principles of this Plan and meet the general intent of its policies. Where “generally” is used to qualify a built form policy found in Section 6 of this Plan, it is expected the requirement will be met except where an applicant has demonstrated to the Municipality’s satisfaction that site-specific conditions warrant the consideration of alternatives, and that the proposed alternative built form parameters meet the general intent of

the policy. Such exceptions shall not require an amendment to this Secondary Plan.

12.2.25 The Municipality will monitor the policies of this Secondary Plan and propose updates as deemed necessary.

Courtice Transit-Oriented Community Secondary Plan

Schedule A - Land Use Plan

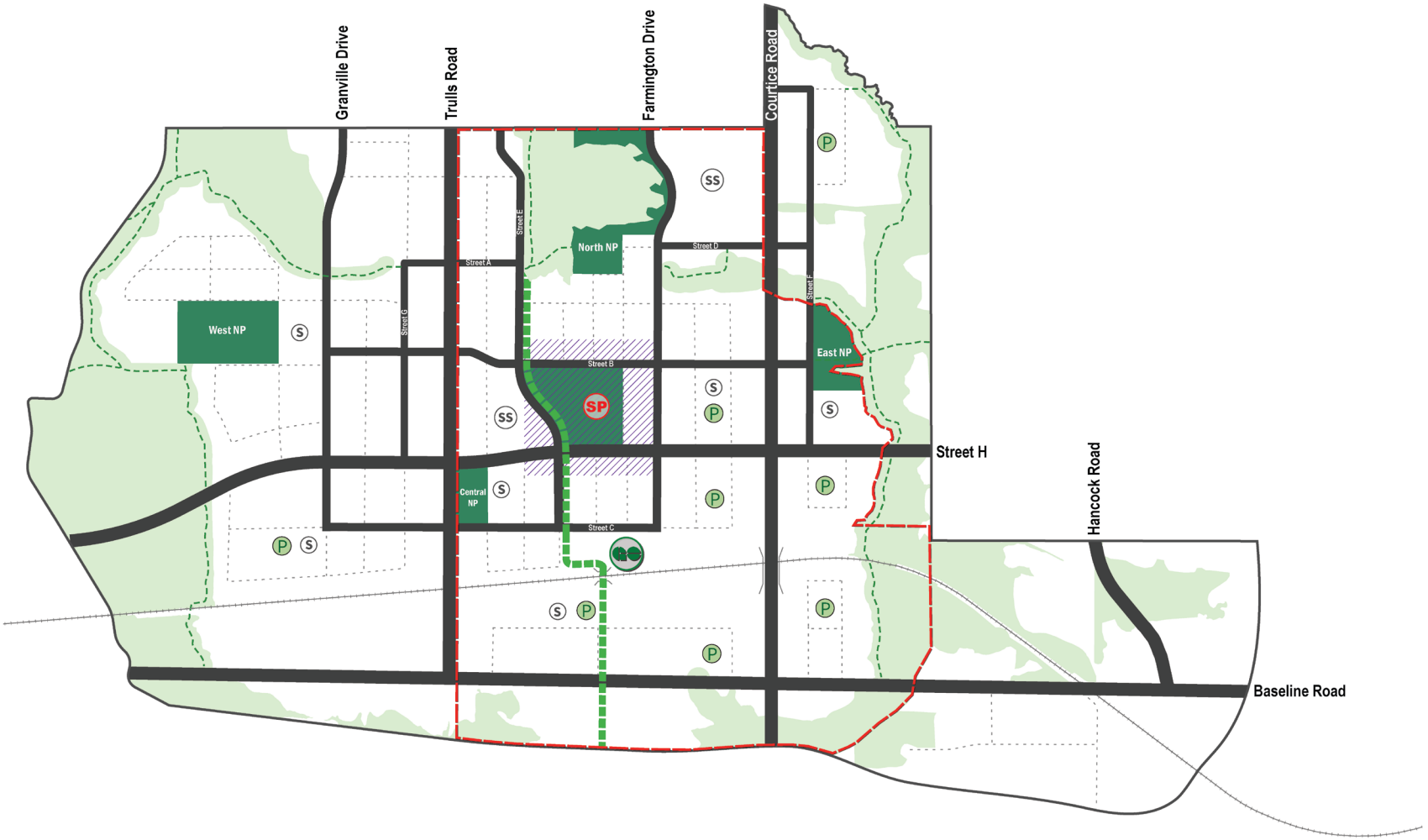


LEGEND

- Environmental Protection Area
- Mixed Use Core
- Mixed Use Transition Area
- Medium Density Residential
- Low Density Residential
- Business District
- Light Industrial
- General Industrial
- Utility
- Commercial Frontage
- Transit Facilities Zone
- Areas Where Office Uses Required
- North-South Active Transportation Corridor
- NP Neighbourhood Park
- P Other Neighbourhood Parks or Parkettes
- Stormwater Management Facilities
- S Elementary School
- SS Secondary School
- SP Special Park
- Gateway
- Prominent Intersection
- GO Courtice GO Station
- Protected Major Transit Station Area
- South Core Redevelopment Area
- Special Study Area
- Secondary Plan Boundary

0 1 km

Courtice Transit-Oriented Community Secondary Plan
Schedule B - Parks and Community Facilities



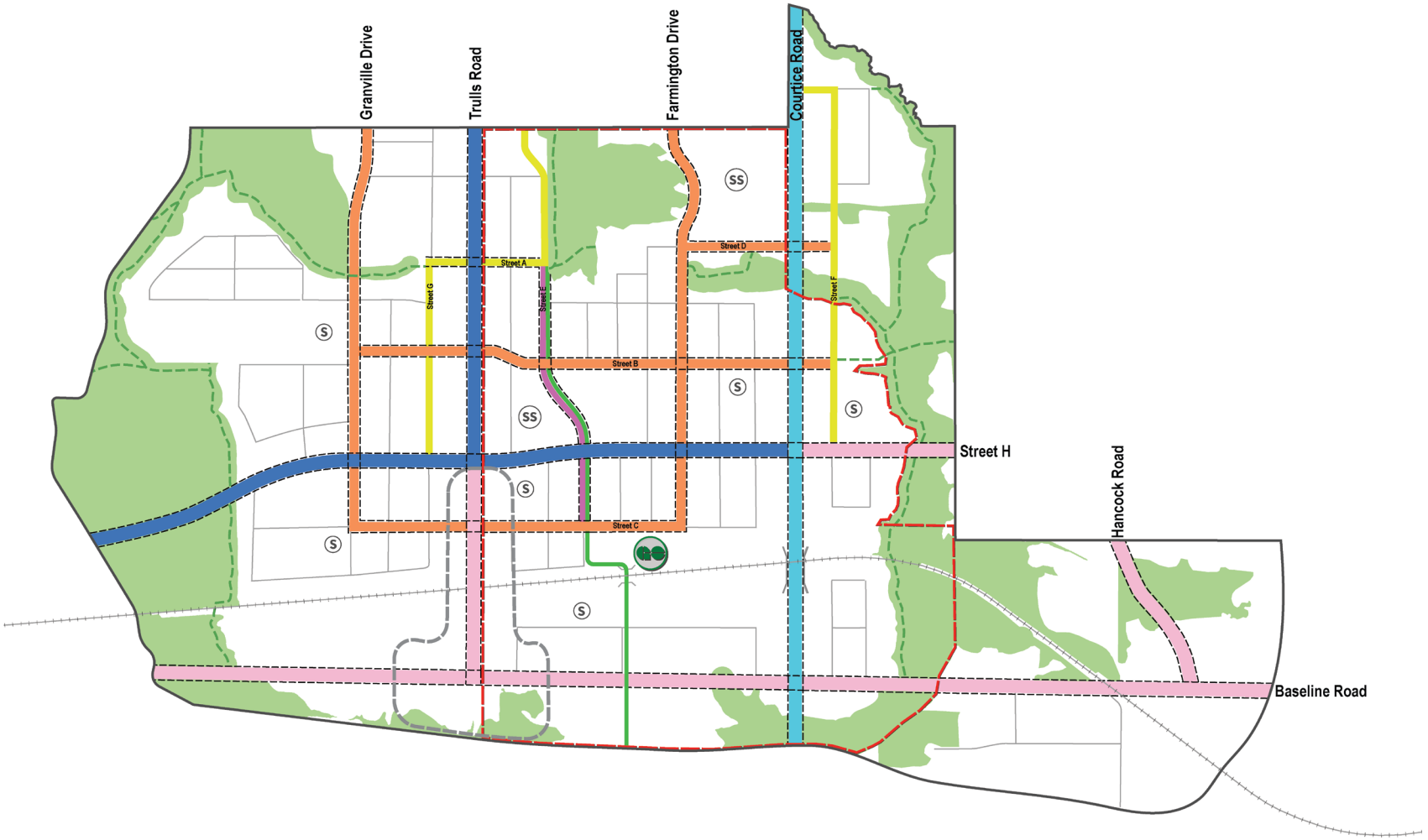
LEGEND

- Environmental Protection Areas
- Special Park
- Major Neighbourhood Parks
- Other Neighbourhood Parks or Parkettes
- North-South Active Transportation Corridor
- Trails
- Elementary School Site
- Secondary School Site
- Preferred Location for Other Central Community Facilities
- Courtice GO Station
- Arterial Roads
- Collector Roads
- Key Local Roads
- Other Local Roads (Conceptual)
- Protected Major Transit Station Area
- Secondary Plan Boundary

0 1 km

Courtice Transit-Oriented Community Secondary Plan

Schedule C - Roads and Active Transportation Network



LEGEND

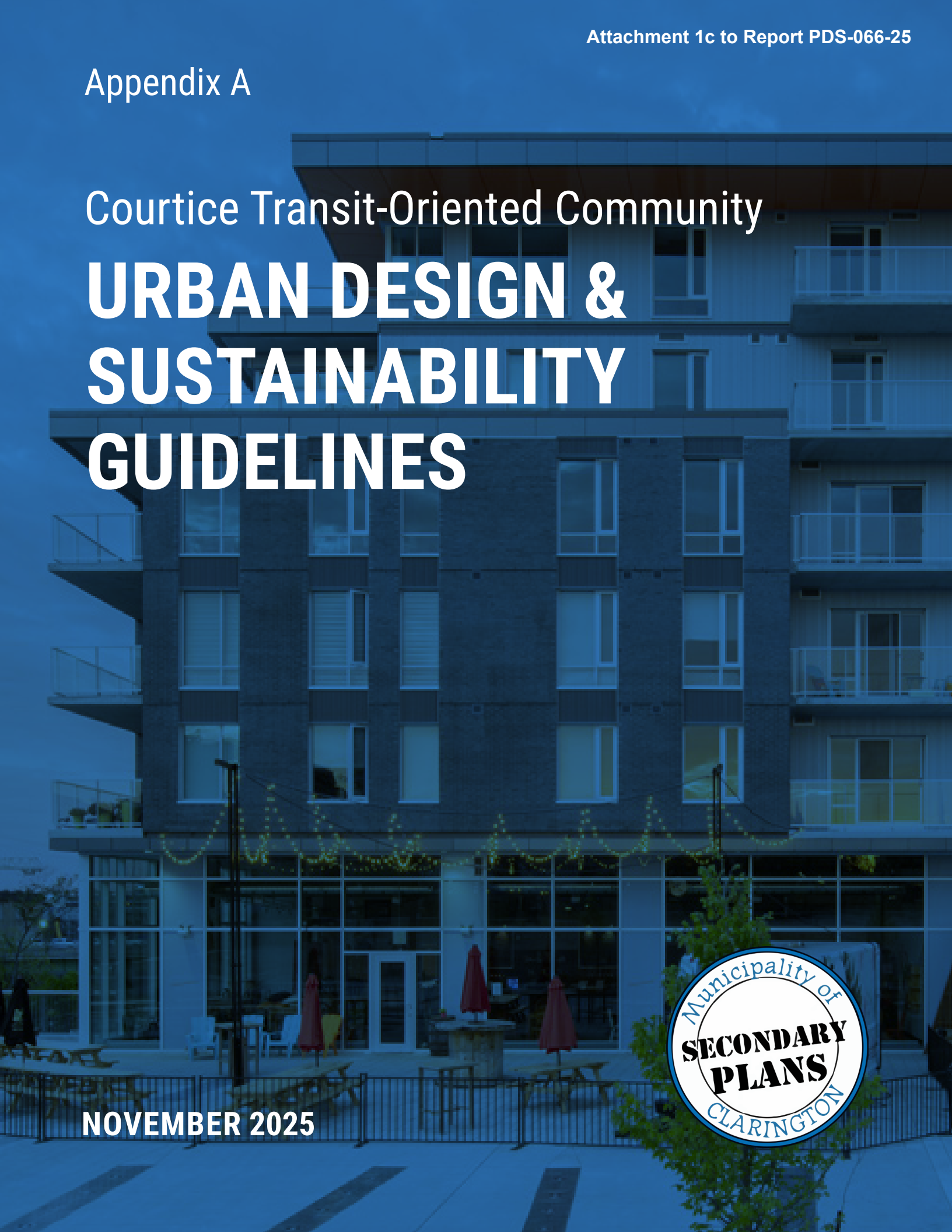
- Type A Arterial Road (Dedicated cycling facilities)
- Type B Arterial Roads (Dedicated cycling facilities)
- Type C Arterial Roads (Dedicated cycling facilities)
- Collector Roads (Dedicated cycling facilities)
- Special Collector Road (Dedicated cycling facilities)
- Key Local Road (Dedicated cycling facilities)
- Key Local Roads (Shared roadway)
- Other Local Roads (Conceptual)
- North-South Active Transportation Corridor
- Trails
- Courtice GO Station
- Environmental Protection Area
- Protected Major Transit Station Area
- Secondary Plan Boundary
- Special Study Area

0 1 km

Appendix A

Courtice Transit-Oriented Community

URBAN DESIGN & SUSTAINABILITY GUIDELINES



NOVEMBER 2025

Clarington

URBAN
STRATEGIES
INC .

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1

INTRODUCTION

The Municipality of Clarington is committed to building well-designed urban environments that support sustainability goals, ecomomic prosperity and a high quality of life. This section sets the context for the Courtice Transit-Oriented Community Urban Design and Sustainability Guidelines. It addresses the document's purpose and explains how it is organized and intended to be used.

1.1. Purpose of the Guidelines

The Courtice Transit-Oriented Community (CTOC) is within Courtice's urban boundary, south of Bloor Street, east of Robinson Creek, west of Tooley Creek and north of Highway 401. These Guidelines apply to the CTOC Secondary Plan Area, including the Protected Major Transit Station Area (PMTSA) around the future Courtice GO Station.

The CTOC Urban Design and Sustainability Guidelines (CTOC Guidelines) complement and support the CTOC Secondary Plan. They provide a comprehensive set of design principles and urban design direction applicable to all forms of development to guide the CTOC Area's transformation into a complete, mixed-use, transit-supportive community.

1.2. Structure of the Guidelines

This document contains five main sections:

Section 1: Introduction – provides an overview of the context for the CTOC Guidelines and addresses their purpose, how they are structured and how they are to be used.

Section 2: Vision and Community Structure – describes the vision for CTOC and the key elements that will organize future development. A Demonstration Plan conceptually illustrates the vision, showing one potential outcome of applying the Secondary Plan policies and these Guidelines.

Section 3: Private Realm Guidelines – contains guidelines for various building types, such as high-rise, mid-rise and low-rise, office and industrial buildings.

Section 4: Public Realm – contains guidelines applicable to the street network, active transportation facilities, transit facilities, streetscapes, parks and open spaces, community facilities and environmental protection areas.

Section 5: Green Design Guidelines - provides direction on how development can promote environmental sustainability, with a focus on energy and water conservation and stormwater management.

1.3 How to Interpret and Use the Guidelines

The CTOC Guidelines will help to implement the Municipality of Clarington Official Plan and CTOC Secondary Plan policies and provide greater clarity on policy intentions for urban design, streetscapes, built form and environmental sustainability. The CTOC Guidelines will be used in conjunction with Official Plan policies, Secondary Plan policies, the implementing Zoning By-law and the Municipality of Clarington's General Architectural Design Guidelines in reviewing development applications to ensure a high level of urban design and sustainability is achieved.

Development proposals that differ from the CTOC Guidelines and Architecture Guidelines may still be considered if they meet the intent of the CTOC Secondary Plan and the CTOC Guidelines and Architecture Guidelines. Evaluation will be based on the merits of the development proposal. Where there is conflict between the CTOC Guidelines and the Architecture Guidelines, the CTOC Guidelines shall prevail.

The CTOC Guidelines are intended to be used by the building and development industry in the preparation of development proposals. Municipal staff will refer to the Guidelines in their review of development applications, including Draft Plan of Subdivision, Zoning By-law Amendment, and Site Plan Control applications.

2

CTOC VISION AND COMMUNITY STRUCTURE

2.1. Vision

The Courtice Transit-Oriented Community is envisioned to be a unique new green community offering all types of housing to accommodate 29,000 residents, a variety of jobs for more than 8,000 workers, and a full range of amenities.

CTOC will be inclusive. A range of housing choices will be provided, including single-detached and semi-detached houses, townhouses, duplexes, triplexes, and apartment buildings. There will be a significant supply of affordable ownership and rental housing as well as supportive housing to ensure the needs of individuals and families at all stages of life can be met.

CTOC will be diverse. A variety of housing and employment opportunities will help ensure the community is socially diverse. This will be matched with diversity in the built environment—housing at all scales; different styles of architecture; a mix of shops, restaurants and entertainment; and open spaces and indoor facilities for all manner of recreational interests.

CTOC will be vibrant. The design of neighbourhoods, parks and streetscapes and a high-density, mixed-use core will encourage street life, social interactions and community gatherings. Institutional uses, a high-quality public realm and a diverse local economy will support ongoing vitality and attract visitors from across the region.

CTOC will be connected. The future Courtice GO station, adjacent highways and existing arterial roads will connect residents and businesses to destinations and communities across the Greater Toronto Area. An interconnected network of local streets, trails, pathways and bike lanes will make it easy to get around by walking, cycling and taking local transit.

CTOC will be green. The valley lands and forests that surround CTOC will provide a rich green setting for development, and neighbourhood parks scattered across the community will provide a gathering and play space for every neighbourhood. A central park and urban squares will offset the high density of development in the core and provide places for respite, picnicking and events. Environmental design features applied to buildings, open spaces, infrastructure and the community as a whole will help ensure CTOC supports Clarington's Priority Green goals and standards for sustainability.

2.2. Community Structure

The vision, principles, and objectives of the CTOC Secondary Plan are supported by a community structure comprised of the following, as illustrated in Figure 1:

Natural Areas: The valley lands of Robinson Creek and Tooley Creek, tributaries that feed them and forested areas together surround the CTOC Secondary Plan Area, and establish a rich and sensitive green setting for development. As these areas are protected and enhanced, they will become an amenity for future residents and visitors, fundamental to the community's environmental health and social well-being.

Highways: Highways 401 and 418 are not technically within the CTOC Area but nevertheless play a vital role in its physical structure. They help to frame the area, and their presence will influence land uses and the road network. Employment uses in particular will benefit from the visibility and access the highways afford.

Future Courtice GO Station: The growth and prosperity of CTOC will depend on a multi-modal transportation network centred on the future Courtice GO Station. The station and surrounding lands provide a focus for high-density housing, office development and commercial amenities that, together with a pedestrian-friendly public realm, contribute to creating a unique mixed-use district.

Transit Corridor: Courtice Road is a Regional Corridor that will be the primary transportation route to and through CTOC for transit, commercial and personal vehicles. As such, it will be a focus for transit-oriented development and streetscaping that supports active transportation and reinforces Clarington's identity as an attractive, sustainable community.

Green Active Transportation Spine: Between Trulls Road and Courtice Road, a continuous north-south landscaped multi-use path will function as a green active transportation corridor that connects neighbourhoods, parkland and forest in the north half of the PMTSA to the future GO Station and other destinations in the south half. In the long term, the green spine may be extended to the Courtice waterfront via a pedestrian/bicycle bridge over Highway 401.

Parks and Open Space Network: Future residential and mixed-use neighbourhoods will be centred on Neighbourhood Parks, including four significant parks, to ensure most residents are within short walking distance of public green space. In addition, a central "Special Park" will serve all of CTOC and, as a multi-purpose space for events, is expected to be a civic destination for all Courtice residents. Multi-use paths and mid-block connections throughout the community will further contribute to a green framework for development.

High-Density Mixed-Use Core: The core of CTOC, centred on the future GO station, will be the area for the highest densities of development, the tallest buildings and the greatest range of uses. This will be the place to find a variety of options for housing, working, shopping, dining and entertainment. At the edges of the core, development will be less intense to provide a transition to lower scale neighbourhoods.

Urban Residential Areas: North and west of the core, CTOC will comprise mostly low-rise neighbourhoods at varying densities and with a variety of housing types as well as neighbourhood-oriented commercial amenities. Within the PMTSA, medium-density forms of housing will be dominant, while west of Trulls Road there will be a full range of residential types, from detached homes to mid-rise apartment buildings. Interconnected local street networks will connect neighbourhoods to one another and to the attractions in the core.

Employment Areas: South of the rail corridor, areas against Highway 401 will be maintained mostly for industrial uses that benefit from convenient highway access and broaden employment opportunities for Courtice residents. Complementing the Clarington Energy Park, these areas will provide a stable environment for the growth of established and new businesses that diversify Clarington's economy.

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3

PRIVATE REALM GUIDELINES

The private realm encompasses properties that will remain in private ownership and includes both buildings and the sites they occupy. This represents the majority of development areas within the Courtice Transit-Oriented Community. A wide variety of new development is planned, ranging from low-rise to high-rise and containing residential, office, retail, institutional and industrial uses. The design and quality of development will contribute significantly to creating a livable and healthy new community.

3.1. High-Rise and Mid-Rise Mixed Use and Residential Buildings

High-rise and mid-rise buildings are primarily permitted in the Mixed Use Core and Mixed Use Transition Area, where a high population density will support GO service and local businesses. Mid-rise buildings up to six storey are also permitted along arterial roads within the Medium Density Residential Area.

High-rise buildings are generally those above 10 storeys, while mid-rise buildings are generally 5-10 storeys. Both building typologies may contain a mix of uses or solely residential uses, depending on their location. In the Mixed Use Core and Mixed Use Transition Area, high-rise and mid-rise buildings will support the development of a community with the widest mix of uses including residential, office, hospitality, retail, commercial and institutional uses. These building types will form the foundation of this new urban area, and should be carefully designed with a high quality of architecture and to fit with their context, frame the public realm, prioritize pedestrian movement, and be well-integrated with adjacent uses and buildings.

Mixed-use high-rise building framing the street

3.1.1. 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. Buildings should be designed to fit within the emerging and planned context and mitigate potential impacts of height, massing, and shadow on their surroundings, including nearby lower scale areas, cultural heritage resources, planned open spaces, and existing natural areas.

C. Main building walls should establish a consistent streetwall to create a sense of enclosure and frame the public realm.

D. In the Mixed Use Core and Mixed Use Transition Area, mixed-use buildings should have a consistent setback along the street between 2 and 5 metres to provide space for a wide walking zone, restaurant patios and retail displays, where appropriate.

E. Where residential or office buildings without ground-floor retail or street-related units line a street, the setbacks generally should be 1-3 metres, except where forecourts are appropriate.

F. Where a residential building contains ground-floor units with entrances on the street, a setback of 3-5 metres should be provided for a buffer between the public and private realms and room for stairs, porches and elevated patios.

G. On large sites with multiple buildings and frontages greater than 150 metres on two intersecting streets, through-block pedestrian connections should be provided to complement and link the existing network of public streets and pathways.

H. Sites should be designed to integrate natural constraints and features on the site, where applicable.

I. 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.

J. Building design should include environmental controls such as canopies, awnings, and louvers to regulate sun and wind exposure.

K. 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. Buildings should be articulated with high-quality, sustainable materials and finishes to promote design excellence, innovation and building longevity.

L. Architectural variation, texture, and materiality should be incorporated into the design of buildings to establish community identity and enhance visual interest.

M. 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.

N. On corner sites where the intersecting streets are different types, buildings should be designed to respect

Articulated building frontage with tall ground floor

Ground floor units with flexible design to accommodate various uses over time

and respond to the planned height, scale, and built-form character of both streets.

O. Loading and servicing areas should be located away from streets and major open spaces to maintain a pedestrian-friendly public realm.

P. Vehicular access should be located off secondary streets, where feasible, integrated into the design of the building to mitigate their visual impact on the public realm.

Q. 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.

R. 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.

S. Ground floor heights should be taller than typical residential floor heights to accommodate non-residential uses, or the potential to convert uses in the ground floor over time in areas that permit non-residential uses. Ground floor heights should be at least 4 metres for commercial uses and for programming flexiblity in residential buildings.

3.1.2. MASSING OF HIGH-RISE BUILDINGS

A. High-rise apartment buildings may generally be in the range of 11 to 40 storeys, depending on their location, in accordance with CTOC Secondary Plan policies.

B. 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.

C. Podiums should have heights that related to the width of the adjacent road right-of-way, generally 3-6 storeys. Above the building base, stepbacks should generally be incorporated to distinguish the tower from the building base. This perception of articulation can also be achieved in alternative ways, including the use of cantilevers, canopies and material changes.

D. 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:

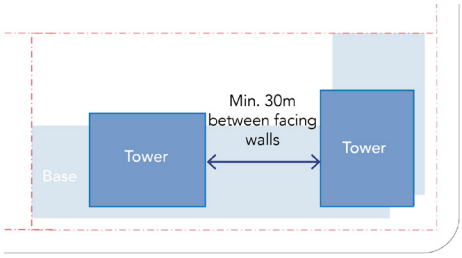
Mid-rise buildings with articulated and varied facades

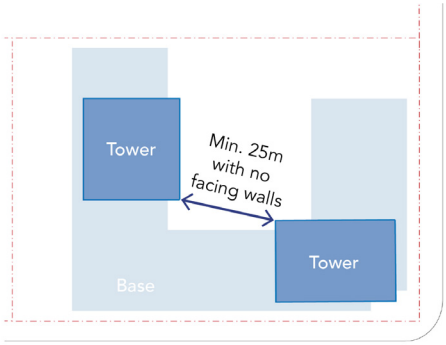
Commercial entrances set back from the pedestrian clearway, with bicycle parking, street furniture and weather protection

i. Staggering towers on a block and across blocks wherever possible.

ii. Floorplates should not exceed 850 square metres for residential buildings. Office buildings may require larger floorplates.

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 (see diagrams below).





3.1.3. MASSING OF MID-RISE BUILDINGS

A. Mid-rise buildings generally are those from 5 to 10 storeys, but they may have a height up to 12 storeys, if they front Courtice Road.

B. Mid-rise buildings should be designed as compact, street-related building forms with a strong streetwall and energy efficient massing.

C. Mid-rise buildings longer than 40 metres 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.

3.1.4. FACADES AND ENTRANCES

A. On commercial streets, the base building should include continuous active commercial, institutional or other active uses, with the exception of areas required for lobbies.

B. On secondary street frontages where a commercial character is planned but not yet established, first-floor height and flexibility in the base building structure should be provided to accommodate the transition to active commercial uses over time.

C. Additional setbacks from the property line should be incorporated in strategic locations to accommodate urban squares, seasonal retail and patio space, extensions of the streetscape, public art, and entrances to above-grade uses.

D. 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.

E. 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.

F. For uses above the ground floor, principal entrance(s) should be designed in highly visible locations with direct access from the public realm.

G. Architectural treatments, accent illumination and landscaping may also be incorporated to accentuate building entrances.

H. Ground level residential units directly accessed from the public realm should establish a transition between public and private space through a combination of setbacks, low fencing, stairs, hedges, planters and/or elevated patios.

I. Weather protection elements, such as awnings, canopies, and projecting façade elements, should be incorporated to provide coverage at main entrances, and maintain clear sightlines to ground floor uses and entrances. Where provided, these elements should provide a generous vertical clearance above grade.

J. Balconies and other projections should be architecturally integrated into the structure and detailing of the building. Protruding balconies should not dominate all facades of a tower. Partially or wholly recessed balconies are strongly encouraged.

3.1.4. ROOFTOP ELEMENTS, MECHANICAL EQUIPMENT AND UTILITIES

A. The architectural treatment of the rooftop should be designed to complement the overall building design and integrate penthouses, stair towers, elevator towers and mechanical equipment.

B. 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.

C. Mechanical systems and utilities, such as drainage pipes, vents and meters, should be architecturally integrated into the façade and building design and screened from view from the public realm.

Wide and landscaped mid-block connection

3.1.5. PEDESTRIAN CIRCULATION, LANDSCAPING AND AMENITY

A. Landscape design should incorporate trees and a mix of soft and hard landscaping. Existing mature trees should be retained, where possible

B. Clear, direct and accessible walkways should be provided from the sidewalk to the main entrance of buildings.

C. Mid-block pedestrian connections should be provided in blocks over 200 metres long to improve pedestrian permeability and connectivity.

D. Green roofs should be integrated into mid-rise and high-rise building rooftops.

E. Shared private outdoor amenity space should be provided within building sites for residential and some non-residential uses, located at grade and/or on building rooftops.

F. 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. The following features should be considered: high-quality, universally accessible, and environmentally sustainable 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.

Access to parking and servicing areas located to the side of the building and integrated into building envelope

Mixed-use building with screened utilities at the side

G. 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.

H. Places for pet runs either at the rear or side of the building at-grade or on a shared rooftop space are encouraged.

3.1.6. 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 street and separated from parks, amenity spaces or other open spaces.

C. Vehicular circulation should be located and designed to minimize visual impacts on adjacent properties, pedestrian movement and the public realm.

D. All required vehicle parking should be provided on-site.

E. Underground parking is strongly encouraged, with driveway entrances integrated into the building design and envelope.

F. 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.

G. 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.

3.1.7 LOADING AND SERVICING

A. Buildings should be designed to accommodate separated waste stream storage and collection.

B. Waste and recycling collection areas should be located within the building structure.

C. 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. Screening measures include landscaping and/or solid panel fencing.

D. 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 landscaping or a decorative wall.

E. Noise attenuation measures should be incorporated into the design of loading and service areas.

3.2. Low-Rise Buildings

Low-rise buildings include a wide range of typologies up to 4 storeys in height, including apartment buildings; street townhouses; stacked townhouses (including back-to-back stacked townhouses); fourplexes, triplexes and duplexes; and semi-detached and detached houses. They contain predominantly residential uses, though they may also contain home businesses, and apartment buildings on main streets may contain compatible neighbourhood-scale commercial uses on the ground floor.

In the Medium Density Residential area of the CTOC, low-rise buildings up to 4 storeys are permitted, including low-rise apartment buildings, stacked townhouses and street townhouses. For clarity, street townhouses are attached side-to-side in blocks of at least three, are typically 3 storeys tall and have rear yards; stacked townhouses are attached side-to-side and may also be attached back-to-back and generally provide balconies, patios and/or rooftop decks rather than rear yards.

In the Low Density Residential area, low-rise buildings up to 3 storeys are permitted, including street townhouses, fourplexes, triplexes, duplexes, semi-detached houses and detached houses.

Low-rise apartments framing pedestrian friendly streets

3.2.1. GENERAL SITE AND BUILDING DESIGN

A. Low-rise buildings should be oriented to public streets and open spaces to frame the public realm and support a safe, comfortable pedestrian environment.

B. Front setbacks along a street should generally align to ensure visual continuity along the streetscape.

C. Building setbacks should be generous enough to enable suitable areas for soft landscaping and provide sufficient soil for mature tree growth. Front yard setbacks should be a 3-5 metres, except where parking is located at the front of a house, in which case the garage should be setback a minimum of 6 metres.

D. Building projections, such as covered porches, balconies and stairs are encouraged and may project into the front yard setback.

E. On long blocks greater than 200 metres, mid-block pedestrian connections should be provided to complement, connect, and extend the existing network of public streets and parks.

F. Sites should be designed to integrate natural constraints and features on the site, where applicable.

G. A variety of lot sizes is envisioned for low-rise building types. This allows for variation in scale, massing and form to create visual interest, while also ensuring a diversity of housing types across CTOC.

H. Vehicular access and loading/servicing areas for multiple-unit developments should be consolidated and located away from the street to maintain a pedestrian-friendly public realm.

I. A variety of architectural expression among publicly exposed elevations is encouraged, including variation in roof lines, architectural styles, and material articulation.

3.2.2. HEIGHT AND MASSING

A. Low-rise apartment buildings longer than 40 metres should break up their mass with offset facades, vertical recesses or changes in material or colour to create visual interest along the streetscape.

B. Blocks of townhouses should not exceed 8 units along the street, and blocks of stacked, back-to-back townhouses should not exceed 16 units.

C. Adequate separation should be provided between townhouse blocks to allow for landscaping, fencing and outdoor storage screened from view. Where no pathway is required between townhouse blocks, 3 metres of separation is generally adequate, where a private pathway to access the interior of the site is provided, the separation should be a minimum of 4 metres.

Design continuity along a block of townhouses

Wood frame construction stacked townhouses fronting onto a park

3.2.3. FACADES AND ENTRANCES

A. Exterior walls of buildings should be articulated through use of bays, gables and porches, or designed to provide visual interest through the use of material changes.

B. Main building or unit entrances should be oriented towards the public realm to improve legibility and contribute to a comfortable pedestrian environment.

- **i.** For stacked townhouses, a separate and clearly articulated main front door for each unit should be provided.
- **ii.** Apartment buildings with shared lobby spaces or entrances should promote visibility and views between interior and exterior spaces. Where possible, main building entrances should be designed to be at-grade with barrier free access from the public sidewalk.
- **iii.** Where provided, upper storey residential apartment units should be accessed via a consolidated lobby.
- **iv.** Ground floor residential units facing streets or public walkways are encouraged to have individual entrances accessing the sidewalk. Front porches or porticos are encouraged, where applicable, to give prominence to grade-related main entrances.
- **v.** All apartment building entrances should be well lit. Natural lighting is encouraged through the use of sidelights, fanlights or door glazing. Wall-mounted down-cast lighting is also appropriate adjacent to building entrances.

C. Architectural elements, primarily at the front elevation or public-facing elevation, should be proportionate. This includes, but is not limited to, window sizes and shapes, balconies, terraces, dormers and rooflines.

D. Large areas of uninterrupted rooftops are encouraged, particularly on south facing facades, to accommodate solar photovoltaic infrastructure.

E. 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.

3.2.4. PEDESTRIAN CIRCULATION, LANDSCAPING AND AMENITY AREAS

A. Landscape design should incorporate trees and a mix of soft and hard landscaping. Existing mature trees should be retained, where possible.

B. Clear, direct and accessible walkways should be provided from the sidewalk to the main entrance of buildings or units.

C. A range of outdoor amenity areas should be incorporated in the design of buildings and sites, as appropriate to the building type. This may include private outdoor amenity areas such as porches, rear yards, terraces and balconies or common outdoor amenity areas such as courtyards, accessible rooftops and forecourts.

Pedestrian pathway between facing blocks of townhouses

Passive house certified low-rise apartment building with soft landscaping in setback areas

D. 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.

E. Where privacy fencing is proposed, it should be of high architectural quality and the extent of fencing should be minimized to avoid being an expansive visual barrier.

3.2.5. VEHICULAR ACCESS, PARKING, LOADING AND UTILITIES

A. Vehicular entrance locations to apartments 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. 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.

C. All required vehicle parking should be provided on-site.

D. Underground parking for apartment buildings is strongly encouraged. Surface parking may be located at the rear of buildings and is not permitted in the front or exterior side yard of buildings. Rear yard parking should be buffered from private amenity areas.

E. Rear lanes are strongly encouraged to provide access to parking, especially for townhouse developments of more than four units, and may be required for housing that fronts a major road.

F. On corner lots, driveways should be accessed from the lower-classified street.

G. Other than the permitted driveway, paving in the front yard generally should be limited to walkways.

H. Where front yard driveways are provided, they should have sufficient width and length to facilitate vehicle parking, without obstructing adjacent sidewalks or vehicle sightlines.

I. Driveways, parking pads and walkways should be adequately illuminated with low level, pedestrian-scaled lighting.

J. The use of permeable surface materials are encouraged for driveways, parking pads and surface parking areas.

K. Individual unit garages may be provided for townhouses, detached and semi-detached houses.

- **i.** Garage entrances should be incorporated, either flush with or recessed behind the building face, and architecturally integrated into the main building massing.
- **ii.** Where front yard garages are provided, the garage should not dominate the width of the front façade and they should have materials, colour and other design elements consistent with the architecture of the primary dwelling unit.

Detached houses with living space located above the garage

iii. The width of a driveway generally should correspond with the width of the garage.

L. Front garages are encouraged to be expressed as two-storey structures with usable space above to better integrate this structure into the overall design of the dwelling unit.

M. 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.

3.2.6. LOADING AND UTILITIES

A. Utilities should be concealed or buried. Where not possible, utilities should be integrated into the architectural composition of buildings or screened from public view to minimize their visual impact on the public realm.

B. Utilities and servicing areas should be located so that they do not interfere with existing trees, mature tree growth or landscaping.

C. Garbage and recycling storage areas should be located at the side or rear of buildings and in rear laneways where provided. Where not possible, garbage and recycling storage areas should be screened from public view.

3.3. Office Buildings

Office buildings will be critical to CTOC's development over time as a complete community with a significant number of jobs and a variety of employment opportunities. Office uses are permitted throughout the Mixed Use Core and the Mixed Use Transition Area, as well as within the Business District. Within the Business District, permitted building heights range from 2 to 10 storeys, while taller office buildings are permitted in the Mixed Use Core and Mixed Use Transition Area.

3.3.1. GENERAL SITE AND BUILDING DESIGN

A. Within the Mixed Use Core and Mixed Use Transition Area, office space may be accommodated in the podiums of mixed-use buildings that include residential towers or in standalone office buildings that may or may not have retail and commercial service uses on the ground floor.

B. Within the Business District, an urban character should be developed, through measures that include compact building forms, building placement along street edges, consistent streetwalls, and parking and servicing located at the rear of buildings, away from the public realm.

C. Office buildings should be oriented towards streets and open spaces to frame the public realm and contribute to pedestrian-friendly streetscapes.

D. The facades of standalone office buildings may be set back further from the property line than residential and mixed-use buildings to allow for generous soft and hard landscaping and tree planting on site edges.

E. Sites should be designed to integrate natural constraints and features on the site, where applicable.

F. 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.

3.3.2. HEIGHT AND MASSING

A. Office buildings should use articulation or changes in materiality to break up their perceived mass and create visual interest.

B. Floor to floor heights should be a minimum of 4 metres to allow for flexibility of use and tenancy over time.

C. Rooftop mechanical and other equipment should be integrated into the overall building massing and design and screened from public view.

Mixed use office building framing the street

3.3.3. FACADES AND ENTRANCES

A. Building facades should contain a high degree of transparency and working windows to allow for views and access to natural ventilation and daylight for employees.

B. Building entrances and lobbies should be visually prominent, have pedestrian access directly from a public street and include weather protection.

C. Building signage should be designed to be compatible with the overall building design

D. Units designed for mixed uses, including institutional, retail, and services uses are encouraged on the ground floor of office buildings.

3.3.4. PEDESTRIAN CIRCULATION, LANDSCAPING AND AMENITY AREAS

A. Landscape design should incorporate trees and a mix of soft and hard landscaping. Existing mature trees should be retained, where possible.

B. Amenity areas, such as forecourts, courtyards and plazas should be incorporated into site design to provide gathering, outdoor seating and break areas for building employees. Amenity areas may be located at-grade or on rooftops.

Stand-alone office building with a landscaped forecourt and clear pedestrian circulation

Office building with restaurant on ground floor and amenity terraces for building users above grade

C. Pedestrian walkways should connect building entrances to parking areas, nearby transit shelters and adjacent developments.

3.3.5. VEHICULAR CIRCULATION, PARKING, LOADING AND SERVICING

A. Provide separation between vehicular routes (especially truck access/loading) and pedestrian routes on-site to avoid conflict and distinguish pedestrian routes from driving surfaces.

B. Structured parking, loading and waste storage areas are encouraged to be integrated into the building design, particularly within the Mixed Use Core and Mixed Use Transition Area.

C. Where loading and waste storage areas are located at-grade and outside a building envelope, they should be screened, separated from vehicle and pedestrian traffic, and located in interior side yards or rear yards.

D. Surface parking areas, where provided, should be located to the rear of buildings and should be designed to incorporate areas of soft landscaping, and clear, safe pedestrian routes.

E. Buildings should be designed to accommodate separated waste stream storage and collection.

F. Pick-up and drop-off access and short-term delivery areas should be provided at the side or rear of buildings, or in lay-by zones within the on-street parking lane, where provided.

3.4. Industrial Buildings

Industrial buildings will be located within the Light Industrial and General Industrial land use designations. Light industrial uses are also permitted within the Business District. Industrial buildings generally have large footprints and may be up to 4 storeys in height.

When located within the Business District, light industrial buildings will follow the guidance in Section 3.3 and should be designed to be compatible with, and sensitive to, the variety of uses permitted in that area.

3.4.1. GENERAL SITE AND BUILDING DESIGN

A. In general, industrial buildings should be located to frame public streets, with parking, loading, servicing and other functions located to the side or rear, with the exception of short-term visitor parking and delivery drop-off, and accessible parking.

B. Buildings should be massed and located to provide visual and physical separation from adjacent uses, allow for landscaping and screen mechanical and service areas.

C. Administration, office or retail components of industrial buildings should be located along the primary street edge and should be designed to address the street and provide direct pedestrian entry from the street or customer/visitor parking areas.

D. Building facades may be set back further from the property line to allow for generous soft and hard landscaping and tree planting along site edges. Generally, front yard setbacks should be a minimum of 6 metres and a maximum of 18 metres where front yard parking is provided.

E. Sites should be designed to integrate natural constraints and features on the site, where applicable.

F. 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.

G. Industrial sites consisting of multiple buildings should consider establishing a micro-grid system using renewable and low-carbon sources of energy.

Highly transparent facade with administrative space, accessible parking and bicycle parking located at main building entrance

3.4.2. FACADES AND ENTRANCES

A. Establish well-defined main entrances oriented to the public road, with weather protection.

B. Building facades containing office or retail components should contain a high degree of transparency and working windows to allow for views and access to natural ventilation and daylight for employees.

C. Building signage should be designed to be compatible with the overall building design and character.

3.4.3. PEDESTRIAN CIRCULATION, LANDSCAPING AND AMENITY AREAS

A. Landscape design should incorporate trees and a mix of soft and hard landscaping. Existing mature trees should be retained, where possible.

B. The edges of industrial sites should incorporate soft landscaping, attractive fencing and tree planting to act as a visual screen. Landscape buffers should be a minimum of 3 metres wide.

C. Employee and visitor amenities should be located in convenient locations, close to building entrances.

D. Clear, direct and accessible walkways should be provided from the public sidewalk to the main entrance of buildings.

Naturalized stormwater management feature integrated into industrial site design

Clearly delineated walkway through a parking area

E. Pedestrian walkways should connect building entrances to parking areas, nearby transit shelters and adjacent developments.

F. Green infrastructure should be incorporated within industrial sites, where feasible, including Low-Impact Development (LID) practices such as using native and drought resistant vegetation; minimal maintenance design; bioswales; and impervious paving materials in appropriate locations.

3.4.4. VEHICULAR ACCESS, PARKING, LOADING AND SERVICING

A. Provide separation between vehicular routes (especially truck access/loading) and pedestrian routes on-site to avoid conflicts and distinguish pedestrian routes from driving surfaces.

B. Surface parking areas should be designed to incorporate areas of soft landscaping, and clear, safe pedestrian routes.

C. Loading and waste storage should be enclosed within the building envelope. Where this is not possible, they should be screened, separated from vehicle and pedestrian traffic, and located in interior side yards or rear yards.

D. Vehicular circulation areas should be designed to manage dust and mud tracking where appropriate.

E. Outdoor storage, where permitted, as well as utilities and mechanical systems, should be screened with walls or landscaping.

4

PUBLIC REALM GUIDELINES

The public realm is comprised of interconnected places and spaces that are available for use by everyone for everyday life – streets, parks, other open spaces, multi-use paths and trails, and community facilities. The public realm collectively will play a crucial role in defining the structure, identity and character of CTOC. A successful public realm consists of well-designed spaces that provide engaging places for social interaction and community life, support commercial vitality, encourage outdoor activity, and maintain the ecological well-being and hydrological function of the community.

4.1. Road Network and Block Pattern

The layout of roads and blocks provides the framework for development and circulation patterns, for all modes of travel. The following guidelines apply to the design and layout of all existing and planned roads within the CTOC community.

A. Roads should be designed to reflect complete street design principles, balancing the needs of all users.

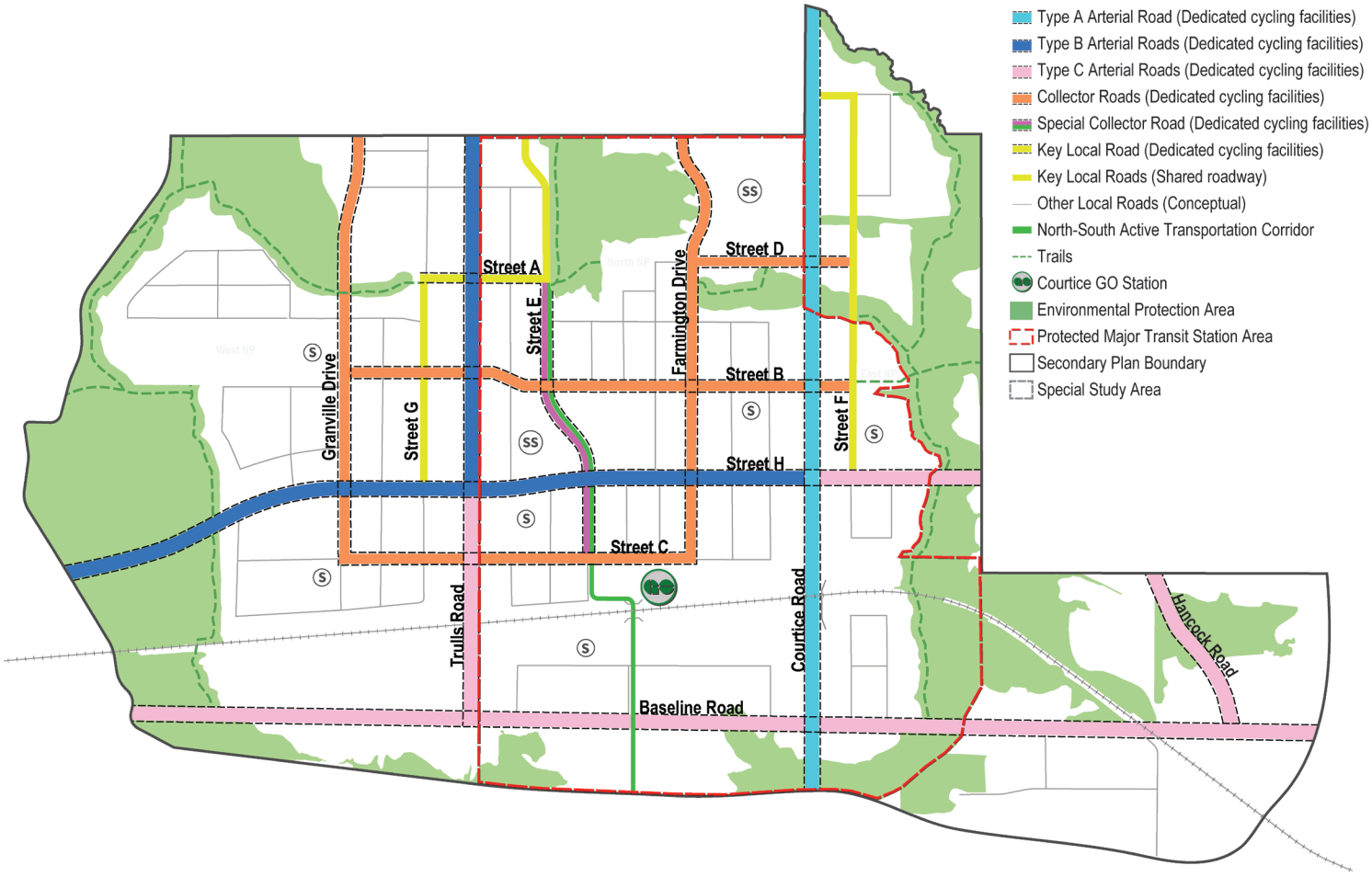
B. Roads should form an interconnected network and grid pattern across the CTOC Area. Figure 2 conceptually illustrates how local roads can contribute to a grid network; however, it is not intended to be prescriptive with respect to the layout of local roads, with the exception of Key Local Roads.

C. Blocks should generally have a maximum length of 300 metres. Where block lengths exceed 200 metres, mid-block pedestrian connections should be provided.

D. Variation in block sizes is encouraged where they facilitate the development of a mix of building typologies.

E. Cul-de-sacs are generally discouraged as they reduce connectivity, increase walking distances and typically result in streetscapes dominated by driveways and garages. Where cul-de-sacs are unavoidable, pedestrian connectivity should be prioritized.

F. Rear laneways are encouraged throughout the CTOC Area to provide for access to parking, servicing and loading off public streets.



Road and Active Transportation Network

4.2. Road Hierarchy

The transportation network in CTOC will take a complete streets approach to support a vibrant, walkable, mixed-use community and facilitate the efficient movement of pedestrians, cyclists, transit and private vehicles.

The road network will prioritize connectivity and supporting a comfortable public realm. The road hierarchy consists of the following street types, with typical cross-sections shown in the following pages:

- Arterial Roads
- Collector Roads
- Local Roads
- Key Active Transportation Connections
- Rear Lanes

In addition to Key Active Transportation Connections, the broader active transportation network consists of:

- Other multi-use paths
- Bike lanes
- Sidewalks
- Trails

The guidelines in this section should be read in conjunction with Section 3: Private Realm Guidelines to understand the relationship between the transportation network and intended built form.

A. Roads within the CTOC Area will all be designed to balance the needs, safety and comfort of all users, while being designed to prioritize safety for the most vulnerable users.

B. The width of the right-of-way dedicated to vehicular movement should be minimized, offering ample room for cycling and pedestrian infrastructure as well as planting and furnishing areas.

C. Landscaping should allow for adequate soil volumes for mature street tree growth within and on both sides of the public right-of-way.

D. Boulevard landscaping should consider opportunities to incorporate low impact development features, including road-side bioswales, rain gardens or the use of permeable pavers, where appropriate.

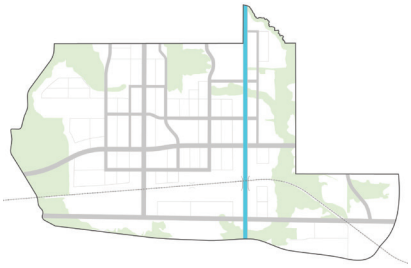
E. Permeable pavers should not be used for the public sidewalk or portions of other public space with high pedestrian traffic.

F. Curb extensions or bump-outs may be provided at key intersections with higher pedestrian volumes.

Local Road and streetscape alongside an urban institutional use

Road and streetscape designed to prioritize pedestrian movement in mixed use urban area

Example of grid pattern of streets and blocks



4.2.1. ARTERIAL ROADS

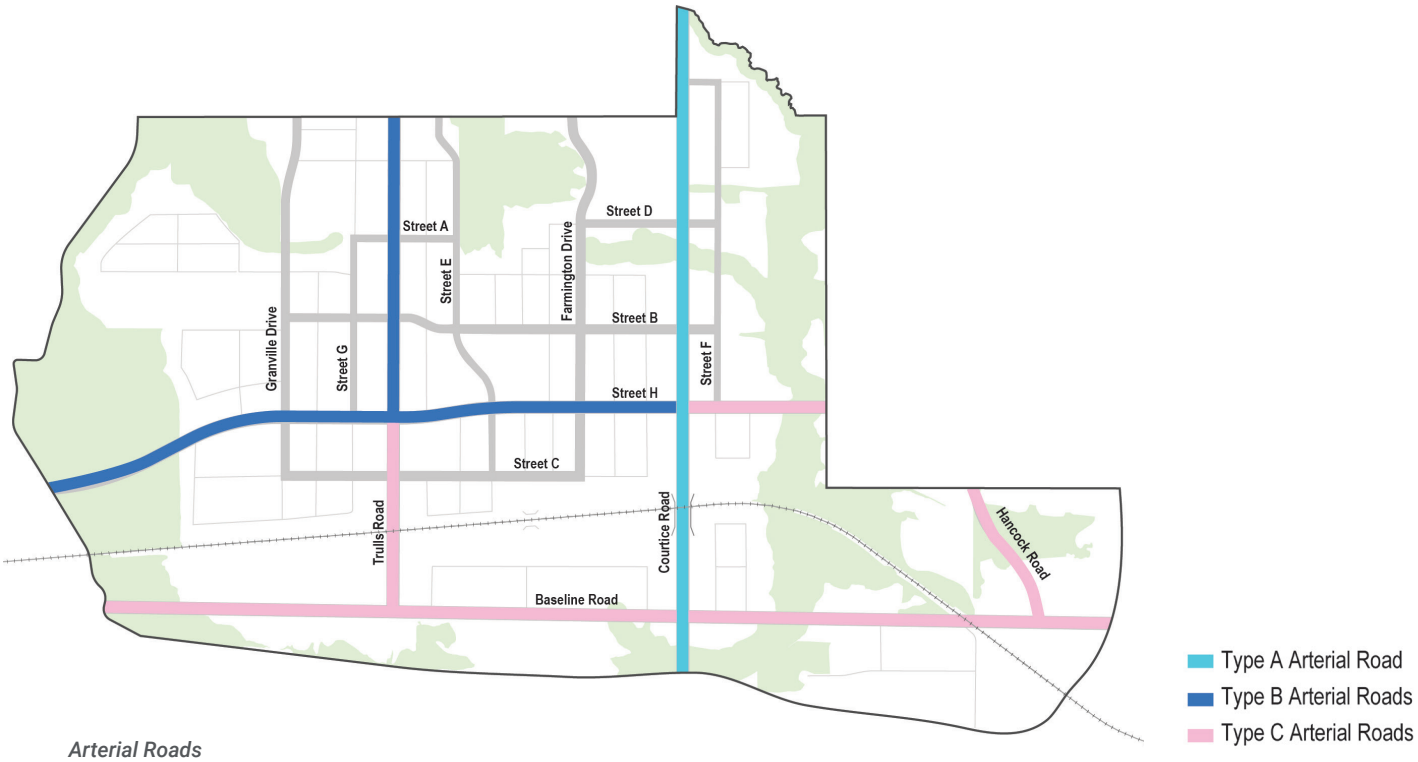
Arterial Roads are intended to support high-density, mixed-use developments, as well as office and employment lands in the south of the CTOC Area. Arterial Road design must ensure a balance between the efficient movement of vehicles and transit and the comfort and safety of pedestrians and cyclists. Given the role of Arterial Roads to move vehicular traffic efficiently to and through the community, driveway access from Arterial Roads shall be restricted except where unavoidable.

The following guidelines generally conform to the Region of Durham's Arterial Corridor Guidelines for Regional Corridors and provide further guidance to achieve complete streets and the intended character and public realm for the different road types.

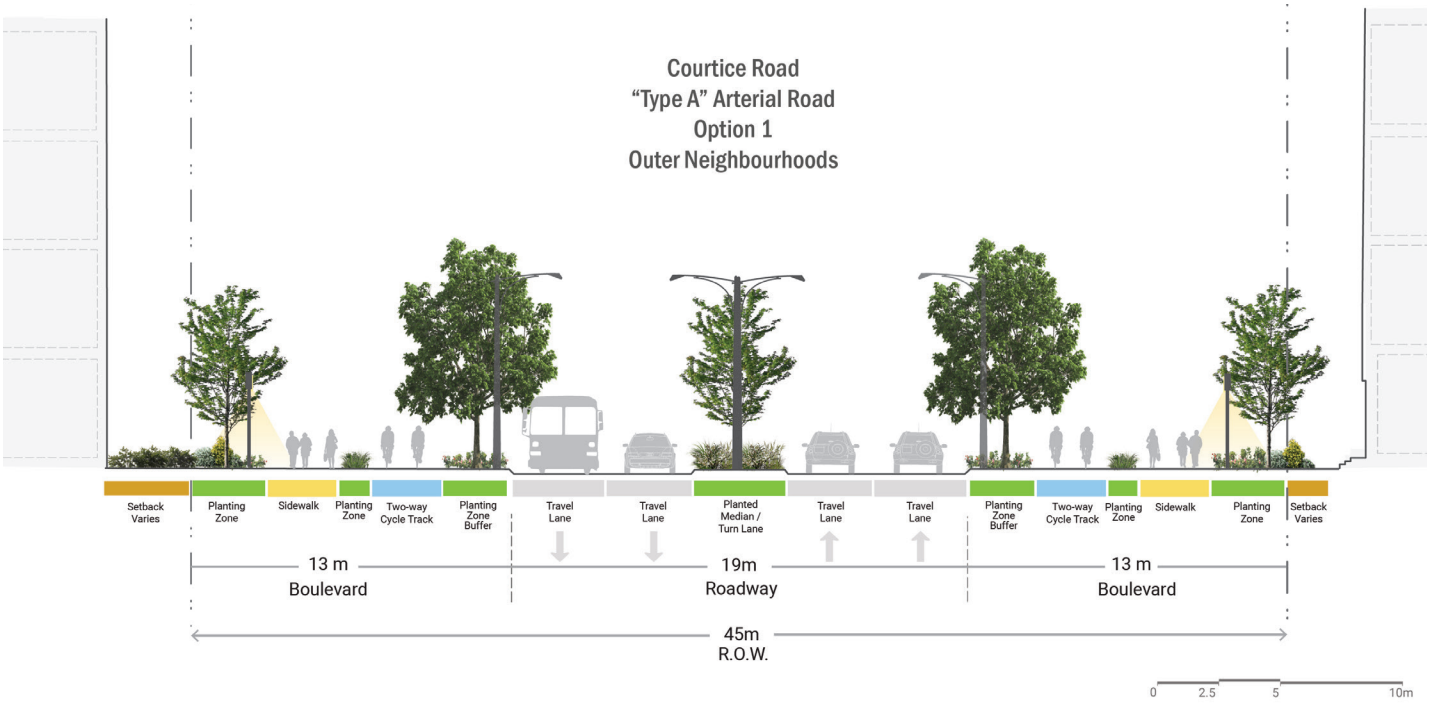
TYPE A ARTERIAL (COURTICE ROAD)

Courtice Road is identified as a Type A Arterial, providing a direct north-south connection through the community, from Highway 401 and the waterfront to Southeast Courtice, Bloor Street and beyond. Courtice Road will have a right-of-way width up to 45 metres to accommodate two vehicular lanes in each direction, turning lanes where required, cycling facilities, sidewalks, street trees and other plantings.

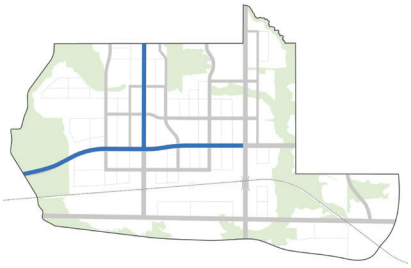
As shown in the Option 1 cross-section on the facing page, Courtice Road should have bi-directional cycle tracks (bike paths) on both sides, separated from a sidewalk by a planting strip. This will allow cyclists to travel north or south without having to cross an intersection. Alternatively, as shown in the Option 2 cross-section, one-way cycle tracks can be located adjacent to the curb to provide further separation from pedestrians. This option may be appropriate where the road travels through commercial areas, but it is less preferred.



Arterial Roads

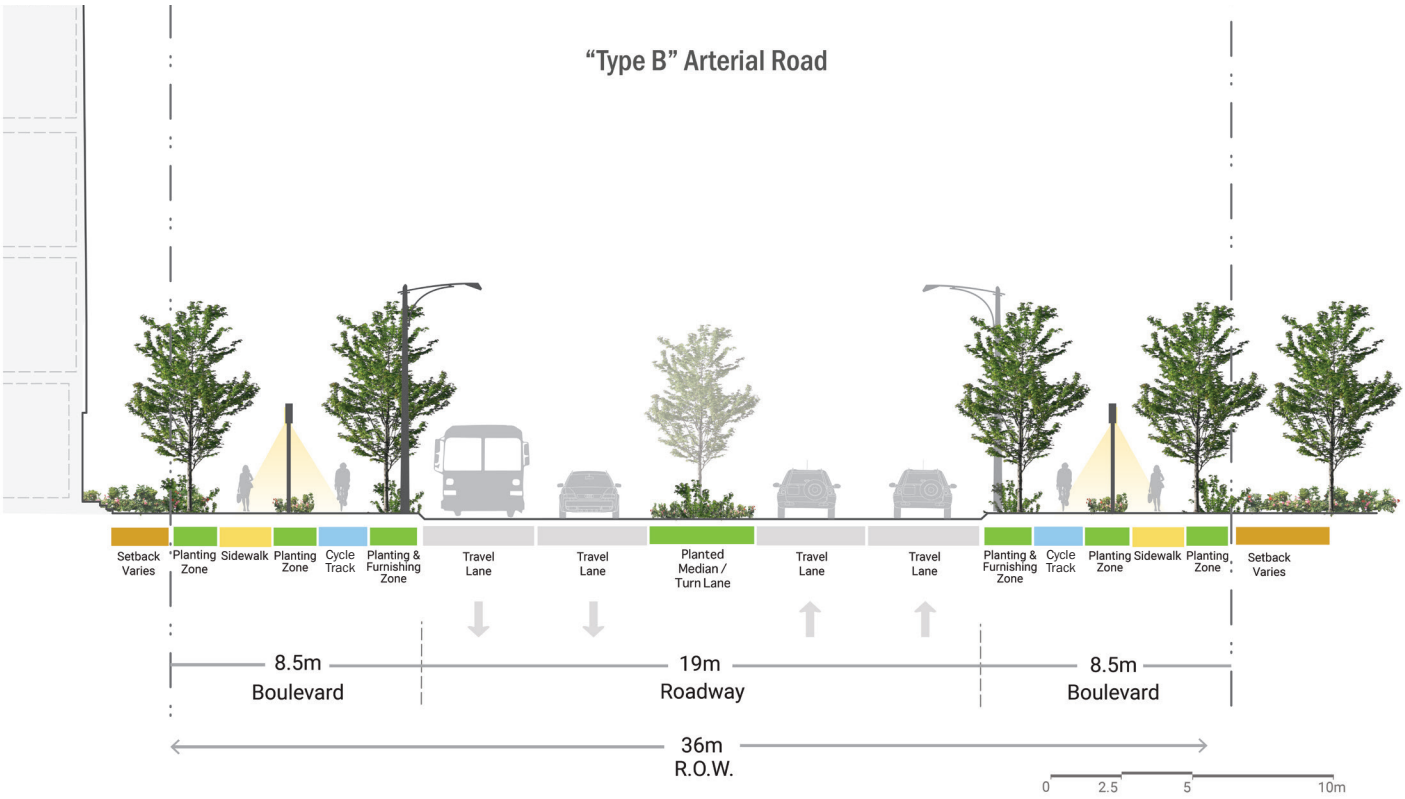

Courtice Road
"Type A" Arterial Road
Option 1
Outer Neighbourhoods
Setback Varies
Planting Zone
Sidewalk
Planting Zone
Two-way Cycle Track
Planting Zone Buffer
Travel Lane
Travel Lane
Planted Median / Turn Lane
Travel Lane
Travel Lane
Planting Zone Buffer
Two-way Cycle Track
Planting Zone
Sidewalk
Planting Zone
Setback Varies
13 m
Boulevard
19m
Roadway
13 m
Boulevard
45m
R.O.W.
0
2.5
5
10m

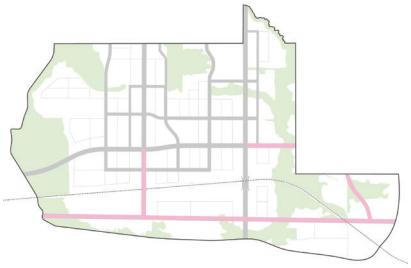

Courtice Road
"Type A" Arterial Road
Option 2
Mixed Use Core
Setback Varies
Planting Zone
Sidewalk
Planting & Furnishing Zone
Raised Cycle Track
Travel Lane
Travel Lane
Planted Median / Turn Lane
Travel Lane
Travel Lane
Raised Cycle Track
Planting & Furnishing Zone
Sidewalk
Planting Zone
Setback Varies
13 m
Boulevard
19m
Roadway
13 m
Boulevard
45m
R.O.W.
0
2.5
5
10m



TYPE B ARTERIALS

Street H and Trulls Road north of Street H are identified as Type B Arterials that act as major connections through the community and the wider Courtice area. Type B Arterials will feature a right-of-way width up to 36 metres, including two vehicular lanes in either direction, street trees, plantings and sidewalks on both sides. The boulevards will be wide enough to also accommodate dedicated bike paths on both sides; alternatively, multi-use paths could replace the sidewalks and bike paths.

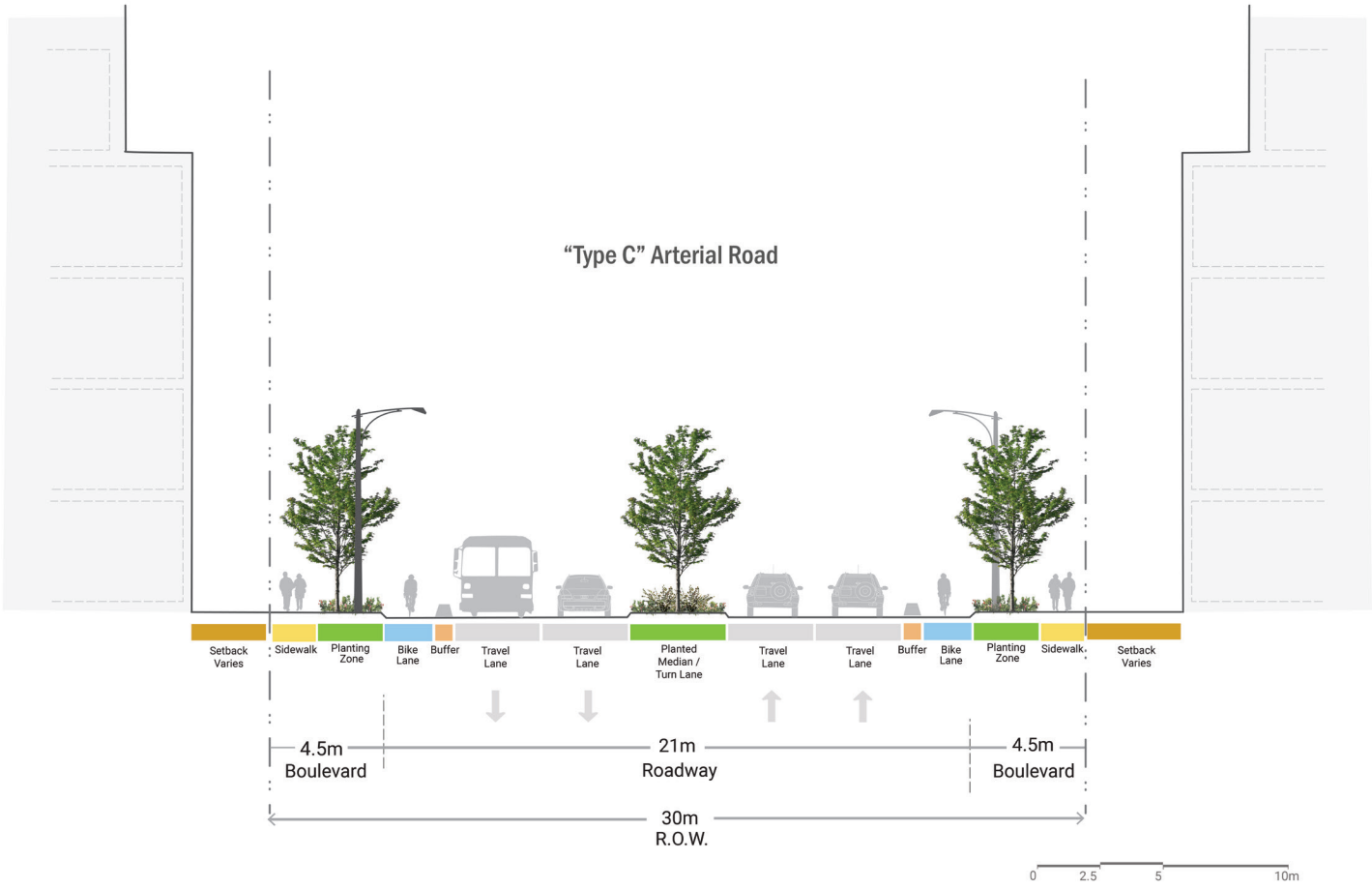


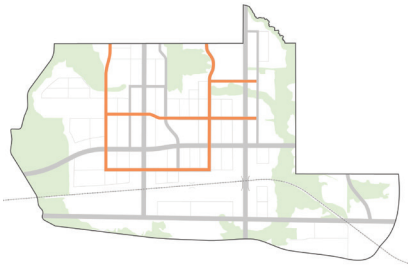


TYPE C ARTERIALS

Baseline Road, Trulls Road south of Street H, Street H east of Courtice Road and Hancock Road will be Type C Arterials. These roads will feature a right-of-way width up to 30 metres, which will accommodate two vehicular lanes in either direction, street trees, plantings and sidewalks on both sides, and bike lanes. There will also be an opportunity to accommodate a landscaped median, which can give way to turning lanes at intersections.

Raised separators should be included to enhance safety for cyclists; alternatively, raised cycle tracks at the curbs could replace on-road bike lanes, increasing the boulevard widths to approximately 6 metres. Multi-use paths on both sides can also be considered.





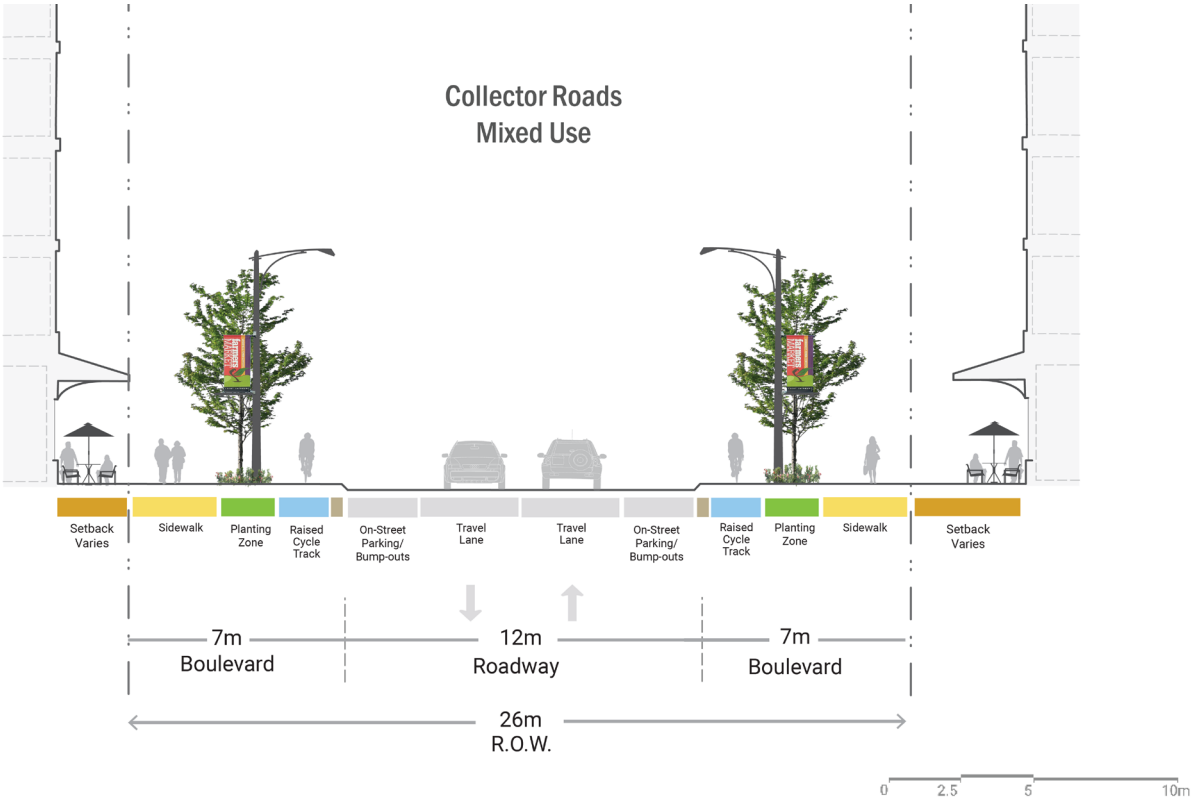
4.2.2. COLLECTOR ROADS

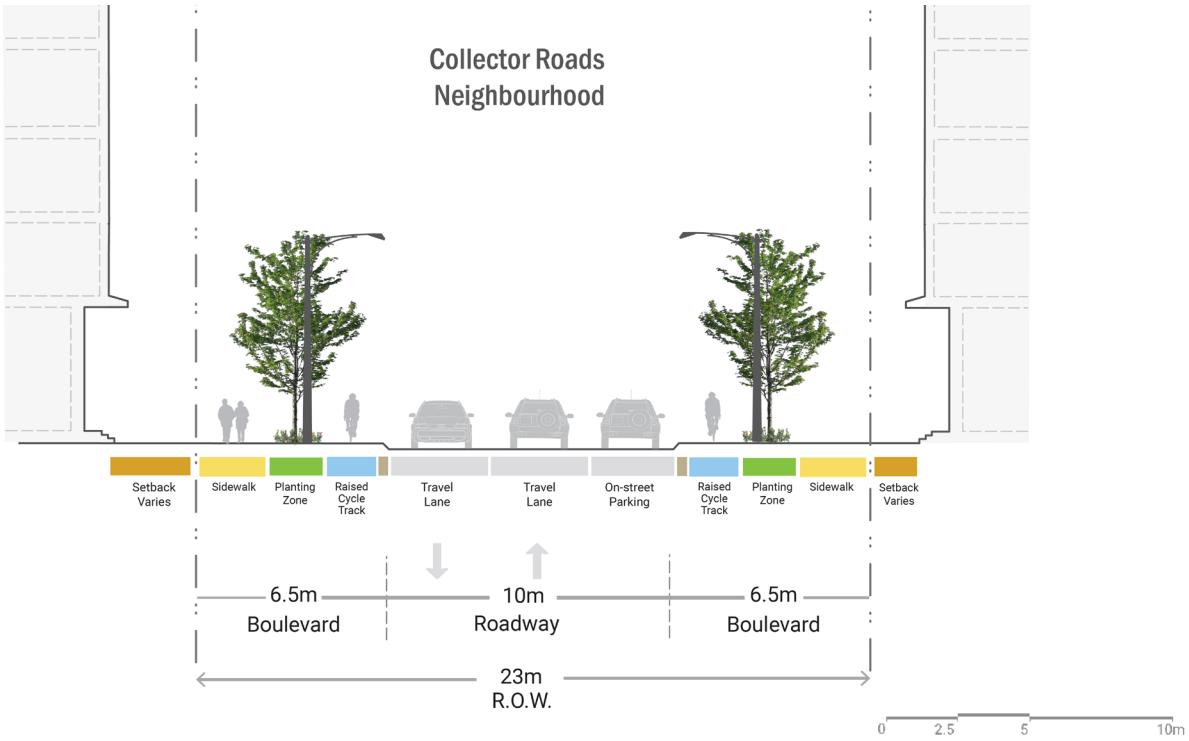
Granville Drive, Farmington Drive, and Streets B, C and D will function as Collector Roads, providing connections between Arterial Roads and Local Roads. Collector Roads will feature right-of-way widths of 23-26 metres and will have a single travel lane for traffic in each direction.

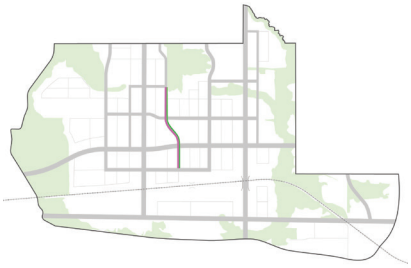
Two types of Collector Roads are planned for CTOC. Neighbourhood collectors should have a right-of-way of 23 metres to accommodate a 10-metre roadway with space for on-street parking on one side. Boulevards of approximately 6.5 metres should accommodate on both sides a raised cycle track near the curb, a landscape strip for street trees and a sidewalk.

Mixed-use collectors will be sections of Collector Roads where commercial uses are planned in the Mixed Use Core and Mixed Use Transition areas. The should have a right-of-way of 26 metres to accommodate parking on both sides within a 12-metre roadway. Boulevards of approximately 7 metres should be similar to those of neighbourhood collectors but with slightly wider sidewalks.

On both neighbourhood and mixed-use collectors, bump-outs should be incorporated, particularly at intersections, to accommodate additional landscaping, street furniture, bio-swales and transit shelters, and to calm traffic.


Collector Roads
Mixed Use
Setback Varies
Sidewalk
Planting Zone
Raised Cycle Track
On-Street Parking/ Bump-outs
Travel Lane
Travel Lane
On-Street Parking/ Bump-outs
Raised Cycle Track
Planting Zone
Sidewalk
Setback Varies
7m
Boulevard
12m
Roadway
7m
Boulevard
26m
R.O.W.
0
2.5
5
10m


Collector Roads
Neighbourhood
Setback Varies
Sidewalk
Planting Zone
Raised Cycle Track
Travel Lane
Travel Lane
On-street Parking
Raised Cycle Track
Planting Zone
Sidewalk
Setback Varies
6.5m
Boulevard
10m
Roadway
6.5m
Boulevard
23m
R.O.W.
0
2.5
5
10m



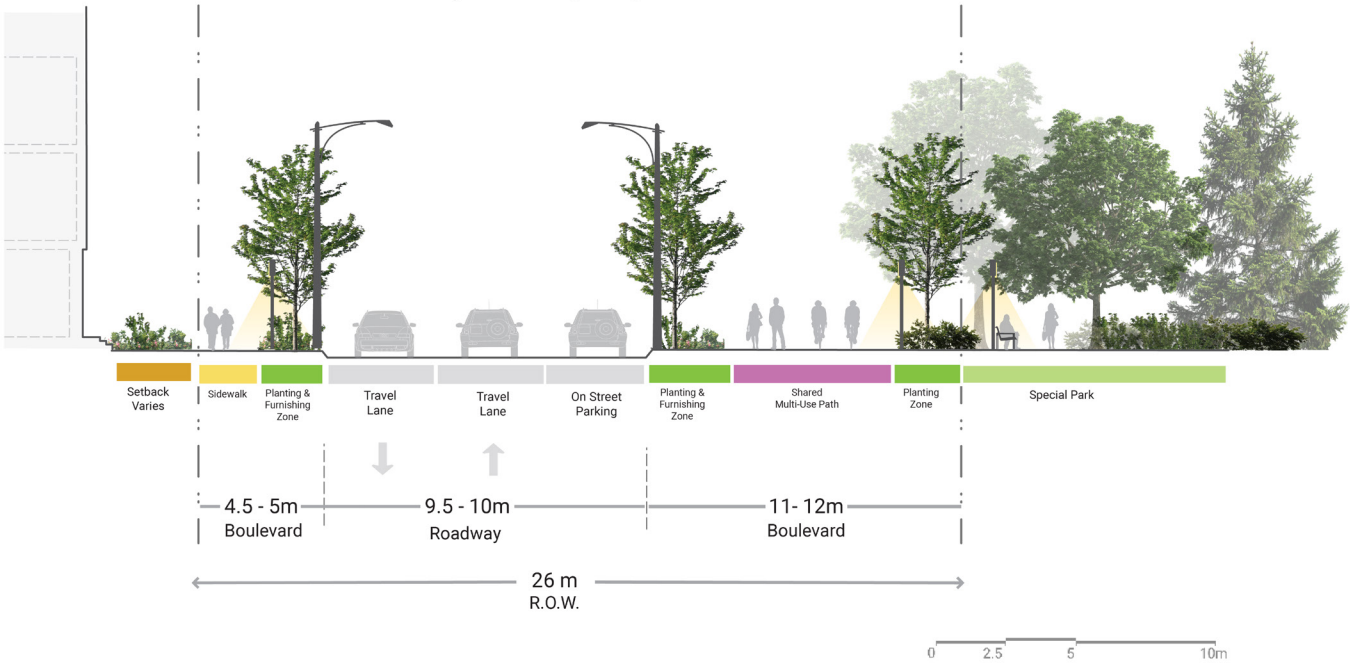
4.2.3. SPECIAL COLLECTOR ROAD

Street E will play a special role in CTOC as a Collector Road for drivers and cyclists and a landscaped green north-south spine providing direct connections to the future Courtice GO Station and ultimately to the Courtice Waterfront. Street E should have a right-of-way of 26 metres to accommodate a roadway of 9.5-10 metres, which will provide space for parking parking on one side, and boulevards of 4.5-5 metres on the west side and 11-12 metres on the east side. The wider east boulevard will accommodate a multi-use path of 5-6 metres between two rows of trees and other landscaping. Benches and other pedestrian amenities should also be provided in the landscape zones. Driveways crossing the multi-use path should be avoided.

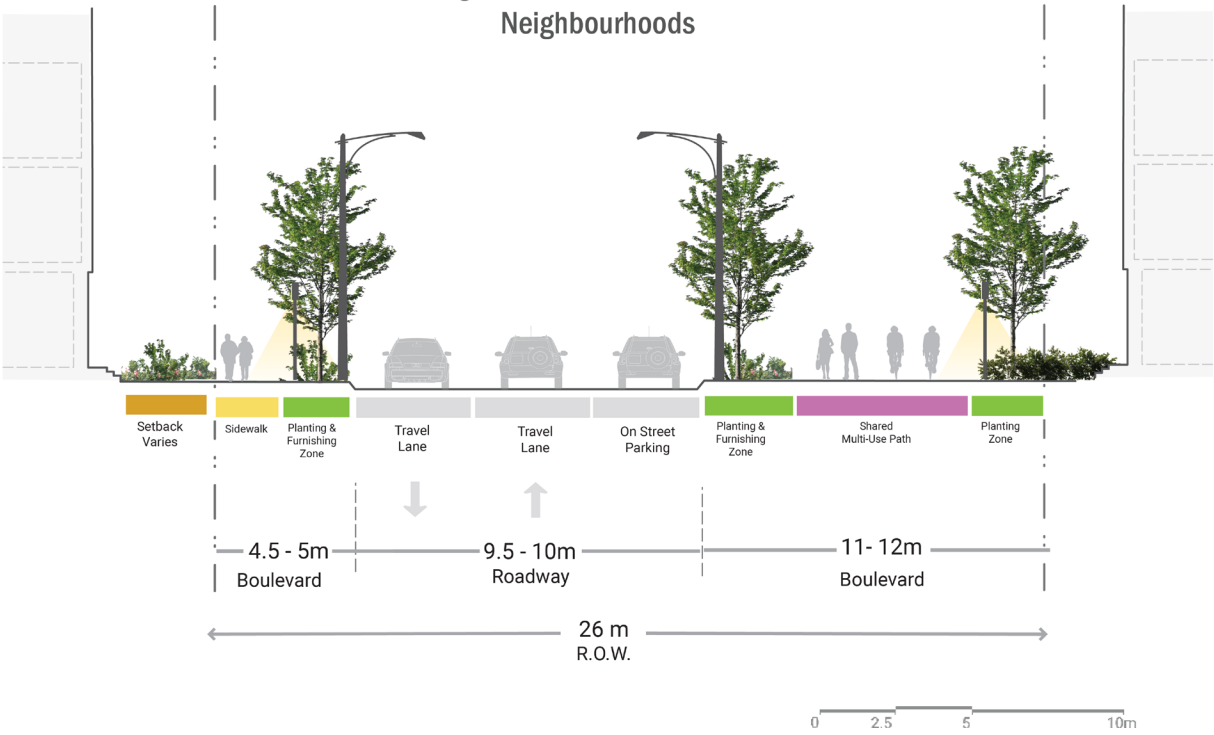
Where Street E is adjacent to parks or other public open spaces, the path may meander and be partially located within the open space. Striping or differentiated paving should be used to delineate zones for pedestrians and cyclists.

Wide multi-use path adjacent to road

Special Collector Road Adjacent to Open Space



Special Collector Road Through Mixed Use and Residential Neighbourhoods



4.2.4. LOCAL ROADS

Most development in CTOC will be directly accessed via Local Roads, which will be designed to create intimate, low-speed, pedestrian-priority streetscapes that encourage walking and allow cyclists to share the roadway with vehicles. An interconnected grid-like network of Local Roads will be designed to weave together the community with short walkable blocks. Most Local Roads will require a right-of-way of 18-20 metres to accommodate underground utilities, a single travel lane in each direction and parking on one side. Both sides will have sidewalks and preferably street trees.

Local Roads in areas of medium-density and high-density housing, particularly where commercial uses are clustered may require on-street parking on both sides of the street, in which case the right-of-way should be a minimum of 20 metres.

Key Local Road A, also identified as a Key Active Transportation Connection, should have a right-of-way of 22-23 metres to accommodate dedicated cycling infrastructure. The design of this road should be guided by the cross-section for neighbourhood Collector Roads.

Local road in a low-density neighbourhood

Local road in a high-density neighbourhood

4.2.5. REAR LANES

Rear Lanes support safe and attractive public streets by providing access to driveways, garages, loading and servicing and other back-of-house uses away from the street-facing frontage. Public Rear Lanes also provide alternative pedestrian routes through a community and, in areas of street townhouses and detached and semi-detached houses, may facilitate additional dwelling units, i.e., laneway housing.

A. Rear Lanes should allow for two-way vehicular travel and incorporate a setback on either side of the right-of-way to the adjacent garage or parking pad.

B. Rear Lanes should be prioritized where development fronts onto an Arterial or Collector Road and for townhouse developments.

C. Rear Lanes should provide access for service and maintenance vehicles for required uses as deemed necessary by the Municipality. They may include enhanced laneway widths and turning radii to accommodate municipal vehicles, including access for snowplows, garbage trucks and emergency vehicles.

D. Loading areas for apartment, office and mixed-use buildings should be accessed from Rear Lanes, wherever possible.

E. Lanes shall be clear of overhead obstructions and shall be free from overhanging balconies and other encroachments.

F. Rear Lanes should be graded to channelize snow-melt and runoff.

G. The design of Rear Lanes should incorporate appropriate Low-Impact Development measures, including permeable paving where sufficient drainage exists.

H. Appropriate lighting should be provided to contribute to safety in Rear Lanes for all users.

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

Rear lane serving medium-density development

4.2.6. BROADER ACTIVE TRANSPORTATION NETWORK

The CTOC Secondary Plan Area will promote the use of alternative modes of transportation through specific infrastructure designed to create a comfortable, well connected and safe environment. The active transportation network is intended to be inclusive for all users and abilities, encompassing pedestrian, cycling and trail networks.

A. The active transportation network will be interconnected and complement the road network to minimize travel distances for pedestrians and cyclists.

B. Sidewalks, cycling infrastructure and trails should be located to connect major destinations, neighbourhood facilities such as parks and community facilities, the GO station and transit stops.

C. Infrastructure should promote improved safety and visibility of vulnerable road users.

D. Pedestrian-activated signals or crosswalks should be provided at major crossings or signalized intersections.

E. Planting and furnishing zones within the road right-of-way should be designed to act as a buffer between different modes of movement, while maintaining clear sight lines and visibility.

F. Planting and furnishing zones within the road right-of-way should provide space for pedestrian amenities such as seating, transit shelters and active transportation facilities such as bicycle racks.

G. Active transportation facilities should be designed to facilitate winter maintenance, including snow storage.

H. Wayfinding methods that include signage should be implemented to direct users at key intersections, landmarks, and attractions.

I. The active transportation network should connect to and through both the public and private realms, incorporating mid-block connections and privately owned but publicly accessible spaces.

On-road cycling facility with a physical buffer

CYCLING INFRASTRUCTURE

J. Where shared multi-use paths are provided for cycling, a generous width of at least 3 metres should ensure safety for all modes of movement.

K. Dedicated cycling facilities should be separated from vehicular traffic and pedestrian zones with planting and/or furnishing zones, curbs or other physical buffers.

L. Signage and clear design treatments should indicate routes of travel for cyclists and whether facilities are shared with other users.

SIDEWALKS

M. Sidewalks should provide a well-defined, clear, predictable, and unobstructed path.

N. Sidewalks should be designed to serve all users including but not limited to children, elders, and those with accessibility needs. Grading and sloping should be minimized to facilitate ease of movement.

TRAIL NETWORK

O. Trails should be seamlessly incorporated into the active transportation and open space network.

P. Trails are generally permitted to be located within Environmental Protection Areas, subject to guidance in Section 4.7.

Q. Trails should be designed to avoid, minimize or mitigate disturbance to sensitive natural areas.

R. Trails should have multiple access points, clear wayfinding and demarcated entrances.

S. Amenities for trails, including but not limited to parking, washrooms, furniture, waste and recycling bins, signage, interpretive facilities, and lighting, are encouraged.

T. Trails should be a minimum width of 2 metres to provide barrier-free access.

U. Where trails are for multiple types of users, trails should be sized appropriately and clear signage should be provided to indicate shared or dedicated uses.

V. Trail materials should be sensitive to the preservation and protection of the surrounding natural heritage, while being designed to accommodate maintenance equipment, where required.

W. The design and construction of trails shall comply with universal accessibility standards.

Trails with mapping and a rest area

4.3. Streetscapes

Streets are more than transportation routes; they serve as places for economic activity, social interaction and community identity. Streetscape design considers the character of a street and the functions of its components within the built form and landscape setting.

Guidance in this section focuses primarily on mixed-use streets with active ground-floor uses, except where otherwise noted.

4.3.1. BUILDING INTERFACE ZONE

The building interface zone accommodates the transition between the public and private realms. Generally, the interface zone along a mixed-use street will be 1-3 metres wide.

A. A continuous streetwall of building facades should be established and maintained to provide a sense of enclosure and a backdrop to pedestrian activities.

B. Primary building facades and entrances should be oriented directly towards streets.

C. Patios and outdoor retail displays should be designed and constructed to be compatible with the surrounding streetscape elements and architectural qualities of abutting buildings. These features should not obstruct pedestrian movement.

D. Canopies and awnings should be incorporated into building facades to provide weather protection for pedestrians.

4.3.2. PEDESTRIAN ZONE

The pedestrian zone is intended for predictable, continuous, unobstructed, and barrier-free movement. The width of the pedestrian zone depends on various factors, including the function of the street, the width of the roadway, and the volume of pedestrian traffic.

A. Sidewalks should be at least 1.8 metres wide in residential areas, and at least 2.3 metres wide in mixed-use areas.

B. Continuous, unobstructed, and barrier-free sidewalks should be provided on both sides of all streets.

C. Special paving materials or painted asphalt/concrete should be used to highlight pedestrian zones and crossings at intersections, and to generally enhance streetscapes.

D. Where warranted, curb extensions should be incorporated at intersections and mid-block locations to expand the pedestrian zone, shorten crossings, provide additional pedestrian queuing space, and accommodate transit facilities.

4.3.3. PLANTING AND FURNISHING ZONE

The planting and furnishing zone helps to create an inviting, comfortable pedestrian environment and allows for soft landscaping and tree planting to mitigate the urban heat island effect, enhance biodiversity and support stormwater management. It also provides a buffer between the pedestrian zone, cycling facilities and the roadway.

A. Street trees should be native and non-invasive species, well suited to harsh urban conditions and of medium to large stature. Seed-dropping plants along barrier-free paths should be avoided, and pollinator species are encouraged.

B. Adequate soil volumes, good soil structure, proper drainage and, where possible, irrigation should be provided to support the long-term health of street trees. Where street trees are desirable in locations with limited surface areas, soil cell systems should be used.

C. Where warranted, the installation of street trees with continuous soil trenches, advanced rooting techniques where soil volume targets cannot be achieved with traditional planting methods, and/or drainage systems is recommended.

D. Street tree should be planted to avoid conflicts with utilities and located far enough away from obstructions and building faces to all for growth to maturity.

E. A flexible tree planting spacing rhythm or pattern should be established to adapt to the function of the streetscape. Where possible, groupings of street tree plantings should be integrated without impeding transit facilities, pedestrian circulation and street furniture.

F. Planting beds should be incorporated into street tree planting areas or designed as stand alone greening features.

G. Street furniture and wayfinding elements should be used to support a comfortable environment, reinforce a sense of place and aid navigation.

H. Streetlight standards that include fixtures for the both roadway and sidewalk should be selected to minimize the number of poles needed for adequate lighting.

I. Where warranted, supplemental pedestrian-oriented lighting standards should be incorporated to illuminate primary walkways and wider sidewalks.

Pedestrian clearway and coordinated street furnishings alongside an Urban Square and mixed use building

Generous and distinctive pedestrian, planting and furnishing zones in a mixed use area as well as curb extensions

J. Municipal standards will guide street lighting, emphasizing downward illumination to reduce light pollution and preserve dark night skies.

K. Public bicycle parking facilities should be located within the planting and furnishing zone, close to transit stops, building entrances, and parks and open spaces. Where space permits and activity levels warrant, these facilities can be located within the building interface zone.

L. The integration of public art into streetscape elements should be considered.

M. Transit stops and shelters should be located in convenient and barrier-free locations, and should consider passenger pick-up and drop-off.

N. Transit shelters and seating should be provided at all transit stops on Arterial Roads and at transit stops at the intersections of two Collector Roads.

4.3.4. CURB ZONE

The curb zone accommodates utilities and provides for pedestrian movement between parked vehicles and the pedestrian path. The pedestrian and planting/furnishing zones may encroach into the curb zone when additional buffering is needed in high traffic areas or where an extension of the pedestrian environment is necessary.

A. Utilities and their associated equipment should generally be located underground.

B. Above-ground utilities, where required, should be integrated within the streetscape design or screened from view from the public realm.

C. Barrier-free curb ramps with detectable warning surfaces should be provided at all intersections.

4.4. Transit Facilities Zone

The Transit Facilities Zone surrounds the GO Station and will act as the central location for major transit facilities and supportive uses associated with station. It will include the GO Station itself, a bus terminal, commuter parking areas, pick-up and drop-off facilities, active transportation infrastructure, and complementary open spaces. The design of elements in this zone will prioritize transit, pedestrian and cycling movement.

4.4.1. STATION AREA LAYOUT AND ORIENTATION

The orientation and layout of station facilities should be reflective of GO Transit's access priorities and establish a clear structure around which movement and access occurs. Achieving the optimal layout and orientation of facilities within the station area is crucial to support station functions and enable the Transit Facilities Zone's full potential over time.

A. A well-structured station area should be created with the station building as the main organizing element.

B. The station area should be designed to provide obvious wayfinding, through the use of transparent building materials, clear sightlines and highly visible signage.

C. A clearly defined pedestrian plaza should be provided at the entrance to the station building. The plaza should act as the primary receiving area for pedestrians entering the station by foot, bike, bus or car. In the event that the station straddles both sides of the rail corridor, a pedestrian plaza should be provided on each side of the tracks.

D. Bus loops and passenger pick-up and drop-off areas (PPUDOs) should be located adjacent to the pedestrian plaza.

E. Landscaping should be incorporated to ensure that the station area is both attractive and comfortable for users and supportive of functional considerations such as stormwater management and snow removal and storage.

4.4.2. STATION BUILDING

A. The station building, designed as a visible landmark, should serve as the central focus for all transit-related activity in and around the broader station area.

B. As the principal interface between the user and various connecting transit services, the station building should display the highest level of pedestrian/passenger amenity and supportive services.

Station integrating multiple modes of movement and clear signage

C. The station building should be highly transparent, with extensive use of glass to provide clear sightlines between all elements of the station area, especially passenger waiting areas associated with train, bus, and PPUDO facilities.

D. The station must be designed for universal access.

4.4.3. SUPPORTING PEDESTRIAN MOVEMENT

A. Sidewalks and pedestrian pathways should be designed to be safe, clearly identifiable, and dedicated routes that are comfortable for pedestrians of all ages and abilities.

B. Pedestrian waiting areas should be designed and located to provide direct, easy pedestrian access to and from the station building.

C. Pedestrian waiting areas should be designed to maximize the comfort of waiting passengers and provide the information and resources needed to support customers and facilitate their journeys onward.

D. A clearly defined network of dedicated pedestrian pathways throughout the station area, capable of serving both walk-in users and drivers walking between their cars and the platform area, should be created.

E. Outdoor pedestrian access between the platform area and street level should be provided throughout the platform area where feasible. Retaining walls and fencing should be used sparingly unless it is being used to address operational or safety concerns.

Sheltered waiting and bicycle parking areas

Secure bicycle locker

F. Pedestrian routes within the Transit Facilities Zone should be separated from vehicular traffic routes and should be organized to create continuous direct connections between the station and area destinations.

G. Buffer zones should be provided between pedestrian routes and roadways/parking lots.

H. Vehicular routes should be designed to slow traffic and maintain clear sight lines to ensure safe pedestrian movement.

I. Pedestrian crossings should be designed to be highly visible, obstacle-free, seamlessly integrated into the pedestrian path system and designed to minimize crossing distances.

J. Crossings should be located where they can act as a direct continuation of the pedestrian path network, and should be signalized where appropriate.

K. Curb cuts should be installed at all street-level crossing points to ensure fully accessible crossings and to maintain a consistent grade for the length of the crossing.

L. Where required, pedestrian overpasses and underpasses should be designed to:

- **i.** Create clear, generous pedestrian routes that enable users to see from one side of the connection through to the other.
- **ii.** Incorporate generous lighting or use of skylights where appropriate to enhance a sense of safety
- **iii.** Provide weather protection.

4.4.4. ENHANCING ACCESS FOR CYCLISTS

Providing priority access and enhanced amenities for cyclists within the station area is an important strategy towards redistributing the modal split and reducing the need for expensive parking. Stations should promote and enhance the cycling experience by providing secure and convenient bicycle routes and secure bicycle parking facilities with a range of supportive amenities.

A. Multi-use paths should be extended into and through the station area and be sited where they will not interfere with the function and safety of passenger waiting areas or pedestrian pathways.

B. Clear and visible cycling wayfinding signage should be provided along adjacent arterials to direct cyclists towards the appropriate points of access.

C. Where the use of stairs is unavoidable along bicycle access routes, a bicycle ramp should be provided and alternative stair-free routes should be marked.

D. Dedicated, sheltered bicycle parking should be provided within the pedestrian plaza, the station building or a separate bike parking structure.

E. Bicycle parking should be located in areas where conflicts between pedestrians and cyclists will be minimized.

F. Supportive amenities such as air pumps, drinking fountains, and repair stands next to bicycle parking areas are encouraged.

4.4.5. SUPPORTING LOCAL TRANSIT

A. Station area planning should accommodate a bus terminal close to the GO station and allow for its expansion over time.

B. A generous and clearly marked pedestrian route should be provided between the bus terminal and the GO station that avoids crossing vehicular routes.

C. Canopies and other forms of weather protection should be provided for waiting passengers, as well as an appropriately sized, enclosed heated area for all-season use.

4.4.6. ACCOMMODATING TAXIS AND RIDE SHARING

A. Access to taxi service within the GO station should be provided to integrate transportation networks, allowing passengers without vehicles direct access to destinations beyond walking distance from the station or beyond the reach of local transit service.

B. Taxi stands should be located adjacent to the station plaza to enhance pedestrian accessibility and visibility.

C. The taxi drop-off and pick-up location should ideally be abutting the pedestrian plaza or a raised sidewalk to ensure passenger safety when disembarking the vehicle.

D. The taxi area should be designed for one-way traffic flow, with adequate room for stacking.

4.4.7. COMMUTER PARKING

A. Surface parking may be provided within the Transit Facilities Zone as an interim use and should be designed to be replaced over time by structured parking or other uses.

B. Where surface parking is provided, it should be designed to establish clear pedestrian pathways to and from the station building and pedestrian plaza.

C. Surface parking areas should be designed to include clear and dedicated pedestrian routes as well as landscaped areas throughout that can accommodate mature tree growth.

D. Where surface parking areas are oriented perpendicular to the rail corridor, lots should be located on either side of the primary access drive, lined with sidewalks and pedestrian amenities. Where surface parking areas are oriented parallel to the rail corridor, a clear pedestrian path should also be created running along the "bottom" of the lot between the rail corridor and the parking areas.

4.5. Parks and Open Spaces

The parks and open space system is a fundamental organizing element for the CTOC Area and serves a critical role in providing recreational amenities, green spaces, play areas and connectivity throughout the community. Parks and open spaces will contribute to the area's identity and will be strategically located to ensure convenient access for all residents and employees within the CTOC Area. A hierarchy of parks and open spaces throughout CTOC will support a balanced distribution of facilities and activities across the area.

4.5.1. GENERAL GUIDELINES

A. The CTOC Secondary Plan identifies the location and general size and configuration of four Neighbourhood Parks and a central "Special Park". The precise location, size and configuration of other Neighbourhood Parks and Parkettes will be determined through plans of subdivision.

B. Park sizes will be as follows:

- **i.** Special Park: Minimum 2.5 ha
- **ii.** West Neighbourhood Park: Minimum 2.5 ha
- **iii.** North Neighbourhood Park: Minimum 2.0 ha
- **iv.** East Neighbourhood Park: Minimum 1.5 ha
- **v.** Central Neighbourhood Park: Minimum 1.5 ha
- **vi.** Other Neighbourhood Parks: Minimum 1.0 ha
- **vii.** Parkettes: 0.5 to 1.0 ha
- **viii.** Urban Squares: less than 0.5 ha

C. Parks should be located and oriented to be:

- **i.** Uninterrupted by major physical barriers, such as rail lines, roads, and other physical barriers that restrict access;
- **ii.** Accessible by transit, bicycle and walking;
- **iii.** Highly visible with prominent public street frontages;
- **iv.** Connected to other parks, open spaces, and natural features through the active transportation network.

D. Parks should be designed to maintain existing natural features, topography and trees.

E. Where buildings or structures that support the function of parks and open spaces are proposed within parks and open spaces, they should be sited and designed to:

- **i.** Incorporate public amenities, including year-round public washrooms and public art, to enhance the user experience;
- **ii.** Enhance open space linkages, public access, visibility and effective use of the park or open space.

F. Parks should include furnishings such as benches, seating, tables and secure bicycle parking. These elements should be coordinated in their design and built of durable, low-maintenance materials.

G. Where possible, locate furnishings in or near natural shade or integrate shade structures to support comfort and year-round usability. Select materials and finishes that minimize heat absorption and improve thermal comfort during warmer months.

H. Parks should incorporate universal design principles and provide for a range of activities for people with disabilities.

I. Parks should be designed to incorporate best practice principles of sustainable design, including natural heritage enhancement, naturalized stormwater management features, use of native plant species, incorporation of environmental education features and use of low maintenance and energy efficient facilities and landscapes. The reclamation of stormwater to assist in the ongoing maintenance of plantings within the park is encouraged.

J. Plantings should generally consist of hardy and non-invasive native species and provide a transition between park green space and natural areas, where relevant.

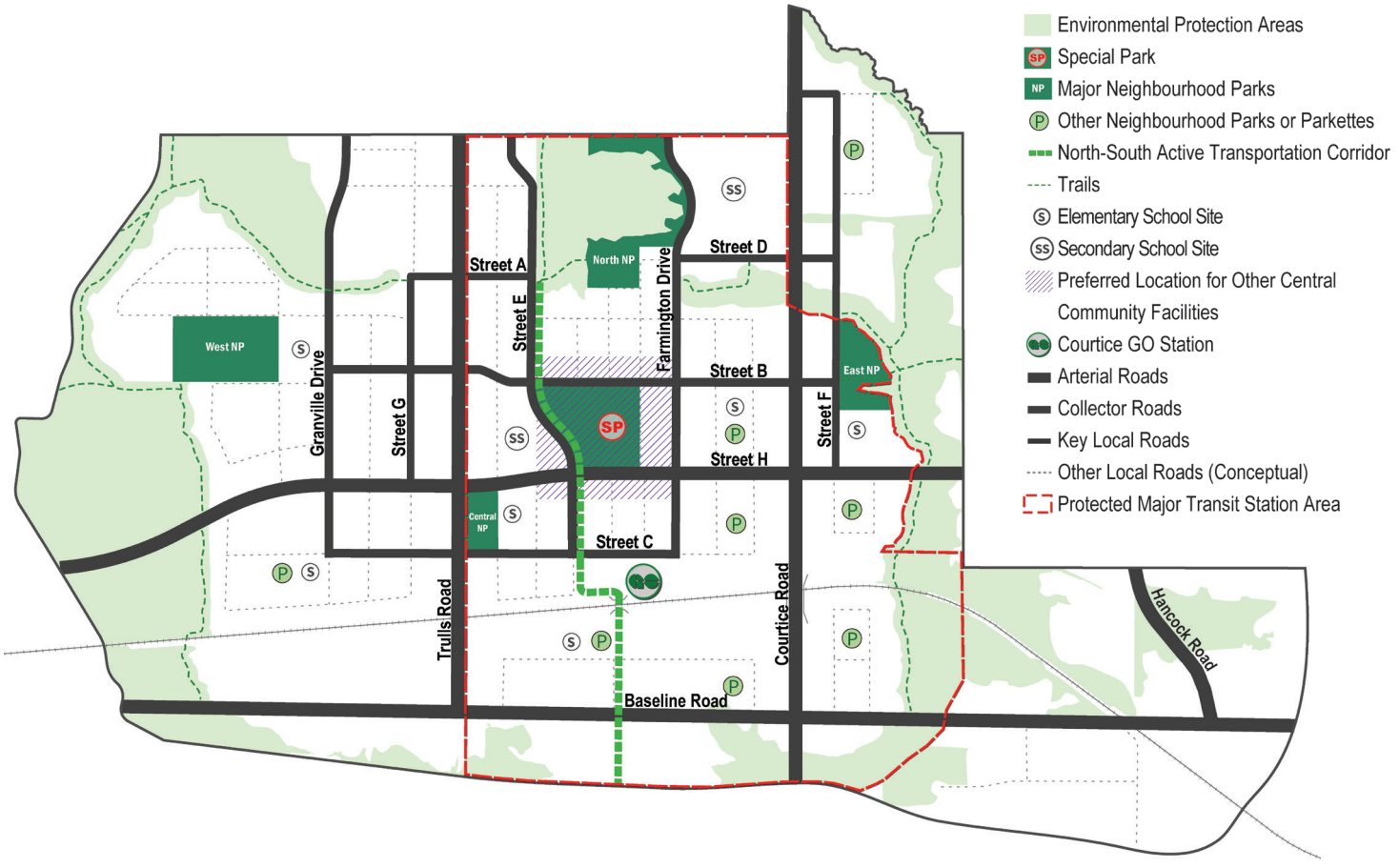
K. Public art should be integrated into the design of park facilities or landscape features, including pieces/elements that interpret the area's history and geography.

L. Utility infrastructure should be located away from park and open space frontages.

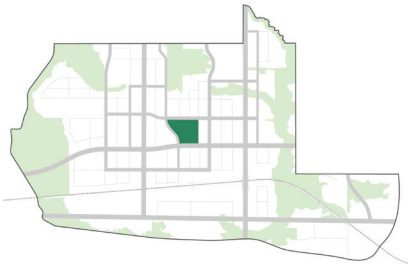
M. Alternative methods of screening or integrating utility services may be considered, including covers, wraps or public art features, in compliance with utility authority requirements.

N. Where development is proposed adjacent to parks and open spaces, it should:

- **i.** Be sited and designed to minimize shadows on the park or open space.
- **ii.** Be oriented to maximize public access and views to such spaces.
- **iii.** Present a primary façade to the park or open space.
- **iv.** Buffer private amenity space with low fencing, hedges, pathways and, where appropriate, grade changes.



Parks and Community Facilities Plan



4.5.2. SPECIAL PARK

The Special Park will be a prominent outdoor space in the heart of CTOC. It will be designed and programmed as a multi-purpose space that accommodates a range of outdoor activities and community events.

A. The Special Park will have street frontage on at least three sides to ensure it is highly visible and accessible and park users feel safe.

B. Most of the park should be vegetated with trees, lawns and gardens. Hardscaped areas should be integrated to support casual gatherings, special events, and seasonal food vendors/kiosks

C. For maximum programming flexibility, the park should not include baseball diamonds, soccer pitches or other sports fields. Grassy areas, however, should allow for casual games.

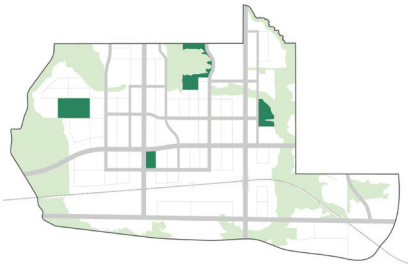
D. A playground for children of all ages should be included, and small dog park may also be considered.

E. Smaller recreations facilities, such as a skating rink, a splash pad, a basketball court, tennis/paddle board courts (maximum 2) and a skateboard park may be considered

F. The park may also include a community facility, such as a recreation centre, club house or library, provided the building and any associated parking/servicing areas do not occupy more than approximately 20% of the park.

Central multi-purpose park serving a high-density neighbourhood

Community park integrating gathering spaces, gardens, lawns and a library



4.5.3. NEIGHBOURHOOD PARKS

Neighbourhood Parks serve as social and recreational focal points of a neighbourhood, generally located within a 5-minute walk from the majority of residents. These parks play a key role in shaping each community's unique identity through distinct design and landscaping. They provide a balance of active and passive uses, such as children's playgrounds, skateboarding facilities, basketball courts, multi-use play courts, unlit sports fields, and social gathering spaces. Neighbourhood Parks meet the needs of the local community, and in some instances, may accommodate facilities serving the broader Courtice or Clarington community. Where possible, Neighbourhood Parks should be coordinated with elementary school sites to maximize efficiency and shared use.

A. At least 50% of a Neighbourhood Park's boundary, excluding where any portion of the boundary abutting an Environmental Protection Area, must abut a public street.

B. Neighbourhood Park programming should include a diverse range of both passive and active recreational uses, and have flexibility to accommodate new uses and facilities over time.

C. The North, West and East Neighbourhood Parks should be designed as an extension of and entry point to adjacent natural heritage areas, integrating trail connections and trailhead elements, such as waste bins, signage, maps and seating.

D. Neighbourhood Parks should be designed to accommodate year-round use and should complement the amenities of nearby parks and open spaces.

E. Neighbourhood Parks are the most appropriate locations for dog parks.

Neighbourhood park with passive amenities and children's play areas

Neighbourhood park with skating rink

4.5.4. PARKETTES

Most parkettes will serve many of the same functions as Neighbourhood Parks but in a smaller area, and some may play a critical connecting role within the broader open space network.

F. Parkettes should generally be centrally located with visible road frontage and defined entrances to create a highly visible and local gathering area for the neighbourhood.

G. Parkettes should have frontage on at least two streets and may be located mid-block.

H. Parkettes should generally be designed to:

- **i.** Be connected to buildings and sidewalks with landscaped pathways;
- **ii.** Create barrier-free environments for all users and adapt to both short and long-term needs of users;
- **iii.** Support year round use and prolong the daily and seasonal life of the space through illumination and weather protection;
- **iv.** Provide a comfortable microclimate for pedestrians, including maximum sunlight access.

D. Parkettes should include grassy areas for casual recreation and may be appropriate for court sports, such as basketball, tennis or paddleboard.

Parkette featuring a playground and diverse plantings

Parkette featuring seating, gardens and play elements

4.5.5. URBAN SQUARES

Urban Squares are more intimate gathering spaces that generally will be most appropriate in the high-density areas of CTOC, where they will provide relief from the massing of buildings and contribute to a vibrant public realm. They will create opportunities to expand the public realm of streets, providing room for relaxation in green space, socializing and outdoor dining.

I. Urban Squares should have unique identities that enhance the character of an area. Fundamental elements, all of which should have a coordinated design and be durable, should include seating, lighting, trees and soft landscaping, low impact development features, public art, or other amenities that encourage casual use and gathering.

J. The preferred location for an Urban Square will be at the corner of a block for maximum visibility and access. Mid-block squares with frontage on just one street or which extend through a block, however, may also be considered where they will be enlivened on all sides by restaurants, retail space or an office building lobby.

K. Buildings adjacent to an Urban Square should front it with active ground-floor uses to give the space life and help make it feel safe. Restaurant patios should be allowed to encroach on the public space of the square.

L. Grade-related residential units may front an Urban Square provided they are appropriately set back 3-5 metres to accommodate a buffer between the private and public realms.

M. Urban Squares generally should feature mostly hardscaping to accommodate intensive use but should also incorporate significant greenery for beauty, shade and stormwater management. At a minimum, there should be trees and planting beds, and grassy areas should be considered.

N. Seating will be a critical element in Urban Squares. In addition to benches, movable chairs and tables should be considered where squares are surrounded by retail and/or office uses.

Urban square with feature paving, seating and raised planters

Urban square with skating rink

Crosstown Elementary School (Vancouver)

School with delineated drop off areas and pedestrian circulation

4.6. Schools and Other Community Facilities

Community facilities are crucial to healthy and complete communities. These may include schools, recreation centres, child care centres, libraries and shared multi-purpose spaces.

Based on the projected CTOC population, up to six elementary schools and two secondary schools may be required in the CTOC Area. Other specific community facilities will respond to the community's needs as it grows. The clustering of facilities into community hubs for efficiencies and convenience will be encouraged.

A. Elementary schools generally will be located centrally within neighbourhoods, with frontage on a Collector Road or Key Local Road, as identified in the CTOC Secondary Plan. Secondary schools generally will be located on Arterial Roads.

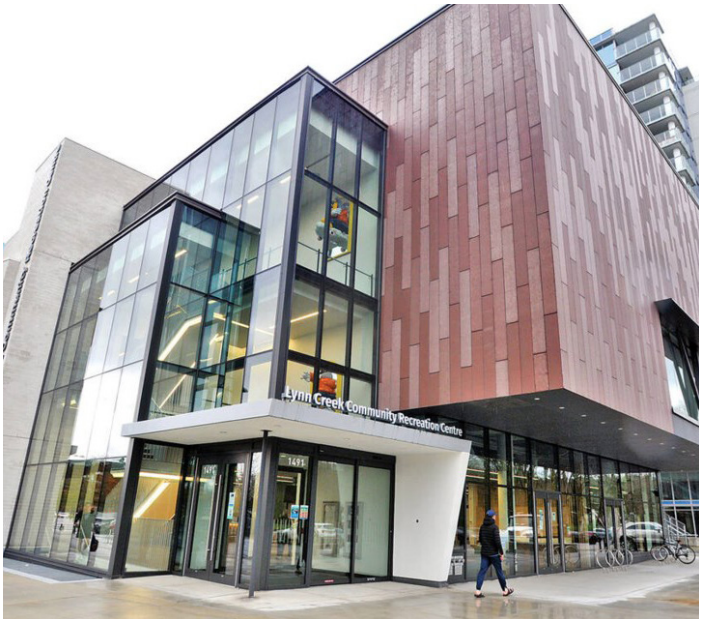
B. Elementary schools and recreation centres are encouraged to be co-located with Neighbourhood Parks or Parkettes to facilitate the sharing of open space and reinforce such facilities as civic spaces.

C. Alternative standards for schools will be encouraged to ensure their form is compatible with the vision for CTOC and uses land efficiently. The standards should optimize the use of land by promoting multi-storey school buildings and minimizing parking and pick-up/drop-off areas.

D. Community facilities are encouraged to connect, wherever possible, to active transportation systems to enhance overall connectivity.

E. Where possible, partnerships between private landowners and public agencies, boards and commissions to achieve the integration of schools and other community facilities within mixed-use developments will be encouraged.

F. Podium schools will be encouraged, particularly in higher-density and mixed-use contexts. These schools should be integrated within multi-storey buildings, with school functions located on lower levels and outdoor play areas accommodated through innovative design solutions, such as adjacent open spaces, terraces, or other areas designed to school board standards for accessibility and safety.



Community centre with a gymnasium, multi-purpose rooms, an automated library and a daycare

Wildflower meadow providing a buffer between an environmental protection area and nearby houses

G. Community facility design shall prioritize pedestrian connectivity and be accessible by various modes of transportation, including walking, cycling, and transit, with a specific emphasis on enhancing pedestrian safety. Elements which contribute to safety shall include:

- **i.** Visibly marked pedestrian crossings with appropriate lighting and signage;
- **ii.** Clearly delineated cycling connections should be provided from adjacent cycling lanes or multi-use paths to the facility;;
- **iii.** Pedestrian-oriented light standards to illuminate parking areas, driveways, and walkways;
- **iv.** Walkways to and through parking areas to provide routes separated from vehicle movements to reduce conflict points;
- **v.** Vehicular parking areas at the side or rear of the building, with the exception of accessible parking;
- **vi.** Pick-up and drop-off where it will minimize impacts on the pedestrian realm.

H. Public buildings should achieve the highest standard of urban design and architectural quality, incorporating sustainable building features.

4.7. Environmental Protection Areas

Environmental Protection Areas are recognized as the most significant components of the community's natural environment and include natural heritage features, hydrologically sensitive features, lands within the regulatory flood plain of local watercourses and hazard lands associated with valley systems.

A. While connectivity through Environmental Protection Areas is encouraged, trails should be directed outside of sensitive areas or to vegetation protection zones, and creek crossings should be minimized.

B. 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). Vegetation protection zones are to be restored and enhanced.

C. 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.

D. Development, including the road network, will consider drainage patterns and topography around Environmental Protection Areas, including limited watercourse crossings.

5

GREEN DESIGN GUIDELINES

The green design guidelines are intended to support environmental sustainability in the CTOC Secondary Plan Area through green building design, resource conservation, alternative energy sources, site and building performance, and conservation of natural areas. Progress toward achieving a low-carbon community relies on a holistic "green design" approach to infrastructure, buildings and landscapes.

5.1. Energy and Water Conservation

Buildings and sites in the CTOC Secondary Plan Area should be designed to be energy and water efficient, rely on renewable and electric sources of energy, and conserve energy, water and other resources. Green development will help to reduce pollution and address climate change by reducing carbon emissions.

A public district energy (DE) system to service CTOC, specifically the Mixed Use Core and Mixed Use Transition, may be implemented for efficiencies, cost savings and reduced carbon emissions in powering, heating and cooling buildings, in which case, future development would be required by the CTOC Secondary Plan to connect to the DE system (or be DE ready if development precedes the system being in place). The guidelines below should be considered whether DE is implemented or not.

Bioretention area along a local street

A. Buildings should be designed with high performance envelopes.

B. 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.

C. South facing roofs should be designed to accommodate solar panels by maximizing flat expanses of roof with no penetrations or articulated rooflines.

D. Low-carbon and sustainable material alternatives should be considered for the proposed structure or envelope of buildings.

E. 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.

F. 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.

G. Building systems should be set up to automatically turn off major lighting after hours or close blinds once the sun has set to reduce energy use and minimize interference with the flight patterns of migratory birds.

H. 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.

I. Buildings should use electric sources of hot water heating as well as water heat recovery technologies.

J. If a DE system is not implemented, renewable energy sources for all or some of a building's energy, heat and cooling needs is encouraged. If not integrated at the time of construction, provisions for future installations should be considered.

K. 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.

L. Green roofs should be considered for office, 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.

5.2 Landscapes and Stormwater Management

Development in the CTOC Secondary Plan Area should incorporate landscapes and stormwater management techniques that manage all stormwater on-site and reflect natural processes. Naturalized site and public realm design serves to facilitate runoff infiltration and promote sustainability by providing habitat and enhancing ecosystem functions, thereby contributing to the community's overall environmental health.

A. Low-Impact Development techniques are encouraged, such as naturalized stormwater management ponds, bioswales, infiltration trenches, vegetated filter strips, and permeable materials to manage stormwater.

B. Landscaping should feature native and adaptive, non-invasive species that are drought-tolerant and require little or no irrigation. It should reflect natural plant associations to minimize maintenance, create natural habitats for bird and pollinator species, and enhance biodiversity.

C. Landscaped areas should be located to optimize the potential of water infiltration.

D. Bio-retention areas, both on publicly and privately-owned lands, are encouraged to capture and treat stormwater runoff, where feasible. They can be integrated into a range of landscape areas including medians and boulevards. A variety of planting and landscape treatments should be employed to provide wildlife habitat.

E. Stormwater facilities should be designed as significant landscape features that provide neighbourhood amenities while achieving functional objectives related to stormwater flow moderation and water quality.

F. Stormwater management ponds should be designed to blend with the natural landscape, featuring grading for natural and variable side slopes and curved contours. Inlet and outlet structures should be concealed through a combination of planting, grading, and natural stone to create a seamless integration with the surrounding environment.

G. Stormwater management ponds should be accessible to pedestrians and cyclists via trails that are part of, or provide connections to, the broader trail network.

Naturalized stormwater pond with trail

H. Stormwater management ponds should be integrated, wherever feasible, with parkland and treated as an extension of the parks and open space system. They are not permitted within Environmental Protection Areas.

I. Where development is adjacent to a stormwater management pond, access for maintenance shall be provided.

J. Where there is a need to discourage public access to areas around the perimeter of the stormwater management ponds, living fences and barrier planting should be used in place of, or to visually disguise, fencing.

K. Stormwater channels may be designed with meandering and naturalized slopes in designated parks including the Central, West, North and East Neighbourhood Parks.

L. Vegetated filter strips are preferred, where feasible, to treat runoff from roads, roof downspouts and low traffic parking areas, and can be used for snow storage.

M. Bioswales are encouraged, where feasible, particularly for treating road runoff outside high-density urban areas.

Rain garden within streetscape

Green roof on rooftop terrace

N. Designated snow storage areas should be provided through the CTOC Area to limit the entry of salt and other substances into the stormwater sewer system. They are encouraged to be in filter strips and bioswales.

O. Rainwater harvesting systems are encouraged, where appropriate, and should incorporate treatment technologies to improve the quality of rainwater before and/or after storage while also accounting for both insufficient and excessive rainfall.

P. Rainwater collection for reuse within buildings and/or for irrigation purposes is encouraged wherever possible.

Q. Rain gardens are encouraged to detain, infiltrate and filter runoff discharge from roof leaders. They should be installed in areas where soil permeability is high and designed to complement the landscape, on a base of granular material and with tolerant plant material.

R. Green roofs are encouraged throughout the CTOC Area, to absorb rainwater and reduce stormwater runoff, provide additional insulation to the building envelope, and create habitat for wildlife. The use of native, low-maintenance plant species is encouraged, and biodiverse green roofs should be considered to support pollinator species where possible.

S. Permeable paving and other pervious surface materials for hard landscaping and on-site parking may be considered to maximize water groundwater infiltration and water quality treatment.

Amendment No. 1
to the Durham Region Official Plan

Purpose: The purpose of this Amendment is to remove a portion of the 2051 Urban Expansion Areas overlay and slightly modify the Courtice Protected Major Transit Station Area (PMTSA) boundary to limit the boundary from extending east of the Tooley Creek valley. This Amendment will facilitate the creation of a new Courtice Transit-Oriented Community Secondary Plan in the Clarington Official Plan.

The Courtice Transit-Oriented Community Secondary Plan is centred on the future Courtice GO Transit Station and includes lands delineated as a PMTSA. The Secondary Plan will feature a diverse range of housing with a mix of densities, along with new schools, community facilities, office space, commercial uses, and institutional uses that will capitalize on the excellent transportation access to the area. The Secondary Plan also prioritizes the protection of the Robinson and Tooley Creeks and associated natural environment.

Location: This Amendment applies to an area (approximately 15 hectares) within the Courtice Transit-Oriented Community Secondary Plan, specifically the lands east of Courtice Road and south of Bloor Street. In addition, the Amendment applies to a small area east of Courtice Road and north and south of Baseline Road.

Basis: The Courtice Transit-Oriented Community Secondary Plan area boundary includes some lands east of Courtice Road and south of Bloor Street that are designated Community Areas within the 2051 Urban Expansion Areas.

Lands within the 2051 Urban Expansion Areas were added to the Urban Boundary through the latest Regional Municipal Comprehensive Review, Envision Durham, and represent new land within the urban system for the purpose of facilitating development.

Envision Durham directs that detailed planning for lands within the 2051 Urban Expansion Areas be done primarily through secondary plans. Expanding the boundary to include these lands supports a coordinated approach to planning for residential lands near the future Courtice GO Station. These lands were incorporated and analyzed within the Functional Servicing Study and Transportation Impact Study, undertaken as part of the Secondary Plan process, to ensure infrastructure is effectively planned to support the expanded area.

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

1. Existing Region of Durham Official Plan, Table 6 Regional Road Right-of-Way Requirements, is amended by changing the Right-of-Way Width for Courtice Road, from Hwy. 401 Westbound Ramps to Regional Hwy. 2, to a 45 metre right-of-way width.

2. Existing Region of Durham Official Plan, Map 1 Regional Structure – Urban and Rural Systems, is amended by removing a portion of the 2051 Urban Expansion Areas overlay for lands within the Courtice Transit-Oriented Community Secondary Plan area as shown on Exhibit A attached hereto and forming part of this amendment. The revised 2051 Urban Expansion Areas overlay is reflected on all subsequent exhibits and is intended to be reflected on all other maps in the Official Plan.

3. Existing Region of Durham Official Plan, Map 1 Regional Structure – Urban and Rural Systems, is further amended by slightly revising the Courtice Protected Major Transit Station Area boundary to limit the boundary from extending east of the Tooley Creek Valley as shown on Exhibit A. The revised Courtice Protected Major Transit Station Area boundary is intended to be reflected on all other maps in the Official Plan.

4. Existing Region of Durham Official Plan, Map 3e Regional Road Right-of-Way Requirements, is amended by changing Courtice Road, from Hwy. 401 Westbound Ramps to Regional Hwy. 2, to a 45-metre right-of-way width as shown on Exhibit B.

Exhibit 'A', Amendment No. 1 To the Region of Durham Official Plan, Map 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

GIS & VISUALIZATION PLANNING DIVISION

0 5 10 15
Kilometres

ZOOM IN OF AREA BELOW

Remove 2051 Urban Expansion Areas Overlay

Revise PMTSA Boundary

#2

Remove 2051 Urban Expansion Areas Overlay

Revise PMTSA Boundary

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. 1 To the Region of Durham Official Plan, Map 1.

Official Plan of the Regional Municipality of Durham

Map 3e.
Regional Road Right-of-Way Requirements

Specific Right-of-Way Width (in metres)*

Existing Road	Future Road
20, 23	
26, 28	
30	
32, 33	
36	
37, 38	
40, 42	
45	

Regional Road

Regional Highway

Boundary Regional road under York or Kawartha Lakes jurisdiction

Right-of-Way Width Ranges (in metres)*

Existing Road

- 20-22, 20-26
- 26-30
- 26-32
- 30-34, 30-36, 32-36
- 34-42
- 42-45

*Refer to Table 6 for section descriptions and exceptions

- Hamlet
- Urban Area
- 2051 Urban Expansion Areas

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0 5 10 15

Kilometres

Lake Simcoe

Simcoe County

Regional Municipality of York

Brock

City of Kawartha Lakes

Mississaugas of Scugog Island First Nation

Lake Scugog

Uxbridge

Scugog

Peterborough County

Pickering

Whitby

Oshawa

Ajax

Clarington

City of Toronto

Northumberland County

Lake Ontario

Change to 45 metre right-of-way width

Notes:
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) Additional arterial road designations within or adjacent to '2051 Urban Expansion Areas' may be identified through a future update to the Durham Transportation Master Plan.
3) In addition to existing and future Regional roads, this map includes right-of-way requirements for sections of Dundas Street in Whitby and King/Bond Streets in Oshawa under area municipal jurisdiction, and sections of area municipal roads that are planned to become Regional roads as part of future road extensions.
4) The alignments of certain future arterial road designations are approximate, and are subject to more detailed planning and engineering studies to determine their location.
5) Regional Official Plan Consolidation December 13, 2024.

Sequence of Events Summary

Date	Event
December 11, 2018	Steering Committee Meeting #1: Kick-off Meeting
June 18, 2018	Public Meeting Report Council authorization to initiate
May 10, 2019	Steering Committee Meeting #2
June 18, 2019	**Public Information Centre #1**
August 27, 2019	Steering Committee Meeting #3
May 13, 2020	Landowner Group Meeting
September 29, 2020	**Public Information Centre #2**
June 29, 2021	Steering Committee Meeting #4
February 10, 2022	Steering Committee Meeting #5
March 22, 2022	**Public Information Centre #3**
March 22, 2022	Stakeholder Workshop
October 13, 2022	Landowner Group Meeting
March 2023	Landowner Design Concept Meetings
November 6, 2023	**Public Information Centre #4**
December 14, 2023	Landowner Group Meeting
May 16, 2024	Landowner Group Meeting
August 22, 2024	Landowner Group Meeting
December 12, 2024	Landowner Group Meeting
April 10, 2025	Steering Committee Meeting #6
May 22, 2025	Notice of Statutory Public Meeting sent to Interested Parties
May 30, 2025	Draft OPA and Secondary Plan materials available to the public
June 19, 2025	**Statutory Public Meeting**
July 22, 2025	Landowner Group Meeting
December 8, 2025	**Planning and Development Committee Meeting and Recommendation Report to Council**

Courtice Transit-Oriented Community Secondary Plan – Summary of Technical Reports

Report	Key Findings and Next Steps
Stage 1 Summary Report Prepared by Urban Strategies Inc. August 2019	This report includes an overview of the work completed since project initiation, including: analysis of the policy context, consultation summary, preliminary technical analysis of the existing conditions, identification of the key issues and opportunities and development of the preliminary guiding principles.
Cultural Heritage Assessment Report Prepared by Golder Associates Limited August 2019	The report provides an overview of heritage legislation and policies in Ontario, an outline of the methods used to investigate and evaluate cultural heritage resources, and a summary of the historical development and existing conditions. Properties with buildings or structures 40 or more years old were field documented and evaluated as having potential cultural heritage value or interest if they met one or more of the criteria prescribed in O. Reg. 9/06. The second part of this report identifies and assesses the potential direct and indirect impacts on known and potential cultural heritage resources. The following was identified within the Courtice Employment Lands study area: - *Two (2)* properties listed (not designated) on the Heritage Inventory - Eleven (11) properties of potential cultural heritage value or interest - Four (4) potential cultural heritage landscapes Recommendations to avoid or reduce adverse impacts to each cultural heritage resource in study area are provided in the report.
Stage 1 Archaeological Assessment Report Prepared by Golder Associated Limited August 2019	The objective of the Stage 1 archaeological assessment was to compile available information about the known and potential archaeological resources within the study area and to determine if a field survey (Stage 2) is required. 60 archaeological sites have been identified within a 1 km radius of the study area. Areas that have been subject to previous assessment and cleared of archaeological potential no longer exhibit archaeological potential. No further archaeological assessment of these areas is recommended. Areas that have been identified as cemeteries or burial grounds retain archaeological potential and are recommended for Stage 2

	archaeological assessment. Areas identified as retaining archaeological potential are recommended for Stage 2 archaeological assessment prior to ground disturbance.
Transportation Impact Assessment Report Prepared by CIMA+ August 2019	The Transportation Impact Assessment Report documents existing conditions, as of 2019, related to the road network, intersections, and transit. The Report then details planned area network changes for freeways and interchanges, the arterial and collector road network, provincial (GO Transit) and regional transit (BRT) facilities and active transportation.
Servicing Existing Conditions, Opportunities and Constraints Report Prepared by CIMA+ August 2019	The report purpose is to summarize the existing and previously planned municipal infrastructure that will provide water, wastewater and stormwater management services to future development within the study area. The Regional Municipal of Durham (Durham) is responsible for the delivery of municipal water and wastewater services across Durham Region, while stormwater infrastructure is the responsibility of the Municipality of Clarington. There are no major constraints associated with the provision of water servicing to support growth within the study area. The existing facilities have been planned to support growth and over the long-term the planned projects will provide a feedermain system capable of supplying water to local watermains in the study area to support development. The planned trunk wastewater infrastructure within the study area will provide the framework for a network of local sanitary sewers to service development within the area. Stormwater Management (SWM) objectives for the study area are to be confirmed through the completion of a subwatershed study for the Robinson Creek and Tooley Creek catchment areas (which has since been completed).
Courtice Employment Lands Secondary Plan: Employment Growth Outlook Prepared by Hemson December 2020	This report analyzes job growth, employment land uses and the economic structure of Clarington, Durham Region and the GTHA with a view of understanding the potential growth outlook for the Courtice Employment Lands (CEL) Secondary Plan area.
Sustainability Best Practices Report Prepared by Urban Strategies Inc. August 2021	This report informs the Courtice Employment Lands and MTSA Secondary Plan (now Courtice Transit-Oriented Community) by describing best practices in sustainability and green development. The findings of this report will be used in subsequent project phases. The best practice precedents fall into three categories: 1) Transit-Oriented Communities 2) Urban Centres

	3) Employment Districts Key themes: - *Integration of uses*: Incorporate a wide mix of uses that are all in close proximity to one another. - *Supporting transit and active transportation*: An urban form that is efficient for commuting. - *Protecting natural features and functions*: Ensuring development does not have adverse impacts on the surrounding natural environment. - *Linkages to the natural environment and accessible, useable open spaces*: Strengthening the social sustainability of a community. - *Stormwater management and green infrastructure*: Implementing alternative stormwater management techniques such as low-impact development (LID). - *Green development standards*: Opportunities to encourage high levels of energy performance at the district/building scales. - *District energy*: Potential for system that distributes thermal energy to multiple buildings in an area.
Draft Preferred Land Use Plan and Key Policy Directions Prepared by Urban Strategies Inc. June 2023	This document summarizes the draft preferred land use plan, which is comprised of the following land uses: - A *mixed-use core* provides the broadest mix of residential, office, retail, and institutional uses at high densities. - The *core transition area* features predominantly residential uses at medium and high density, with some commercial uses. - *Transit-oriented neighbourhood* designation provides low-rise housing at medium densities, with small-scale retail permitted on major road intersections. - *Outer neighbourhood designation* allows for a mixture of lower-density and low-rise residential, with small-scale retail permitted on major road intersections. - *Institutional overlay* is an appropriate location for public uses requiring larger sites including schools, community centres, and community parks. - *Mixed use office* district features office and other employment uses in a campus-like setting. - The *industrial area* designation features a mixture of non-noxious employment uses. Summary of draft policy directions - Local and collector streets will form an interconnected network and a grid pattern within the MTSA.

	- Within the MTSA, buildings shall frame public streets, with tall buildings taking podium and tower form. Underground parking is encouraged. - Parks and public open spaces will comprise a minimum of 10% of the net developable area. Four primary Neighbourhood Parks are identified on the Draft Land Use Plan. - Anticipated requirement of six primary schools and two secondary schools
Functional Servicing Report Prepared by CIMA+ February 2024	An analysis of servicing needs was completed through a Functional Servicing Study Report. Currently, there is limited water distribution infrastructure within the Secondary Plan area. The Region of Durham has planned projects to provide additional feedermain capacity to support growth within the Secondary Plan area. The undeveloped lands in the Secondary Plan area are within a catchment area that will flow directly to the Courtice Water Pollution Control Plant (WPCP) by gravity via the Courtice Trunk Sanitary Sewer (CTSS), a planned project by the Region of Durham. The development of a local sanitary sewer network that will drain to the planned trunk and sub-trunk sanitary sewer will likely influence the sequence and progression of development in the area. The study area is located within the watersheds of Robinson Creek and Tooley Creek. The lands generally drain towards Robinson and Tooley Creeks via roadside ditches and smaller drainage courses that follow the natural topography of the area. Stormwater Management (SWM) objectives and a preferred SWM strategy have been established through the Robinson Creek and Tooley Creek Subwatershed Study prepared by Aquafor Beech Limited. Traditional Stormwater Management combined with Low Impact Development measures was identified as the preferred strategy.
Transportation Impact Study Prepared by CIMA+ September 2025	A Transportation Impact Study assessed the proposed transportation network and intersection operations within the study area and provided recommendations to inform future areas of study. The key recommendations include: - Establish the proposed road network as the basis of the Courtice Transit-Oriented Community Secondary Plan area. - Implement transportation network upgrades in phases aligned with development, while monitoring operational performance as the area builds out. - Coordinate with the Ministry of Transportation and the Regional Municipality of Durham to determine

	necessary improvements at the Highway 401 and Courtice Road interchange. - Initiate the environmental assessment for the Trulls Road grade separation and designate the area as a Special Study Area in the Secondary Plan. - Update traffic forecasts as more detailed information becomes available to refine required road network changes.

Public Comment Summary Table – Revised

Submission Number	Details of Submission	Staff Response
S-1 Michael Testaguzza (The Biglieri Group Ltd.) on behalf of Courtice Cigas LP (71 Cigas Road)	Schedule A/ Land Use Plan and Schedule C/Roads and Active Transportation Network: TBG notes that Schedules "A" - "C" are unclear with respect to the location of land use designations and other pertinent secondary plan elements relative to the existing property fabric and the existing road network south of the CPKC rail corridor. An example, being the limits of the CPKC Rail Corridor Utility on Schedule "A" or the alignment of existing Cigas Road and Marine Drive on Schedules "B" and "C". We request that the Schedules be reviewed and refined in this regard.	Schedules revised with the CPKC Rail Corridor being refined for clarity.
S-1	From our review, the land use designation for the Subject Site is therefore unclear. It is clear that the lands generally fall within the Mixed Use Core area. However, it is uncertain if a portion, or a majority of the Site, is designated Neighbourhood Park. We request confirmation of the location of the proposed Neighbourhood Park through the Schedule refinements requested above. We would like to note that our Client is in opposition to provision of parkland on their Site beyond the statutory minimums of the Planning Act.	Schedules revised as requested to improve clarity. In addition, the Neighbourhood Park is now shown as a "P" symbol, which provides more flexibility with regards to location and configuration.
S-1	Further to above, it is our opinion that the Site is ideally located to facilitate transit supportive mixed-use intensification as directed by the PPS as it is located immediately south of the proposed GO Station. Compact mixed-use intensification there-on will therefore support the viability of the proposed GO Station, optimize the planned investment in transit infrastructure, and finally support use of alternative modes of transportation including public transit and active transportation. As such, the Site should be largely designated Mixed Use Core on Schedule "A".	The site is designated Mixed Use Core on Schedule A.
S-1	TBG notes that the Neighborhood Park shown on Schedules "A" - "B" is located in proximity to the Subject Site. On lands south of the corridor, where an existing finer grain lot fabric exists, TBG encourages staff to ensure that community elements such as schools, parks, and key active transportation connections are	The Neighbourhood Park is now shown as a "P" symbol, which provides more flexibility with regards to location and configuration.

	appropriately located relative to the lot fabric to ensure expedient development. For example, the amount of parkland to be taken from any specific individual site (or group of commonly held sites) should not exceed the maximums as stipulated in the Planning Act, with adequate park sizes to be achieved through co-location of parkland contributions on adjacent lands. This would conform to the intent of draft policy 8.2.1 of the CTOC SP.	
S-1	Lastly, policy language in draft section 8.4 of the CTOC SP should be augmented to provide for greater flexibility in the size and location of parks and community facilities – allowing for revisions to the location and size of parks without amendment to the plan. The overly specific size criteria found in policy 8.4.3 should be removed. Additional policies should also be added to this section directing for co-location of parkland dedication as noted above.	It is appropriate for the Secondary Plan to specify size criteria for different classifications of parks.
S-1	Coincident with review of the lot fabric as described above, TBG requests that Staff more particularly consider the precise location of the "Key Active Transportation Connection" crossing of the Rail Corridor as shown on Schedule "A" - "C". TBG believes that the crossing should leverage GO Station infrastructure improvements such as the proposed tunnel to the station platforms or the planned upgrading of the existing – both of which TBG understands to be located further east.	Based on the information available to the Municipality of Clarington, the Key Active Transportation Connection is appropriately located. Minor modifications to the alignment based on future detailed planning and engineering studies does not require an amendment to the Secondary Plan.
S-1	TBG further requests confirmation in the policy language that where the Key Active Transportation Connection is co-located with a Neighbourhood Park, that said Key Active Transportation Connection would form part of the Neighbourhood Park. This can be further clarified in draft policy 10.7.1.	Correct.
S-1	TBG notes that the Road Network shown on Schedule "C" does not delineate between existing Cigas Road and Marnie Drive and planned new local roads. Such distinction should be included in the Schedules. These existing roads should also be included in the Table located in draft policy 10.2.2. This would in turn confirm that Cigas Road and Marnie Drive are expected to remain through redevelopment of the lands south of the rail corridor. It is TBGs opinion, as expressed above, that lands south of the rail corridor should be planned to build upon the existing road network (and lot	Schedule C revised to show an expected future configuration of Cigas Road and Marnie Drive.

	fabric) to facilitate expedient development in the vicinity of the planned GO Station. Conversely, not including the existing road network (and lot fabric) in the Scehdules will lead to confusion in interpretation and implementation. This may in turn result in the requirement for large scale lot consolidation as a pre-condition to feasible development – delaying implementation of transit supportive development in the PMTSA unnecessarily.	
S-1	TBG would like to confirm that the minimum 10% office or institutional requirement outlined in draft policy 5.3.4 will be reviewed on a block-by-block, rather than site-by-site basis. TBG does not support a site-by-site parameter as it would unduly restrict development within the PMTSA. Further, TBG believes that the minimum 10% should be revised to include the full range of non-residential uses such as community facilities, amenities, and the full range of commercially permissible uses.	Policy 5.3.4 specifies that office or institutional uses shall occupy 10% of the total gross floor area of *all* buildings located on each block, or portion of a block.
S-1	The Subject Site is within a PMTSA and accordingly per the provisions of the Planning Act, minimum parking rates cannot be included in any implementing by-law. In the interest of clarity, the text of the CTOC should recognize this in section 10.	The Secondary Plan does not include minimum parking rates.
S-2 Michael Testaguzza (The Biglieri Group Ltd.) on behalf of Courtice Baseline LP (1720 Baseline Road)	TBG notes that Schedules “A” - “C” are unclear with respect to the location of land use designations and other pertinent secondary plan elements relative to the existing property fabric and the existing road network south of the CPKC rail corridor. An example, being the limits of the CPKC Rail Corridor Utility on Schedule “A” or the alignment of existing Cigas Road and Marine Drive on Schedules “B” and “C”. We request that the Schedules be reviewed and refined in this regard.	Schedules revised with the CPKC Rail Corridor being refined for clarity.
S-2	From our review, the land use designation for the Subject Site appears to be Mixed Use Core on Schedule “A”. We requested that staff confirm same. Further, we would like staff to confirm that the parkette (‘P’) symbol is not located on the Site.	The Subject Site is designated Mixed Use Core. As per policy 8.4.2, the location, size and configuration of Parkettes will be determined at the time of development applications, guided by the general locations identified on Schedule B.

		In addition, as shown in Schedule A, a new South Core Redevelopment Area has been identified. This area includes the lands located between Trulls Road and Courtice Road, south of the CPKC Rail Corridor and north of Baseline Road.
S-2	Policy language in draft section 8.4 of the CTOC SP should be augmented to provide for greater flexibility in the size and location of parks and community facilities – allowing for revisions to the location and size of parks without amendment to the plan. The overly specific size criteria found in policy 8.4.3 should be removed.	It is appropriate for the Secondary Plan to specify size criteria for different classifications of parks.
S-2	TBG notes that the Road Network shown on Schedule "C" does not delineate between existing Cigas Road and Marnie Drive and planned new local roads. Such distinction should be included in the Schedules. These existing roads should also be included in the Table located in draft policy 10.2.2. This would in turn confirm that Cigas Road and Marnie Drive are expected to remain through redevelopment of the lands south of the rail corridor. It is TBGs opinion, as expressed above, that lands south of the rail corridor should be planned to build upon the existing road network (and lot fabric) to facilitate expedient development in the vicinity of the planned GO Station. Conversely, not including the existing road network (and lot fabric) in the Scehdules will lead to confusion in interpretation and implementation. This may in turn result in the requirement for large scale lot consolidation as a pre-condition to feasible development – delaying implementation of transit supportive development in the PMTSA unnecessarily.	Schedule C revised to show an expected future configuration of Cigas Road and Marnie Drive.
S-2	TBG would like to confirm that the minimum 10% office or institutional requirement outlined in draft policy 5.3.4 will be reviewed on a block-by-block, rather than site-by-site basis. TBG does not support a site-by-site parameter as it would unduly restrict development within the PMTSA. Further, TBG believes that the minimum 10% should be revised to include the full range of non-residential uses such as community facilities, amenities, and the full range of commercially permissible uses.	Policy 5.3.4 specifies that office or institutional uses shall occupy 10% of the total gross floor area of *all* buildings located on each block, or portion of a block.

S-2	The Subject Site is within a PMTSA and accordingly per the provisions of the Planning Act, minimum parking rates cannot be included in any implementing by-law. In the interest of clarity, the text of the CTOC should recognize this in section 10.	The Secondary Plan does not include minimum parking rates.
S-3 Melissa Whitefield	Expressed concerns regarding high-density, crime, and transportation. Melissa questioned why Clarington is entertaining a 40-storey building and what the plan is to recruit new homeowners to occupy the new buildings. M. Whitefield expressed concerns regarding lending rates and first-time home buyers not able to afford a home and the development of a parkette, not a proper park for the area. Expressed concerns regarding the housing target and where the funds go if the target is not met.	The Courtice Transit-Oriented Community Secondary Plan area has been identified as a Protected Major Transit Station Area (PMTSA) in the Regional Official Plan. This designation, which comes from the Provincial Planning Statement, 2024, means the province expects the area to support transit and accommodate higher population and employment densities. This Secondary Plan ensures future development is well-coordinated, with the right infrastructure, housing, and community services to meet the needs of residents. Future residential and mixed-use neighbourhoods will be organized around four primary neighbourhood parks and six elementary schools, complemented by a network of smaller parks and parkettes. In addition, a central Special Park will serve as a gathering place and civic destination for all Courtice residents.
S-4 Chris Barnett (Osler, Hoskin & Harcourt LLP) on behalf of the CTOC Landowner Group	The letter expresses concerns that the CTOC landowner group's comments with respect to policy 10.5.3 relating to private streets have not been addressed. In particular, the policy as presently drafted does not take into consideration the purpose of private roads, as well as the ownership structure related to such roads. The policy reference to private roads as being "necessary to enhance vehicular and pedestrian permeability" appear to contemplate that such roads are generally available for vehicular	Policy 10.5.3 revised: "Private streets are vehicular connections between public streets that are deemed necessary to enhance vehicular and pedestrian permeability. Private streets may be permitted through the development application process ~~subject to the following to the satisfaction of the~~

	and pedestrian access. While the circumstances for each road will be different, and there may be circumstances where access to the roads might be available, there also may be circumstances where such roads are only accessible to owners. The policy language that suggests otherwise is therefore inaccurate and may give rise to expectations of access that may not be possible.	~~Municipality~~ **provided:** **a) They have features common to public streets; and** **b) Meet functional requirements to the satisfaction of the Municipality.** ~~a) They include pedestrian amenities such as sidewalks, lighting and street trees or other plantings;~~ ~~b) Access points to parking spaces shall meet municipal road standards;~~ ~~c)No buildings or off-street parking spaces shall encroach into the private street right-of-way; and~~ ~~d)The developer shall provide for the future transfer of the rights-of-way to the Municipality at the Municipality's discretion.~~
S-4	Further, the reference in 10.5.3 b) to access to parking spaces "shall meet municipal road standards" also may not be appropriate. Private roads are frequently implemented in circumstances where municipal stan ards are not intended to be met, and a policy direction otherwise is not appropriate.	Part b) of policy 10.5.3 deleted.
S-4	The requirement in 10.5.3 d) that the developer "shall" provide for the future transfer to owners of units, making the policy practically not implementable. The requirement to convey to public ownership at the Municipality's discretion should therefore be removed from the Secondary Plan. the Municipality is also not practical or appropriate. Following completion of a development, private roads are owned by condominium corporations. The roads will form part of the common elements of any corporation. The conveyance of such land would result in fundamental changes to the structure of the condominium. Such changes would be governed by the Condominium Act, which could require consent of up to 90% of the owners of units, making the policy practically not implementable. The requirement to convey to public ownership at the	Part d) of policy 10.5.3 deleted.

	Municipality's discretion should therefore be removed from the Secondary Plan.	
S-5 Mark Jacobs (The Biglieri Group Ltd.) on behalf of Cedardale Realty Holdings Inc. (Norstar Goup)	The Draft Schedules of the CTOC Secondary Plan, has a new north-south Special Collector Road, identified as "Street E", east of Trulls Road between "Street C" and the CTOC Secondary Plan northern boundary. This "Special Collector" will have a proposed right-of-way of 26 metres per Policy 10.4.2 of the Draft CTOC Secondary Plan. "Street E" does not align with any collector or arterial road in the Southeast Courtice (SEC) Secondary Plan. The SEC Secondary Plan went through a multi-year review process where it was determined a north-south collector road was not required given the proximity of Trulls Road to the west.	Street E reclassified as a "Key Local Road" north of Street A.
S-5	Further, the alignment of "Street E" is adjacent to a woodlot and does not take into account a portion of the woodlot that protrudes to the west along the northern boundary of the CTOC Secondary Plan. This protrusion is identified as a "high constraint" on Figure 7.7 of the Robinson Creek and Tooley Creek Subwatershed Study Phase 2 and 3 Report.	Street E realigned at the northern end of the Secondary Plan to avoid the protrusion of the woodlot and to provide for a better future connection to the proposed Draft Plan of Subdivision immediately to the north.
S-5	Having Street E terminate at the northern CTOC Area boundary may require future extension through the Subject Site, creating potential implications on the development of the Subject Site. As there is no north-south Collector within or through the Subject Site in the Southeast Courtice Secondary Plan, the Draft Plan of Subdivision prepared for the Subject Site does not contemplate a Collector Road in this location. Further, following a recent dripline staking with staff from Clarington and CLOCA, it was determined that there is protrusion of the woodlot before it becomes a hedgerow. This will require any north-south road to be aligned further to the west to avoid this natural heritage feature and associated vegetation protection zone. The implications of "Street A" extending north include a reduction in the developable area of the Subject Site as well as costs in terms of upsizing from a local to collector road standard if it's not identified in the Official Plan as a Collector Road. There are also impacts on the development applications for the Subject Site which are being finalized and will be submitted in the near future.	Street E reclassified as a "Key Local Road" north of Street A. In addition, Street E is realigned at the northern end of the Secondary Plan to avoid the protrusion of the woodlot and to provide for a better future connection to the proposed Draft Plan of Subdivision immediately to the north.

	TBG requests that the northern terminus of “Street E” be reconsidered in the Draft CTOC Secondary Plan Schedules. Collector roads should connect to other collector roads and/or arterial roads in order to plan for a cohesive transportation network, which “Street E” does not in its currently proposed alignment. We recommend that “Street E” turn west and connect to Trulls Road where the northern east-west local road is shown. Realigning “Street E” does not preclude the adjacent Key Active Transportation Connection from continuing north along the woodlot and into the Subject Site, which is provided for on the proposed Draft Plan of Subdivision.	
S-5	A copy of the proposed Draft Plan of Subdivision is included as Appendix B. This Draft Plan updated based on comments from Staff at the Municipality and Region of Durham. There was no request or comment from Staff for a north-south collector road to be provided from the Subject Site to the lands to the south.	Acknowledged.
S-6 Mustafa Ghassan (Delta Urban Inc.) on behalf of the CTOC Landowner Group	Figure 1: Please update to reflect Schedule A.	Figure 1 removed from the Secondary Plan.
S-6	Section 4.5/ Energy: The LOG remains concerned with the definition of “feasibility” and requests clarification. Please also consider the following revisions: • Please revise “will be required” references to “**may** be required” • 4.5.3 - Please revise “shall consider” to “shall **give consideration**” • 4.5.5 – Please remove “and integrate where feasible”	Revised policy 4.5.2 to "**may** be required".
S-6	Policy 5.5.4: The LOG requests for “Buildings fronting an Arterial Road shall have a minimum height of 4-storeys” to be revised to **3 storeys**.	A minimum of 4-storeys is appropriate along Trulls Road.

S-6	Policy 5.6.6: The LOG requests for private roads to be permitted in low density areas. Townhomes on a private road is not uncommon.	Private roads are consistently prohibited in low density areas throughout Clarington.
S-6	Policy 6.4.2: b) The LOG is very concerned with how this policy will be implemented as Engineering Services does not support rear lanes for townhouses. d) The LOG suggests removing this clause. Garages are typically permitted to extend 1 metre or to the depth of a porch. e) Similar comment to (d), this clause does not clarify how much we are permitted to extend. f) Is the minimum of 3m referencing the driveway width or soft landscaping in the front yard?	Policy 6.4.2 revised as detailed below: b) Revised to "**will** be encouraged". d) Revised to: Garages **generally shall not extend more than two metres** ~~shall be recessed~~ from the front wall of the house. e) Revised by adding: "**in accordance with the Zoning By-law**" f) Revised by deleting: "~~with a minimum width of three metres~~".
S-6	Policy 6.4.2 c): Please revise to allow access by rear lane or a municipal right of way.	Policy 6.4.2 c) revised: "Parking for traditional townhouses, fourplexes, triplexes, duplexes, semi-detached houses and detached houses that front Courtice Road, Trulls Road, Townline Road, Street B and the east side of Street E, as identified in Schedule C, shall be accessed from **another municipal street, Rear Lane or private street.**
S-6	Policy 11.2.8: The completion of the Master Drainage Plan (MDP) prior to the submission of development applications is not entirely appropriate. Instead, we propose that the policy allows for applications to be submitted once the MDP is sufficiently advanced for the respective area. Development applications can be made based on the input from the draft MDP, when available, and suggest that final draft plan approval not be granted until the MDP is completed. Given the scale of the MDP, some areas may require further assessment that may not have an impact on the balance of the	Policy 11.2.8 revised: "A Master Drainage Plan for CTOC Secondary Plan area shall be completed to the Municipality's satisfaction prior to ~~the submission of development applications~~ **final draft plan approval** for new land uses."

	site. Allowing for application submissions while continuing to refine the MDP will provide greater flexibility without delaying the development process.	
S-6	Section 10/ Transportation: We request the inclusion of a policy stating that changes (including elimination) to the road network alignment, including intersections or road extensions, will not require an Official Plan Amendment. For example, the potential non-intersection of Street C at Trulls Road due to a grade separation should not trigger the need for an OPA. This policy would allow for greater flexibility in responding to site-specific conditions and transportation requirements without unnecessarily delaying the development process.	The Municipality does not support major changes to the road network without an Official Plan Amendment. The Transportation Impact Study has confirmed the feasibility of Street C intersecting at Trulls Road.
S-6	Policy 12.2.9: The LOG requests that the Municipality add the first sentence back into this policy: **Inherent to the CTOC Secondary Plan is the principle of flexibility, provided that the general intent and structure of the Secondary Plan are maintained to the satisfaction of the Municipality. As such,** It is the intent of the Municipality to permit some flexibility in accordance with Official Plan policy 24.1.5 in the interpretation of the policies, regulations and numerical requirements of this Secondary Plan except those regarding minimum densities and minimum and maximum heights, where this Secondary Plan is intended to be prescriptive.	No change proposed as the policy adequately outlines permission for some flexibility in the interpretation of the policies.
S-6	Schedule A/ Land Use Plan: We are requesting a minor change in land use designation for the site at the northeast corner of Baseline Rd and Courtice Rd. Specifically, we seek to change the designation from "Mixed Use Transition Area" to "Medium Density Residential". The intent behind this request is to provide flexibility for the owner to adapt to market conditions while still aligning with the broader goals of the Secondary Plan. This adjustment would support more viable development options and contribute to meeting housing demand in the area.	Policy 5.4.6 revised to provide opportunity for more street townhouses on blocks that do not have frontage on an Arterial or Collector Road: Street townhouses shall be permitted provided they: a) Do not occupy more than 30% of a block **if the block has frontage on an Arterial Road or Collector Road;** b) Are a coordinated and contiguous element of a larger high-density development that achieves the minimum

		density in Policy 8.3.9 and supports the urban design objectives of this plan; and c) Do not front or flank an Arterial Road.
	Schedule A/ Land Use Plan: We appreciate the language used in the Secondary Plan, which allows for the delineation of the Environmental Protection Area boundary to be approximate and further detailed through appropriate studies as part of the development application review process, in alignment with the policies of this Secondary Plan and the Clarington Official Plan. However, we recognize that there may be changes to certain parts of the plan. We kindly request that the schedule(s) be revised to include hatching for a 'Special Study Area' in the identified location, with special emphasis on that area, as it may change to support residential development and accommodate a SWM facility.	The Environmental Protection Area boundary has been revised in this area of the Plan.
S-6	Schedule A/ Land Use Plan: Request the removal of the Mixed-Use Transition designation on the NW corner of Trulls Rd and Street B. This parcel of land is too small and vehicular access (driveway) will be very difficult.	Trulls Road and Street B has the potential to become a "neighbourhood node" where commercial uses serving the surrounding neighbourhoods will be located as well as transit stops. The Mixed-Use Transition Area designation makes it clear that mixed-use development is encouraged and also provides some assurance that the form of development (mid-rise or taller) will relate to development on the other three corners and have a consistent relationship to the adjacent streets. The Mixed-Use Transition Area has been extended to accommodate a mixed-use or apartment building oriented to Trulls Road Policy 5.4.7 revised: "The minimum height shall be 4 storeys, except institutional buildings, which shall have a minimum height of 2 storeys, traditional townhouses as per policy 5.4.6, which

		shall have a minimum height of 3 storeys, and buildings fronting **Courtice Road or within 100 metres of the Prominent Intersection on Trulls Road,** ~~Arterial Roads~~ which shall have a minimum height of 6 storeys."
S-6	Schedule A/ Land Use Plan: We would like to request the relocation of the School Symbol to the south side of the Western Park. This adjustment would allow for a more equitable distribution of community uses across the site and provide the flexibility needed to accommodate future development and site conditions.	The school is intentionally located with access from Granville Drive (a Collector road) and will be central to the community north of Street H and west of Trulls Road.
S-6	Schedule A/ Land Use Plan: We request the relocation of the Elementary School and Neighbourhood Park, currently located to the north of Townline Rd, west of Courtice Road, to the Metrolinx property south of Townline Rd, as illustrated in the image (blue). This change would support a more equitable distribution of community uses across ownerships and optimize the use of available land. The potential Parkette on the Metrolinx Property could be replaced by this Neighbourhood Park. The Group is deeply concerned with the lack of parkland within the Metrolinx property. As previously discussed, we recommend that the Municipality of Clarington (MOC) either designate parkland within the Metrolinx property to satisfy the parkland obligation for that area or ensure that the parkland obligation for the community does not include the developments within the Metrolinx property. It is unfair for neighbouring lands to bear the burden of fulfilling Metrolinx's parkland obligations, and we believe that this issue needs to be addressed in a manner that equitably distributes the responsibility for community parkland.	The school policies provide adequate flexibility with regards to the location and configuration of school blocks. All parks, excluding the Special Park and four Neighbourhood Parks are represented by “P” symbols now. This provides greater flexibility with regards to the location and configuration of Other Neighbourhood Parks and Parkettes.
S-6	Schedule A/ Land Use Plan: The LOG requests for a land use designation change to Medium Density (shaded box).	Schedule A was revised as requested.
S-7 Debra Dom	Questioned if Courtice Court was impacted by the Secondary Plan and expressed concern that the document seems confusing to the average person.	The Secondary Plan establishes a policy framework to guide growth and development. Existing businesses are not displaced. If, or when, a landowner submits a planning application after the

		Secondary Plan is approved, the policies of the Plan apply. The subject lands are designated General Industrial in the CTOC Secondary Plan.
S-8 Mark Jacobs (The Biglieri Group Ltd.) on behalf of Bill Bagg (1447 Prestonvale Road)	As per comments on the revised EIS, both SLR and CLOCA have accepted the conclusions regarding the portion of the Subject Site east of Robinson Creek (Appendix 1). It was determined that the Overall Environmental Protection Limit, as shown on Map 4 of the EIS (Appendix 2) is closer to Robinson Creek than identified on the draft CTOC Preferred Land Use Plan. Based on the findings of the EIS and acceptance by SLR and CLOCA, TBG requests that Schedule A of the Draft CTOC Secondary Plan be revised to reflect the Overall Environmental Protection Limit of the Subject Site as delineated by GeoProcess and redesignate a portion as Low Density Residential (Figure 3). These proposed limits are supported by the accepted technical work and represent a balanced approach to environmental protection and development. For updated mapping, a shapefile of the Overall Environmental Protection Limit is enclosed.	Schedules revised to modify the limits of the Environmental Protection Area on the subject site in accordance with the revised EIS submission.
S-9 Michael Testaguzzo (The Biglieri Group Ltd.) on behalf of Courtice Cigas LP (71 Cigas Road)	In summary this letter requests that staff review and refine the Schedules of the draft CTOC SP, apply the Mixed Use Core designation to the Subject Site, and consider flexible policies with respect to the location and size of various plan elements such as Parks, Key Active Transportation Connections and Schools south of the rail corridor.	The subject site is designated Mixed Use Core. In addition, and as shown in Schedule A, a new South Core Redevelopment Area has been identified. This area includes the lands located between Trulls Road and Courtice Road, south of the CPKC Rail Corridor and north of Baseline Road. New policies 5.3.14-5.3.15 in the Secondary Plan require that a South Core Implementation Strategy be submitted to the satisfaction of the Municipality prior to development application approval. The Implementation Strategy is intended to be

		prepared through a consultative process between landowners in the area.
S-9	The lands located south of the rail corridor exhibits a fine grain parcel fabric, which differs from the larger parcel fabric north of the corridor. Accordingly, TBG believes that refinement is needed to the typical greenfield planning and policy approach for the lands south of the rail corridor as articulated in comments 1 to 3 below.	Acknowledged.
S-9	On lands south of the corridor, where an existing finer grain lot fabric exists, TBG requests that the Neighbourhood Park (as shown on draft Schedules "A" - "B") be identified through the use of an icon – similar to other community elements such as Schools and Neighbourhood Parkettes. TBG believes that Neighbourhood Parks are essential in creating complete communities, but their precise location, size and configuration should be kept flexible and subject to refinement through the development review process. Providing icons on the Land Use Schedule allows for flexible implementation while securing for essential community facilities and services. Removing the Neighbourhood Park Land Use Designation south of the rail corridor and using icons instead allows for the precise park locations to be determined through a Block Planning process; which can be undertaken at a more appropriate scale allowing for consideration of the existing fine grade lot pattern.	The Neighbourhood Park is now shown as a "P" symbol, which provides more flexibility with regards to location and configuration. In addition, the new South Core Redevelopment Area policies outline that the location and configuration of the future elementary school and adjacent neighbourhood park will be confirmed through the South Core Implementation Strategy.
S-9	TBG supports equitable distribution of parkland for lands located south of the rail corridor. Provision of Land Use Designations would prematurely influence collaborative Block Planning south of the corridor. Conversely, TBG believes that the use of an icon in the final Land Use Schedules would encourage better cooperation among landowners, support co-location of parkland dedication between landowners, and in that manner facilitate better phasing of parkland provision with development. It would also ensure that a single landowner does not bare full burden of providing parkland dedication / is not required to provide parkland beyond the requirements of the Planning Act. Lastly, TBG believes appropriate co-location of parkland dedication can incentivize landowners to move forward with planning applications; thus, supporting the	See above.

	orderly, efficient and fair development per Section 2(h) of the Planning Act. Building on above, TBG believe that Section 8 of the CTOC SP should provide policy direction seeking: • equitable distribution of parkland among landowners, as appropriate; • colocation of parkland dedication between adjacent landowners, as appropriate; and, • colocation of parkland dedication with other community elements such as schools and key active transportation connections, as appropriate. Lastly, the use of icons would not in any way reduce the amount of parkland achieved on lands south of the corridor. Icons can and would continue to demonstrate the intended policy direction and vision – being provision of, at a minimum, one Neighbourhood Park and two Parkettes south of the rail corridor.	
S-9	TBG believes that Section 12 of the CTOC SP (Implementation and Interpretation), should include specific policy directives for lands south of rail corridor. The implementation policies should require preparation of a Block Plan for those lands. With regards to specific policy direction related to the Block Plan, the following should be considered: • The Block Plan can be prepared by any landowner or group of landowners (to avoid delays in preparation of same); • The Block Plan may propose refinement of parks, schools, and elements of the active transportation network without amendment to the CTOC SP; • The Block Plan should consider the final location of the pedestrian tunnel servicing the proposed GO Station and leverage this infrastructure in location of the Key Active Transportation Connection; • The Block Plan should consider the appropriate location, orientation and size of parks, school blocks, and key active transportation connections; and,	Added new policy 5.3.15: “A South Core Implementation Strategy prepared to the Municipality’s satisfaction shall be required prior to the approval of zoning bylaw amendments in the South Core Redevelopment Area. The Implementation Strategy shall be prepared through a consultative process that seeks to engage landowners in the area. The Implementation Strategy shall: a) Confirm the location and configuration of a future elementary school and an adjacent neighbourhood park with a minimum area of one hectare; b) Identify the potential location of parkettes or other publicly accessible open spaces to be included in future plans for individual sites;

	• The Block Plan should consider appropriate distribution of non-residential gross floor area as required in draft policy 5.3.4.	c) Confirm the alignment and land requirement for an active transportation connection between a future tunnel under the rail corridor and Baseline Road; d) Include an infrastructure master plan addressing road and servicing improvements and stormwater management facilities required to support the development permitted under this secondary plan; e) Include a phasing plan and consideration of existing uses (land use compatibility); and f) Identify the financial mechanisms, including but not limited to a cost-sharing agreement, and any other tools to be used to ensure the above shared infrastructure and amenities are implemented.
S-10 Rosemarie Humphries (Humphries Planning Group Inc.) on behalf of Vetere Holdings and Bell Corp. (1558, 1598 and 1604 Baseline Road)	Humphries Planning Group Inc. (HPGI) submitted a letter to provide comments on the draft Courtice TOC Secondary Plan, presented at the Public Meeting on June 19, 2025. HPGI requests that the existing uses on the subject lands be recognized as permitted uses by way of a recognized site-specific exception. Review of the draft document does not adequately provide for such as no site-specific exception has been provided for. Section 12 – Implementation and Interpretation provide recognition of legal existing uses. Section 12.2.7 states: “An existing use of land, building or structure that is lawfully in existence prior to the passage of the implementing Zoning By-law, and which does not conform to this Secondary Plan but continues to be used for such purposes, shall be deemed to be legal non-conforming. Expansions and extensions of legal nonconforming uses will	Added new policy 5.8.4: “Notwithstanding policies 5.8.2 and 5.8.3, the existing uses on the properties located at 1598 and a portion of 1604 Baseline Road located south of the rail corridor (Auto Wrecking Yard), as of the date of adoption of this Plan, shall be permitted to continue until the use ceases.”

	require an application to the Committee of Adjustment and may be permitted provided the expansion or extension continues the nonconforming use". Further to such, Section 12.2.8 states that "Non-conforming uses shall be encouraged to relocate or redevelop so that the subject land may be used in conformity with the policies of this Secondary Plan and the provisions of the implementing Zoning By-law". The letter outlines concern that the language as proposed respecting the current legal land uses as occurring on the subject lands would now be deemed legal non-conforming. Given the longstanding use of the lands as outlined in previous communications to the Town through its study process we request that a formal recognition of these land uses be established as a site-specific permission in addition to the proposed land used designation in the secondary plan. We further request that these existing land uses be extended as permissions across the entirety of the subject lands.	

Agency Comment Summary Table

Agency	Details of Submission	Staff Response
Ministry of Municipal Affairs and Housing	Section 1/ Introduction: Remove reference to the Growth Plan: "In building on Clarington's Official Plan with area-specific policies, the CTOC Secondary Plan conforms to the Region's new Official Plan (Envision Durham), ~~the Growth Plan for the Greater Golden Horseshoe~~ and the Provincial Planning Statement."	Language revised.
	Policy 12.2.18: Current language is not aligned with previously used language to describe the Transit Station Charge. The GO Transit Station Funding Act, 2023, grants municipalities the authority to use the transit station charge if they meet legislative requirements, however this authority won't take effect until the Province introduces a regulation that provides the implementation details.: "In accordance with Provincial legislation and regulations, Council may ***seek to implement*** ~~impose~~ a transit station charge ~~**against land**~~ to pay for costs related to the construction of the GO Transit Station (should the Municipality choose to fund the station)."	Language revised.
	Policy 4.5.1: MEM suggests removing the reference to Hydro One as they are not directly involved with any district energy systems (which are thermal energy and Hydro One deals specifically in electricity transmission and distribution).: "The Municipality shall work with ~~Hydro One and~~ appropriate partners to study the feasibility of a low carbon thermal energy network..."	Language revised.
	Section 3/ Community Structure: MTO has a concern with the following wording: "…In the long term, the green spine may be extended to the Courtice waterfront via a pedestrian/bicycle bridge over Highway 401." Is the proposed pedestrian/cycle bridge meant to be along existing infrastructure, or is this a new bridge being proposed? Clarington should reach out to MTO to discuss the feasibility of such a bridge as it relates to existing/new infrastructure.: "In the long term, ~~the green spine may be extended to the Courtice waterfront via a pedestrian/bicycle bridge over Highway 401.~~ ***Clarington may explore the feasibility of a pedestrian/bicycle bridge over Highway 401 to connect the***	Language revised.

	***green spine with the Courtice waterfront, in accordance with MTO requirements**."*	
	Policy 5.1.6: MTO has a concern with the following statement: "Ensure office and industrial uses have good access and visibility from major roads and Highway 401." The municipality should work with the MTO to determine access points that benefit all stakeholders and meet Provincial standards. "Ensure office and industrial uses ~~have good access and visibility from major roads and Highway 401.~~ ***follow sound access management principles, in accordance with MTO standards and policies."***	Policy language revised.
	Policy 5.2.6: MTO suggest a minor text revision to the following statement to reflect current MTO policy wording. "A setback of 14 metres will apply to all future developments that occur adjacent to the Highway 401 and Highway 418 rights-of-way in accordance with Ministry of Transportation policy and will be measured from the ~~highway property line~~ *ultimate highway limit."*	Policy (now 5.2.8) language revised.
	Section 5.2/ Land Use and Built Form: Development adjacent to rail corridors may be required to take into account the following: • Acoustical Study. • Vibration Study. • Drainage. • Adjacent Development, Crane Swing, Shoring System and Permission to Enter, and Non-Disclosure agreements. • Inclusion of the Metrolinx Noise Warning Clause, and the Registration of an Environmental/Operational Easement. • Setbacks. • Safety barriers. • Metrolinx Work Permit. • Vegetation. • Security fence. Add as a policy somewhere within 5.2 the following text: "***That any development within 300m of a Metrolinx Rail Corridor may be subject to the "Metrolinx Adjacent Development Guidelines - GO Transit Heavy Rail Corridors" and "Metrolinx Overbuild Development Guidelines - GO Transit Heavy Rail Corridors."***	Policy added: "5.2.7 *Development* within 300 metres of a Metrolinx Rail Corridor may also be subject to the Metrolinx Adjacent Development Guidelines - GO Transit Heavy Rail Corridors and Metrolinx Overbuild Development Guidelines - GO Transit Heavy Rail Corridors."

Hydro One	Thank you for sending us notification regarding Courtice Transit-Oriented Community Secondary Plan. In our assessment, we confirm there are no existing Hydro One Transmission assets in the subject area. If plans for the undertaking change or the study area expands beyond that shown, please contact Hydro One to assess impacts of existing or future planned electricity infrastructure.	Acknowledged.
Region of Durham	General - As noted multiple times in previous comments, a transportation impact study (TIS) is required to evaluate whether the proposed transportation network is adequate for the planned land uses and to determine safe and appropriate intersection locations and configurations along arterial roads. This study still has not been completed. Until the TIS is completed to our satisfaction, Regional Works will not be able to sign off on the transportation components of the Secondary Plan. The findings of the TIS may result in needs to change the draft Secondary Plan, especially the proposed road network, so the study needs to be completed before the Secondary Plan can be finalized.	Acknowledged. The TIS was circulated for review and comment in October 2025 and revisions were made to the Secondary Plan road network to address recommendations from the TIS.
	Section 10/ Transportation: We are concerned that the Secondary Plan has been fully drafted before the transportation study has been completed. In the absence of any transportation analysis, we cannot conclude whether or not the proposed transportation network and supporting polices are acceptable. Depending on the outcome of the study, more significant changes may be required than are contemplated in this policy.	Acknowledged. The TIS circulated for review and comment in October 2025.
	Section 10.2/ Transportation/ Table 1: We agree with the proposed 45m ROW based on the desire for enhanced streetscape treatments, active transportation facilities, and potential LID features as identified in the draft Secondary Plan and Urban Design and Sustainability Guidelines. The additional ROW width should also simplify utility installations, especially given the need to accommodate a major hydro line, sanitary sewer, and future district energy system. The Regional Official Plan (Table 6 and Map 3e) will need to be updated to incorporate the new ROW width for this section of Courtice Road.	Acknowledged.

	Section 10.2/ Transportation/ Table 1: Townline Road Extension and Trulls Road are under the jurisdiction of the Municipality of Clarington, not Durham Region.	Revised.
	Policy 10.2.9: A pedestrian-friendly roundabout is likely not feasible at the Courtice Road/Baseline Road intersection due to the need for multiple lanes to accommodate high traffic volumes on Courtice Roads. An Intersection Control Study will be required to determine whether a roundabout would be feasible/acceptable at this location.	Acknowledged.
	Policy 10.3.2: This policy should reference the need to protect for future grade separation (not just "upgrade") of the railway crossing on Trulls Road. Grade separation is likely to be required to safely accommodate ultimate active transportation and vehicular traffic given expected train volumes. As noted in our previous comments, there are technical challenges to implementing a grade separation which could require road realignments and significant additional property.	A new "Special Study Area" and associated policy (5.12.1) were added to further protect for the potential future grade separated crossing at Trulls Road: "5.12.1 Schedule A identifies a Special Study Area where engineering analysis will be undertaken as part of the Clarington Transportation Master Plan. This study will evaluate the feasibility of a grade-separated crossing at Trulls Road over the rail corridor, including its potential impacts on adjacent properties and nearby intersections. In the meantime, existing uses in and adjacent to the Special Study Area, including additions and renovations to existing buildings, may continue. New development in the area, however, is prohibited until the study is completed and its recommendations regarding the crossing are approved."
	Policy 10.5.2: As noted above, local street intersections with Type A Arterials will generally not be permitted. This should be noted in the policy. Alternatively, the policy could be revised as follows: "Local Roads generally shall not be permitted to intersect with	Local road connections to Courtice Road were removed from Schedule C and the policy was revised.

	Arterial Roads, unless Municipal and Regional staff are satisfied such intersections will not cause an undue safety risk to drivers, pedestrians and cyclists and will not unduly compromise arterial road operations."	
	Schedule A/ Land Use Plan: From the responses to our previous comments, we understand that the secondary school site shown west of Courtice Road and north of Street D is intended to fill the entire block between Farmington Drive and Courtice Road and have access from Farmington Drive. We would still prefer to have the school relocated away from the Type A Arterial. However, if this is not possible then a policy should be added to the Secondary Plan to require the school access to be from Farmington Drive, to help mitigate potential future pressures to allow access from Courtice Road.	Added policy: "8.6.9 Secondary schools shall be located on Arterial Roads. In no case will a school have access from Courtice Road."
	Schedule A/ Land Use Plan: Please ensure that all proposed mixed use or commercial blocks along Courtice Road (and other arterials) are planned to have access from the rear and to accommodate large enough blocks to allow for appropriate access spacing along Courtice Road and/or away from Courtice Road along intersecting roads.	Acknowledged.
	Schedule C/ Roads and Active Transportation Network: As noted above, the TIS is still in progress, so we cannot determine whether the proposed transportation network is adequate to support the planned land uses, and we have no information to support the proposed intersection locations on the arterial roads.	Acknowledged. The TIS was circulated for review and comment in October 2025.
	Schedule C/ Roads and Active Transportation Network: A total of seven new intersections are shown on Courtice Road between Baseline Road and the north limit of the study area, one Type B/C Arterial (Townline Road extension/Street H), one Collector Road, two "Key Local Roads" and three conceptual Local Roads. Only the Type B/C Arterial intersection has been accepted in principle by the Region. The others will not be permitted without adequate assessment and justification through the TIS.	The TIS was circulated for review and comment in October 2025. The number and type of road intersections on Courtice Road were revised.
	Schedule C/ Roads and Active Transportation Network: Courtice Road is a Type A Arterial. As per the 2024 Regional Official Plan, Table 5, Type A Arterials have traffic movement as their primary	Acknowledged. The TIS was circulated for review and comment in October 2025.

	role and are therefore subject to the strictest level of access control, with intersections to be spaced at 700m north-south and other accesses spaced 200m from adjacent intersections and accesses. In addition, Type A Arterials are intended to connect with Freeways, other Arterials, and Collector Roads, not with Local Roads. Proposed deviations from these standards need to be backed up with sufficient assessment and analysis to demonstrate that they will not unduly compromise the safety and operations of the Type A Arterial and to demonstrate a significant need for the proposed deviations. To date, we have not received any such assessment or analysis.	
	Schedule C/ Roads and Active Transportation Network: We recognize that it may not be feasible to comply with the 700m intersection spacing standard along Courtice Road given the nature of the proposed development, but the proposed intersection locations need to be assessed/analyzed to demonstrate: safe decision and intersection sight distances; adequate spacing to accommodate required auxiliary lanes that conform to Regional design standards; and acceptable traffic operations, including signal coordination.	Acknowledged. The TIS was circulated for review and comment in October 2025.
	Schedule C/ Roads and Active Transportation Network: All conceptual Local Road connections to Courtice Road are to be removed from the Schedule. In accordance with the Regional Official Plan, these connections will not be permitted. Development in these areas needs to be planned with access from the rear.	Local road connections to Courtice Road were deleted in Schedule C and Street D was reclassified as a collector.
	Schedule C/ Roads and Active Transportation Network: Note that no Local Road or private accesses to Courtice Road will be permitted between Baseline Road and the Type B/C Arterial to the north (Townline Road extension/Street H) due to significant grades and sight distance restrictions related to the bridge over the CPKC Rail corridor.	Local road connections to Courtice Road were deleted in Schedule C and Street D was reclassified as a collector.
	Schedule C/ Roads and Active Transportation Network: We do not agree with the proposed “Key Local Road” connections to Courtice Road (Street D and Street F). In addition to spacing issues, as noted above Local Roads, including “Key Local Roads”, should not connect with a Type A Arterial. If these roads are intended to	Local road connections to Courtice Road were deleted in Schedule C and Street D was reclassified as a collector. Street F will be necessary to provide access to the pocket of planned development east of

	function as collector roads, they should be classified as such, consistent with their role of conveying significant traffic volumes between the surrounding Local Road network and the Type A Arterial. If they are not expected to carry significant enough traffic volumes to warrant classification as collector roads, then they should be realigned to connect with Collectors that in turn connect with Courtice Road.	Courtice Road. It should align with the planned east-west collector in the Southeast Courtice Secondary Plan. The distance from Bloor Street should facilitate full turning movements, although it may be restricted to right-ins/right-outs.
	Schedule C/ Roads and Active Transportation Network: With the addition of lands to the northeast of the PMTSA boundary to the CTOC Secondary Plan area, the north end of Street F is now shown to connect with Courtice Road. It is not clear how this would align with the previously approved east-west Collector Road at the south end of the Southeast Courtice Secondary Plan. The Southeast Courtice Collector Road was approved as a "T" intersection with no east leg as lands to the east were outside the urban boundary at the time. There may not be enough space between the collector and Bloor Street to accommodate proper back-to-back left turn lanes for the intersections at Bloor Street and Street F.	Street F will be necessary to provide access to the pocket of planned development east of Courtice Road. It should align with the planned east-west collector in the Southeast Courtice Secondary Plan. The distance from Bloor Street should facilitate full turning movements, although it may be restricted to right-ins/right-outs.
	Schedule C/ Roads and Active Transportation Network: The "Key Active Transportation Connection" shown crossing Courtice Road at Street D may need to be reconsidered if the Street D intersection cannot be accommodated and/or signalized at the proposed location.	Street D was reclassified as a collector and is proposed to be signalized.
	Schedule C/ Roads and Active Transportation Network: As noted in our previous comments, realignment of Trulls Road and/or Baseline Road may be required to accommodate the future grade separation of Trulls Road from the CPKC Rail corridor. If the needs for these realignments cannot be assessed before the Secondary Plan is finalized, then a policy and a note on Schedule A should be added to require assessment of the grade separation needs prior to development in the surrounding area.	A new "Special Study Area" and associated policy (5.12.1) were added to further protect for the potential future grade separated crossing at Trulls Road: ""5.12.1 Schedule A identifies a Special Study Area where engineering analysis will be undertaken as part of the Clarington Transportation Master Plan. This study will evaluate the feasibility of a grade-separated crossing at Trulls Road over the rail corridor, including its

		potential impacts on adjacent properties and nearby intersections. In the meantime, existing uses in and adjacent to the Special Study Area, including additions and renovations to existing buildings, may continue. New development in the area, however, is prohibited until the study is completed and its recommendations regarding the crossing are approved."
	Schedule C/ Roads and Active Transportation Network: Symbols for existing and future railway grade separations should be added to the legend.	Revised.
	Schedule C/ Roads and Active Transportation Network: A proposed east-west trail is shown crossing Courtice Road at a mid-block location between Street B and Street D where it will not be feasible to provide a protected (i.e., signalized) pedestrian crossing. A grade- separated crossing for this trail should be provided, or it should be re- routed to cross Courtice Road at a signalized intersection. The same considerations would apply to other proposed trails with mid-block crossings of arterial roads under Clarington's jurisdiction.	Added policy: "10.7.4 Trails shall cross Courtice Road only where there are controlled intersections. Where trails intersect with Street H away from controlled intersections, crossings shall be accommodated in underpasses where feasible and appropriate based on grades and environmental features or with signalized crossings at street-level."
	It appears that the minimum and target gross density for the CTOC Protected Major Transit Station Area may be inadvertently overestimated. It looks to have been calculated using the gross developable area (net of environmental protection areas and rail corridor), as opposed to the entirety of the PMTSA area. The minimum gross density works out to approximately 125 people and jobs per hectare if calculated over the entirety of the PMTSA boundary.	Following discussions with the Region, the land budget has been slightly updated; however, the gross density calculation still excludes Environmental Protection Area (EPA) and rail corridor lands. A significant portion of EPA is located at the north and southeast corners of the PMTSA. When EPA lands are included in the calculation, minimum density targets appear artificially high, which in turn

		necessitates changes to built form permissions. Staff consider it appropriate to exclude EPA lands because the Clarington Official Plan defines *Gross Developable Area* as: *"the area of the site or lot less the area designated Environmental Protection, and major infrastructure that is built or approved under the Environmental Assessment Act (Provincial 400 series highway rights of way, hydro corridors, and hydro generation stations)."*
	It appears that the land budget is underestimating the dwelling unit yield of designations within the PMTSA by assuming takeouts that may be higher than necessary. As discussed previously, recent higher-density subdivision application statistics have shown that lower takeouts may be supported, which could significantly increase the capacity of these areas and help to reach the minimum transit supportive density target of 150 people and jobs per hectare. Staff would be happy to discuss these comments further if desired.	See staff response above.
	Staff appreciate the inclusion of minimum density and built form requirements which support higher residential densities within the PMTSA, while also protecting space for non-residential uses which will support the development of the PMTSA as a complete community.	Acknowledged.
	Schedule A/ Land Use Plan and Schedule C/ Roads and Active Transportation Network: Consideration should be given for an east to west active transportation connection from the Courtice GO Station site (perhaps "Street H" (i.e. Townline Road).	As an arterial, "Street H" will be designed in accordance with Table C-2 of the Official Plan and may have a Multi-Use Path to provide an active transportation connection.
	Section1/ Introduction: The CTOC Secondary Plan should mention the Regional Transit Oriented Development Strategy which was developed to support Transit Oriented Development in key areas of	Language revised.

	major transit across the region, including the Courtice GO Station, and highlights important planning concepts to consider in the coordination and planning of GO Station Areas. It is requested that the update read as follows: "In building on Clarington's Official Plan with area-specific policies, the CTOC Secondary Plan conforms to the Region's new Official Plan (Envision Durham), the Regional Transit Oriented Development Strategy, the Growth Plan for the Greater Golden Horseshoe and the Provincial Planning Statement."	
	Policies 5.3.11 - 5.3.13: policies will need to be reviewed in consideration of Station Design work as it progresses. These policies and how they apply to station design should be considered at all design stages.	Acknowledged.
	Policy 12.2.18: the Region is currently exploring funding opportunities for the new stations along the GO Lakeshore East Extension to Bowmanville through the GO Transit Station Funding Act, 2023. As such, it is suggested that the bracketed sentence, "should the Municipality choose to fund the station" be removed, to avoid confusion. The success and viability of the densities proposed in CTOC is centered around the future Courtice GO Station, therefore station delivery is critical.	Policy revised.
Central Lake Ontario Conservation Authority	Policy 11.3.2: The Municipality altered the policy to state "Such facilities shall not be located within natural heritage features but may be permitted within the vegetated protection zone provided that the intent of the vegetation protection zone is maintained and it is supported by an Environmental Impact Study." Staff note that the intended function of the VPZ is to provide a buffer to the natural hazard/feature that is to be protected. This policy should be qualified to note this as the primary function of the VPZ. The amended wording indicates that the entire VPZ could be utilized for stormwater management facilities such as underground storage tanks, directly abutting the feature, thereby impacting its future protection. CLOCA staff recommends that additional wording be included that restricts the infrastructure to 'minor encroachments' for the purposes of fine grading, which can be restored. CLOCA also recommends this notes that 'naturalized' facilities be	Added policy: "11.3.5 Low impact development features shall not be located within natural heritage features but may be permitted within the outer 5 metres of the vegetation protection zone provided the intent of the vegetation protection zone is maintained and it is supported by an Environmental Impact Study.

	considered, and not underground chambers that may require full excavation in the future.	
	Policy 11.3.6: CLOCA notes that flood control facilities were identified as potentially required as part of the Robinson Tooley Subwatershed Study. As such, CLOCA staff strongly recommend that “Stormwater management facilities required for flood control are to be designed according to the standards and guidelines of the Conservation Authority and the Municipality of Clarington” be added.	This is addressed in Policy 11.2.8, which includes the following language: Regulatory Storm control may be required and must be designed to the satisfaction of the Conservation Authority and the Municipality of Clarington.
	CLOCA Planning staff suggest the Municipality consider a connection between the North Neighbourhood Park and the east-west tributary as an environmental linkage opportunity. This would be consistent with the objectives of Policy 4.1.2 and 4.1.3 by providing a continuous connection from the wetland to the main branch of the Tooley Creek for both wildlife passage as well as provide opportunities to integrate passive recreational trails into the community design.	There will be further opportunities at time of development to explore a connection between the North Neighbourhood Park and east-west tributary.
	CLOCA staff acknowledge the inclusion of the Master Drainage Plan for the CTOC lands to the satisfaction of Clarington and CLOCA.	Acknowledged.
	CLOCA staff acknowledge the replacement of unauthorized removals at a rate of 3:1.	Acknowledged.
	CLOCA staff support the policy whereas the refinement of the Environmental Protection designation may occur without the need of an Official Plan Amendment, subject to being supported by the appropriate site specific studies. In instances where the EP designation is a result of natural hazards, the change will be required to be at the satisfaction of CLOCA.	Acknowledged.
	The Environmental Protection Policies should address the Municipality’s position with respect to potential development encroachments within the VPZ of an EP zone, such as LIDs, grading, retaining walls, etc.	New policy 11.3.5 added as outlined above to provide additional clarity.
	Section 8.2/ Parks and Community Facilities: CLOCA staff recommend that Clarington staff provide a general position with respect to the acceptability of privately owned park spaces, or	Policy 8.5.4 details that privately owned urban parks and squares may count toward parkland dedication where it is unencumbered by underground parking

	parks with infrastructure such as parking garages below, and if these parks will be provided parkland dedication credits.	
	CLOCA staff support Policy 11 with respect to servicing, specifically as they relate to Stormwater Management Polices. CLOCA suggests the Municipality address the issue of privately owned storage tanks, or if the Municipality would be willing to accept the infrastructure. All region controls will be required to be assumed by the Municipality.	Acknowledged.
Kawartha Pine Ridge (KPR) District School Board and Peterborough Victora Northumberland and Clarington (PVNC) Catholic District School Board	Schedule A/ Land Use Plan: Schedule A identifies six (6) elementary school sites and two (2) secondary school sites. Several of the school sites are situated adjacent to or in proximity to neighbourhood parks or parkettes. Given the information provided on the draft Land Budget, KPR anticipates that the plan area will generate approximately 1,800 elementary students and 600 secondary students. Similarly, PVNC anticipates 500 elementary students and 300 secondary students to be generated from the secondary plan. Further, the Boards anticipate that students will be generated outside of the CTOC area, that would attend schools within the CTOC area, namely the area south of Highway 401. Based on these numbers, KPR and PVNC are satisfied that the number of elementary and secondary schools identified on draft Schedule A is sufficient to meet future student needs. Please note that without clear information about the future population of the secondary plan area, this is the best information we can provide about school site requirements. Site needs may be adjusted as the plan details are refined.	Acknowledged.
	Section 8/ Parks and Community Facilities: KPR and PVNC support these objectives: • parks, elementary schools and basic commercial amenities are to be situated within a 10- minute walk for most residents, • timely delivery of elementary schools and indoor recreation facilities within the community.	Acknowledged.
	Section 8/ Parks and Community Facilities: This section indicates that parks and school sites should incorporate low-impact development features for stormwater management.	Acknowledged.

	It should be noted that while KPR and PVNC support this objective, funding for the construction and associated site works is provided by the Ministry of Education through the Capital Priorities Program. The funding is based on square footage formulation, which does not consider costs associated with low-impact development. While the Boards would endeavor to utilize low-impact development features, it may not always be financially feasible to do so.	
	Section 8.6/ Schools: KPR and PVNC suggest that child care centres be included in this section as new school builds and school additions typically include child care centres, as Ministry of Education capital funding for new school builds and additions include funding for child care spaces.	Policy 8.6.4 revised: "The size and configuration of each school site shall be to the satisfaction of the School Board and the Municipality. **If a school site includes a child care centre, the site shall be appropriately sized and configured to address the needs of the school and the child care centre.**"
	Policy 8.6.1: indicates that, "approximately six (6) elementary schools and two (2) secondary schools are planned in CTOC". Further it is identified that the general locations for the potential schools are identified on Schedules A and B, however, that they may be located elsewhere, and additional school sites added, without amendment to the Plan. KPR and PVNC support Section 8.6.1.	Acknowledged.
	Policy 8.6.2: indicates that if an alternative site is selected for a school, or a school site not be required, the lands identified for the preferred site shall be developed in accordance with the policies for the underlying land use designation. This section also notes that locations and configurations for schools will be determined through the review of development applications, in coordination with the school boards. KPR and PVNC support Section 8.6.2.	Acknowledged.
	Policy 8.6.3: states that elementary school sites, where possible, shall abut a park or other usable green space to provide areas of shared amenity. KPR and PVNC support Section 8.6.3.	Acknowledged.
	Policy 8.6.4: indicates that the size and configuration of each school site shall be to the satisfaction of the School Board and the Municipality.	Policy 8.6.4 revised: "The size and configuration of each school site shall be to the satisfaction of the School Board

	KPR and PVNC supports Section 8.6.4. However, if child care centres are to be considered as part of Section 8, the Boards suggest that wording be included to indicate that school sites must be appropriately sized and configured to address the needs of the school(s) and child care centre(s).	and the Municipality. **If a school site includes a child care centre, the site shall be appropriately sized and configured to address the needs of the school and the child care centre."**
	Policy 8.6.5: indicates that the sharing of sites by two elementary schools or a school and another community facility shall be strongly encouraged. KPR and PVNC supports Section 8.6.5. However, we would suggest that child care centres be similar to Section 8.6.4, the Boards suggest that wording be included to indicate that school sites must be appropriately sized and configured to address the needs of the school(s) and community facility.	Policy 8.6.5 revised: "The sharing of sites by two elementary schools or a school and another community facility, **such as a child care centre**, shall be strongly encouraged."
	Policy 8.6.6: indicates that shared parking between a school and an adjacent or nearby municipal facility or other institutional use shall be strongly encouraged. KPR and PVNC support Section 8.6.6.	Acknowledged.
	Policy 8.6.7: indicates that schools being constructed within the designated Mixed Use Core and Mixed Use Transition areas are strongly encouraged to be located within the podium of larger mixed-use buildings or take a compact, multi-storey form to optimize their sites. It is further noted that such schools shall provide their own outdoor play space on-site, which may be located at-grade or on a rooftop. KPR and PVNC support Section 8.6.7, however, the Boards are concerned that the wording of the final section precludes the Boards from utilizing shared outdoor play space. Podium or vertical schools often times share green space with other schools, community facilities, and/or municipalities to reduce school site size requirements. The Boards recommend that the final sentence be reworded so it is understood that shared outdoor play space between Boards, community facilities, municipalities, etc. is supported.	Policy 8.6.7 revised: "Schools required within the designated Mixed Use Core and Mixed Use Transition areas are strongly encouraged to be located within the podium of larger mixed-use buildings or take a compact, multi-storey form to optimize their sites. Such schools shall provide ~~their own~~ outdoor play space ~~on-site~~, which may be located at-grade or on a rooftop **and shared between the school and an adjacent or nearby municipal facility or other institutional use**.
	Policy 8.6.8: indicates that elementary schools are to be located on Collector Roads or at the intersection of Collector Roads and Local Roads with a minimum right-of-way width of 20 metres. Road	Acknowledged.

	connections should facilitate easy and safe movement of school buses and avoid the need for students to cross major roads. KPR and PVNC support Section 8.6.8.	
	Policy 8.6.9: indicates that schools sites should be designed to encourage walking and cycling and should be connected to the larger active transportation network of sidewalks, bike lanes and multi-use paths. KPR and PVNC support Section 8.6.9.	Acknowledged.

FINAL REPORT

PREPARED BY HEMSON FOR THE MUNICIPALITY OF CLARINGTON

COURTICE TRANSIT-ORIENTED COMMUNITY SECONDARY PLAN FISCAL IMPACT ANALYSIS

November 25, 2025

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CONTENTS

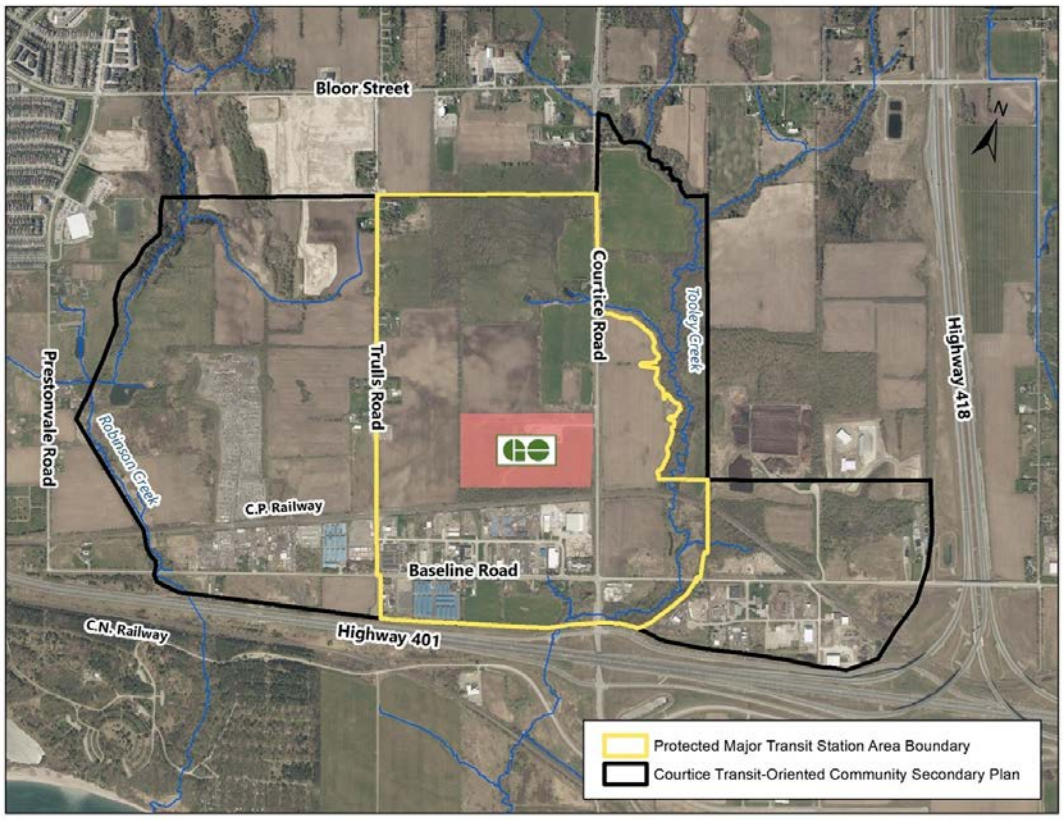
1. INTRODUCTION AND BACKGROUND

As part of the Courtice Transit-Oriented Community (CTOC) Secondary Plan presented by the Municipality of Clarington, Hemson Consulting Ltd. has been retained to complete a fiscal impact analysis. This report summarizes Hemson's evaluation of the capital costs, operating costs, and revenue sources associated with the draft secondary plan as it relates to the Major Transit Station Area (MTSA) and the surrounding area.

A. GROWTH FORECASTS FOR BUILD-OUT OF CTOC

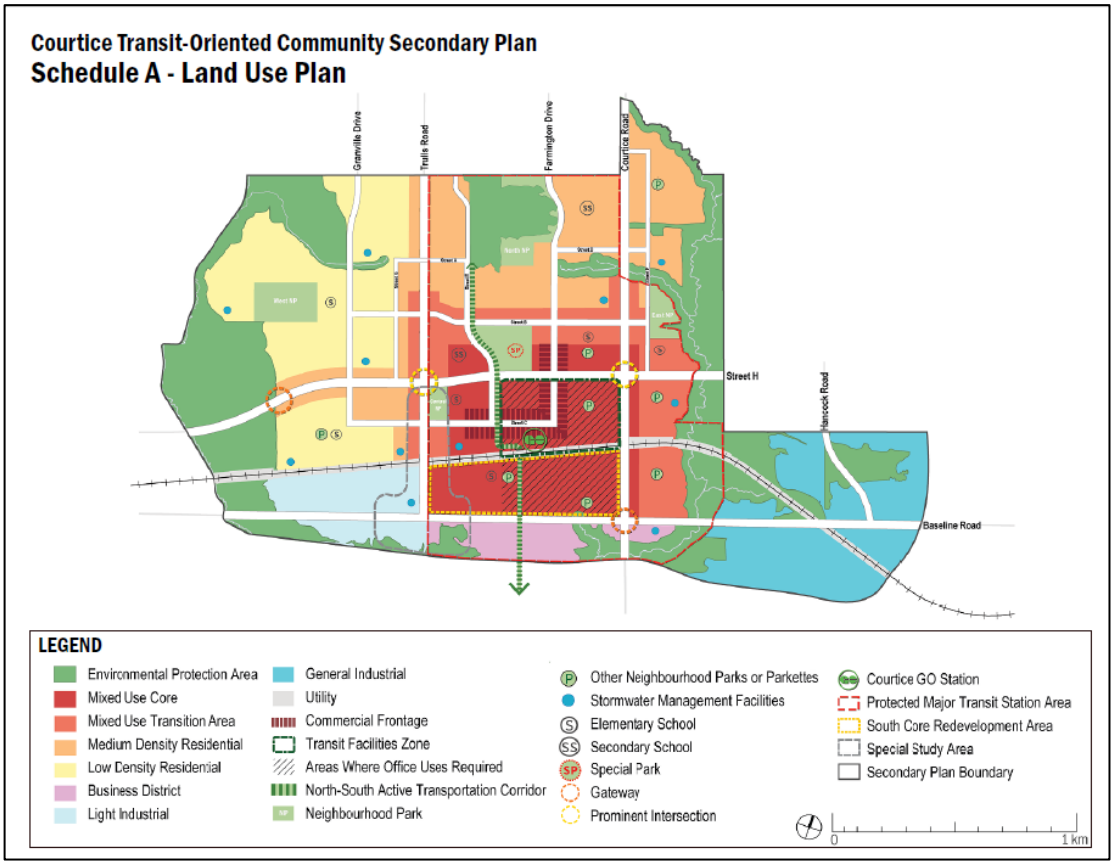
The total area of the CTOC Secondary Plan Area (CTOC Area) is 398.7-hectares, of which 275.5 hectares are developable (See Figure 1 and Figure 2). Centred around the future Courtice GO Station, the Major Transit Station Area (MTSA) is the primary focus area for major development, comprising of 131 hectares of gross developable land in the CTOC Area with a target gross density of 158 people and jobs per hectare. The surrounding Secondary Plan Area, comprised of an additional 144.5 hectares of gross developable land, is primarily intended to support development of both low-density residential units and industrial areas, with a comparatively lower target gross density of 134 people and jobs per hectare. Across both sections of the CTOC Area, a minimum of 11,876 residential units and 6,942 jobs is estimated at full build-out. For the purpose of the fiscal impact analysis, the minimum projections of residential units, population, and employment are used throughout in forecast of costs and revenues associated with the CTOC Area build-out; see Table 2 for a summary of the forecast used in the fiscal impact analysis.

Figure 1. Map of CTOC Area



Source: Municipality of Clarington

Figure 2. CTOC Area Land Use Plan



Source: Municipality of Clarington

Densities across the CTOC Area are expected to range as follows, based on minimum projections of units, population, and jobs:

- **Residential unit densities:** from 25 units per gross hectare for low-density residential to 325 units per gross hectare for mixed-use residential within the Major Transit Station Area.
- **Population and employment densities:** from 45 persons and jobs per gross hectare for Low Density Residential development to 334 persons and jobs per gross hectare for Mixed-Use Core Development within the Major Transit Station Area.

Additionally, the plan anticipates the CTOC Area accommodating a minimum of approximately 8,162 new jobs at build-out.

As shown in Table 1, the residential development is anticipated to accommodate approximately 8,200 workers at build-out across the CTOC Area. The new jobs within the CTOC Area are projected to generate approximately 455,900square metres of new non-residential floor space, based on an estimated floor space per worker of 56 square metres.

Table 1: Summary of CTOC Area Growth to Build Out (Target)[1]

Land Use	Residential Units	Population	Jobs	People + Jobs	Non-Res. Floor Space (sq.m.)[2]
MTSA Area					
Mixed Use Core	11,772	16,787	3,357	20,144	187,529
Core Transition Area	2,097	4,194	419	4,613	23,426
Medium Density Residential	851	2,186	109	2,295	6,104
Mixed Use Office District	-	-	1,584	1,584	88,475
Industrial	-	-	63	63	3,519
Outside MTSA Area					
Core Transition Area	630	1,260	126	1,386	7,038
Medium Density Residential	674	1,732	87	1,818	4,836
Low Density Residential	807	2,527	126	2,653	7,057
Industrial	-	-	2,291	2,291	127,938
Total	**16,830**	**28,685**	**8,162**	**36,848**	**455,922**

[1] Forecast provided by Municipality of Clarington
[2] At 56m^2 per worker.

Table 2, provides a summary of the "projected minimum" development: 11,876 residential units, accommodating a population of 20,083 and 6,942 jobs in 387,752 sq.m of non-residential space. The projected minimum amounts have been used for the purpose of the fiscal impact analysis to determine the low-end of the fiscal impact, higher levels of development will generally produce a higher level of positive (or less negative) fiscal impacts.

Table 2: Summary of CTOC Area Growth to Build Out (Projected Minimum)[3]

Land Use	Residential Units	Population	Jobs	People + Jobs	Non-Res. Floor Space (sq.m.)[4]
MTSA Area					
Mixed Use Core	8,502	12,124	2,425	14,549	135,437
Core Transition Area	1,398	2,796	280	3,076	15,617
Medium Density Residential	547	1,405	70	1,475	3,924
Mixed Use Office District	-	-	1,584	1,584	88,475
Industrial	-	-	63	63	3,519
Outside MTSA Area					
Core Transition Area	420	840	84	924	4,692
Medium Density Residential	433	11,113	56	1,169	3,109
Low Density Residential	576	1,805	90	1,895	5,041
Industrial	-	-	2,291	2,291	127,938
Total	**11,876**	**20,083**	**6,942**	**27,025**	**387,752**

[3] Forecast provided by Municipality of Clarington
[4] At 56m^2 per worker.

B. KEY DATA AND ASSUMPTIONS

The results of the analysis are high-level in nature and are intended to illustrate the potential fiscal impact of new development on municipal budgets at full build-out of the CTOC Area, based on the projected minimums development. Actual impacts will be influenced by several factors, including the cost and timing of infrastructure projects and the rate of development.

The analysis is based on the following key inputs:

- **Municipality of Clarington Financial Data:** actual expenditures and non-tax revenues for 2024, as reported in the Financial Information Returns (FIRs) and municipal budget documents, were used to establish current municipal expenditures per capita and employment;
- **Current value assessments (CVAs):** derived from the current assessment roll to estimate future property tax revenues, using data from recently constructed (last ten years) units and buildings; and
- **Development assumptions:** derived from the CTOC Draft Preferred Land Use Plan to estimate future total and per unit costs and revenues. Minimum projected amounts for residential units, population, and jobs are used exclusively.

Unless otherwise stated, all values are expressed in constant 2025 dollars.

This report is organized as follows:

Section 2 provides the analysis of the capital costs associated with the anticipated servicing needs of the CTOC Area to build-out. Developer-funded, DC-funded, and Municipality-funded costs are examined, as well as the long-term lifecycle costs associated with the new infrastructure.

Section 3 examines the additional annual operating costs arising from the new infrastructure, as well as the associated population and employment growth in the CTOC Area.

Section 4 provides a forecast of the assessment growth and Municipality property tax revenue potential of the CTOC Area at full build-out and compares this potential with Municipality-wide averages.

Section 5 summarizes the long-term annual tax-supported costs and revenues associated with the CTOC Area and provides concluding observations on the fiscal impact analysis.

2. Capital Cost Analysis

The fiscal impact analysis examines growth-related capital costs to be funded through direct developer contributions and development charges (DCs); no non-growth shares of the project to be funded by the Municipality have been identified. The potential long-term lifecycle costs associated with the new infrastructure is also examined. Given that the Courtice Transit-Oriented Community Secondary Plan is a greenfield development, and therefore will require net new infrastructure during the build-out, no existing infrastructure is being replaced, and upsized for development, therefore none of the capital costs are allocated as replacement shares; all costs are fully development-related.

Anticipated capital costs to support growth within the CTOC Area are summarized in Table 3 and total $251.0 million to full build-out of the area.These capital costs will be paid for through a combination of development charges and local services, without the need of property tax funding.

Table 3: Capital Cost Summary

Asset Type	Gross Cost	Average Annual Cost	Source
Municipality Stormwater	$20,500,000	$199,051	Hemson DCBS
Municipality Transportation Services	$108,161,001	$2,190,254	Secondary Plan Infrastructure Details
Municipality Recreation & Parks	$21,563,883	$895,128	Draft CTOC Secondary Plan
Municipality Library Services	$10,482,390	$409,620	Hemson DCBS + Capital Provision
Municipality Public Works	$9,146,937	$448,406	Hemson DCBS + Capital Provision
Municipality Fire Protection	$13,189,361	$747,883	Hemson DCBS + Capital Provision
Municipality Indoor Recreation	$67,941,319	$1,375,745	Hemson DCBS + Capital Provision
Total	**$250,984,891**	**$6,265,988**	

Note: DC Study costs have been indexed to current $.

A. DEVELOPER FUNDED CAPITAL (LOCAL SERVICE CAPITAL)

This analysis estimates the amount of additional funding for the future lifecycle replacement capital cost (or state of good repair costs) required as a result of the installation of local services capital by developers. Local services capital typically includes local roads, streetlights, and sidewalks, as well as any water, sanitary, and storm sewer infrastructure that is internal to a development. For the purposes of this analysis, any sanitary sewers, storm sewers and associated infrastructure along local roads are considered to be local services capital. In addition, parkland improvements provided by developers through section 42 of the *Planning Act* is considered to be local services capital.

To estimate the Municipality's incremental increase in capital replacement contributions, useful life assumptions were applied. Assumptions for long-term inflation (2.0%) and borrowing (3.5%) were also used.

This information was used to estimate an annual replacement contribution that would be required by the end of each asset's useful life. As shown in Table 4, the anticipated replacement costs are estimated at approximately $1.5 million per year, which translates to $55.12 per capita and employment when allocated across the CTOC development forecast.

Table 4: Summary of Replacement Costs and Annual Tax-Supported Replacement Contribution for Local Services Capital

Asset Type	Replacement Cost	Useful Life	Annual Provision	Per Capita + Employment
Municipality Stormwater	$124,270,914	90 years	$199,051	$7.36
Municipality Transportation Services	$168,383,988	50 years	$1,241,927	$45.95
Municipality Recreation & Parks	$1,957,899	25 years	$48,567	$1.76
Total	**$294,612,800**		**$1,489,545**	**$55.12**

B. DC-FUNDED CAPITAL

For the purposes of this analysis, DC-eligible capital costs include collector and arterial roads and related infrastructure to be developed in the CTOC Area. DC-eligible general services capital costs have also been estimated based on service levels set out in the Municipality's 2025 DC Background Study. DC-Eligible Costs and Projected DC Revenues

Table 5 compares the total anticipated DC-eligible costs with anticipated revenues associated with the build-out of the CTOC Area under the current (2025) DC rates imposed by the Municipality. Overall, DC revenues exceed DC costs by $103.7 million to full build-out under the current DC by-laws.

This notional DC revenue "surplus" is primarily associated with the Municipal Road infrastructure. As Roads and Related Infrastructure account for 56% of current Municipal DC rates, it is the primary source of revenue from DCs in the CTOC Area during it's build-out. It is important to stress that development of the subject lands will generate additional road activity which will necessitate improvements to roads across the municipality, these needs are reflected in Clarington's DC Background Study.

The difference may also be due to the categorization of costs as local vs. DC-eligible services in the analysis (it is noted that municipalities are granted some flexibility in the determination of local services).

The development-related infrastructure needs for general services are based on the level of service standards and capital program costs set out in the respective DC Background Studies.

DC revenue calculations incorporate the inability of the Municipality to impose DCs for social housing and public health as of November 28, 2022. The calculations also do not account for DC revenue losses arising from other Bill 23, the *More Homes Built Faster Act* changes: rental housing discounts, exemptions for affordable housing, attainable housing, non-profit housing, and inclusionary zoning, changes to historical service level calculations, fixed interest rates on frozen DCs, and potential ineligibility of certain capital costs (e.g. land acquisition). Any such revenue loss is assumed to be minor or indeterminable for the CTOC Area at the present time.

Table 5. DC-Eligible Costs and Revenues Under Current (2025) DC Rates

Asset Type	Total Cost	DC Revenues Under Current Rates	Difference
Municipality Transportation Services	$46,828,308	$195,335,934	($148,507,626)
Municipality Indoor Recreation & Parks	$88,335,202	$58,039,377	$30,295,825
Municipality Library Services	$10,482,390	$7,606,764	$2,875,626
Municipality Public Works	$9,146,937	$2,940,440	$6,206,497
Municipality General Government	$0	$2,940,440	($2,940,440)
Municipality Fire Protection	$13,189,361	$4,837,260	$8,352,101
Total	**$167,982,198**	**$271,700,216**	**$(103,718,018)**

i. Lifecycle Costs

Once again, useful life assumptions were used to estimate the Municipal long-term incremental increase in capital replacement contributions associated with the new DC-funded infrastructure. As shown in Table 6, at full build-out these replacement costs are estimated at approximately $4.8 million per year, which translates to $176.74 per capita and employment when allocated across the CTOC Area development forecast.

Table 6. Summary of Replacement Costs and Annual Tax-Supported Replacement Contribution for DC-Funded Capital

Asset Type	Replacement Cost	Useful Life	Annual Provision	Per Capita + Employment
Municipality Transportation Services	$128,563,364	50 years	$948,227	$35.09
Municipality Recreation & Parks	$34,127,493	25 years	$846,561	$31.32
Municipality Indoor Recreation	$186,527,442	50 years	$1,375,745	$50.91
Municipality Library Services	$25,170,131	10-50 years	$409,620	$15.16
Municipality Public Works	$17,661,890	15-50 years	$448,406	$16.59
Municipality Fire Protection	$27,419,508	10-50 years	$747,883	$27.67
Total	**$419,469,828**		**$4,776,442**	**$176.74**

3. Operating Cost Analysis

Tax-supported operating costs arising from the construction of new developer- and DC-funded capital, and the addition of households, people and jobs in the CTOC, were estimated based on data from the Municipality and Region's 2024 Financial Information Returns (FIR) and the provided CTOC Draft Preferred Land Use Plan and projected development minimums. Utility-supported Water and Wastewater services are not included in this analysis.

Table 7 summarizes the gross operating costs anticipated to be associated with development in the CTOC Area. Cost drivers were applied to FIR operating cost data. Where appropriate, costs are driven by the planned infrastructure investments (e.g. Roads and Related, Parks), whereas many services are considered to be driven by population growth, population and employment growth, or household growth. For all services, incremental cost savings are common and factors of 75% and 80% were applied accordingly. The total additional annual operating cost associated with development of the CTOC Area is calculated at $22.7 million.

Table 8 summarizes the anticipated non-tax revenues and resulting net operating costs. These non-tax revenues include grants, user fees, and service charges as per the FIR. It is assumed that these revenues will remain consistent on a per-capita basis. Annual non-tax revenues associated with the CTOC Area at build-out are calculated at approximately $3.3 million.

The total net annual operating cost associated with the CTOC is approximately $19.4 million. This translates to about $717.32 per capita and employee in the CTOC Area.

Table 7. Anticipated Additional Operating Costs Based on 2024 Financial Information Return

Service	Municipality Cost / Unit	Unit of Measure	CTOC Quantity	CTOC Total Operating Cost
General Government	$55.38	Pop + Emp (75%)	27,025	$1,496,565
Fire	$428.56	Households (80%)	11,876	$5,089,560
Protective Inspection and Control	$12.11	Pop + Emp (80%)	27,025	$327,207
Building Permit and Inspection Services	$62.71	Households (80%)	11,876	$744,796
Emergency Measures	$0.11	Pop + Emp (80%)	27,025	$2,904
Roads and Related	$236.69	Pop + Emp (80%)	27,025	$6,396,453
Parking	$5.53	Pop + Emp (80%)	27,025	$149,445
Storm - Urban	$52.02	Households (80%)	11,876	$617,807
Storm - Rural	$34.65	Households (80%)	11,876	$411,525
Erosion Control & Region Services	$6.55	Households (80%)	11,876	$77,767
Cemeteries	$8.70	Population (80%)	20,083	$174,656
Social Services	$0.00	No impact	20,083	$0
Parks	$66.11	Population (80%)	20,083	$1,327,710
Recreation	$177.42	Population (80%)	20,083	$3,563,151
Libraries	$43.85	Population (80%)	20,083	$880,724
Museums & Cultural Services	$7.68	Population (75%)	20,083	$154,162
Planning and Development	$46.52	Pop + Emp (75%)	27,025	$1,257,229
Total				**$22,671,663**

Notes: Unit costs based on 2024 FIR operating expenditures, Census estimates of population (109,379), Households (38,265), and Draft 2025 DC Background Study estimate of employment (33,376)

Table 8. Anticipated Grant, User Fees, and Service Charges and Resulting Net Operating Costs

Service	Municipality Non-Tax Revenues Per Unit	Unit of Measure	CTOC Total Non-Tax Revenues	CTOC Total Net Operating Costs	Per Pop + Emp
General Government	$5.26	Pop + Emp (75%)	$142,274	$1,354,291	$50.11
Fire	$11.38	Households (80%)	$135,118	$4,954,442	$183.33
Protective Inspection and Control	$0.45	Pop + Emp (80%)	$12,054	$315,153	$11.66
Building Permit and Inspection Services	$0.15	Households (80%)	$1,745	$743,052	$27.49
Emergency Measures	$0.00	Pop + Emp (80%)	$0	$2,904	$0.11
Roads and Related	$30.86	Pop + Emp (80%)	$833,956	$5,562,498	$205.83
Parking	$1.41	Pop + Emp (80%)	$38,077	$111,368	$4.12
Storm - Urban	$2.10	Households (80%)	$24,939	$592,868	$21.94
Storm - Rural	$0.00	Households (80%)	$0	$411,525	$15.23
Erosion Control & Region services	$0	Households (80%)	$0	$77,767	$2.88
Cemeteries	$3.09	Population (80%)	$61,959	$77,767	$4.17
Social Services	$0.00	No impact	$0	$112,697	$0.00
Parks	$5.99	Population (80%)	$120,306	$0	$44.68
Recreation	$63.28	Population (80%)	$1,270,898	$1,207,404	$84.82
Libraries	$1.60	Population (80%)	$32,131	$2,292,253	$31.40
Museums & Cultural Services	$1.59	Population (75%)	$31,885	$848,593	$4.52
Planning and Development	$21.48	Pop + Emp (75%)	$580,532	$122,277	$25.04
Total			**$3,285,875**	**$19,385,788**	**$717.32**

4. REVENUE ANALYSIS

This section describes the analysis of the future assessment, property tax revenues, and development charge revenues in the CTOC Area.

A. ASSESSMENT

The major source of new revenue generated by new development in the CTOC Area will be property taxes. To estimate future property taxes forecasts of new residential and non-residential assessment were prepared.

Assessed values for residential units were determined with reference to the current value assessment (CVA) of homes constructed in Clarington between 2014 - 2024 that are of similar quality and size to those that are likely to be constructed in CTOC Area. Three categories of CVAs are used to calculate tax revenues: Low Density (Corresponding to all Low Density Residential units within the CTOC Area), Medium Density (Corresponding to all Medium Density Residential units in the CTOC Area), and High Density (Corresponding to all Mixed Use Core and Core Transition Area units in the CTOC Area).

Similarly, the non-residential assessment forecasts were based on values per square metre of gross floor area of recently constructed buildings in Clarington.

The CVAs used in the analysis are as follows:

Low Density Residential Units	$500,000 per unit
Medium Density Residential Units	$375,000 per unit
High Density Residential Units	$250,000 per unit
Local Non-Residential Buildings	$3,200 per sq.m.

B. MUNICIPAL PROPERTY TAX REVENUE

The property tax revenue forecasts at build out of the CTOC were developed by applying the current (2025) Municipal tax rates for the applicable land classes to the projected assessments. The projected total of non-residential floor area in the CTOC Area is estimated based on an assumed space requirement of 56 square metres per worker. Based on the minimum projection of 6,942 new jobs within the CTOC Area, total non-residential floor area is estimated at 388,754 square metres at full build-out.

As shown in Table 9, the total CVA of new buildings within the CTOC Area is forecast at approximately $4.5 billion, including $2.6 billion in High Density Residential CVA. After applying the Municipality's 2025 tax rates to each property class, total annual Municipal property tax revenue is calculated at $23.5 million, or an average of $868.85 per person or employment in the area.

Table 9. Summary of Annual Municipal Tax Revenues at Build Out

Land Use	Forecast	Assessment (2025)	Total Assessment	Municipality Tax Rate (2025)	Annual Municipality Tax Revenue	Per Unit / m^2
Residential	*Units*	*Per Unit*				
Low Density	576	$500,000	$288,062,500	0.004432560	$1,276,854	$2,216.28
Medium Density	1,831	$375,000	$686,671,875	0.004432560	$3,043,714	$1,662.21
High Density	10,320	$250,000	$2,580,000,000	0.004875820	$12,579,616	$1,218.96
Non-Res.	*m^2*	*Per m^2*				
Population-Related	388,754	$3,200	$1,244,012,550	0.006427210	$7,995,530	$20.57
Total			**$4,479,528,175**		**$23,480,758**	

Generally, development of the CTOC Area is anticipated to generate higher taxation revenues per capita and employment than the current (2023) Municipality-wide averages (see Table 10). This reflects the higher assessed values of newer homes, which are typically larger and constructed with more modern materials and amenities.

Table 10: Municipal Property Tax Revenue Comparison with Municipality Average

	CTOC Area		Municipal Average (2024)	
	Annual Revenue	Per Capita / Job	Annual Revenue	Per Capita / Job
Residential	**$15,485,228**	**$771.06**	**$65,623,144**	**$603.37**

C. DEVELOPMENT CHARGE REVENUE

Table 11 summarizes the development charge revenue that would be generated up to full build-out of the CTOC Area, using current (2025) development charge rates.

The development charge revenue calculations account for the inability of the Municipality to impose DCs for social housing and public health.

The calculations do not account for DC revenue loss arising from the following changes arising from the *More Homes Built Faster Act 2022*: rental housing discounts, exemptions for affordable housing, attainable housing, non-profit housing, and inclusionary zoning, changes to historical service level calculations, fixed interest rates on frozen DCs, and potential ineligibility of certain capital costs (e.g. land acquisition). Any such revenue loss is assumed to be minor or indeterminable for the CTOC Area at the present time.

Table 11: Development Charge Revenue Generated in CTOC (Current Rates)

	Residential				Non-Residential			Total
	Low Density	Medium Density	Core Transition Area	Mixed Use Core	Mixed-Use Office District	Industrial	Other	
Municipal DCs								
Library Service	$855,546	$1,191,528	$1,436,220	$4,123,470	$0	$0	$0	$7,606,764
Emergency & Fire Services	$385,428	$537,951	$649,026	$1,853,436	$322,051	$478,502	$610,867	$4,837,260
Parks & Indoor Recreation	$6,522,311	$9,092,260	$10,958,904	$31,465,902	$0	$0	$0	$58,039,377
Operations	$0	$0	$0	$0	$0	$0	$0	$0
General Government	$268,474	$374,312	$450,864	$1,292,304	$126,520	$187,983	$239,983	$2,940,440
Roads	$10,199,717	$14,217,986	$17,134,650	$49,192,572	$13,550,905	$6,595,171	$25,703,383	$195,335,934
Total CTOC Area DC	**$18,231,476**	**$25,414,038**	**$30,629,664**	**$87,927,684**	**$13,999,476**	**$7,261,655**	**$26,554,233**	**$268,759,775**

Note. Other Res includes Special Care units.

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5. SUMMARY OF FISCAL IMPACT

Table 12 provides an overall summary of the estimated fiscal impacts associated with the full build-out of the CTOC Area. Revenues are projected at $869 per capita and employment per year, while expenditures are estimated at $949, resulting in an annual deficit of approximately $80 per capita and employment, or a -9% difference.

Table 12: Overall Findings

Revenue or Expenses	Total Amount	$/Person & Employee
Revenue		
Assessment	$ 23,480,758	$ 869
Sub-Total Revenue	***$ 23,480,758***	***$ 869***
Expenses		
Developer Constructed Assets - AMP Contribution	$ 1,489,545	$ 55
DC Funded Assets - AMP Contribution	$ 4,776,442	$ 177
Municipal-Funded Assets - AMP Contribution	$ -	$ -
Net Operating Impacts	$ 19,385,788	$ 717
Sub-Total Expenses	***$ 25,651,776***	***$ 949***
Net Difference ($)	*$ (2,171,018)*	*$ (80)*
Net Difference (%)	*-9%*	*-9%*

Before reviewing the key implications, it is important to reiterate that the main purpose of the analysis is to inform decisions regarding the Courtice Transit-Oriented Community Secondary Plan as it relates to the CTOC Area. The fiscal impact analysis results should not be viewed as precise forecasts of what will occur at full build-out of the CTOC Area.

The results point to incremental operating cost efficiencies within the CTOC Area. Due to economies of scale arising from the high density of development, the cost to service new residents and employees is expected to be lower on a per capita basis than the cost to services existing populations. As well, the relatively high assessed values of new apartment units, commercial, and institutional developments in the CTOC Area are expected to generate higher property taxes per capita/employee than existing development in the Municipality. Overall, the CTOC Area is anticipated to be fiscally sustainable over the long-term.

That said, several areas of caution must be noted:

- First, the analysis uses minimum estimates of total units, population, and employment at full build-out, and as such estimates could be considered conservative relative estimates of costs and revenues that would be estimated using the target amounts. It is also possible that estimates based on targets for units, population, and employment as opposed to minimum estimates may show relatively lower per unit cost, reflecting greater economies of scale.

- Second, the analysis assumes full municipal funding of new infrastructure lifecycle costs. In reality, contributions toward lifecycle funding for existing infrastructure may not currently meet 100% of calculated needs. Moreover, infrastructure renewal requirements are expected to grow as existing infrastructure ages and is adapted to address climate change.

- Third, the fiscal projections of development charge revenue assume the use of the Municipality's current development charge rates and therefore do not account for the anticipated passage of the new DC by-law in December 2025. As the DC rates to be set under the planned by-law would be comparatively higher than current rates, the total CTOC Area DC revenue is likely to exceed estimates when the new rates are implemented. In addition, any future legislative changes that restrict the ability to levy development charges could materially affect the financial outlook set out in this report negatively.

Finally, the fiscal impact analysis evaluates the fiscal impact at full build-out of the CTOC Area. However, costs associated with financing CTOC Area infrastructure—such as debt costs incurred to cover servicing expenditures prior to development—are not included in the analysis.

December 8th, 2025
SENT VIA EMAIL: "clerks@clarington.net"

Municipality of Clarington
40 Temperance St
Bowmanville, ON, L1C 3A6

Attention: Mayor Foster and Members of Council:

RE: COURTICE TRANSIT-ORIENTED COMMUNITY SECONDARY PLAN (DECEMBER 2025) STAFF REPORT PDS-066-25
COURTICE TOC LANDOWNERS GROUP INC.

Dear Mayor Foster and Members of Council,

We are writing in our capacity as Group Manager on behalf of the registered landowners within the Courtice Transit-Oriented Community Secondary Plan ("CTOCSP") area who comprise the Courtice TOC Landowners Group (the "Group"), being Tribute (King Street) Limited, Your Home Developments (1200 Trulls) Inc., Brookfield Residential (Ontario) Limited, and 2610144 Ontario Limited.

The Group has actively participated throughout the development of the Secondary Plan and has provided comments and supporting materials at several stages of the process. We appreciate the significant effort and collaboration demonstrated by Municipal staff and the consulting team, and we are generally satisfied with the direction of the current draft.

As the Secondary Plan proceeds to Committee, the Group respectfully requests the incorporation of wording adjustments to policies 4.5.4 and 4.5.5, to more accurately reflect development feasibility considerations. The proposed revisions are outlined below.

Current Wording

Policy 4.5.4 and 4.5.5 currently state:

4.5.4 - "New development outside the Mixed Use Core shall consider and integrate, where feasible, the district energy system. Should connection to the district energy system not be feasible, new development shall consider the use of other low carbon thermal energy technologies such as geo-exchange, wastewater energy, and heat recovery from sources such as data centres and industry to reduce greenhouse gas emissions."

4.5.5 - "New development shall consider and integrate where feasible:
- *a. Decentralized on-site renewable energy generation such as solar photovoltaic (PV) panels and energy storage, such as battery storage, to manage peak electricity demand, reduce emissions, and strengthen energy resilience; and*
- *b. Backup power for protection from area-wide power outages, including in residential buildings, as informed by guidelines developed by the Municipality."*

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Vaughan Ontario L4K 0C5

Proposed Wording Changes

Policy 4.5.4 and 4.5.5 with revised language:

*4.5.4 - "New development outside the Mixed Use Core shall consider and **MAY** integrate, where feasible, the district energy system. Should connection to the district energy system not be feasible, new development shall consider the use of other low carbon thermal energy technologies such as geo-exchange, wastewater energy, and heat recovery from sources such as data centres and industry to reduce greenhouse gas emissions."*

*4.5.5 - "New development shall consider and **MAY** integrate where feasible:*

a. Decentralized on-site renewable energy generation such as solar photovoltaic (PV) panels and energy storage, such as battery storage, to manage peak electricity demand, reduce emissions, and strengthen energy resilience; and

b. Backup power for protection from area-wide power outages, including in residential buildings, as informed by guidelines developed by the Municipality."

Upon incorporation of this change, we believe the majority of our concerns have been otherwise addressed and are generally supportive of the plan being recommended for approval. Further, while we are broadly supportive of the work undertaken to date, we respectfully reserve all rights to provide further submissions and to file an appeal under the Planning Act should Council's decision give rise to matters requiring further review.

We acknowledge and sincerely appreciate the Municipality's collaborative approach and the opportunity to participate in this important planning exercise. Should you have any questions or require additional information, please do not hesitate to contact the undersigned.

Yours very truly,
On Behalf of the Courtice TOC Landowners Group

Mustafa Ghassan, BES, M.Eng-CEM
Delta Urban Inc.

CC. Lisa Backus, MCIP, RPP Municipality of Clarington
Amanda Crompton, MCIP, RPP, Municipality of Clarington
Courtice TOC Landowners Group members

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