Staff Report

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Report To:	Planning and Development Committee		
Date of Meeting:	June 23, 2020	**Report Number:**	PSD-021-20
Submitted By:	Faye Langmaid, Acting Director of Planning Services		
Reviewed By:	Andrew C. Allison, CAO	**Resolution#:**	
File Number:	COPA 2020-0002 (PLN 41.10)	**By-law Number:**	
Report Subject:	Public Meeting – Southeast Courtice Secondary Plan		

Recommendations:

1. That Report PSD-021-20 be received;

2. That the proposed Secondary Plan and Official Plan Amendment (COPA 2020-0002) continue to be reviewed and processed and that a subsequent recommendation report be prepared; and staff report back to Council with a Recommendation Report; and

3. That all interested parties listed in Report PSD-021-20 and any delegations be advised of Council's direction regarding this Public Meeting report.

Report Overview

This report will provide an overview of the planning process for Secondary Plans, a brief overview of the Planning Policy framework in which the Secondary Plan has been developed, a summary of public and agency comments received to date, as well as an overview of the Southeast Courtice Secondary Plan and the Urban Design and Sustainability Guidelines.

The Southeast Courtice Secondary Plan will create complete neighbourhoods that will include a diverse housing mix located within walking distance to shopping, services, schools and amenities. The protection of the natural heritage system is a priority.

Excellence in urban design will be pursued to promote healthy and active lifestyles by integrating the mix of land uses with active transportation connections throughout.

The purpose of the statutory public meeting is to obtain comments from the public, land and stakeholders and commenting agencies on the proposed Secondary Plan.

1. Background – Secondary Plans

1.1 A Secondary Plan provides more detail than the Official Plan about how a neighbourhood is to develop. This neighbourhood scale planning allows for a more detailed analysis of land use and transportation issues and specific ways to achieve the objectives of the Clarington Official Plan, including meeting density and infill targets.

1.2 A Secondary Plan provides the structure for the various components of a neighborhood, such as how to best provide locations for housing, commercial, and parks and amenities, as well as planning the mobility between them and the rest of the community at large. Ultimately, a Secondary Plan establishes the character and identity of the neighbourhood while promoting efficient land use and development

1.3 The preparation or amendment to a Secondary Plan follows the same procedures as an Official Plan Amendment under the Planning Act. This includes the preparation of supporting technical studies, public engagement, notice and holding of public meetings and adoption procedures. The Region of Durham is the final approval authority for Secondary Plans.

2. Southeast Courtice Secondary Plan

2.1 The Southeast Courtice Secondary Plan (SECSP) area is located generally between the Robinson Creek valley in the west and Hancock Road in the east. It extends from south of Bloor Street northward to Durham Highway 2. There are approximately 60 landowners within this Secondary Plan area. There is a mixture of parcel sizes within the Secondary Plan area, including larger farm parcels and residential lots.

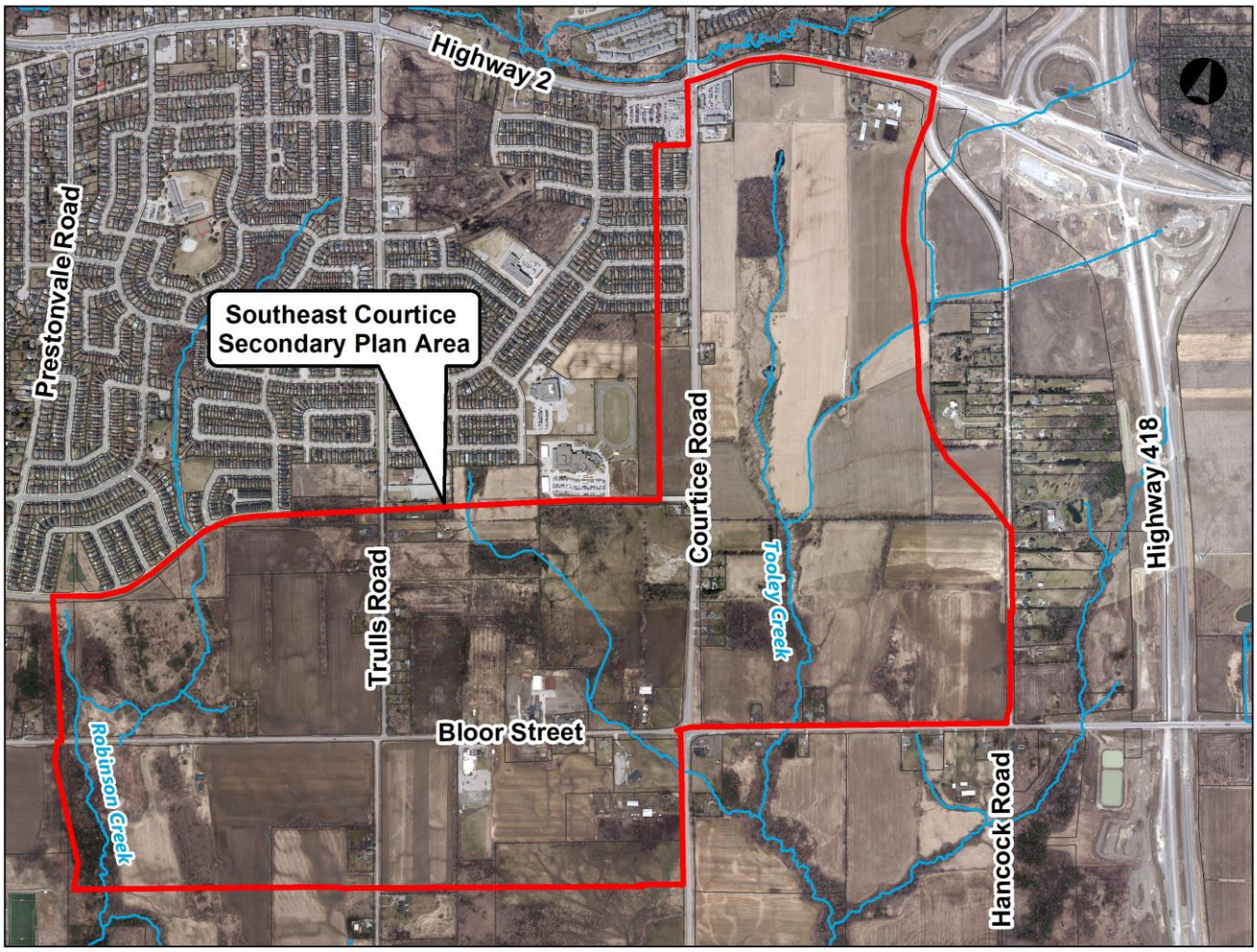


Figure 1: Southeast Courtice Secondary Plan Area

2.2 The Secondary Plan area contains the headwaters and tributaries of Tooley Creek and Robinson Creek. These watercourses, and their associated woodlots and wetlands add interest and structure to this area. These features are being assessed through the Robinson Creek and Tooley Creeks Subwatershed Study (SWS).

2.3 The Secondary Plan area consists of: agricultural fields and buildings, single detached dwellings, places of worship, a flea market complex on Bloor Street, a retail plaza and the Courtice Paramedic Response Station. The Area is surrounded on the north and west with predominantly low-density residential neighbourhoods and some commercial properties.

2.4 East of the Secondary Plan area, outside of the Urban Boundary, is a strip of non-farm estate residential units, agricultural lands, and wooded areas associated with a branch of the Tooley Creek. Highway 418 is also located approximately 300-400 meters east of the Secondary Plan area and Hancock Road.

2.5 The lands south of the Secondary Plan are also located within the Courtice Urban Area. They are currently a mixture of agricultural and residential parcels. These lands are designated for Employment Uses and more recently identified by the Province and the Region as a Major Transit Station area. These lands are currently the subject of the ongoing Courtice Employment Lands Secondary Plan.

3. Initiation of the Secondary Plan

3.1 According to Council policies, the Landowner Group for the area sent the Municipality a request to initiate the project and commitment to fund the project 100%. The Southeast Courtice Secondary Plan was initiated following a Public Meeting before Council in January 2018. The general public and all landowners (60+) within the Secondary Plan area were invited to this meeting. Notice of the meeting was also advertised in the Clarington This Week and Orono Times newspapers and municipal website for the two weeks preceding the meeting. Staff Report PSD-011-18 outlined the proposed planning process, the composition of the steering committee and the Terms of Reference for the project. The Planning and Development Committee recommendation was ratified by Council on February 5, 2018.

3.2 The Terms of Reference included the requirement of the project being led by a Technical Steering Committee. The Steering Committee includes Municipal, Region of Durham and CLOCA staff, the Landowner Group project manager, two landowner representatives and the lead Consultant for the Municipality.

3.3 As provided in the Terms of Reference, and the Secondary Plan is to address these five Council priorities:

Sustainability and Climate Change

3.3.1. Clarington Council adopted a sustainable, “green lens” approach to development throughout the Official Plan. This Secondary Plan will address the criteria developed for Secondary Plans in Clarington’s Green Development Program and will be guided by the Priority Green Development Framework. Sustainable development principles and practices shall be infused into every part of the Secondary Plan, including the design of neighbourhoods and arrangement of land uses.

Excellence in Urban Design

3.3.2. The goal for any new development is that it celebrates and enhances the history and character of Clarington. New neighbourhoods are to be created with a sense of place and all development should result in a high-quality design. Excellence in urban design will consider elements like building design, complete streets, views, park connectivity, sun and shadow impacts, and active transportation as well as the integration of green infrastructure in neighborhood design.

Affordable Housing

3.3.3. Clarington Council, through Official Plan policy supports the provision of a variety of housing types, tenure and costs for people of all ages, abilities and income groups. The Secondary Plan reflects this policy as well as recommendations found in Clarington's Affordable Housing Toolkit. Through policy this Plan demonstrates how it contributes to meeting Council's affordable housing target.

3.3.4. We consider that additional work needs to be undertaken to ensure affordable housing is developed through the right combination of policies and incentives. The proposed policies in the draft Secondary Plan may be further refined by the time staff presents a recommendation report.

Community Engagement

3.3.5. Clarington Council is committed to community consultation and engagement. The preparation of this Secondary Plan has and will continue to be supported by a thorough public engagement strategy, including a range of public consultation initiatives. These efforts will be in addition to any statutory meetings requirements.

Coordination of Initiatives

3.3.6. The following studies have been undertaken at the same time as the Secondary Plan and have been incorporated into the study process.

Environmental Assessment Process

3.3.7. An Environmental Assessment (EA) will be required for all new major (collector and arterial) roads required for the Southeast Courtice Secondary Plan. All public notices, communications and review periods will be designed to ensure that they conform to the requirements of both the Planning Act and Municipal Class EA. To avoid confusing the public with multiple messages and focus Municipal resources more effectively this project was designed to jointly satisfy the requirements of both the Planning Act and the Environmental Assessment Act.

3.3.8. Key public consultation elements of the EA process include:

- Notifications: All project notices must demonstrate clear indication of the integrated EA and Planning Act approach;
- Mandatory Consultation: Engagement with review agencies and the public regarding the problem/opportunity and alternative solutions is a key component for the EA process; and

- Completion: at study completion a Notice is to be prepared advising agencies and the public of the study completion and the opportunity to review the project reporting.

Indigenous Communities Consultation

3.3.9 Both the Planning Act the EA require consultation with indigenous communities. At the time of writing this report many of the Indigenous Community offices are closed due to COVID-19. Staff have provided background materials and copies of all notice material to each Office. Prior to reporting back with a recommendation, staff will ensure that consultation with the each of the required Indigenous communities has been meaningful and has met the requirements of both Acts.

Robinson Creek and Tooley Creek Subwatershed Study

3.3.10 The Secondary Plan area is located within the watersheds of the Robinson Creek and Tooley Creek. The Robinson and Tooley Watersheds are two of the smallest watersheds within the Municipality of Clarington and are especially vulnerable to the effects of changing land use and the impact of development. The Robinson Creek watershed is predominantly urban. It is situated almost completely within the Urban Area of Courtice. The Robinson Creek drains into Lake Ontario through the McLaughlin Bay Wetland Complex.

3.3.11 The Municipality of Clarington initiated a Subwatershed Study (SWS) for these combined watersheds in late 2017 with field work taking place in 2018 and 2019. The SWS, similar to the Secondary Plans, has a Steering Committee made of Clarington, Region and CLOCA staff, a Landowner Group Representative and two landowners. The existing Conditions Report was released for public comment, and a public meeting was held in November 2019. Over 4000 landowners were invited to this meeting however less than 10% attended.

3.3.12 The Existing Conditions Report has investigated and inventoried the natural resources that could potentially be impacted by future urban development. This Report also identifies constraints and opportunities which will be considered as the Secondary plans are developed. Disciplines investigated in the SWS include:

- groundwater resources including the quantity and quality of recharge and discharge,
- surface water features including headwater drainage features, and
- aquatic features for fish, macroinvertebrates

3.3.13 The SWS has also identified an area where more detailed analysis is needed prior to establishing land uses. However, in the majority of the Secondary Plan Area, further analysis will be limited to an Environmental Impact Study to be prepared at the time of development to refine the limits of the identified natural heritage system and to be in keeping with the findings of the SWS.

3.3.14 The second phase of the SWS will include the preparation of a comprehensive Subwatershed Management Plan. This Management Plan will provide direction regarding stormwater management controls, low impact development measures and groundwater recharge/infiltration parameters. It will also include natural resource strategies which will protect, rehabilitate and enhance the environment within the study area.

3.3.15 The draft Secondary Plan and Urban Design and Sustainability Guidelines (UDSG) have included several policies that may emerge from the Phase 2 report. The Phase 2 report will be completed in Fall 2020 and its final recommendations can only be incorporated into the Secondary Plan and UDSG prior to reporting back to Council with a recommendation.

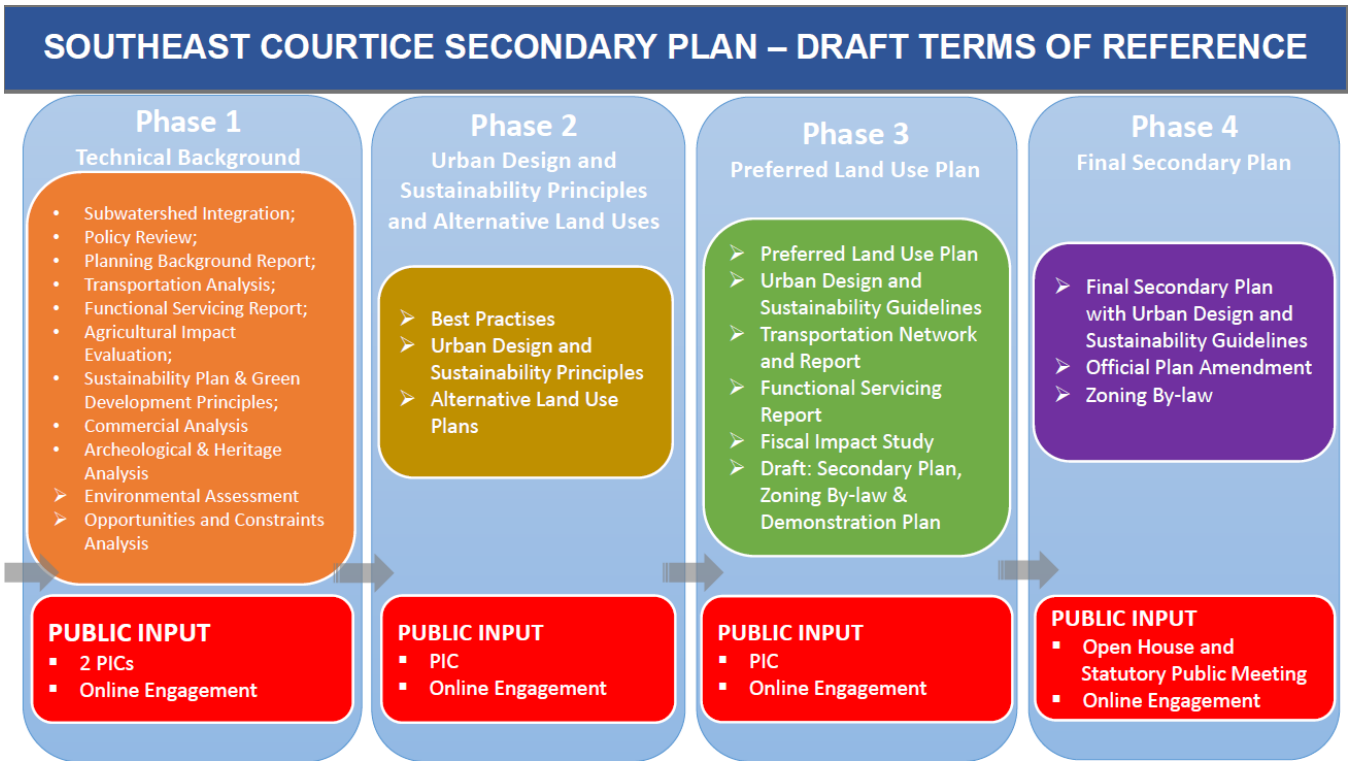
3.3.16 The Robinson Creek and Tooley Creek Subwatershed Study has and will continue to inform the Southwest Courtice Secondary Plan and the Courtice Employment Lands and Major Transit Station Area Secondary Plan as well.

3.3.17 Courtice Employment Lands and Major Transit Station Area (MTSA) Secondary Plan

3.3.18 This MTSA Secondary Plan is located adjoining to, and immediately south of, the Southeast Courtice Secondary Plan study area. Two North/South collector roads are proposed to connect just north of the proposed GO Station site. The Southeast Courtice Secondary Plan and its integrated Environmental Assessment will take the lead in establishing the alignment of these collector roads will establish land uses, policies, mobility and connectivity options that respond and complement the planning for the MTSA.

4. The Secondary Plan Planning Process – Four Phases

4.1 As provided for in the draft Terms of Reference (Staff report PSD-0011-18) and further refined through the tender and award process (Staff report COD-013-18), AECOM, our lead Consultant, has summarized the four phases to the preparation of the Southeast Courtice Secondary Plan in the following graphic.



- Phase 1: Background and Analysis Report
    - The initial phase involves a detailed technical analysis of the area including servicing, infrastructure and initial public participation.
- Phase 2: Urban Design and Sustainability Principles and Alternative Land Use Plans
    - This phase presents alternative land use plans based on urban design and sustainable principles and best practices along with the input from the public and guided by the Steering Committee. A charrette process is used to refine the Principles and Alternative Land Use Plans.
- Phase 3: Preferred Land Use Plan for the Southeast Courtice Area
    - Based on the preceding analysis and public engagement a Preferred Land Use Plan was developed for the Secondary Plan area. Once the Land Use Plan has been refined prior to the recommendation report, the remaining studies will be completed in support of the recommended Land Use Plan.
- Phase 4: Final Draft Secondary Plan and Adoption by Council (current Phase)
    - The recommendation phase includes the preparation of drafts of the Secondary Plan, the implementing zoning by-law and implementing urban design and

sustainability guidelines. This phase requires the statutory meetings prior to Council making a decision.

4.2 The following sections generally describe the process for developing the Southeast Courtice Secondary Plan. A sequence of events summary table is also provided in Attachment 1 for your reference.

Phase 1 – Technical Background

4.3 The initial phase involved a detailed technical analysis of the area including servicing, infrastructure and initial public participation.

Public Information Centre – PIC #1

4.3.1. The first Public Information Centre (PIC) was held on June 27, 2018. The initial PIC was to introduce the public to the project by defining the study area, the process, and the study priorities. Over 800 people were invited to this PIC. This included landowners, people who had expressed an interest in the project, Council members, and steering committee members. This PIC was advertised in the Orono Times and the Clarington this Week in the two weeks preceding, plus on the municipal website

4.3.2. The 60+ residents, business owners, agencies and developers attending the session were interested in the design process to create the framework for future development of this area. The Integrated Environmental Assessment process was introduced at the project launch to inform the community it was being undertaken simultaneously with the Secondary Plan.

Background Studies

4.3.3. Detailed background studies were also completed during Phase 1 of the study and they included the following:

- Planning Background Report
- Affordable Housing Analysis
- Commercial Needs Assessment
- Transportation Report
- Functional Servicing Report
- Landscape Analysis
- Agricultural Impact Assessment
- Archeological Assessment
- Built Heritage and Cultural Heritage Landscape Screening
- Natural Resources Background Analysis
- Sustainability & Green Principles Report
- Robinson Creek and Tooley Creeks Subwatershed Study

4.3.4. Some of these reports such as the Landscape Analysis, the Built Heritage and Cultural Heritage Landscape Screen Report and the Agricultural Assessment Report documented the existing conditions within the Secondary Plan area, whereas others, such as the Sustainability & Green Principles Report focused on trends and best practices that will influence the policies. These reports are available for review on the Secondary Plan project webpage. For a summary of these reports please see Attachment 2.

Phase 2 – Urban Design and Land Use Options

4.4 Phase 2 involved the development of three alternative land use concepts. The three land use options were informed by international research, locally applicable best practices and precedent examples for good neighbourhood design and community development. This research included topics such as multi-modality, efficient and compact urban form, affordable housing, environmental protection, sustainability and climate change, placemaking through a local serving mixed use core, vibrant attractive public realm and edge conditions for non compatible Land Use.

Subwatershed Study Technical Meeting

4.4.1. At the request of the Landowners Group, municipal staff and our SWS consultant Aquafor Beech Limited held individual meetings with several landowners and their consultants on June 19, 2019. The purpose of each meeting was for the technical experts to discuss the findings in the Subwatershed Study Characterization report as they related to specific properties. In most cases, the landowner's consultants did not disagree that features existed on the property. However, they wanted assurance that at the time of development, through the appropriate studies, they could refine the limits of the features. This approach is in keeping with Official Plan policy.

Three Land use Alternatives

4.4.2. All three options were based on the protection of environmental areas and to create complete and healthy neighbourhoods with a focus on active transportation, mix of land uses and diverse housing types and tenures within walking distance to shopping, services, schools and amenities. However, each land use alternative explores a unique competing development objective.

Land Use Option 1

4.4.3. This Option is a continuation of the existing suburban development style, predominantly characterised by low density housing forms and a primary mixed-use node at Courtice Road and Bloor Street. The scheme reflects a distribution of density across the neighbourhood, with the majority of higher density blocks within the Regional Corridors.

Land Use Option 2

4.4.4. Option 2 prioritises the environment. This option clustered development into character districts, that draw their sense of place and identity from an adjacent watercourse, forest blocks, a next-door pedestrian friendly mixed-use community zone or nearby naturalized landscape amenity space. This option enhanced opportunities for interconnectivity (bike paths, trails) and integrates parks & storm ponds to increase developable lands while maximizing natural area retention.

Land Use Option 3

4.4.5. This land use scenario is focused around the creation of a strong sense of place and community identity. The overall built form of this option recognised the prominent intersections within the neighbourhood, situating higher densities at the intersection of Bloor Street and Courtice Road. Development was distributed to provide local amenities (parks, schools, commercial activities, etc.) within close proximity to the majority of residents.

Landowner Meeting

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

Public Information Centre #2

4.4.7. The same three land use options were presented to the general public at the project's second PIC on November 5, 2019. Notice of the PIC was given in the same manner as the first PIC. Approximately 90 people attended this event.

4.4.8. The presentation included an overview of existing policy direction, best practices in relevant Neighbourhood Design, and further described each of the three alternative land use approaches. Some common themes we heard at this PIC:

- improve walkable connections through these new neighbourhoods,
- protect the natural environment,
- locate higher density/taller buildings along Bloor Street, Trulls Road and Highway 2,
- provide a mixture of housing types, and
- design the neighbourhood streets to accommodate local transit.

4.4.9. Following the second PIC, the Municipality launched an online mapping survey to generate additional feedback. Unfortunately, although the engagement tools were available for almost a month only a handful of people participated.

Phase 3 - Preferred Land Use and Draft Secondary Plan

4.5 Phase 3 of the Secondary Plan was to introduce the Preferred Land Use plan and a general policy and design directions to the public and agencies for their feedback. In keeping with the Council approved workplan, the plan was to present preferred a Land Use Plan to the public for their input, PIC #3 scheduled for March/April 2020 was cancelled as a result of COVID-10 pandemic.

4.6 Also key to Phase 3 was the update of the supporting technical documents including the Functional Servicing Report, the Transportation Report and the completion of Phase 2 of the Subwatershed Study.

Phase 4 – Final Secondary Plan

4.7 The intent of Phase 4 of the Secondary Plan process is to focus on the finalization of the Secondary Plan. This includes the Statutory Public Meeting and Recommendation Report to Council for Adoption together with the final documents. In this phase the Notice of Completion and the Documentation package for the Integrated Environmental Assessment process would be finalized.

4.8 The Statutory Public Meeting provides the opportunity for the public to formally comment on the draft Official Plan Amendment, the draft Secondary Plan (including Land Use Plan) and the Urban Design and Sustainability Guidelines. It is important to note, that any comments received, either during the Public Meeting verbally, or submitted in writing to staff, since the release of the draft Official Plan Amendment and Secondary Plan, will be recorded in the Recommendation Report.

4.9 The COVID-19 pandemic was declared in March 2020 as the project was nearing the end of Phase 3. Although staff and the consultants were no longer working from their respective offices, the Secondary Plan project continued. Virtual steering committee meetings, agency communication and replying to landowner and public questions has continued.

Notice - Statutory Public Meeting

4.9.1. Notice for the Statutory Public Meeting for the Southeast Courtice Secondary Plan was provided in accordance with the Planning Act. The Public Meeting Notice were provided to over 800 landowners, property owners in and within 120 of the Secondary Plan area. The Notice of Public Meeting was also sent by mail to the Region of Durham, the Ministry of Municipal Affairs and Housing and all other commenting agencies. All draft and supporting documents were posted to the project webpage by June 1, 2020.

4.9.2. Communications has promoted the Public Meeting and posted the Notice on the Municipal Website, Facebook and Twitter. Notices advertising the Public Meeting were

placed in Clarington This Week and the Orono Times for three weeks preceding this meeting.

4.9.3. The Notice of Statutory Public Meeting noted that the materials (draft Official Plan Amendment and draft Secondary Plan) would be available for review June 1, 2020.

4.9.4. All registered interested parties since the start of the project were mailed (May 29, 2020) or emailed (June 2) the Notice of Public meeting

4.9.5. In addition to receiving a Notice of Public Meeting, external agencies and internal departments have been requested to provide their comments regarding the Draft Secondary Plan and the Draft Urban Design and Sustainability Guidelines. These comments, as well as the publics will be addressed when staff are preparing a Recommendation Report.

5. The Draft Official Plan Amendment, Secondary Plan and the Urban Design and Sustainability Guidelines

Draft Official Plan Amendment

5.1 The purpose of this Amendment is to add the Southeast Courtice Secondary Plan to the Clarington Official Plan. This Secondary Plan, including Urban Design and Sustainability Guidelines will facilitate the development of a sustainable, livable and inclusive community in Courtice. See Attachment 3.

Draft Secondary Plan

5.2 The Southeast Courtice Secondary Plan will serve as the foundation for the creation of a new community with its own character and sense of identity while also creating a place that fits into the larger Courtice and Clarington community. The Draft Secondary Plan is planned for approximately 11,800 residents and 4,900 residential units. It has included three public elementary schools supported by an integrated and connected Parks system and public realm network that also includes civic/institutional uses, streets, mid-block connections and trails.

5.3 The policy framework establishes a general urban structure that relates to densities and uses. The major land use categories to support this structure are Regional corridor, Prominent Intersections, Residential and Environmental Protection Areas.

5.4 Bloor Street, Courtice Road and Highway 2 are Regional Corridors. These are priority Intensification Areas and the routes for continued transit service. Regional Corridors shall be the location of the highest densities, tallest buildings and greatest mixing of uses, in order to concentrate population in areas with good access to transit and amenities. Both medium density residential and high density/mixed use designations are

located along portions of the Regional Corridors. Commercial Uses are encouraged to located on the Regional Corridors.

5.5 Within Regional Corridors, the greatest heights and densities shall occur at Prominent Intersections (Bloor Street and Trulls Road, Bloor Street and Courtice Road, and Highway 2 and Courtice Road) These areas shall have the greatest concentration of commercial retail and service uses.

5.6 The remainder of the Secondary Plan is predominantly residential areas. The residential areas have a built form of lower density and ground-related units. Urban Residential areas will be the location of many of Southeast Courtice's larger parks and schools. These amenities will be integrated into areas away from the intensity of the Regional Corridors.

Figure 2: Southeast Courtice Draft Secondary Plan Land Use Map

5.7 Generally, each land use designation described above includes specific policies about building types that are permitted, any additional land uses include specific directions for minimum heights and densities. Direction is provided regarding Schools and Parks. The Secondary Plan includes an extensive set of Urban Design Policies.

5.8 Environmental Protection Areas are the primary structuring component of the parks and open space system. They include natural heritage features, hydrologically sensitive features and lands within the regulatory flood plain of the Tooley and Robinson Creeks. Parks are vital public spaces connecting the broader public realm network. Quantity and quality park space will be provided to meet the needs of residents and enable a variety of opportunities for passive and active recreation. By locating Parks adjacent to Environmental Protection Areas, the Secondary Plan seeks to foster a connection to natural areas, contribute to the identity of Southeast Courtice as a community close to nature, create a visual connection to the larger open space system and link into a system of trails.

5.9 The Official Plan sets out clear intentions and expectations to promote great streets and public spaces, high quality architecture, and sustainable development. The Urban Design Policies in the Secondary Plan are tailored to ensure that development shall contribute to the creation of a high quality public realm which is safe, comfortable, visually-pleasing and animated, supports active transportation and community life, and contributes to the distinct character of Southeast Courtice.

Urban Design and Sustainability Guidelines (UDSG)

5.10 The UDSG provide direction and measurable targets for building and site design to support the Secondary Plan policy framework. Generally, for each topic, a guiding principle is presented, and several guidelines are provided to assist with achieving the principle. For Example:

- **Principle:** The active transportation network is the foundation to creating a community that provides dedicated infrastructure to support the use of active modes for all types of users.

- **Guideline:** Provide mid-block connections every 75-100m in particular through the high and medium density blocks of the Regional Corridor to support increased network connectivity, provide relief to continuous facades, establish secondary view corridors connecting prominent arterial or collector roads.

5.11 While the UDSG and the standards are intended as a reference, they indicate the Municipality of Clarington's expectations with respect to the character, quality and form of development in the Secondary Plan area. The guidelines also provide the Municipality with an objective, consistent evaluation framework to assess future development applications.

6. Conformity with Provincial Plans

Provincial Policy Statement

6.1 The Provincial Policy Statement 2020 (PPS) provides policy direction on land use planning and development for matters of provincial interest. This includes the protection of Provincial resources, public health and safety, and the quality of the natural and built environment. These objectives are to be achieved through efficient land use planning. Through land use designations and policies, municipal official plans and secondary plans are the most important vehicle for implementing the PPS.

6.2 The Provincial Policy Statement focuses growth and development within urban and rural settlement areas. Development within these areas must meet the full range of current and future needs of its population by employing efficient development patterns and avoiding significant or sensitive resources and areas which may pose a risk to public health and safety. Land use patterns should promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.

6.3 The Southeast Courtice Secondary Plan will lead to a new neighbourhood that includes a mix of housing and other uses. In keeping with PPS, this Plan has directed the highest densities to our Regional Corridors and has designed around the existing natural and cultural heritage resources in the area. As a result, the Southeast Courtice Secondary Plan will conform with the PPS.

Growth Plan

6.4 The Growth Plan for the Greater Golden Horseshoe 2019 (Growth Plan) provides guidance on where and how to grow within the Greater Golden Horseshoe (GGH). This includes requiring Municipalities to maintain a three-year supply of serviced land for residential development.

6.5 Building on the direction of the PPS, the Growth Plan supports the achievement of complete communities, a thriving economy, a clean and healthy environment, and social equity. These goals will be achieved by promoting access to transit and active transportation and increasing the amount and variety of housing that is provided.

6.6 Complete communities provide for the needs of all parts of society. This includes providing retail and office uses to locations that support active transportation and have existing or planned transit. To address the issue of housing affordability the Growth Plan provides direction for a range and mix of housing to be offered with a priority on access to transit and amenities.

6.7 In order to promote intensification, the Growth Plan has mapped a Built Boundary that identifies the limits of existing development. Lands outside of the Built Boundary are designated as Greenfield Areas. The Growth Plan calls for new developments in Greenfield Areas to achieve a minimum density target of 50 residents and jobs combined per gross hectare. The Southeast Courtice Secondary Plan includes lands within the Built Boundary as well as lands that are designated Greenfield Areas.

6.8 In the Secondary Plan area a significant portion of the lands within the Built Boundary are located along the Regional Corridors. The increased densities in this area will contribute significantly to Clarington's intensification targets.

6.9 The Growth Plan promotes integrated planning between land use and necessary infrastructure, such as stormwater. The Southeast Courtice Secondary Plan is informed by the Robinson / Tooley Subwatershed Plan which evaluates the current and future drainage needs in the plan area. The coordination of these two projects will also ensure the development in the area is appropriately responsive to the natural environment.

7. Official Plans

Durham Regional Official Plan

7.1 The Durham Region Official Plan designates the lands as Living Areas and Regional Corridors along Highway 2, Courtice Road and Bloor Street.

7.2 Lands designated Living Area permit the development of communities incorporating the widest possible variety of housing types, sizes and tenure to provide living accommodations and address various socio-economic factors. Development applications in Living Areas must consider having a compact built form, including providing intensive residential and mixed uses along arterial road and transit routes. Consideration must also be given to urban design, pedestrian connections, grid pattern of roads, and the availability of services and infrastructure.

7.3 Region of Durham Official Plan policy, and as the local Affordable Housing Authority, supports the provision of Affordable housing units throughout Clarington. Policy recommends that higher quality housing be provided however not at the expense of the existing affordable housing stock. The Region of Durham Official Plan also supports the provision of a range of residential unit types in order to support families, seniors and special needs groups.

7.4 The Region's Official Plan establishes a framework for Regional Corridors. Corridors are considered the main arteries of the Region's urban structure. Corridors will be developed to include, among other things, the promotion of pedestrian activity and public transit ridership through well designed development, a mix of uses at higher densities, and sensitive urban design that orients development to the corridor, complemented by the consolidation of access points and preserving and enhancing

cultural heritage resources. The built form should be a wide variety of building forms, generally mid-rise in height, with some higher buildings.

7.5 In keeping with the Region of Durham Official Plan higher densities have be directed to the Regional Corridors where higher order transit will be located. In addition, policies have been included to support the Region and Clarington Council's desire to provide affordable housing units within this Secondary Plan area and throughout Clarington.

Clarington Official Plan

7.6 The Clarington Official seeks to create walkable neighbourhoods and to provide a variety of uses within each neighbourhood. New neighbourhoods will have a variety of housing densities, tenure and types for all incomes, ages and lifestyles. Three key principles which provide direction for the policies of the Official Plan are: sustainable development, healthy communities and growth management.

7.7 Clarington Official Plan designates the lands as Urban Residential, Regional Corridor and Environmental Protection.

7.8 The Urban Residential designation shall predominantly be used for housing purposes, providing for a variety of densities, tenure and types. Neighbourhoods are to be walkable, compact, connected and create a high quality public realm.

7.9 The Southeast Courtice Secondary Plan study area includes three Regional Corridors: Durham Highway 2, Bloor Street, and Courtice Road. Regional Corridors shall provide for intensification, mixed-use development and pedestrian and transit supportive development. The development of Corridors aims to improve the public realm and establish walkable, transit supportive Corridors through high quality streetscaping and built form.

7.10 The lands associated with the headwaters and tributaries of Tooley Creek and Robinson Creek are designated Environmental Protection. Environmental Protection Areas are recognized as the most significant components of the Municipality's natural environment and their ecological functions are to be conserved and protected. The policy framework in the Secondary Plan is aligned with Official Plan policies and will be updated in accordance with the recommendations from the Subwatershed Management Plan currently being prepared.

Priority Green

7.11 The Priority Green Framework promotes sustainability and energy efficiency in the design of buildings, infrastructure and neighbourhoods. This Secondary Plan supports a mix of housing types and densities with the highest densities directed to the Regional Corridors. Policies also support an interconnected, walkable street network and the

majority of residents will be located within walking distance of a park and an elementary school.

7.12 The alignments of new higher order roads will support an interconnected and walkable street network and policies encourage shorter block lengths and additional pedestrian linkages where needed to create direct and continuous pedestrian routes throughout the neighbourhood.

7.13 Parks, stormwater management facilities, and development adjacent to natural heritage features will use low impact development strategies(LIDs), naturalized landscaping and vegetation to maintain or enhance the nearby natural features. Policies encourage stormwater run-off mitigation through landscaping strategies and the use of LIDs, including permeable surfaces.

7.14 The Secondary Plan and Urban Design and Sustainability Guidelines will guide development to meet the standards outlined in the Priority Green framework. This will include energy efficiency and sustainability in building design and construction and consideration for renewable/alternative energy systems, such as solar panels. Policies support landscape design throughout to maximize infiltration, maintain topography, feature hardy, native plantings and trees that provide shade.

8. Public Comments

8.1 Preparation of the Southeast Courtice Secondary Plan has been guided by feedback from stakeholders and the public. Prior to the release of the draft Southeast Courtice Secondary Plan, the following are the key themes of comments received:

- The importance of
    - the preservation of green space and wildlife connectivity;
    - trail connectivity, i.e., new trails linked to existing trails;
    - road upgrades to respond to future rapid growth;
    - planning for major environmental events
    - incorporating mixed-use development and retirement living;
- Traffic on Bloor Street and Courtice Road should be reduced;
- Green infrastructure should be incorporated into Neighbourhood design and policy;
- The need to recognize best locations for mixed uses, commercial uses and school facilities;
- Active transportation infrastructure, i.e., paved and signalized bike lanes should be included; and
- The need for transparency about future development plans when future residents purchase properties (low density area versus high density area).

8.2 At the time of writing this report staff have received several inquiries regarding the Public Meeting Notice and the Draft Southeast Courtice Secondary Plan.

- One interested party emailed staff to say thank you for the Notice of Public Meeting;
- One interested party telephoned staff to say how pleased he was with the Secondary Plan and that this will benefit landowners in the area;
- Two landowners telephoned seeking clarification as to the approximate location of the East-West collector south of Bloor Street;
- One landowner inquired about the impacts the Secondary Plan will have on the existing road network;
- One landowner submitted an alternate lotting pattern and park block for his development parcel; and
- One agent inquired about infrastructure, land use designations and developability of two parcels of land.

8.3 The comments received leading up to and following the public meeting will continue to be documented and analyzed as Staff prepare the recommendation report.

9. Agency and Departmental Comments

9.1 As noted previously, Region of Durham Planning and Public Works staff as well as Central Lake Ontario Conservation Authority (CLOCA), Planning and Engineering staff are members of the Steering Committee. As committee members and agency representatives, both agencies have reviewed background reports, draft land use options, as well as a number of iterations of the preferred land use plan. We anticipate receiving formal comments from the agencies as we work towards the recommendation report.

Central Lake Ontario Conservation Authority

9.2 CLOCA comments have consistently been supportive of the Secondary Plan process and they have provided comments on the Background Studies, land use options and most recently an early draft of the Secondary Plan and Urban Design Guidelines. As normal, CLOCA comments are with respect to the protection of the natural heritage system, flood plain, stormwater management and groundwater protection. Comments received from CLOCA on an early draft of the Secondary Plan and UDSG included:

- Support for Environmental protection and the functioning of these areas as a background to the community however seeking clarity that development would not be permitted in these areas;
- Noted that further study will be needed to minimize impacts from new Road and infrastructure construction;

- Support for the incorporation of Low Impact Development and Green Development measures within the Road network as well as other parts of the Secondary Plan;
- Supportive of the trail network however not within EP area;
- Seeking clarifications on several policies; and
- Recommended a few policy additions.

Regional Municipality of Durham – Planning and Economic Development and Public Works

9.3 Durham Region Planning and Economic Development and Public Works Departments have also been supportive members of the Steering Committee and have provided comments from their respective departments as needed throughout the process. When providing comments to this point have generally included:

- Important to recognize that Regional Corridors are intended to convey large volumes of traffic, to support transit, and to support a mix of uses. Collectively the policies and design should support a complete community;
- Cautious support and sometimes questions regarding the various road, intersections and right of way designs. Always to ensure that the Region and Clarington's design parameters are followed;
- Seeking clarity regarding references to Durham Transit operations with the intent to ensure that Durham Transit is involved in the Secondary Plan process; and
- Clarity regarding how servicing and infrastructure will proceed in keeping with the Region's programs.

Municipality of Clarington – Engineering Services Department

9.4 Clarington's Engineering Department is also represented on the steering Committee and has provided support to the preparation of the Secondary Plan throughout the process. Prior to this phase of the Secondary Plan process, Engineering has provided comments regarding:

- Parkland size, shape and distribution throughout the area;
- The need to reference Clarington's Road Design Standards;
- Concern that too many Stormwater Management facilities have been proposed prior to the completion of the Subwatershed study; and
- That consideration should be given directing trail crossings to align with at intersections.

10. Concurrence

Not Applicable.

11. Conclusion

Clarington Next Steps

11.1 The purpose of this report is to provide background information and a status update for the Public Meeting on the draft Secondary Plan. Staff will continue to process and prepare a subsequent recommendation report.

11.2 After extensive consultation with agencies, stakeholders and the public, the draft Southeast Courtice Secondary Plan has been prepared and released for agency and public review. Following the Statutory Public Meeting, the draft documents will be further revised based on the comments received.

11.3 A subsequent phase of this process will involve the preparation of the implementing zoning regulations. A recommended version of the Secondary Plan and Urban Design and Sustainability Guidelines along with Zoning regulations will be presented to Council in the future.

11.4 A third PIC planned for March/April 2020 was cancelled as a result of the COVID-19 pandemic. We have proceeded directly to the statutory Public Meeting, there is potential for a third Public Information Centre in the Fall should Council consider it necessary based on the input received at this statutory public meeting.

11.5 When adopted, the Official Plan Amendment will be forwarded to the Region of Durham for approval. Part of the Region of Durham review includes circulation of the Amendment to agencies and the Province for their comments. The Region will issue a Notice of Decision regarding the Amendment and the 20-day appeal period will commence. If there are no appeals to the Region about the approved OPA it will come into full force and effect.

Staff Contact: Lisa Backus, Principal Planner, 905-623-3379 ext. 2413 or lbackus@clarington.net, Carlos Salazar, Manager, csalazar@clarington.net

Attachments:

Attachment 1 – Southeast Courtice Secondary Plan Sequence of Events
Attachment 2 – Summary of Technical Reports
Attachment 3 - Draft Official Plan Amendment, Secondary Plan and Urban Design and Sustainability Guidelines.

Interested Parties:

List of Interested Parties available from Planning Services Department.

Sequence of Events Summary - Southeast Courtice Secondary Plan

2018	Event
January 29, 2018	Public Meeting Report and Staff Presentation Council authorization to initiate
May, 2018	Award the contract to AECOM
June 13, 2018	Municipal Class Environmental Assessment Notice of Study Commencement
June 26, 2018	Public Information Centre #1
September 5, 2018	Steering Committee Meeting #1
November 28, 2018	Steering Committee Meeting #2
December 13, 2018	Steering Committee Workshop #1
2019	**Event**
April 23, 2019	School Board Meeting
May 10, 2019	Courtice Planning Day, Steering Committee Meeting #3
June 19, 2019	Subwatershed Study Experts Meeting
September 3, 2019	Steering Committee Workshop #2 Alternative Land Uses
October 9, 2019	Landowner Meeting Alternative Land Uses
November 5, 2019	Public Information Centre #2 Alternative Land Uses
November 2019	Online Interactive Mapping Project
2020	**Event**
March 2020	COVID-19 Pandemic
March/April 2020	Cancelled - Public Information Centre #3
May 12, 2020	Steering Committee Workshop #3 Draft Secondary Plan and UDSG
May 29 - June 2, 2020	Notice of Statutory Public Meeting Draft OPA, Secondary Plan and UDSG
June 1, 2020	Material Available for review Draft OPA, Secondary Plan and UDSG
June 2, 2020	Request for Comments sent to Commenting Agencies
June 23, 2020	Statutory Public Meeting Draft OPA, Secondary Plan and UDSG
Fall 2020	Recommendation Report

	Recommended OPA, Secondary Plan and UDSG
Fall 2020	Zoning By-law - draft

Summary of Background Studies

Report	Key Findings
Affordable Housing Analysis	The Southeast Courtice Secondary Plan Area is expected to accommodate a large share of the projected housing demand in Courtice. Within this number a higher share of denser housing forms than previously forecast is anticipated. The Southeast Courtice Secondary Plan should target a minimum of 72% ground-oriented (single-family, townhomes and duplexes), and 28% apartment style units to expected future demand.
Commercial Needs Assessment	Significant population growth in the Southeast Courtice Secondary Plan Area and surrounding areas due to new development will drive demand for new retail services in the local area. Policy within the Clarington Official Plan encourages new retail development within Southeast Courtice in a variety of forms to provide for retail commercial services in close proximity of new residents. Current retail development at Courtice Main Street, as well as SmartCentres Bowmanville and central Oshawa are located in close proximity to Southeast Courtice and can be expected to meet a significant share of future demand for retail services. Additional retail floor space planned for the corner of Highway 2 and Trulls Road can be expected to provide the majority of new floor space to service demand generated by future population growth. Given competing and future planned supply, retail uses within the Southeast Courtice Secondary Plan area will be modest and focus largely on servicing the day-to-day convenience needs of residents. Projections indicate demand for between 10,600 and 13,300 square metres of retail space at build-out of the Secondary Plan.
Transportation Report	Road Network: A combination of corridor improvements, road extensions and new roads are planned to support the development of the Southeast Courtice Secondary Plan

	and area. Road improvements will be required for Trulls Road, Courtice Road, Hancock Road, and Bloor Street, as well as the creation of a new collector road network extending from existing adjacent developed areas to create longer collector roads that integrate and connect communities, respect the topography of the SECSP area, and capitalize on view and window corridors adjacent to natural heritage lands, where appropriate. Transit Network: The future Courtice GO Station, Highway 2 Durham Rapid Transit, and enhanced local Durham Region Transit (DRT) service are planned to increase general public transit connectivity and service for the area and surrounding community. As the Southeast Courtice Secondary Plan area develops, transit service should be provided along arterial and major collector roads to provide 100% transit coverage with most residences/jobs within a 250 m walking distance and no further than a 400 m walking distance, and also with reasonable service headways. Active Transportation: Regional and municipal cycling facilities and active transportation additions are planned throughout the study area as both primary, short term and long-term improvements as an important aspect of the overall transportation network. Similar to transit-based solutions, active transportation will not solely address the future mobility and access needs for the Southeast Courtice Secondary Plan development area; however, it is an important transportation service to provide mode choice, and is also a sustainable transportation solution to achieve reduced environmental impacts in the area. Develop a transportation network for the SECSP area to provide for a robust, connected and flexible network that serves the mobility and accessibility of all road users (motorists, transit, cyclists, and pedestrians). The planning for the SECSP area should also acknowledge and consider a variety of area constraints that impact the planning of the area transportation network, such as watercourses, wetlands, woodlots, areas of significant natural interest, and cultural and built heritage resources. It is recommended to avoid or minimize crossings of watercourses, avoid or minimize intrusion into natural heritage lands (such as wetlands, woodlots, and areas of significant natural interest), and avoid cultural and built heritage resources, where possible.

Functional Servicing Report	The future extension of watermains needed to service the Southeast Courtice Study Area will be implemented by means of future approved development applications. The study area is not currently serviced by any existing sanitary sewers. All new development will need to design and construct local sanitary sewer systems that connect to the future trunk / sub-trunk sanitary sewers being planned / designed/ constructed by the Region and more specifically as identified in the Region's 2018 Development Charge Study. The future extension of planned watermain and sanitary sewer infrastructure will need to be located in either municipal / regional road allowances or servicing easements, no such infrastructure shall be located on private or municipal laneways.
Sustainability and Green Principles Report	To analyze competing priorities inherent in sustainable development and optimize the layout of land uses, Key Performance Indicators (KPIs) will be utilized to establish minimum development requirements. Based on a prioritization of applicable policy objectives and the development potential recognized through the supporting Secondary Plan background studies and concurrent related studies, the following performance areas and KPIs are identified and will be used to assess the success of the preferred plan. KPIs that will be utilized to assess the concept and final land use alternatives to optimize: • The built environment including residential density, built form and mix, land use distribution, access to amenities and shared facilities; • Mobility including average block length, intersection density, pedestrian / bike score and transit coverage; • The natural environment and open space including post development tree cover percentage, % of ecologically sensitive areas protected, Parkland dedication, provisions for Urban agriculture (food production); and • Infrastructure and buildings including the number of water crossings.

	Wastewater produced, energy use and water use per 1000 sq. m per GFA and CO2 reduction through solar panels are possible KPIs that may be carried through by secondary plan policy to the relevant stage of assessment / implementation.
Agricultural Impact Assessment	The development of the Southeast Courtice Secondary Plan area is not expected to be a great source in traffic related impacts to agriculture as the transportation routes in the area are already well traveled by non-farm vehicles. Avoidance Measures to address potential edge, traffic and surface water quality and quantity impacts should consider the design of internal road systems to direct urban traffic to alternate roads, thereby avoiding roads that are used by farm vehicles/equipment; maintain or enhance the agricultural drainage (streams, creeks, rivers); avoid water erosion through effective stormwater management. Mitigation measures to minimize conflicts and preserve agricultural functioning should consider: • the use of natural heritage features or a road, a wall or berm or adequate fencing to separate agriculture from non-agricultural land uses creating a defined boundary; • use plantings/vegetation as buffer areas to minimize impermeable surfaces, maximize vegetated areas to maintain/ enhance groundwater/ surface water supplies used by adjacent agricultural operations or to reduce visual impacts/sounds; • use reduced speed limits on roads that abut agricultural areas and implementation of surface and/or groundwater monitoring in areas where adjacent agricultural operations make use of surface the water as part of their normal farm practices.
Built Heritage and Cultural Heritage Landscape Screening	The Built Heritage and Cultural Heritage Landscape Screening was completed to identify known and potential cultural heritage resources within the Study Area. The screening allows the Municipality of Clarington to quickly and efficiently identify properties with recognized or potential cultural heritage value or interest. This information is necessary to inform future planning decisions regarding the Secondary Plan Area.

	In total, three Cultural Heritage Landscapes and seven Built Heritage Resources were identified as part of the screening for the Secondary Plan Area. It is recommended that the cultural heritage value or interest of the seven built heritage resources and three cultural heritage landscapes will be assessed in a subsequent Cultural Heritage Evaluation Report (CHER).
Archaeological Assessment	The results of the Stage 1 assessment indicate the majority of the study area contains archaeological potential and will require a Stage 2 Archaeological Assessment in the form of test pit survey and a pedestrian survey prior to any land alteration. As further archaeological assessment is required, archaeological concerns for Southeast Courtice Secondary Plan area in Clarington, Ontario have not been fully addressed. Archaeological sites recommended for further archaeological field work or protection remain subject to Section 48 (1) of the Ontario Heritage Act and may not be altered, or have artifacts removed from them, except by a person holding an archaeological license.
Natural Resources Background Analysis	This report provides a summary of the findings, recommendations and conclusions of the study area existing conditions as characterized by the Robinson Tooley Subwatershed Study (SWS). The significance and sensitivity of natural environment features that pertain specifically to the study area are further evaluated through this report to determine opportunities and constraints for planning. The integrated approach includes reviews, provides comment on, and advice on implications of the existing conditions for the development of the Southeast Courtice Secondary Plan (SECSP) study area. The SWS recognises land use constraints affecting development in the following areas: • Natural Heritage Systems (NHS) • Flood Hazard

	• Erosion Hazard. • Headwater Drainage • Top of Bank/Valleylands • Hydrogeologic (water balance) Consideration should be made when developing the Transportation network for new development including • Two of the future Collector Roads will traverse high constraint areas • There are features outside of the study area that ought to be considered • Meadowglade Road – the extension of this Road conflicts with the SWS however they are likely unavoidable.
Landscape Analysis	With no significant landform or slope concerns, the study area can support the higher intensity development targets as directed by existing policy. The study recommends to avoid significant changes to landform and maintain the natural drainage pattern to minimize the risk of flooding. Significant views into the natural Heritage areas and existing prominent cultural amenity should be protected and enhanced. Encourage habitat connectivity and maintain the function of existing linkages where possible.
Robinson Creek and Tooley Creek Subwatershed Study	The work completed as part of the Stage 1 Characterization has provided a comprehensive account of the background research and subsequent field investigations, technical assessments that were undertaken to characterize the location, extent, magnitude, cause, status, significance, sensitivity, and interrelationships between the environmental resources within the study area. The Key deliverable in this phase was a summary of the environmental constraints, issues and opportunities within the study area such that development/land use planning can begin, and appropriate management practices can be developed to protect the area's natural features and functions. Constraints have been classified into four main categories: • High constraint areas – flood/erosion hazard lands, groundwater recharge/aquifer protection, core terrestrial

	features and linkages to be preserved, significant habitat, etc. • Medium constraint areas – moderately significant features and habitat, vegetation protection zones, features which may be integrated into future development if feasible, or features which may be relocated/replaced subject to appropriate mitigation. • Low constraint areas – isolated features with limited or no habitat of significance that can be subject to mitigation. • Prioritized opportunities for restoration and enhancement. The constraints map is accompanied by a reference table which outlines the rationale behind areas identified as constraints to development (i.e.areas to be preserved, areas subject to mitigation, restoration and enhancement areas). SWS disciplines relevant to Stage 1 are listed below: • Natural heritage • Natural Hazards • Hydrogeology • Fluvial Geomorphology • Hydrology and Hydraulics The SWS has also identified a Special Study Area, where more detailed analysis is needed prior to establishing land uses given the complex nature of the features identified in the area. The Stage 2 Report will provide a summary of all the elements of the recommended Strategy, together with updated environmental targets/criteria for each. Summary maps will be developed to illustrate the locations and inter-relationships for these measures. For the study area, the measures which comprise the Subwatershed Strategies will be clearly documented in summary tables and on GIS mapping that includes: • General land uses and preliminary road layout per Municipal plans; • Natural Heritage System boundaries and corresponding limits of development; • Groundwater recharge protection areas; • Sensitive stream reaches and HDFs; • location of SWM facilities and drainage catchment boundaries; and

	• location of proposed improvement/enhancement works such as channel restoration, capacity improvements, or culvert replacements. Key deliverables in Stage 2 will include updated hydrologic and floodplain models; updated goals, objectives and targets; the final constraints mapping; adaptive monitoring, mitigation, and management strategies; and an implementation framework. Stage 2 of the study will address the sensitivity, constraints, and opportunities for all of the environmental resources identified through the Stage 1 of the study; ensuring that the form and function of valued ecosystem components are not compromised under a post development scenario.

Southeast Courtice Secondary Plan - Draft

1 Introduction

Southeast Courtice represents a major expansion of the Courtice community.

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

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

The Secondary Plan area is anticipated to undergo significant growth and *development*, with a planned population of approximately 11,800 residents and 4,900 units. The purpose of the Secondary Plan is to establish goals and policies to guide *development* within Southeast Courtice, as it is implemented through subdivision, zoning and site plan control. Several key themes run throughout this Secondary Plan:

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

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

Liveability – Southeast Courtice will offer an excellent quality of life for residents and workers. The Secondary Plan supports liveability by:

- Providing the public and private amenities needed in day-to-day life;

- Creating a pleasant place to be through the design of the built environment and access to nature;
- Fostering a sense of identity and belonging; and
- Supporting and enabling healthy active lifestyles.

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

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

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

2 Vision and Objectives

2.1 Vision

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

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

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

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

2.2 Objectives

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

2.2.1 Foster a sustainable low-carbon community, resilient to the potential impacts of climate change.

2.2.2 Create an efficient land use pattern and urban form which is supportive of transit provision, enables residents to meet many of their needs locally within walking distance, and provides good transitions between uses and areas of *development* intensity.

2.2.3 Foster a multi-modal community where walking, cycling and transit are viable and attractive alternatives to travel by automobile.

2.2.4 Protect, maintain and enhance the *natural heritage system* in a manner which preserves its ecological integrity and function.

2.2.5 Provide access within walking distance to an appropriate supply of parks, schools, community amenities and local retail and services.

2.2.6 Integrate the built and natural environments to create a sense of place and identity, as well as provide access to nature in an appropriate manner.

2.2.7 Prioritize the creation of an attractive and vibrant public realm, integrated with a hierarchy of community focal points, to serve as the focus of day-to-day activities and community life.

2.2.8 Offer a variety of housing forms, sizes and tenures, including *affordable* housing, that allow households of various sizes and incomes to find a home within Southeast Courtice.

2.2.9 Celebrate the cultural heritage of the area in a manner which communicates and preserves meaningful elements of its landscape and historic evolution.

2.2.10 Phase *development* in a manner which supports efficient *infrastructure* implementation.

3 Community Structure

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

3.1 Regional Corridor

3.1.1 Bloor Street, Courtice Road and Highway 2 are Regional *Corridors*. They are Priority *Intensification* Areas and the likely routes for future transit service. Regional *Corridors* align with the Medium Density Residential and High Density/Mixed Use designations shown on Schedule A.

3.1.2 Regional *Corridors* shall be the location of the highest densities, tallest buildings and greatest mixing of uses, in order to concentrate population in areas with good access to transit and amenities.

3.1.3 Regional *Corridors* shall include a mix of low-, mid- and high-density buildings that achieves an overall density of 85 units per net hectare.

3.1.4 Regional *Corridors* shall be the location of commercial retail and service uses to serve the community. Commercial retail and services shall be concentrated to reinforce community focal points.

3.1.5 Regional *Corridors* serve as the principal transportation routes through and within the community. They will feature the highest frequency and most direct transit connecting the area to the rest of Clarington and Durham Region.

3.1.6 Regional *Corridors* also contribute to local connectivity, joined to a grid network of streets that connects to the rest of the neighbourhood.

3.1.7 Given volumes of vehicular traffic, particular care shall be given to creating an environment that is safe, comfortable, attractive and efficient for users of *active transportation*.

3.1.8 Within Regional *Corridors*, the public right-of-way and private built form shall be designed to create important and inviting public spaces which contribute significantly to the identity of the area and serve as community focal points.

3.2 Prominent Intersections

3.2.1 Prominent Intersections are located at Bloor Street and Trulls Road, Bloor Street and Courtice Road, and Highway 2 and Courtice Road.

3.2.2 Within Regional *Corridors*, the greatest heights and densities shall occur at Prominent Intersections and the nodes which surround them. These areas shall also have the greatest concentration of commercial retail and service uses.

3.2.3 Among these nodes, a hierarchy will be established as follows:

a. Bloor Street and Courtice Road shall feature the greatest heights and densities and the primary concentration of retail and service uses. Notwithstanding Policy 4.2.4 of this plan, *development* at this intersection shall have no maximum restriction in height. The location of a commercial node, anchored by a full-service grocery, is encouraged that would allow residents to meet many of their retail and service needs within the local area.

b. Highway 2 and Courtice Road shall feature a similar intensity of *development* as the node above, although over a smaller area. Existing levels of retail and service uses will be maintained in this area.

c. Bloor Street and Trulls Road shall feature built form at the upper end of the medium density category and an offer of retail and service uses that provides amenity to the surrounding neighbourhoods.

3.2.4 The intensity of *development* and variety of uses will establish these areas as community focal points. The significance of Prominent Intersections as community focal points will be emphasized through building massing and height, materiality, street furniture, landscaping, and public art.

3.3 Urban Residential

3.3.1 Urban Residential areas are predominantly residential areas, outside of the Regional *Corridors*, which will feature built form of lower density and height in ground-related units. Urban Residential areas correspond with the Low Density Residential designation shown on Schedule A.

3.3.2 Urban Residential areas will be the location of many of Southeast Courtice's larger parks and schools. These amenities will be integrated into areas removed from the intensity of the Regional *Corridors*.

3.3.3 Other compatible uses, including small-scale service and neighbourhood retail commercial uses and home-based occupation will be permitted.

3.3.4 The interior of Urban Residential areas will have a minimum density of 13 units per net hectare. Sites within Urban Residential areas adjacent to arterial roads will have a minimum density of 19 units per net hectare.

3.4 Parks and Open Space System

3.4.1 The parks and open space system comprises: Environmental Protection Areas and associated areas, parks and other outdoor civic uses and stormwater management features. Together, they provide spaces that support the ecological and hydrological function of the area and serve as venues for outdoor community and recreational life.

Environmental Protection Areas and Associated Areas

3.4.2 Environmental Protection Areas are the primary structuring component of the parks and open space system. They include natural heritage features, hydrologically sensitive features and lands within the regulatory flood plain of a watercourse. Areas associated with Environmental Protection Areas support the ecological integrity of the area and include *vegetation protection zones* and other natural heritage areas. The preservation and enhancement of Environmental Protection Areas will bring the imprint of the area's natural features and original geography into the development of Southeast Courtice in a way that defines community structure and identity.

3.4.3 The features of the Robinson Creek and Tooley Creek systems contribute particularly strongly to community structure and connect to a broader sub-watershed beyond the Secondary Plan area boundaries. The Robinson Creek defines the western boundary of the Secondary Plan area. The Tooley Creek creates green spines that run through much of the Secondary Plan area.

3.4.4 Access to Environmental Protection Areas and associated areas and their use for amenities such as trails will be undertaken in a manner which preserves their ecological integrity. Environmental Protection Areas will serve as the backbone of network of parks, trails and open spaces.

Parks

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

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

a. By locating adjacent to Environmental Protection Areas, foster a connection to natural areas, contribute to the identity of Southeast Courtice as a community close to nature, create a visual connection to the larger open space system and link into a system of trails.

b. By locating adjacent to other outdoor civic uses, like school grounds, create larger open spaces and realize co-benefits in terms of amenities.

c. Ensure that the entire community has good access to parks within walking distance of their homes.

d. Ensure good access and visibility from public streets.

Stormwater Management Ponds

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

3.5 Gateways

3.5.1 Gateways shall be identified at key locations and feature built form or landscape features that highlight entry into the Southeast Courtice area.

4 Land Use

4.1 General Policies

4.1.1 The pattern of land use is identified in Schedule A of the Secondary Plan. Minor alterations which maintain the general intent of the policies of this Secondary Plan may occur without amendment through the *development* approval process in accordance with policies 24.1.2 and 24.1.3 of the Clarington Official Plan.

4.2 High Density/Mixed Use

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

Permitted Uses

4.2.2 The following residential building types and commercial uses are permitted:

a. Apartment Building

b. Dwelling unit within a mixed-use building

c. Retail and service uses

4.2.3 The High Density/Mixed Use designation supports *mixed use* buildings with commercial uses located within a building podium.

Height and Density

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

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

4.2.6 New *development* within this designation shall provide a range of unit sizes within multiple-unit buildings.

4.3 Medium Density Residential

4.3.1 Lands designated as Medium Density Residential are located within the Regional *Corridor*.

4.3.2 The predominant use of lands within the Medium Density Residential designation are a mix of housing types and tenures in mid- and low-rise building forms. Retail and service uses shall be provided at strategic locations to reinforce the community structure and provide access to local amenities within walking distances for residents of the surrounding areas.

Permitted Uses

4.3.3 Permitted dwelling types shall include:

a. Apartment buildings;
b. Townhouses;
c. Stacked townhouses; and,
d. Dwelling units within a mixed-use building.

4.3.4 Retail and service commercial uses shall only be permitted on the ground floor of a *mixed use* building with an entrance and frontage onto the Regional *Corridor* or an arterial street.

4.3.5 Stand alone retail is not supported within this designation.

4.3.6 A concentration of retail reinforcing the Prominent Intersection of Bloor Street and Trulls Road is encouraged.

4.3.7 Along Regional *Corridor* frontages within the Medium Density Residential designation, townhouses are permitted but shall not exceed 10% of the total frontage.

4.3.8 To increase the visual interest of the streetscape and to promote permeability.

Height and Density

4.3.9 Building heights shall be a minimum of 3 storeys and shall not exceed 6 storeys.

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

4.3.11 New *development* within this designation shall consider a range of unit sizes within multiple-unit buildings.

4.3.12 Buildings of less than 4 storeys shall not be permitted within 50 metres of an intersection of a Regional *Corridor* with an arterial or collector street.

4.4 Low Density Residential

4.4.1 The predominant use of lands within the Low Density Residential designation shall be a mix of housing types and tenures in low-rise building forms.

4.4.2 The consolidation and integrated development of properties within the Low Density Residential designation shall be encouraged.

Permitted Uses

4.4.3 The following residential building types are permitted:

a. Detached dwellings;

b. Semi-detached dwellings;

c. Townhouses;

d. Low-rise apartments adjacent to arterial roads; and

e. *Accessory apartments*, as per Policy 6.3.5 of the Clarington Official Plan.

4.4.4 Small scale service and neighbourhood retail commercial uses which are supportive of and compatible with residential uses are also permitted in accordance with Policy 9.3.2 and 9.3.3 of the Clarington Official Plan.

Height and Density

4.4.5 Buildings within the Low Density Residential designation shall not exceed 3 storeys in height.

4.4.6 Minimum net densities shall be provided in accordance with Policy 4.3.9 of the Clarington Official Plan.

4.4.7 New *development* within this designation shall consider a range of unit sizes within multiple-unit buildings.

4.5 Schools

4.5.1 The location of school sites are shown symbolically on Schedule A and shall be further delineated through the *development* review process or during site selection by a School Board.

4.5.2 The school sites shown on Schedule A shall not preclude the selection of alternate school sites by a School Board.

4.5.3 School sites will be developed in accordance with the relevant policies of Section 18.5 of the Clarington Official Plan.

4.5.4 In the event that all or part of a school site should not be required by a School Board, the Municipality of Clarington shall be given the first opportunity to purchase all or part of the school site.

4.5.5 Elementary school sites shall be located centrally to promote accessibility by walking and, where feasible, adjacent to planned Neighbourhood Park sites.

4.5.6 Where a school site adjoins a Neighbourhood Park, the school site shall be sized and designed to provide on-site recreational and athletic uses for the school and to facilitate potential joint use between the Municipality and the respective School Board.

4.6 Parks

4.6.1 Parks shall be provided as part of an integrated and connected parks and open space system.

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

4.6.3 The park system, as a whole, shall provide a variety of opportunities for passive and active recreation and be comprised of well-designed spaces that contribute to the area’s sense of identity.

4.6.4 The Parks designation for Southeast Courtice includes lands within the following categories:

a. Neighbourhood Parks;

b. Parkettes; and

c. Public Squares.

4.6.5 Parks shall be established in accordance with the following:

a. Neighbourhood Parks are parks of between 1.5 and 3 hectares in size that provide a variety of amenities, including sports fields. They are located in central locations to allow for good accessibility by walking. All planned school sites shall, wherever feasible, have a Neighbourhood Park abutting them to provide areas of shared amenity.

b. Parkettes are parks of between 0.5 and 1.0 hectares in size that provide a variety of amenities, but do not contain sports fields. Parkettes contribute to the variety of leisure and recreational amenities in the community, and improve accessibility to park space by walking.

c. Public Squares are smaller components of the parks system, not exceeding 1.0 hectares. Public Squares shall enhance the public realm by providing defined spaces for social interaction within the Medium Density Residential and High Density/ Mixed Use designations. They will contribute to the sense of place and add to the interest of the urban environment.

4.6.6 Dedication of lands for Neighbourhood Parks, Parkettes and Public Squares shall be in accordance with the Clarington Official Plan.

4.6.7 The location of all Neighbourhood Parks and some Parkettes are shown on Schedule A. The precise size and location of each park shall be determined at the time of *development* review and approval, based on the parkland provision requirements of Section 18 of the Clarington Official Plan.

4.6.8 The location of Public Squares will be determined at the discretion of the Municipality at the time of *development* review and approval for sites within the Medium Density Residential and High Density/Mixed Use designations.

4.6.9 In addition to the publicly-owned lands which form the parks designation, *development* is encouraged to include privately owned publicly-accessible spaces that contribute to the sense of place in the community and the quality of the urban environment. The Municipality will determine at its discretion the potential for these spaces to result in a reduction of parkland dedication requirements.

4.6.10 Areas conveyed for parkland purposes will be programmable lands. Environmental Protection Areas and associated *vegetation protection zones* shall not be conveyed to satisfy parkland dedication requirements.

4.7 Environmental Protection Area

4.7.1 Lands designated Environmental Protection Area are shown on Schedule A. They include *natural heritage features*, *hydrologically sensitive features* and lands within the *regulatory flood plain* of a watercourse.

4.7.2 All *development* shall adhere to the Natural Heritage System policies of Section 3.4, the Watershed and Subwatershed Plans policies of Section 3.5, the Hazards policies of Section 3.7 and the Environmental Protection Areas policies of Section 14.4 of the Clarington Official Plan.

4.7.3 The delineation 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 the Clarington Official Plan.

4.7.4 Environmental Protection Areas are encouraged 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.

4.8 Environmental Constraints Overlay

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

4.8.2 Environmental Constraints include features identified as “Moderate Constraint Areas” in the Robinson Creek and Tooley Creek Subwatershed Study Phase 1 Report completed by Aquafor Beech Ltd. These features are not currently identified as Environmental Protection Areas but have potential ecological or hydrological value that requires site-specific assessment.

4.8.3 The presence and precise delineation of these features and the level of *development* acceptable shall be determined through an Environmental Impact Study prepared as part of the review of *development* applications in accordance with the policies of the Clarington Official Plan. The study will determine whether proposed *development* will have a significant negative impact on the identified features/functions. Mitigation and/or compensation measures may be recommended to offset impacts.

4.8.4 If the study establishes that *development* can proceed, then the underlying designation shall apply over those lands.

4.8.5 The Subwatershed Study referenced in Policy 4.8.2 also identifies “Low Constraint Areas”, comprising features in which *development* intrusion is not restricted by existing policies and regulations. It is encouraged that these features be incorporated into site-level plans where possible to avoid net loss of natural cover.

4.8.6 The Subwatershed Study referenced in Policy 4.8.2 identifies and assesses a number of Headwater Drainage Features. Those identified as “protection” are included in the Environmental Protection Area designation. For those Headwater Drainage Features identified as “conservation”, applications for *development* shall:

a. Maintain, relocate and/or enhance the drainage feature and its riparian corridor;

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

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

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

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

5 Urban Design

5.1 General

5.1.1 *Development* shall distribute heights, densities and concentrations of varied uses as per the policies of this Secondary Plan to realize diversity within the built environment and create community focal points.

5.1.2 *Development* shall provide good transitions between areas of different *development* intensity and uses within the Secondary Plan area and to the areas and uses outside its boundaries.

5.1.3 A grid network of streets and associated blocks shall serve to integrate and link high, medium and low density areas into a unified urban fabric. This highly-connected network of streets shall be supplemented by mid-block connections and trails to further enhance the pedestrian permeability of the area and the efficiency and variety of pedestrian routes.

5.1.4 *Development* shall contribute to the creation of a high quality public realm which is safe, comfortable, visually-pleasing and animated, supports *active*

transportation and community life, and contributes to the distinct character of Southeast Courtice.

5.1.5 Streets, mid-block connections and trails are important parts of the public realm. In addition to serving as routes, they shall serve as public places in their own right and a venue for community life. They link Southeast Courtice together, and with other public places create a public realm network.

5.1.6 The primary orientation of buildings and the location of main entrances shall be on a public street. Reverse frontage *development* generally shall not be permitted within the Secondary Plan Area.

5.1.7 Built form shall be massed and sited to frame streets and public spaces in a consistent manner and provide at-grade animation.

5.1.8 Architectural detailing and massing shall be used to create built form variation that is harmonious and that avoids repetition which can reduce the visual interest of streetscapes.

5.1.9 *Development* shall limit the negative impacts of parking and loading on the public realm.

5.1.10 *Development* shall enhance the experience of the community within its natural setting, linking the Regional *Corridor* and lower density areas to the parks and open space system.

5.1.11 *Development* within the Secondary Plan Area shall be developed in accordance with the urban design policies of this Secondary Plan as well as the Urban Design and Sustainability Guidelines.

5.2 Development within Regional Corridors

5.2.1 The urban design policies in this section pertain to lands designated High Density/Mixed Use and Medium Density Residential.

Intensity and Transitions

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

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

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

Public Realm and Connections

5.2.5 *Development* shall be located at or close to the property line to frame the street and provide a continuous streetscape.

5.2.6 *Development* shall be oriented toward the Regional *Corridor* with the main entrances and animating uses facing the street to activate the public realm and enhance the pedestrian environment. More broadly, *development* shall be sited and building elevations and site plans designed to create an animated frontage or flankage of streets, mid-block connections and public spaces to achieve animation and passive surveillance, through the location of building entrances and outdoor amenity areas, street furniture, and glazing.

5.2.7 Side and rear elevations visible from the public realm shall have desirable façade treatments.

5.2.8 New *development* shall provide a balance of hard and soft landscaping.

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

5.2.10 Gridded rectilinear lot dimensions shall be established within the Regional *Corridor*.

Parking, Loading and Mechanical Structures

5.2.11 Parking and loading facilities shall not be located between building(s) and the public right of way, to promote an attractive public realm and encourage pedestrian activity.

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

a. Locating parking facilities underground or within a parking structure that is integrated within a residential, mixed-use or commercial building;

b. Establishing joint access to parking lots on adjoining properties where feasible;

c. Using hard and soft landscaping within the parking area to reduce the visual impact of large parking surfaces;

d. Screening parking areas adjacent to residential properties using a combination of opaque fencing or walls and landscaping;

e. Screening parking areas through the use of low decorative fences, walls and landscaping; and

f. Locating site access at the rear of properties fronting the Regional *Corridor*.

5.2.13 Loading, servicing and other functional elements shall not be located adjacent to public spaces and shall be screened from view to avoid visual impact to the public realm or surrounding residential areas.

5.2.14 Loading areas are encouraged to be integrated within a building envelope.

5.2.15 Garbage and recycling facilities shall be integrated within a building envelope.

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

5.3 Development within Low Density Residential Designation

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

a. Dwelling units shall have their main entrance visible and accessible from the sidewalk;

b. Garages are encouraged to be accessed from a rear lane, particularly for townhouses and/or lots less than 12 metres wide;

c. Where garages are located at the front of the building facing a street, they shall be set recessed or flush with the front wall of the house;

d. Driveways shall not exceed the width of the garage;

e. The majority of lots along the length of a block shall have front yards with a minimum of 50% soft landscaping;

f. The maximum number of contiguously attached townhouses shall be six;

g. Buildings on corner lots or abutting parks shall have windows, materials and architectural treatments consistent with the front elevation where sides or flankage of buildings is visible;

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

5.3.2 Individual site access for any permitted residential use adjacent to an Arterial Road generally shall not be permitted. Rear laneways shall be the preferred option for accessing such sites.

5.3.3 Policies 5.2.11 to 5.2.16, pertaining to parking, loading, garbage/recycling and mechanical, apply to the *development* of low-rise apartments within the Low Density Residential designation.

5.3.4 Policies 5.2.12 to 5.2.16, pertaining to parking, loading, and mechanical, apply to the *development* of townhouses within the Low Density Residential designation.

5.4 Transition

5.4.1 Where new development abuts a lawfully existing use, mitigation measures including transition setbacks or buffers shall be provided from the adjacent lawfully existing use in accordance with the appropriate studies and in keeping with the Urban Design and Sustainability Guidelines.

5.4.2 Where new *development* abuts designated Prime Agricultural land, mitigation measures including transition setbacks or buffers shall be provided from the adjacent designation in accordance with the Urban Design and Sustainability Guidelines. Any required mitigation shall be provided for within the Urban Area.

5.4.3 Applications for new *development* may be required to undertake studies to ensure compatibility with adjacent uses, addressing such adverse impacts as noise, vibration, dust and odour or the location of industrial facilities on adjacent employment lands.

5.5 Private Amenities

5.5.1 New multi-unit residential *development* will provide space for both indoor and outdoor amenities. Each resident will have access to outdoor amenity spaces which may include private outdoor spaces including balconies, terraces and rooftop gardens or privately owned and publicly accessible spaces including gardens and courtyards.

5.5.2 Courtyards and privately owned publicly-accessible amenities should be accessed by at least two points of access.

5.5.3 The design and location of entrances to courtyards and privately owned publicly-accessible amenities shall be clearly identifiable as public to encourage public use through their siting and the use of design elements.

6 Housing

6.1 A variety of housing forms, sizes and tenures shall be provided in Southeast Courtice to meet the needs of a diverse population and households of various sizes, incomes and age compositions. This housing mix is encouraged to include purpose-built rental and seniors housing.

6.2 *Affordable* housing is encouraged to locate within the Regional *Corridors* to provide residents excellent access to public transit.

6.3 *Affordable* housing, including subsidized non-market housing units, is encouraged to be integrated within neighbourhoods and combined in developments that also provide market housing to provide opportunities for a range of housing tenures and prices that support diversity.

6.4 New *affordable* housing should incorporate barrier-free, universal or flex design features in both common and living areas.

6.5 The Municipality should collaborate with public and non-profit housing providers to encourage a supply of subsidized non-market housing units to be included within the housing mix in the Secondary Plan area.

6.6 To support the provision of affordable housing units, the Municipality will explore other potential incentives under a Community Improvement Plan or other legislated tool, such as reduced or deferred development charges, reduced application fees, grants and loans, to encourage the development of affordable housing units. The Municipality will also encourage Durham Region to consider financial incentives for affordable housing.

6.7 As an incentive for the provision of affordable housing, as defined in Section 24.2 of the Clarington Official Plan, reductions in the minimum parking requirement under the Zoning By-law may be considered by the Municipality on a site-by-site basis where housing that is affordable is provided as part of a development proposal.

6.8 The Municipality shall explore options such as the dedication of land, or payment-in-lieu, to support the construction of affordable housing units in Clarington.

6.9 A range of unit sizes are encouraged within apartment and multi-unit buildings, including those suitable for larger households and families.

6.10 An *accessory apartment* is permitted within the Secondary Plan Area within a detached or semi-detached dwelling subject to the following:

a. Only one *accessory apartment* is permitted;

b. One additional parking space is required for the *accessory apartment* in accordance with the Zoning By-law;

c. Sufficient water supply and sanitary servicing capacity exists;

d. The *accessory apartment* complies with the provisions of the Ontario Building Code, Ontario Fire Code and any other relevant regulations; and

e. The *accessory apartment* is registered with the Municipality.

7 Transportation

7.1 Transportation Network

7.1.1 The transportation network in the Southeast Courtice Secondary Plan area shall be developed in accordance with Schedule B Transportation, Parks and Open Space and the policies of this Secondary Plan, with further guidance provided in the Urban Design and Sustainability Guidelines and the Southeast Courtice Transportation Network Report. It shall include public roads, public rear lanes, transit, and bicycle and pedestrian routes and facilities.

7.1.2 The road network shall be aligned to create a modified rectilinear grid pattern that defines *development* blocks and establishes a highly interconnected and permeable network that supports *active transportation* and maximizes accessibility and support for transit. Connectivity by *active transportation* throughout the Secondary Plan area and to surrounding areas shall be further enhanced by mid-block connections and trails through and across Environmental Protection Areas.

7.2 Road Network

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

7.2.2 *Development* applications for lands abutting the arterial road and collector roads shown in Schedule B shall require that lands be dedicated for road widenings as determined by the Municipality or Region.

7.2.3 Roads shall be designed to ensure that all kinds of traffic can use them in a safe and comfortable manner: motorists, transit users, cyclists, pedestrians and people with accessibility challenges. Active modes of transportation and the needs of the most vulnerable users shall be prioritized.

7.2.4 Roads shall be designed to be important public places and create environments which are safe, inviting, comfortable and visually-pleasing for pedestrians and other forms of *active transportation*.

7.2.5 Courtice Road and Bloor Street are Regional *Corridors* and Type A arterials. They shall be developed as Multi-Ways as detailed in the Urban Design and Sustainability Guidelines. The design of the Multi-Ways shall realize the following objectives:

a. Fulfill the function of a Type A Arterial as an efficient and high-volume route for a range of travel modes;

b. Connect the grid network of local and collector roads to the Regional *Corridor* to support high levels of permeability and accessibility between high density and low density areas; and

c. Create an attractive urban corridor which functions as a successful public place, a community focal point, as well as a safe and comfortable environment for *active transportation*.

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

7.2.7 Newly constructed and reconstructed arterial and collector roads shall be built with sidewalks on both sides. Cycling shall be provided for through on-road or off-road facilities.

7.3 Local Roads

7.3.1 Local roads shall be established on a rectilinear grid pattern to realize high connectivity and permeability across the Secondary Plan area, modified to local geography and to respect Environmental Protection Areas.

7.3.2 The grid pattern of streets will create blocks with a maximum length of 200 m.

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

7.3.4 Sidewalks shall be considered for all new local roads on both sides and set back from the curb or otherwise buffered from active lanes of traffic.

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

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

7.4 Public Rear Lanes

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

7.4.2 Public rear lanes shall be designed to have a right-of-way width of 8.5 metres.

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

7.5 Public Transit

7.5.1 The Municipality, in conjunction with the Region of Durham, shall integrate Southeast Courtice into the regional public transportation system.

7.5.2 To facilitate the *development* of a *transit-supportive* urban structure, the following measures shall be reflected in *development* proposals, including the subdivision of land:

a. *Transit-supportive* densities within the Regional *Corridor*;

b. An *active transportation* network that promotes direct pedestrian access to transit routes and stops;

c. Provision for transit stops and incorporation of bus-bays where appropriate into road design requirements; and

d. Transit waiting areas incorporated into buildings located adjacent to transit stops.

7.6 Integration and Quality of Active Transportation Routes

7.6.1 The *active transportation* network may be provided within road rights-of-way as well as through trails and mid-block connections. *Active transportation* connections across barriers (natural and related to *infrastructure*) shall be planned at appropriate walking/cycling intervals to reduce barriers between areas and increase accessibility for all ages and abilities.

7.6.2 Destinations such as natural areas, parks, schools, recreation areas and stores and connections with areas outside the Secondary Plan area boundaries will be integrated through the on- and off-street *active transportation* network.

7.6.3 All collector and local roads shall also be planned to include a vibrant and healthy tree canopy, consisting of primarily native plantings. The tree canopy will provide shade and enhance and establish a vibrant urban environment. A tree canopy plan shall be prepared for each plan of subdivision. In order to maximize the amount of tree planting and to minimize the removal of in-situ trees, the co-location of utilities is encouraged.

8 Servicing, Infrastructure and Environmental Performance

8.1 Extension of Municipal Services

8.1.1 All new *development* within the Southeast Courtice Secondary Plan area shall proceed on the basis of the sequential extension of full municipal services through the Regional and Municipal capital works programs and plans of subdivision.

8.2 Infrastructure and Utilities

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

8.2.2 Super mail boxes will not be located in a municipally owned park.

8.3 Stormwater Management and Low Impact Development

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

8.3.2 The submission of the following plans and reports shall be required to determine the impact of stormwater quality/quantity, erosion and water balance of the proposed *development*:

a. Stormwater Management Report and Plan;

b. Erosion and Sediment Control Plan; and

c. Servicing Plans.

8.3.3 The Stormwater Management Report and Plan identified in Policy 8.3.2 shall apply a range of stormwater management practices including Low Impact Development to ensure water quality control, baseflow management, water temperature control and the protection of aquatic habitat. The Stormwater Management Report and Plan shall explore and consider the feasibility of and opportunities to implement such Low Impact Development measures as:

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

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

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

8.3.6 Significant ground water recharge areas shall maintain a pre-*development* water balance.

8.3.7 *Development* of all detached, semi-detached and townhouse dwellings shall demonstrate the use of 300 mm of amended topsoil or equivalent system to improve surface porosity and permeability over all turf and landscaped areas beyond 3 metres of a building foundation and beyond tree protection areas.

8.4 Urban Forest and Native Plantings

8.4.1 The preservation of trees on site is strongly encouraged. Mature trees shall be incorporated into the landscape plan of new *development*, where possible. Injury or destruction of trees shall be subject to Municipality of Clarington By-law 97-35.

8.4.2 Together, new *development* and public realm improvements shall establish an urban canopy throughout the Secondary Plan area to reduce the heat island

effect, provide for shade and wind cover and contribute to a green and attractive environment.

8.4.3 New *development* and public realm improvements will be encouraged to use native plant species wherever possible and particularly along rights-of-way and pedestrian trails.

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

8.4.5 A diversity of tree species shall be planted in parks, parkettes and along rights-of-way to provide a healthy and more robust tree inventory that is less prone to insects and diseases.

8.4.6 Selection of tree species within the Secondary Plan area will contribute the Municipality's objective that each tree species planted within the Municipality not account for more than 10% of the overall tree inventory.

8.5 Building Technology

8.5.1 Buildings shall be constructed with attractive and durable materials that conserve energy by lowering maintenance and replacement costs.

8.5.2 New *development* shall consider the use of renewable energy sources.

8.5.3 New *development* shall consider the use of technologies such as green roofs and reflective roof surface materials with high thermal reflectivity.

8.6 Role of Urban Design and Sustainability Guidelines

8.6.1 The Southeast Courtice Urban Design and Sustainability Guidelines contained in Appendix A further articulate strategies for achieving the sustainability policies of this Secondary Plan.

9 Community Culture and Heritage

9.1 Reflecting the Local Community

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

9.1.2 The naming and design of parks, public spaces and prominent streetscapes shall have regard for the evolved cultural and natural heritage landscape. These features and amenities shall incorporate local heritage or natural influences including historic names, interpretive features, vernacular building elements, plantings and historic drainage patterns.

9.2 Location of Future Community Facilities

9.2.1 Future community facilities shall be located in highly accessible areas that can be accessed by pedestrians and cyclists, as well as by automobile.

9.2.2 The co-location of elementary schools and future community facilities shall be considered.

10 Implementation and Interpretation

10.1 Environmental Study Area

10.1.1 Lands identified as Environmental Study Area are identified on Schedule A. The lands generally bound by Trulls Road in the west, Courtice Road in the east, Bloor Street in the South and Meadowglade Road to the north and shown on Schedule A have been identified as an Environmental Study Area.

10.1.2 The Environmental Study Area identifies an Area that contains complex natural features and functions, many of which require additional study to define. An Environmental Impact Study shall be prepared for the Area, in accordance with the policies of the Official Plan.

10.1.3 Until the Environmental Impact Study has been completed in accordance with Section 10.1.2, land uses within the Environmental Study Area shall be limited to existing uses.

10.1.4 Following the completion of the required study to the satisfaction of the Municipality, the Environmental Study Area may be lifted as deemed appropriate by the study, without amendment to this Plan, and the underlying land use designation will apply.

10.1.5 The Zoning By-law shall be amended as appropriate following the completion of the required study to implement new land use permissions for this area.

10.2 Zoning By-law

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

10.3 Implementation

10.3.1 The policies of this Secondary Plan shall be considered when making decisions related to *development* of the lands within the Southeast Courtice Secondary Plan Area. The policies of this Secondary Plan shall be implemented by exercising the powers conferred upon the Municipality by the Planning Act, the Municipal Act and any other applicable statues, and in accordance with the applicable policies of the Official Plan.

10.3.2 The Municipality will monitor the policies of this Secondary Plan as part of the five-year Official Plan review and propose updates as deemed necessary.

10.3.3 It is not possible or desirable to recognize all existing uses in the Secondary Plan. An existing use of land, building or structure which is lawfully in existence prior to the passage of the implementing Zoning By-law and which does not conform to this Secondary Plan, but continues to be used for such purposes, shall be deemed to be legal non-conforming.

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

10.3.5 Inherent to the Southeast Courtice Secondary Plan is the principle of flexibility, provided that the general intent and structure of the Plan are maintained to the satisfaction of the Municipality. As such, it is the intent of the Municipality to permit some flexibility in the interpretation of the policies, regulations and numerical requirements of this Secondary Plan except where this Secondary Plan is explicitly intended to be prescriptive. The Urban Design and Sustainability Guidelines, including the Demonstration Plan, are contained as an appendix to this Secondary Plan. The Urban Design and Sustainability Guidelines provide design principles and specific guidelines for both the public and private sectors. They indicate the Municipality of Clarington's expectations with respect to the character, quality and form of *development* in the Southeast Courtice community. The Demonstration Plan illustrates the planning principles that are inherent to the Secondary Plan. It is one example of how the Secondary Plan might be implemented within the Secondary Plan area. The Urban Design and Sustainability Guidelines and Demonstration Plan have been approved by Council, however do not require any formal amendment process to implement an alternative design solution, or solutions at any time in the future.

10.3.6 Engineering infrastructure shall follow the schedule within the Municipality's and Region's capital budget, as agreed to by the landowners' group.

10.3.7 Approval of *development* applications shall be conditional upon commitments from the appropriate authorities and the proponents of *development* to the timing and funding of the required road and transportation facilities, parks and

community facilities. These works shall be provided for in the subdivision and site plan agreements. Phasing of the *development*, based on the completion of the external road works, may be required by the Municipality of Clarington.

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

10.4 Interpretation

10.4.1 The Southeast Courtice Secondary Plan has been prepared to align with the policies of the Official Plan. The policies of this Secondary Plan, along with Maps and Appendices shall be read and interpreted in conjunction with the policies of the Official Plan.

10.4.2 In the event of a conflict between the Official Plan and this Secondary Plan, the policies of the Secondary Plan shall prevail.

10.4.3 The boundaries shown on Schedule A to this Plan are approximate, except where they meet with existing roads, river valleys or other clearly defined physical features. Where the general intent of this Secondary Plan is maintained to the satisfaction of the Municipality, minor boundary adjustments will not require an amendment to this Secondary Plan.

10.4.4 Where examples of permitted uses are listed under any specific land use designation, they are intended to provide examples of possible uses. Other similar uses may be permitted provided they conform to the intent and all applicable provisions of this Secondary Plan.

Legend

- SECSP Boundary
- High Density/Mixed Use
- Medium Density Residential
- Low Density Residential
- Neighbourhood Park
- Parkette
- Elementary School
- Stormwater Management Facilities (SWF)*
- Environmental Protection Area
- Environmental Constraints
- Watercourse
- Prominent Intersections
- Environmental Study Area**

N

Schedule A – Land Use

- Southeast Courtice Secondary Plan -

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

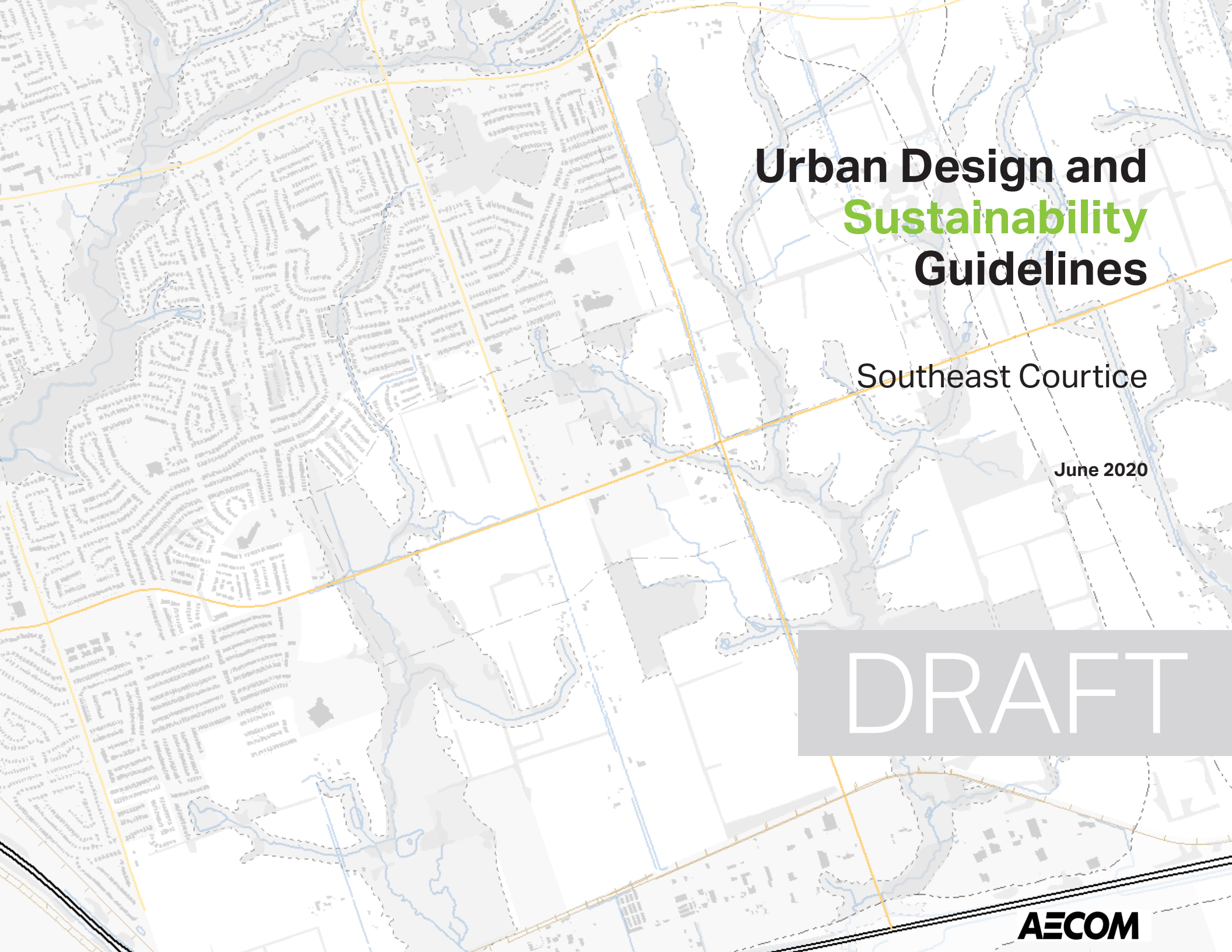
Legend

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

Schedule B - Transportation, Parks and Open Space

- Southeast Courtice Secondary Plan -

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



Urban Design and Sustainability Guidelines

Southeast Courtice

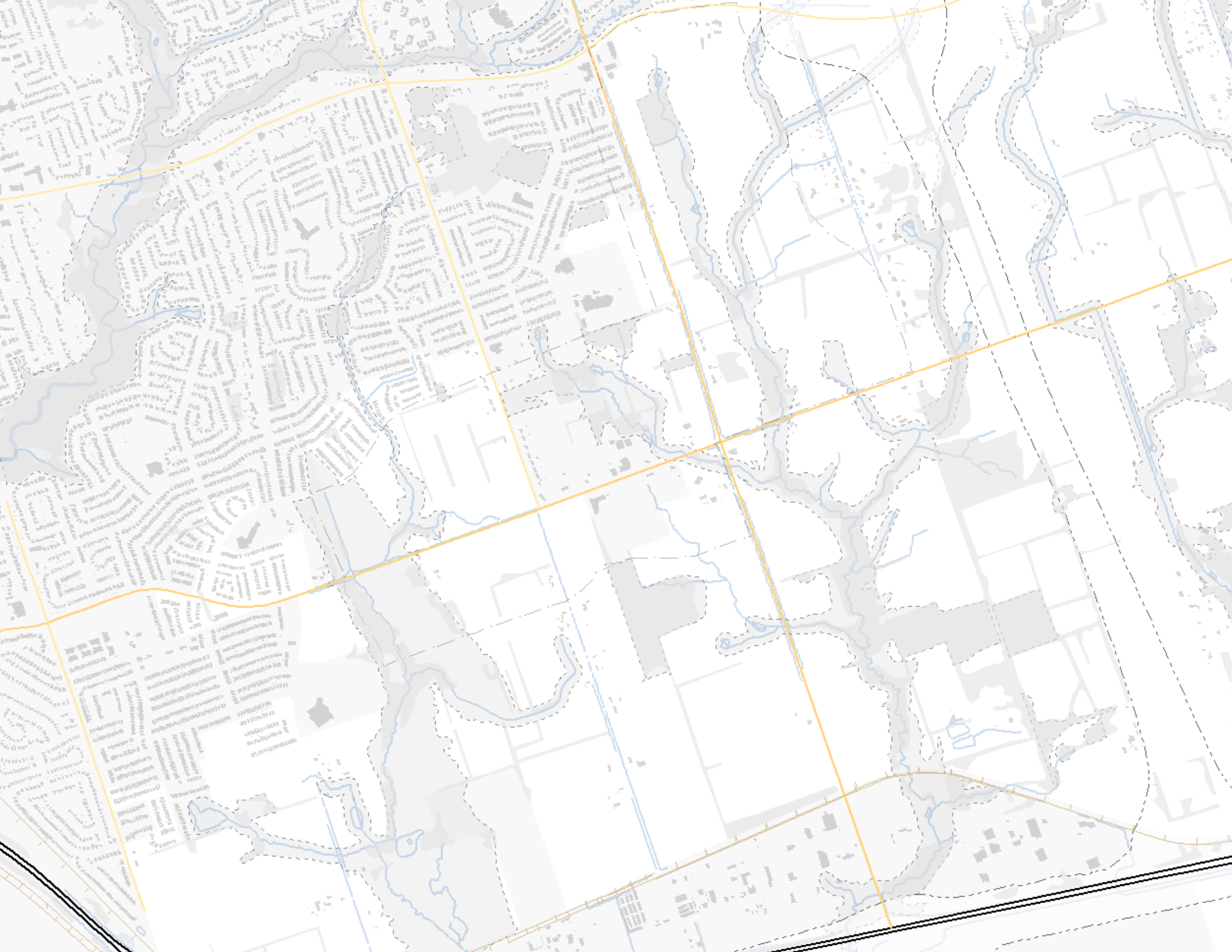
June 2020

DRAFT

AECOM

Table of Contents

Figure Numbers



1. Introduction

What is a Complete & Sustainable Community?

How do we design and build one?

Complete communities are designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes.

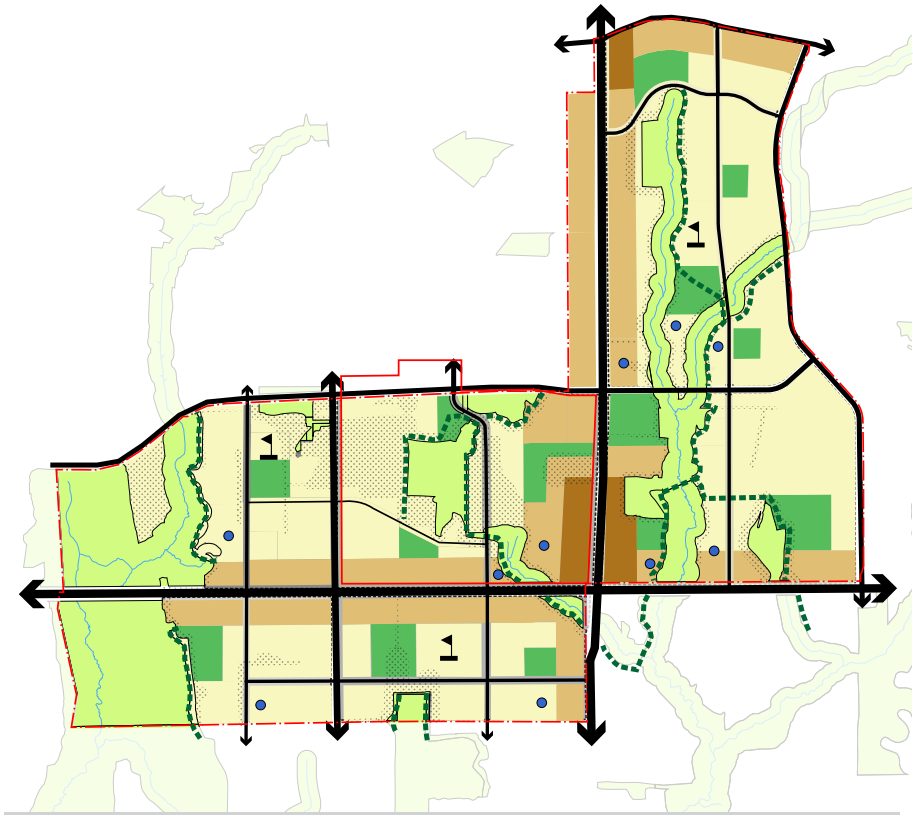
1.1 Purpose and Application

The Southeast Courtice Secondary Plan (SECSP) provides a framework to create a high quality, enjoyable, healthy community, using new, emerging sustainable planning techniques for a more resilient building form. **The Urban Design & Sustainability Guidelines (UDSG) support the vision of the Secondary Plan and provide guidance to achieve the objectives as development is implemented through subdivision, zoning and site plan control.**

The UDSG builds on Clarington Council's sustainable ' green lens' approach to development and promotes a consistent level of high quality urban design to celebrate and enhance the history and character of Courtice.

The Guidelines are to be read in conjunction with the policies of the Official Plan, the policies of the SEC Secondary Plan, SEC Zoning By-law, Priority Green, Clarington's Green Development Framework and Implementation Plan and Clarington General Architectural Design Guidelines.

Figure 1: Southeast Courtice Secondary Plan : Schedule A - Land Use



1.2 Structure of the Document

The SEC UDSG provides performance based direction and measurable targets for building and site design to support the SECSP policy framework, i.e. To create a new compact, walkable, friendly and accessible neighbourhood in Courtice to manage growth, using sustainable, responsive and defensible land distribution and housing strategies.

The document is structured into five sections;

Section 1 provides an understanding of the role and application of the guidelines, a background, policy context, vision and objectives of the study area.

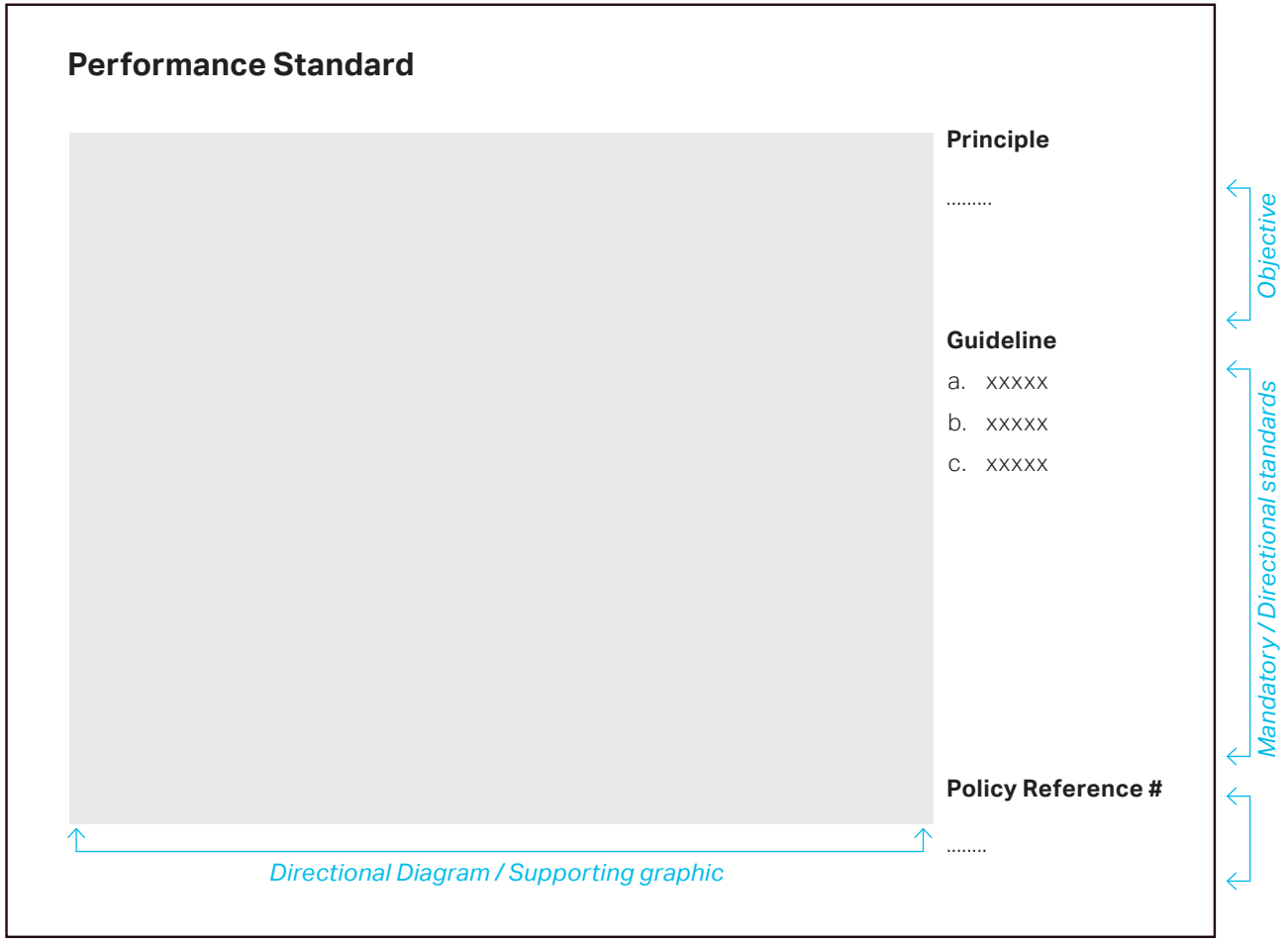
Section 2 identifies the structuring elements of the community, **Section 3 and 4**, focus on the public realm and private realm respectively with **Section 5** responding to the interface between uses and building typologies.

While the SEC UDSG and the Performance Standards are intended as a reference, they indicate the Municipality of Clarington's expectations with respect to the character, quality and form of development in the Secondary Plan area. The guidelines also provide the Municipality with an objective, consistent evaluation framework to assess future development applications.

As shown in the graphic below, each Performance Standard comprises three elements. These elements include;

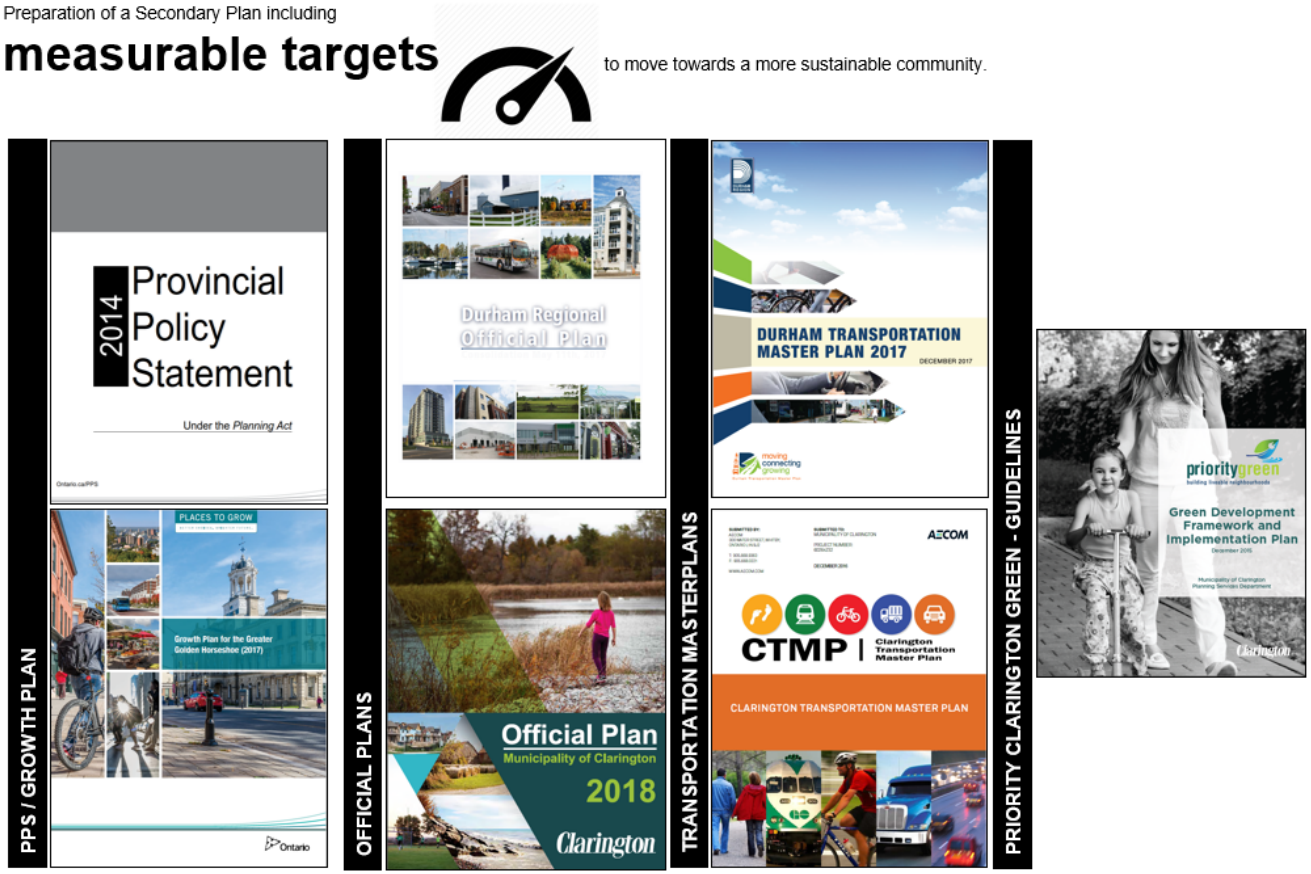
- The Principle (the objective);
- The Guideline (directional standards to implement policies and the zoning bylaw); and
- Policy References or related guidelines.

Figure 2: Structure of the document



1.3 Related Documents and Guidelines

Figure 3: Related Documents and Guidelines



Legislation, plans and policies regulating Land use planning and development in the SECSP area include;

- **Planning Act,**
- **Provincial Policy Statement (2020)**
- **Growth Plan for the Greater Golden Horseshoe (2019),**
- **Regional Municipality of Durham's Official Plan, and**
- **Municipality's Official Plan (2018)**

Other relevant documents providing guidance & direction include,

- **Priority Green - Green Development Framework & Implementation Plan -2015 (PG-GDF),**
- **Clarington's Green Community Strategy – 2010 (CGCS) and**
- **It's All Connected: Actions to Foster a Community-Wide Culture of Sustainability in Clarington (2014)**

Additionally, the Secondary Plan policies and Urban and Sustainability Guidelines for Southeast Courtice are integrated with and respond to adjacent neighbourhoods of Southwest Courtice and the Employment Lands and incorporate recommendations from the **Robinson Tooley Subwatershed Study 2018 (SWS).**

1.4 Background & Context

Figure 4: Existing Context

Clarington is a thriving municipality in Durham Region where open space and natural elements define the essence of the community. Southeast Courtice is a natural extension of Courtice containing the headwaters and tributaries of Tooley Creek and Robinson Creek.

It is generally bounded by Robinson Creek in the west, Highway 418 in the east, Couritce Employment Lands to the south, and the Highway 2 to the north. The planned population for SEC is 11,786 residents and approximately 4,875 units.

The lands to the north and west of the SECSP Area are predominantly low density residential, with a few commercial properties.

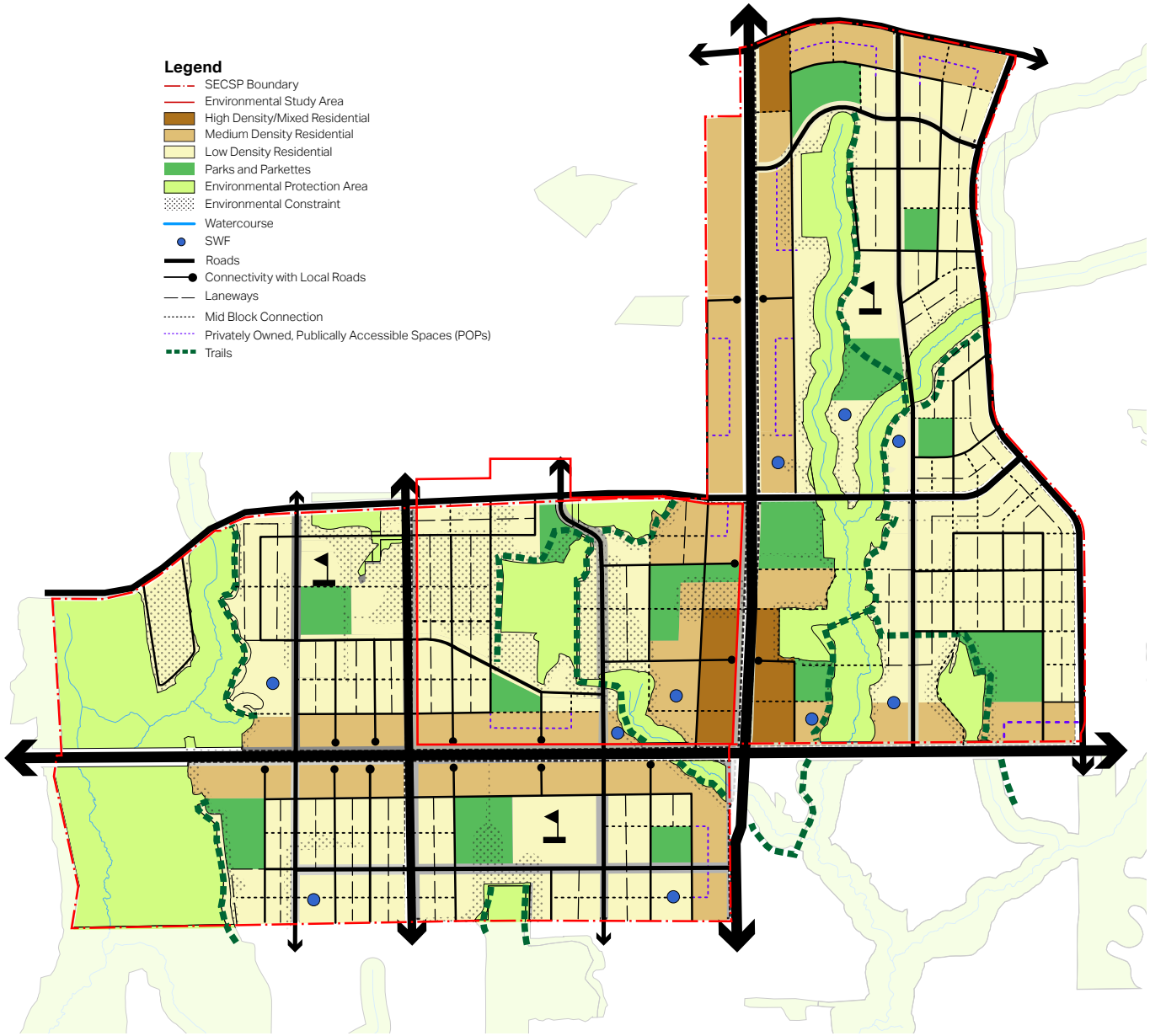
Portions of the lands to the south of the SECSP Area are contained within the Courtice Urban Area and comprise agricultural land use, com mercial and employment areas, the Highway 401 lands and a proposed GO Station.

The lands to the east comprise a narrow strip of non-farm estate residential units & agricultural lands, wooded areas and stream courses.

Existing community facilities within SECSP include Paramedic Response Station, Memorial Park, Hope Fellowship Church, Family Worship & Outreach Center and Courtice Flee Market.

1.5 SEC Demonstration Plan

Figure 5: SEC Demostration Plan



Vision for SEC

Southeast Courtice will be a healthy, livable and sustainable community. It will have its own identity, while contributing to the larger Courtice and Clarington communities.

Sustainability Objectives

a. Efficient Land Use Pattern and Urban Form

b. Create a Multimodal Community

c. Protect, maintain and enhance Natural Heritage & Ecologogy

d. Create a sense of place and identity through Landscape & Urban Design

e. Build for Everyone, provide a variety of housing form, sizes and tenures

f. Foster a low carbon community, resilient to the potential impacts of climate change.

Principles defining SEC

Establish a **community structure** for development

Create a sense of place and identity through a functionally efficient, well defined, active & vibrant **public realm**

Provide a mix of uses and housing options to support affordability within the **private realm**.

Manage **transitions** and critical interfaces between conflicting uses, built form and density.

2. Community Structure

The Southeast Courtice Secondary Plan provides the framework for the development of a new complete, compact, walkable, friendly and accessible neighbourhood within Courtice. The UDSG identifies and provides guidance on the primary elements that structure the community to achieve key policy objectives including sustainability and climate change, affordable housing and high quality urban design. The following components play a vital role in structuring the community;

Environmental Protection Areas

Growth and Intensification Areas

Neighbourhoods

Prominent Intersections

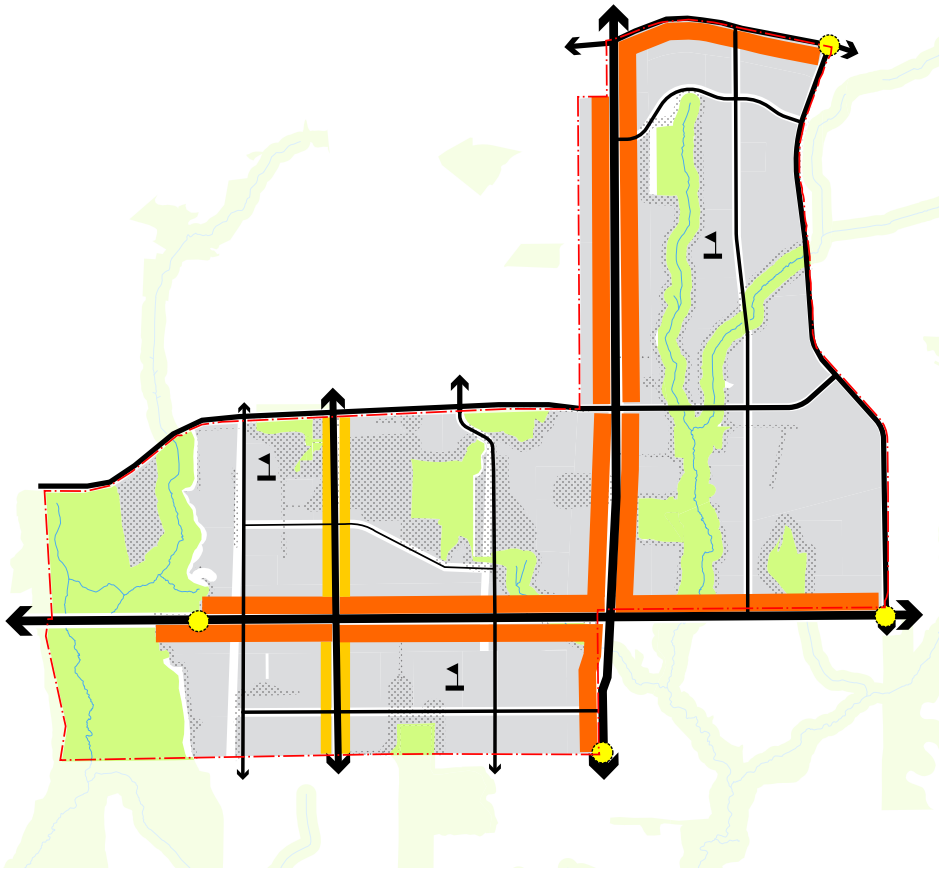
View Corridors

Development Blocks and Lots (Block Orientation)

Siting, Streetscape Variety, Built Form, Massing

Heritage & Cultural Resources

Figure 6: Community Structure

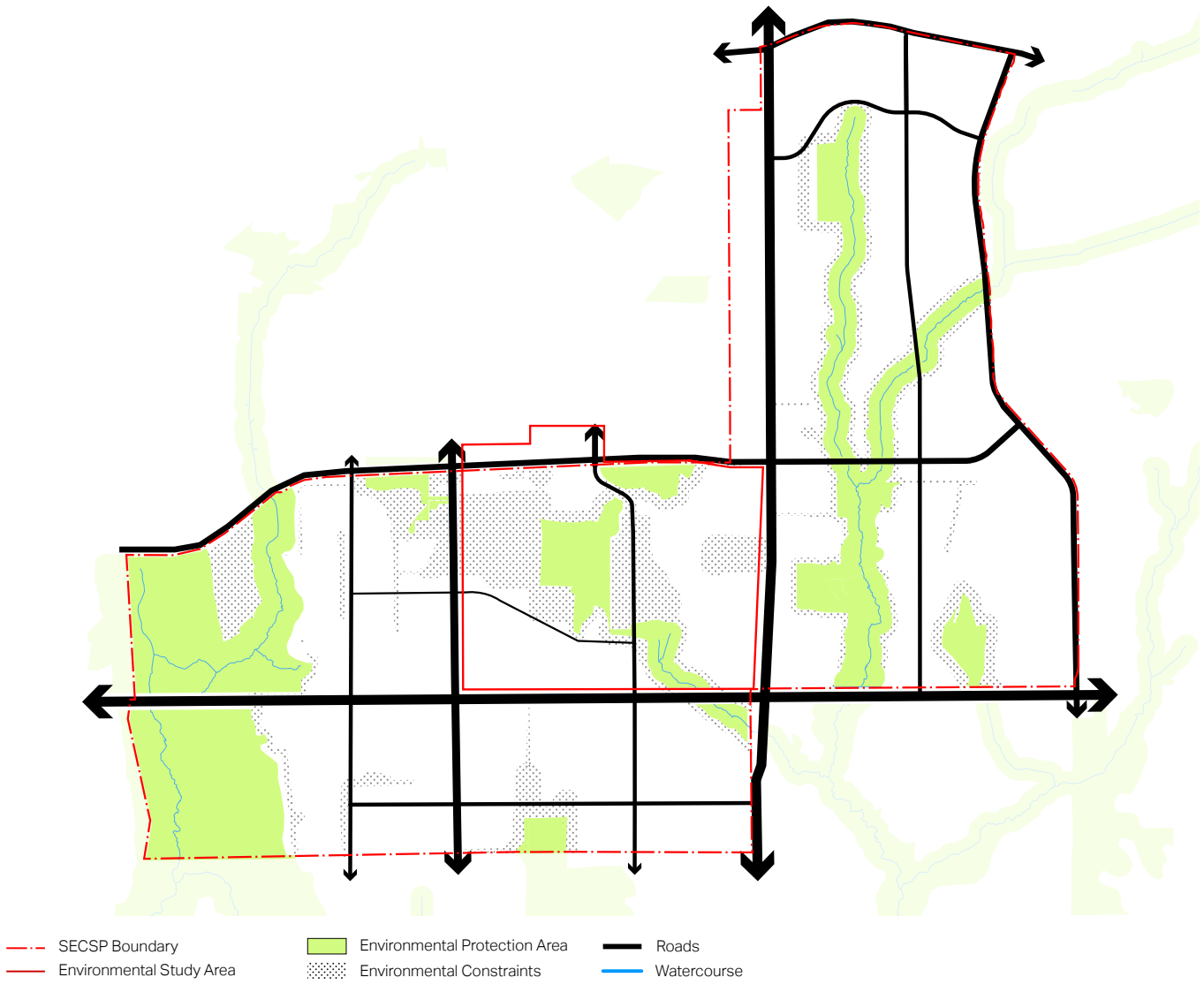


2.1 Environmental Protection Areas

The areas designated Environmental Protection Areas (EPA) are recognized as the most significant components of the community's natural environment, no development is permitted in these areas.

Areas with the moderate constraint overlay includes the Vegetation Protection Zone (VPZ) and recognize the existence of environmentally sensitive features and are subject to future study, with the intent to determine the appropriate management and/or protection action, and the suitability of the underlying designation.

Figure 7: Environmental Protection Area



Principle

Protect, preserve and enhance ecological diversity & environmental stability while improving accessibility and suitability for low-intensity recreation.

Guidelines:

a. Locate parks and parkettes as an extension to the EP, to create a connected network of open space and enhance natural features and functions.

b. Promote a connected grid network while respecting topography, maintaining drainage patterns and limiting water crossings.

c. Minimise back lotting onto the EP; encourage trails for social interaction and passive recreation; Edge conditions and entrances shall comply with CLOCA regulations.

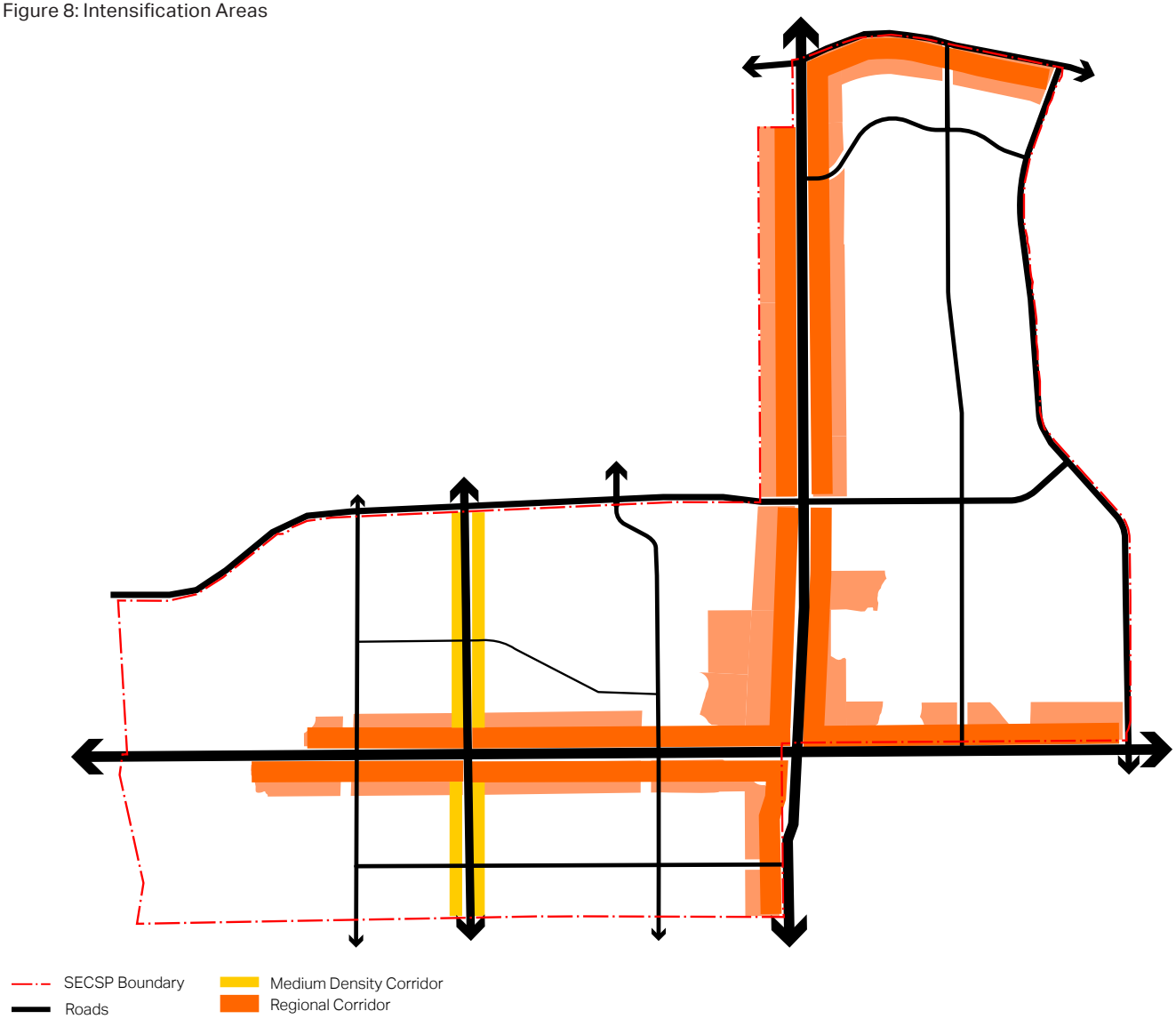
d. Linkages & Indigenous/ ecologically complementary planting should be identified, protected, preserved and enhanced. Extend greenery through native plantings, that contribute to the urban forest and a vibrant and healthy tree canopy.

2.2 Growth and Intensification

Clarington has been experiencing strong population growth and associated housing demand over the past several years. With an average annual growth rate of 1.7%, it is expected that future demand for housing will be relatively strong over the coming 15 years with an expected 140,000 residents in the municipality by 2031.

The Secondary Plan provides a framework to manage this growth by directing the most dense of these forms to the Regional Corridor where it may be supported by good access to commercial, serviced by future transit and create a vibrant public realm.

Figure 8: Intensification Areas



Principle

Encourage a compact urban form and development pattern to provide a mix of housing types and tenures throughout the study area.

Guidelines:

a. **Density Corridors**

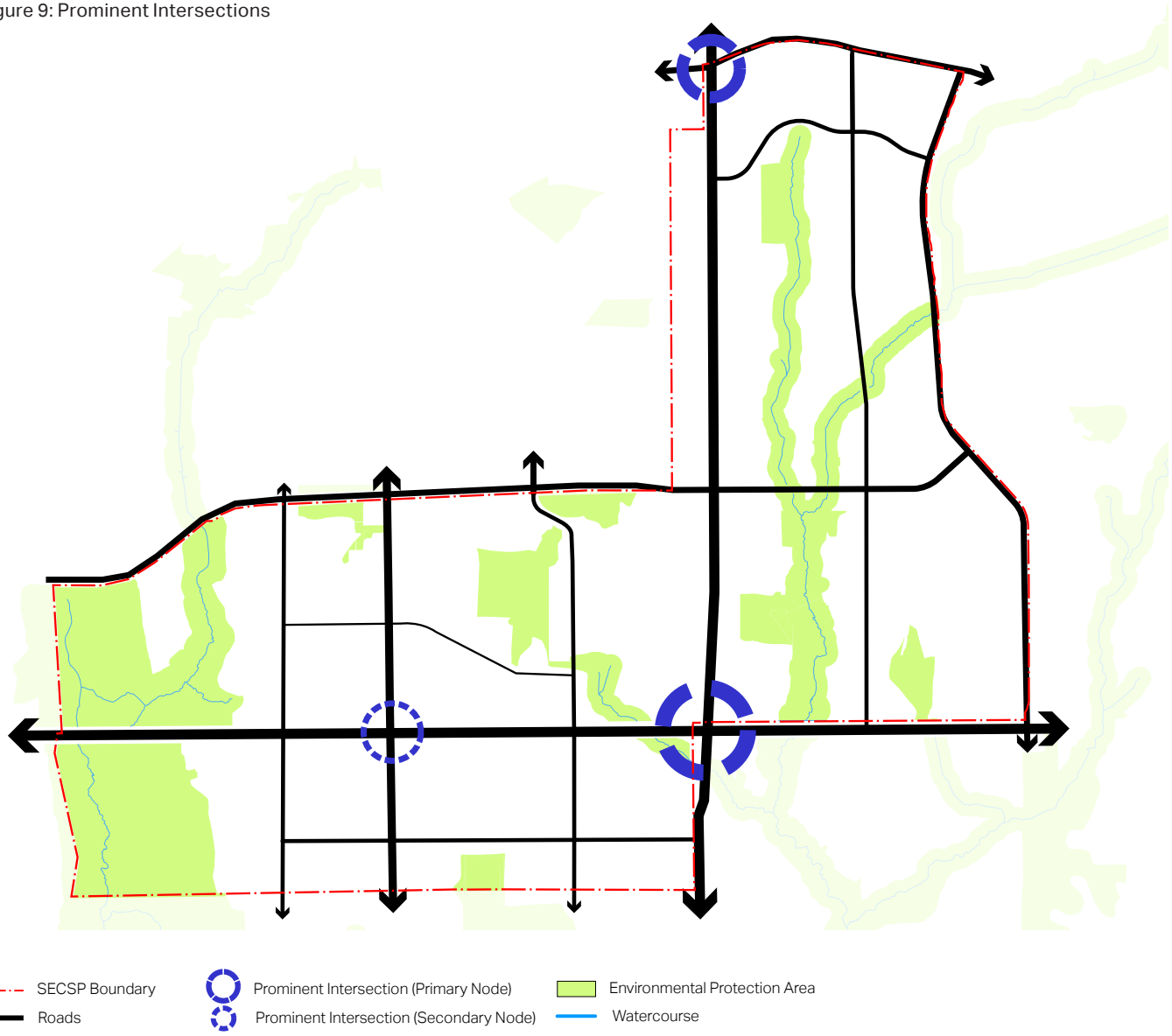
- The Regional Corridor is a primary movement corridor for all modes and shall be designed as a community focal point supporting mixed-use and higher density building forms
- A major connection to the Town Center, Trulls Road shall be characterized by higher density built forms, multi-modal transit options and a well articulated landscape, creating a sense of place within the neighbourhood.
- High-quality urban design shall be adopted to support a transit oriented development approach and created a vibrant public realm and a complete community.

2.3 Prominent Intersections

Within Regional Corridors, the greatest heights and densities shall occur at Prominent Intersections and the nodes which surround them. These areas shall also have the greatest concentration of commercial retail and service uses.

Planning for nodes should take into consideration their ability to support ridership by coordinating the intensity and mix of uses alongside existing or planned levels of transit service. Differentiated by intensity, a hierarchy of nodes within SEC has been established.

Figure 9: Prominent Intersections



Principle

Create community focal points through architectural and landscape treatments to create a sense of place and identity for the Courtice community.

Guidelines:

a. Primary Nodes shall be characterised by high density built form framing a public square and articulated by high quality landscape design, to create an identity and support wayfinding within the community. It shall also feature the primary concentration of retail and service uses within the community.

b. Secondary Nodes shall be characterised by high to medium density built form with ground floor retail either framing a public square or fronting a linear plaza. It shall be articulated by high quality landscape design to support wayfinding and a sense of place within the community.

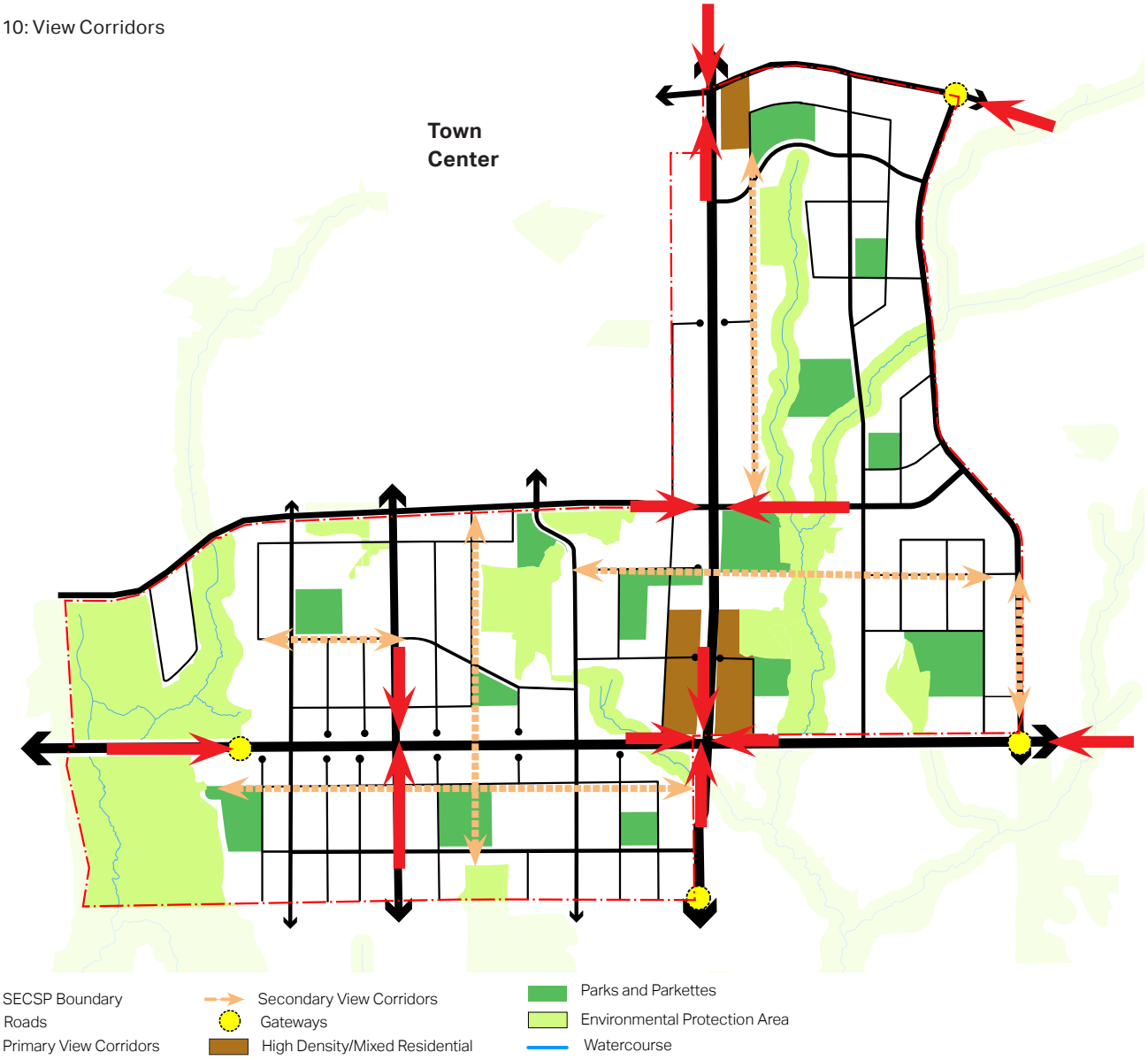
c. The significance of Prominent Intersections as community focal points will be emphasized through building massing and height, materiality, street furniture, landscaping, and public art.

2.4 View Corridors

In addition to Prominent Intersections, Gateways have been identified at locations that highlight entry into the community. Maintaining key landmarks and views shall be a priority when designing sites and locating buildings.

The most significant views within Southeast Courtice include views along and to the Regional Corridor. Secondary view corridors inlcuding views to Gateways, Community Landmarks, Natural Heritage Landscapes and Parks and Open Space.

Figure 10: View Corridors



Principle

Establish view corridors to preserve existing lines of sight and create interest within the public realm.

Guidelines:

a. Views to adjacent natural features, parks and open spaces shall be maximised thorough public access, terracing of adjacent buildings and landscape design.

b. Where buildings frame view corridors, the frontages of buildings facing the corridor should be programmed with active uses to frame and enliven the street.

c. Consider topography and elevation to identify locations for new view termini or locations from which views can be created.

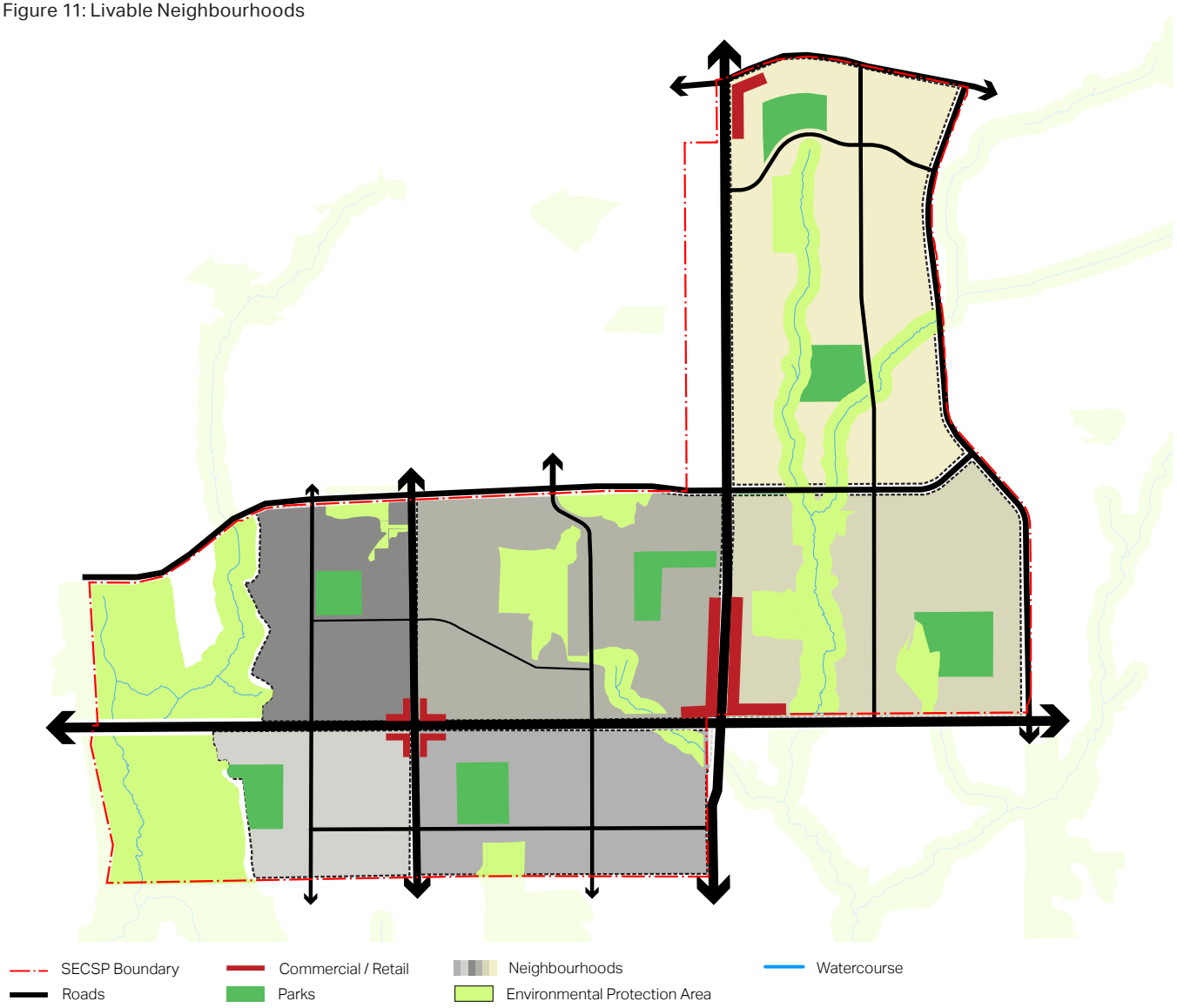
d. Changes in grade over a lot should be used to maximize views to and from buildings and create landmarks that are uniquely integrated into the landscape and existing topography.

2.5 Livable Neighbourhoods

Southeast Courtice shall comprise of six safe, healthy, affordable and walkable neighbourhoods that foster a sense of place, prioritize pedestrian and transit movement and respect the natural environment.

Each neighbourhood will have a unique identity, a mix of uses & housing forms, access to daily retail and a neighbourhood park, within 400m (5 minutes walking distance) to deliver a compact and complete community.

Figure 11: Livable Neighbourhoods



Principle

Create neighbourhoods that enhance the living environment and promote quality of life and social interaction.

Guidelines:

a. Define built form relationships to ensure that new development does not negatively impact existing stable neighbourhoods.

b. Encourage higher density built forms along Arterial and Collector Roads.

c. Connectivity and Permeability are key to good neighbourhood design.

d. Limit neighbourhoods to no more than 1km by 500-800m, encouraging the decentralization of retail, amenities and community facilities.

e. Each neighbourhood shall support a small neighbourhood convenience stores across and limited ground floor retail, developed with multi-unit residential developments within the Regional Corridor.

2.6 Development Blocks and Lots (Block Orientation)

Blocks define and structure neighbourhoods, and directly influence development opportunities, movement options, and neighbourhood character. Blocks should be designed to be flexible and accommodate intensification over time.

Lot size and variety have a direct impact on development costs, density, and affordability. The following guidelines are established to achieve an appropriate balance of large and small lot sizes and to promote a variety of development types, sizes and designs.

Figure 12: Development Blocks and Lots

Principle

Block layouts shall support a variety of lot sizes to ensure a diversity of housing types, sizes, and designs.

Guidelines:

a. Block lengths should be no more than 200 metres.

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

c. Provide simple and rectilinear lot shapes so as not to limit design and siting options. Corner lots should have adequate width to permit appropriate building setbacks from both streets.

d. Lots adjacent to neighbourhood centres, public transport facilities, or adjacent to higher amenity areas such as parks and environmental features should be designed to support higher density development.

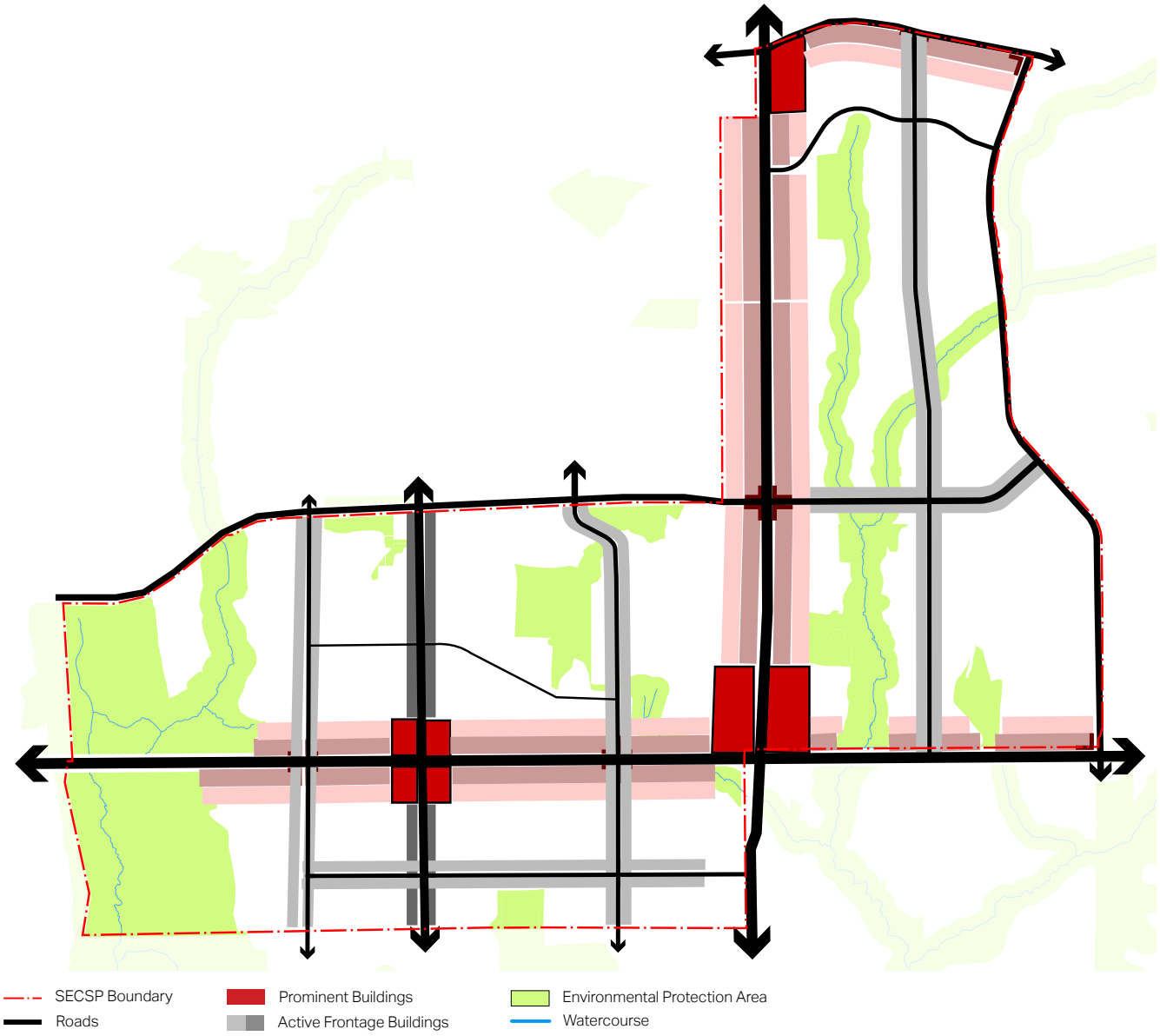
e. Mid-block pedestrian connections shall be provided every 75m or after every 5 townhouses to improve permeability.

2.7 Siting Guidelines, Streetscape Variety, Built Form, Massing

The arrangement of buildings within the street block is a key component in creating an attractive streetscape.

The overall impression created by the grouping and massing of dwellings within a block will have a greater visual impact than the detailing of an individual dwelling. A pedestrian- friendly experience will be achieved by incorporating controlled variation of height and massing appropriate in relation to the street.

Figure 13: Sitting, Built Form & Massing



Principle

Encourage a mix of building uses and typologies to create interest and articulate the public realm.

Guidelines:

a. Prominent building massing should be provided at corners of major streets to highlight the significance of these intersections and define vistas.

b. Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entries that directly address the street.

c. Massing shall reflect a smooth transition from higher density to lower density areas, abrupt changes in massing shall be avoided.

d. Where possible, taller building elements should be located at the south and southeast side of the site to reduce shadows cast on adjacent properties.

e. Buildings should be located and oriented to take advantage of the environmental benefits of the site, to reduce heat gain, and to maximize natural light within the building.

f. Minimise front yard setbacks to reduce the cumulative separation distance between buildings across rights-of-way.

2.8 Built Heritage & Cultural Resources

Cultural Heritage Resources are buildings or structures with strong community significance. They create a unique sense of place and differentiate one place from another. In total, three Cultural Heritage Landscapes (CHLs) and seven Built Heritage Resources (BHRs) were identified within and adjacent to the SECSP area.

While the cultural heritage value or interest will be assessed in a Cultural Heritage Evaluation Report (CHER), with specific mitigation measures determined on a case by case basis, the following provides guidance to ensure mitigating the possibility of damage to or functional interference with potential heritage resources is a priority.

Figure 14: Built Heritage and Cultural Resources

Principle

Respond and enhance the attributes & character of Heritage buildings and Cultural landscapes.

Guidelines:

a. New development sites within designated heritage properties shall be consistent with the existing policies and guidelines. Proposed built form shall be sympathetic to the design characteristics without reflecting them in a way that is inauthentic or anachronistic.

b. Interpretive Plaques, pathway markers, special features shall be considered where applicable to recognize significant, lost or relocated heritage buildings and sites. Planting adjacent to cultural heritage landscapes shall use native, non-invasive species.

c. Clearly visible, public entrances to cultural heritage landscapes shall be preserved and enhanced.

d. Site design and building placement adjacent to cultural heritage landscapes shall not disrupt the proposed development and the cultural heritage landscape where a heritage impact assessment deems this form of preservation necessary.

Policy # :

3. Public Realm

As defined in the COP, the Public Realm is the most highly visible portion of our community. Its components are significant organizing elements in the pattern of the development and are located to create interest and excitement within the community.

The public realm within the Southeast Courtice Secondary Plan Area comprises two major components:

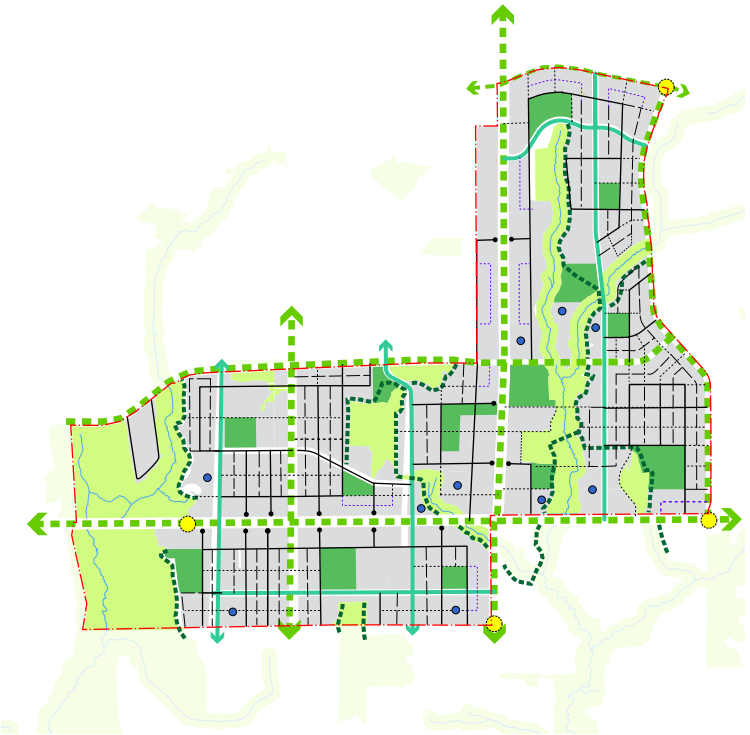
Access and Circulation Network, and

Parks and Open Space System

Access and circulation includes public roads, laneways and privately owned, publicly accessible spaces (POPs) with Parks and Open Space including parks, parkettes, public squares, natural heritage features, vegetation protection zones and storm water management facilities.

Further, it is the intent of the Secondary Plan and these Guidelines to link the major components of the public realm with a connected system of active transportation routes including sidewalks, mid block connections, bicycle paths and trails, providing transportation options to support a healthy lifestyle and a sustainable future.

Figure 15: **SEC Public Realm**



3.1 Access and Circulation

Advocating a sustainable approach to development, the SP and UDSG provide the framework and guidance to implement a transit oriented development pattern supported by Complete Streets.

Key objectives include the provision of safe and well-defined routes for vehicles and pedestrians, active transportation options, permeability throughout the neighbourhood and in particular to Arterial Roads, street-oriented built form, noise attenuation, and direct visual connectivity through established view corridors.

Figure 16: Access and Circulation

Principle

Reduce vehicle dependency, facilitate active transportation and offer choices for residents to travel in to, out of and through neighbourhoods each day.

General Guidelines:

a. Create a modular, gridded development pattern allowing medium- and high-density buildings to directly address and access the street while improving pedestrian and vehicular circulation through and between developments.

b. Pursue opportunities to connect ending streets to adjacent or new development, maximizing permeability.

c. Use laneways with shared vehicular entrances and driveways to eliminate the need for driveways and street facing garages,

d. Minimize watercourse crossings, intrusion into natural heritage lands and respond to existing cultural, built heritage resources.

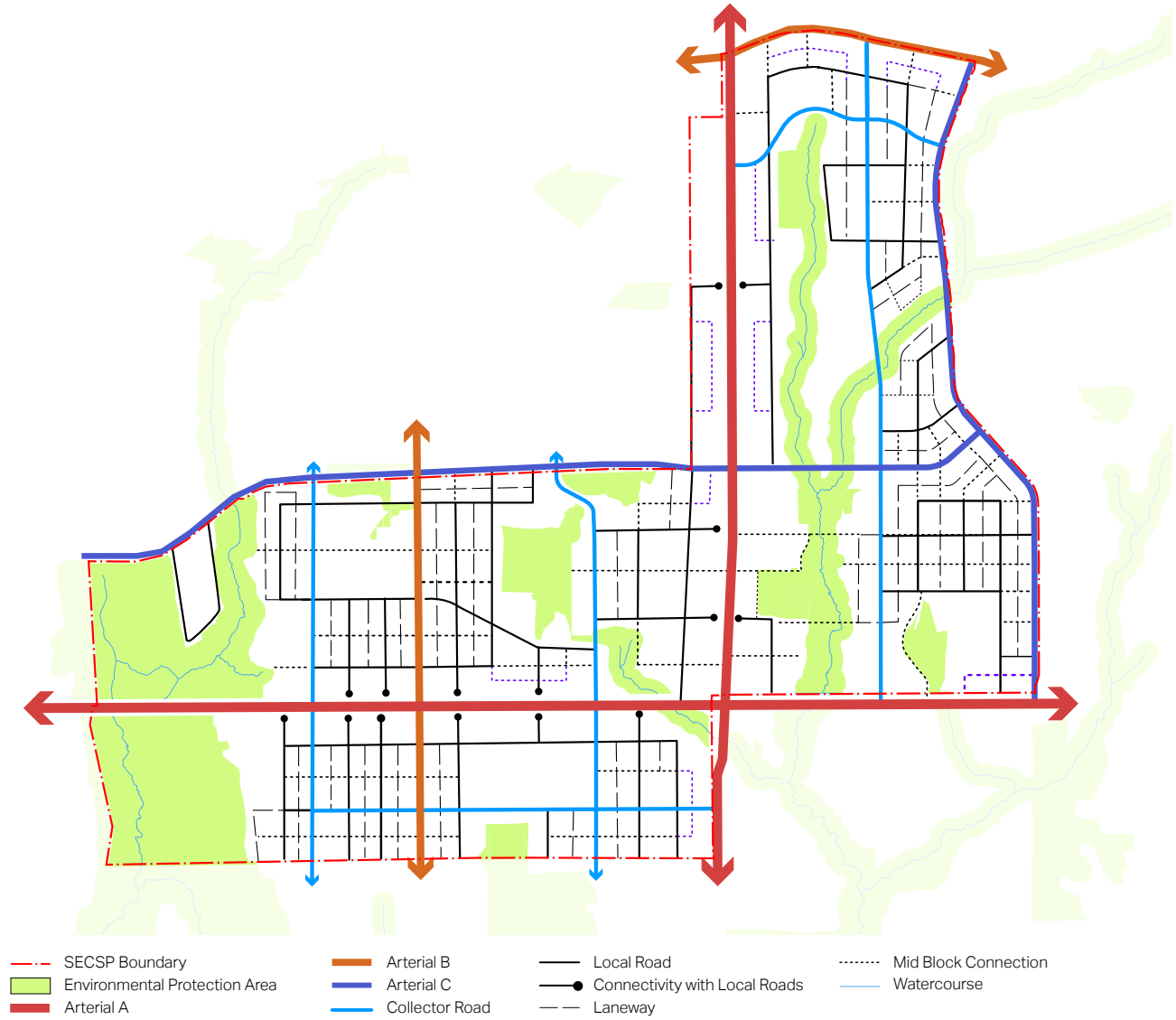
e. Use landscape elements to frame views and for noise attenuation.

3.2 Road Network

As directed by policy, street design will adopt a complete streets approach to ensure the needs and safety of all road users are considered and appropriately accommodated (COP 3.2.2.3).

The SEC road network comprises Arterial Roads, Collector Roads, Local Roads and Laneways. While these streets serve an important functional role facilitating movement, they are equally important as a place for people to meet and socialize.

Figure 17: Road Network



All four streetscapes typologies are comprised of the following general components:

- The "Travel-way Realm", whose primary function is to ensure smooth efficient and unobstructed vehicular movement,
- Service lanes where needed, serving local traffic, enhancing connectivity and activating the street,
- Dedicated or shared bicycle lanes providing for safe multi-modal travel options, and
- The "Pedestrian Realm", designed to enhance the pedestrian experience.

Hierarchy of Roads

- Arterial Roads
- Collector Roads
- Local Roads
- Laneways

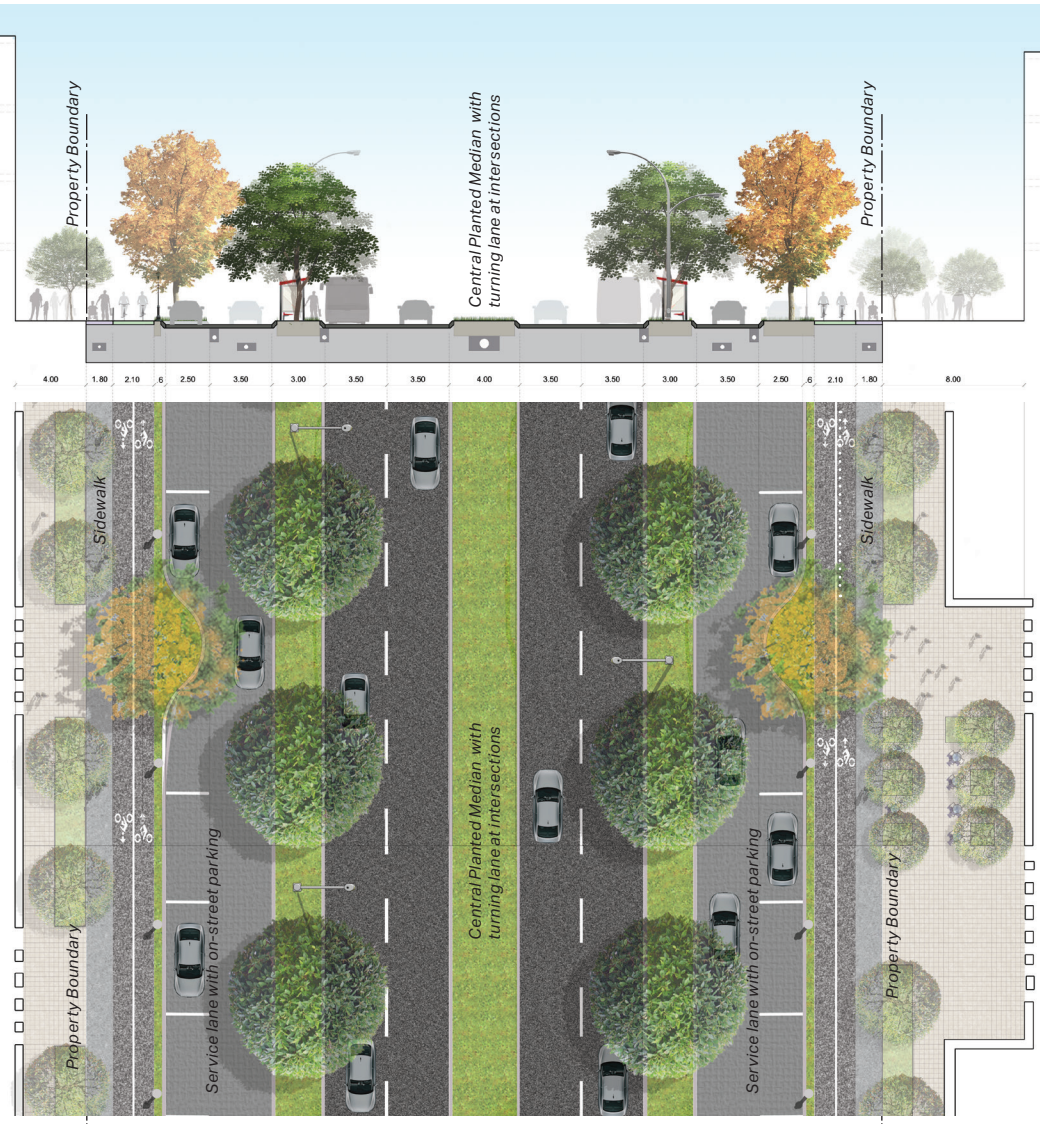
The following guidelines conform to the Region of Durham's Arterial Corridor Guidelines for Regional Corridors, while providing further guidance to achieve policies objectives of permeability, legibility and a sense of place, a Complete Street.

3.2.1 Type A Arterial (45m ROW) - Courtice Road & Bloor Street (Multi-Way)

Arterial Roads provide long-range and efficient access between the Region's communities and serve a range of travel modes, including passenger vehicles, trucks, and transit. A key design objective for Arterial Roads is to balance safety, visual amenity and pedestrianism, with a wide variety of functions including to serve as a large volume transport corridor, support transit, feature gateways and entrances into neighbourhoods and efficiently distribute local traffic to Collector Roads.

Recognized as a driver to achieve a more sustainable, compact urban form, Courtice Road shall be designed to support transit oriented development and permeability while efficiently moving large volumes of traffic at moderate to high speeds over relatively long distances.

Figure 18: Arterial A (Frontage Road/ Multi-way)



Principle

Transform a vehicular dominated arterial into an urban corridor providing for ease of access, orientation and safety for both pedestrians and vehicles.

Guidelines:

a. Travel Lanes: 4 through lanes, 3.5m in width to enhance the safe movement of larger vehicles such as trucks and transit.

b. Centre Median: A 4m wide central median will be provided for traffic calming, aesthetics, geometric design considerations, and access control.

c. Boulevard (Side Median): 2.5m wide landscaped boulevards are encouraged in urban areas with coloured street trees situated every 9.0m. Transit infrastructure such as bus shelters can be accomodated within the side medians.

d. Service Road: Manage through traffic while activating adjacent land uses through the provision of a 3.5m wide service lane.

e. Multi-purpose Strip: 3.1m wide landscape buffer and furnishing zone shall feature street trees and lighting to enhance the safety and comfort of the streetscape. Lighting should be downcast to reduce light pollution. Where required, it shall also accomodate a 2.5m wide on street parking. Time-based restrictions may be applied to reflect traffic volume and snow clearing requirements.

f. Bicycle infrastructure: Due to the anticipated level of traffic, 2.1m wide segregated bicycle lanes with clearly identified signage shall be provided.

g. Sidewalks: Sidewalks shall be provided on both sides of the street and be a minimum of 1.8m wide to accommodate persons using mobility aids, walkers, or persons accompanied by guide dogs.

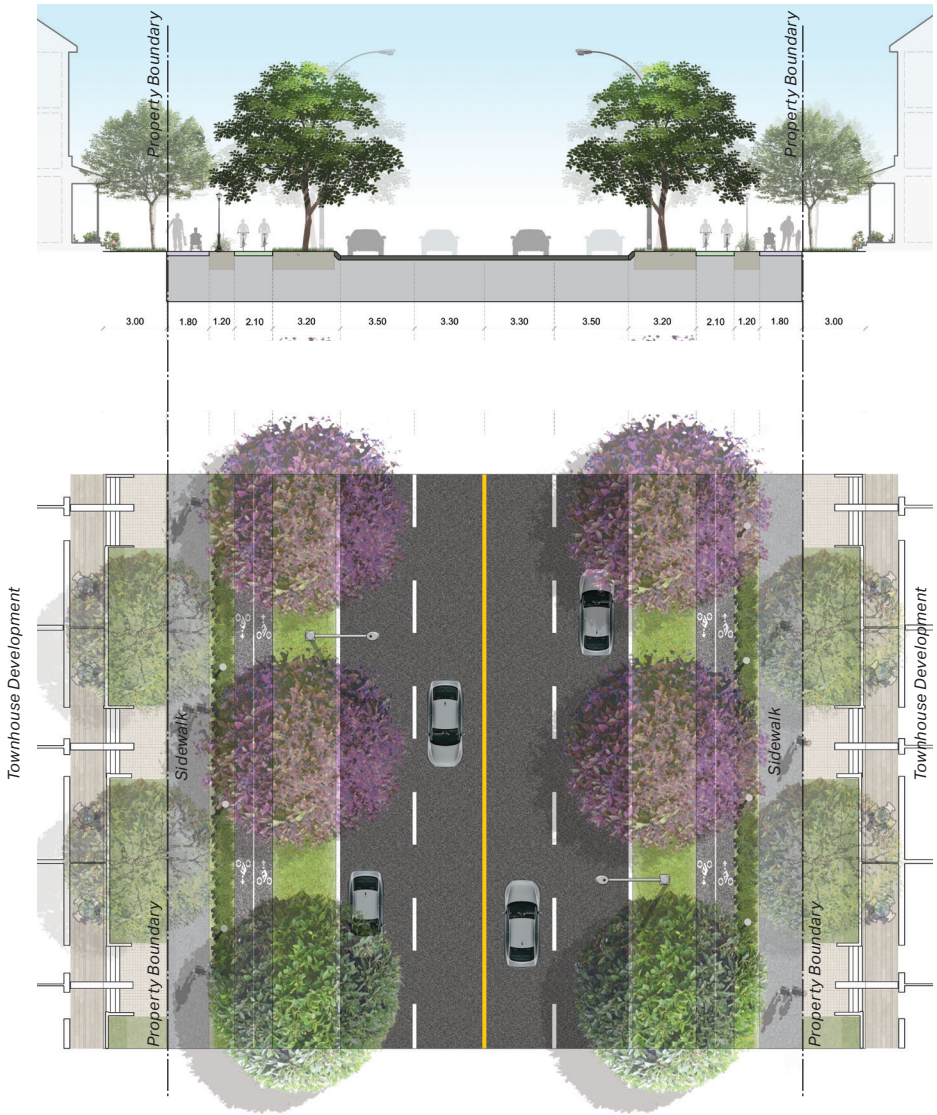
h. Buildings shall have entries facing the street and use architectural detailing and landscape features to address the road frontage. Reverse frontage development shall not be permitted.

3.2.2 Arterial Roads: Type B Arterial - Trulls Road (Local Corridor) - 30m ROW

As an Arterial and a major connector to the Town Center, Trulls Road must ensure a balance between the efficient movement of vehicles and transit while enhancing the comfort and safety of pedestrians and cyclists.

The guidelines below acknowledges the growing role of an active transportation network and its contribution to the creation of a vibrant public realm. Given the role of Arterial Roads to move vehicular traffic efficiently through the community, driveway access from Arterial Roads shall not be permitted.

Figure 19: Arterial B



Principle

Create a complete street supporting multi-modal transit while efficiently moving significant volumes of traffic at moderate speeds across the Municipality.

Guidelines:

a. Travel Lanes: The total number of through lanes will be 4, with a turning lane at intersections. Travel lanes should not exceed 3.5m in width. Wide travel lanes are required to ensure the safe movement of larger vehicles such as trucks and transit.

b. Multi-purpose strip: 3.2m wide landscape boulevard and furnishing zone shall feature coloured street trees at 9m centers, street furniture, signage and lighting to enhance the safety and comfort of the streetscape. Lighting shall be downcast to reduce light pollution. Transit infrastructure such as bus shelters can be accomodated within this boulevard.

c. Bicycle infrastructure: Due to the anticipated level of traffic, 2.1m wide 2 way dedicated bicycle lane with signage and/ or pavement markings shall be provided on both sides of the street.

d. Sidewalks: Sidewalks shall be provided on both sides of the street and be a minimum of 1.8m wide to accommodate persons using mobility aids, walkers, or persons accompanied by guide dogs. A 1.1m wide green strip shall be provided between bicycle lane and sidewalk.

e. High and medium density forms including apartments and townhouses shall present façades, entrances and at-grade animating uses with architectural detailing and landscape features that address the road frontage. Reverse frontage development shall not be permitted.

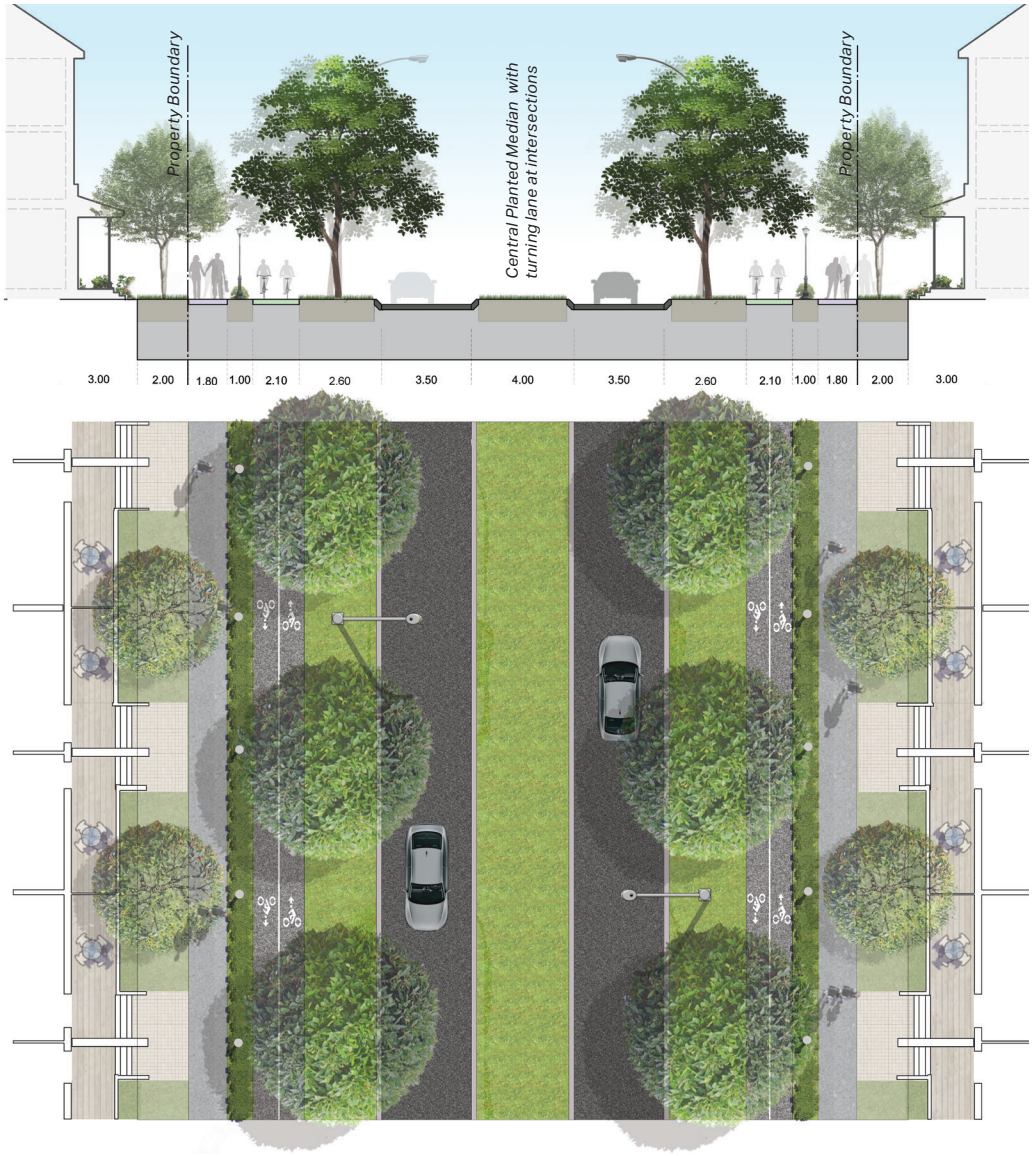
f. Lighting: Appropriate road scale lighting shall be provided to contribute to the safety and comfort of the streetscape. Lighting should be downcast to reduce light pollution. Pedestrian scale lighting shall be provided within the green strip to animate and create a safe and comfortable pedestrian experience.

3.2.3 Arterial Roads: Type C Arterial - Meadowglade Road & Hancock Road (26m ROW)

As primary connections and arterials, both Meadowglade Road & Hancock Road shall be designed to move moderate volumes of traffic at slower speeds over relatively short distances.

Running along the edge of neighbourhoods, these roads are intended to support medium density housing forms that relate to the street and contribute to the creation of a vibrant and active public realm. These roads shall be designed to support multi-modal transit within Southeast Courtice.

Figure 20: Arterial C



Principle

Provide efficient and safe multi-modal connectivity across neighbourhoods while responding to and activating the public realm.

Guidelines:

a. Travel Lanes: Two through lanes with a turning lane at intersections. Travel lanes should not exceed 3.5m in width.

b. Centre Median: Provide a 4m wide central median for traffic calming, aesthetics, geometric design considerations & access control.

c. Multi-purpose strip: 2.5m wide landscape boulevard and furnishing zone shall feature street trees at 9m centers, street furniture, signage and lighting to enhance the safety and comfort of the streetscape. Lighting shall be downcast to reduce light pollution. Transit infrastructure such as bus shelters can be accomodated within the boulevard.

d. Bicycle infrastructure: Due to the anticipated level of traffic, 2.1m wide 2 way dedicated bicycle lane with signage and/ or pavement markings shall be provided on both sides of the street.

e. Sidewalks: Sidewalks shall be provided on both sides of the street and be a minimum of 1.8m wide to accommodate persons using mobility aids, walkers, or persons accompanied by guide dogs. A 1.2m wide green strip shall be provided between bicycle lane and sidewalk.

f. Medium density housing shall present a façade with architectural detailing and landscape features that addresses the road frontage. Reverse frontage development shall not be permitted.

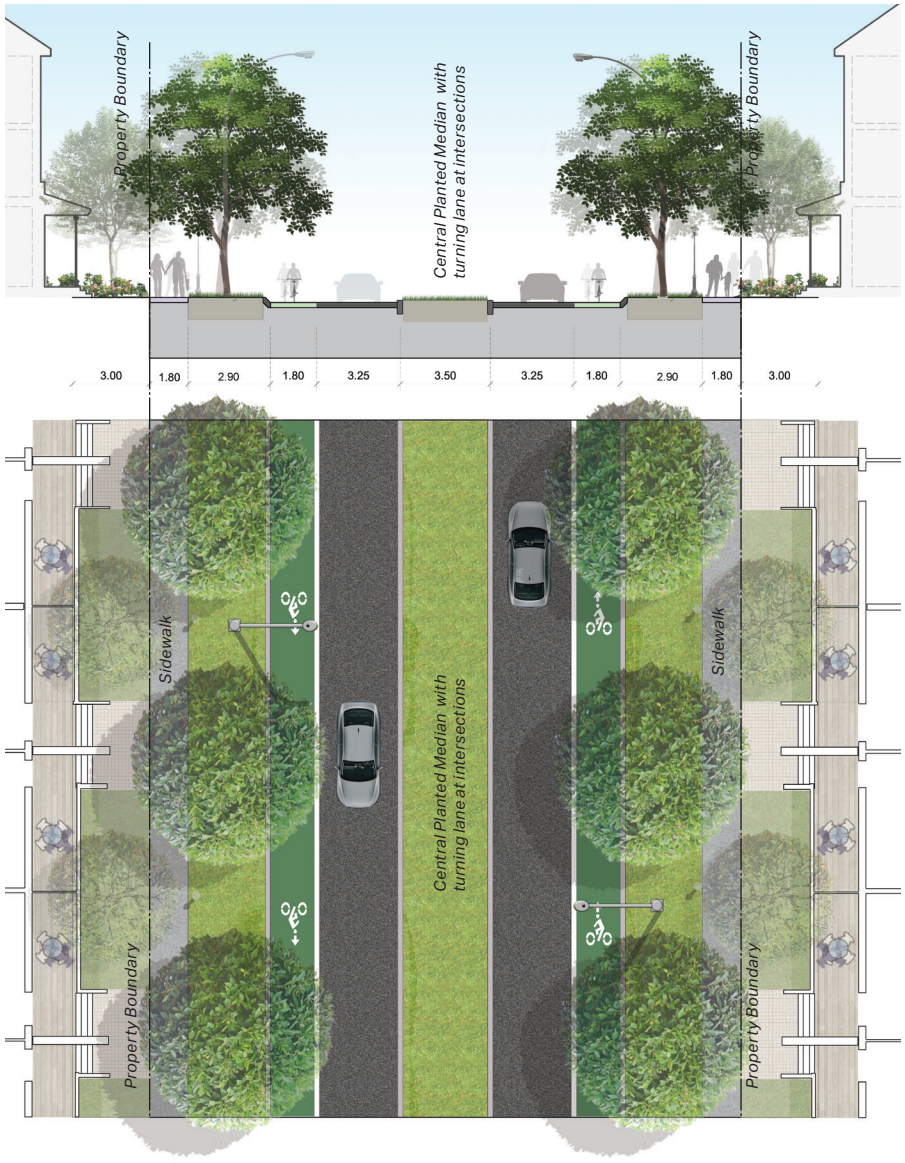
g. Lighting: Appropriate road scale lighting shall be provided to contribute to the safety and comfort of the streetscape. Lighting should be downcast to reduce light pollution. Pedestrian scale lighting shall be provided within the green strip to animate and create a safe and comfortable pedestrian experience.

3.2.4 Collector Roads (23m ROW)

Collector Roads provide important connections between residential neighbourhoods and other community uses. They typically define the community structure and provide suitable locations for community amenities such as schools and park space accessible to the community.

Collector roads should have a high level of streetscaping, emphasizing the character and identity of the community. In addition, collector roads will act as 'green' linkages with the parks and open space system, therefore emphasis should be placed on creating safe and pedestrian focused environments.

Figure 21: Collector Road



Principle

Create through connections to support walkability and active transportation throughout the community.

Guidelines:

a. Travel Lanes: The total number of 2 through lanes, with a turning lane at junctions and intersections. Travel lanes should not exceed 3.5m in width. Wide travel lanes are required to ensure the safe movement of larger vehicles such as trucks, buses, and transit.

b. Bicycle infrastructure: Due to the anticipated level of traffic, 2.1m wide, 2 way on-street bicycle lanes clearly identified in green with signage and/or pavement markings shall be provided on both sides of the street.

c. Multi-purpose strip: 2.6m wide landscape boulevard and furnishing zone shall feature street trees at 9m centers, street furniture, signage and lighting to enhance the safety and comfort of the streetscape. Lighting shall be downcast to reduce light pollution. Transit infrastructure such as bus shelters can be accomodated within this boulevard.

d. Sidewalks: Sidewalks shall be adjacent to property boundaries and shall be provided on both sides of the street at a minimum of 1.8m wide to accommodate persons using mobility aids, walkers, or persons accompanied by guide dogs. .

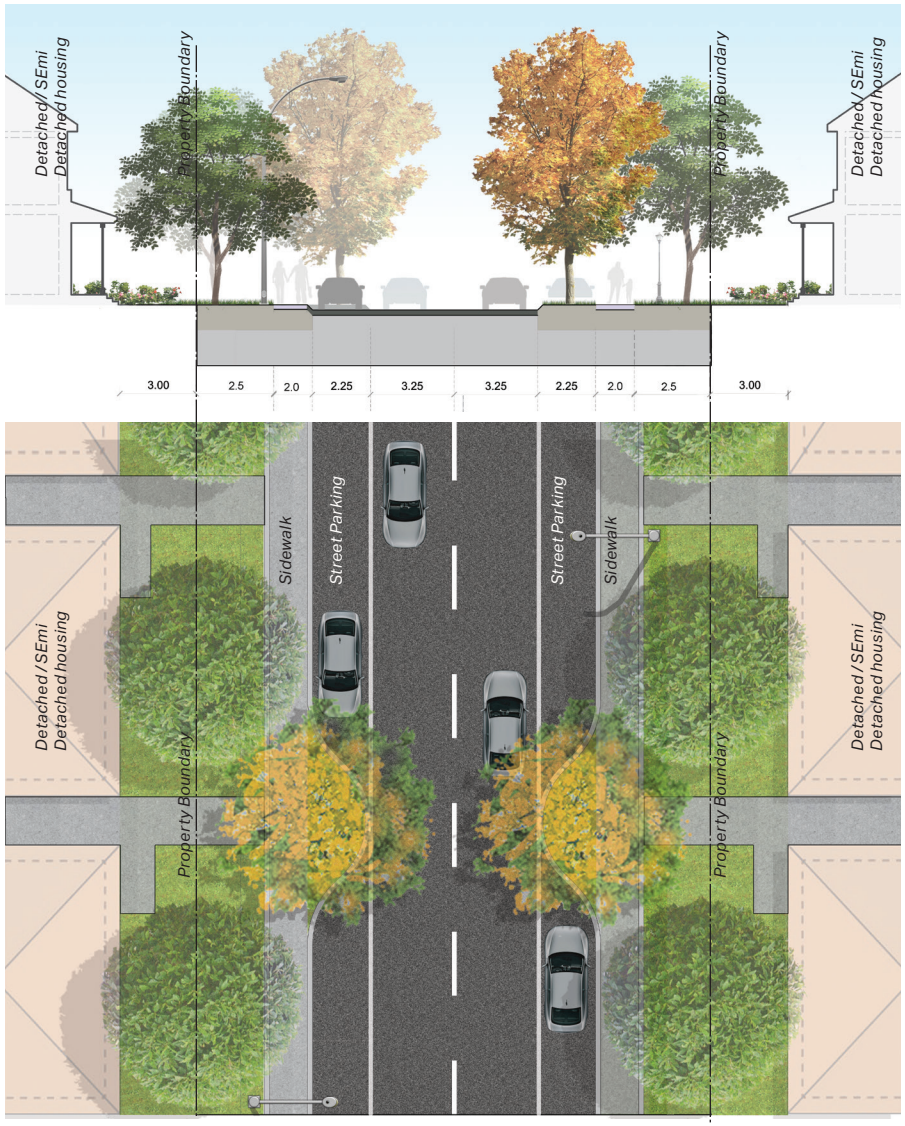
e. Medium density housing forms shall present a façade with architectural detailing and landscape features that addresses the road frontage. Reverse frontage development shall not be permitted.

f. Lighting: Appropriate road scale lighting shall be provided to contribute to the safety and comfort of the streetscape. Lighting should be downcast to reduce light pollution. Pedestrian scale lighting shall be provided within the green strip to animate and create a safe and comfortable pedestrian experience.

3.2.5 Local Roads (20m ROW)

Local Roads provide direct and local access to individual sites, connect to Collector Roads and link with public open spaces.

Figure 22: Local Roads



Principle

Local Streets should be designed to create 'intimate' pedestrian-scaled streetscapes that promote walkability and residential activities but discourage speeding and through traffic. The right-of- way standards should be reduced to minimum requirements wherever possible.

Guidelines:

a. Lanes: 2 through lanes with a 2.25m wide 'on-street' parking lane on either side; Travel lanes shall not exceed 3.25m in width.

b. The parking lane shall have permeable paving and be broken by landscaped curb extensions, featuring coloured street trees.

c. A sidewalk of 2m wide should be provided on both sides of the street between the parking lane and the planted zone.

d. Low volumes of traffic allow for bicycle movement on the main carriageway.

e. Landscape Buffer: A 2.5m wide landscape zone featuring street trees shall be provided between the sidewalk and the private property boundary. It could serve as a utility corridor for locating underground services within the street right-of-way.

f. Medium and low density housing forms abutting local roads shall present a façade with architectural detailing and landscape features that address the road frontage.

g. Lighting: Appropriate road scale lighting shall be provided to contribute to the safety and comfort of the streetscape. Lighting should be downcast to reduce light pollution.

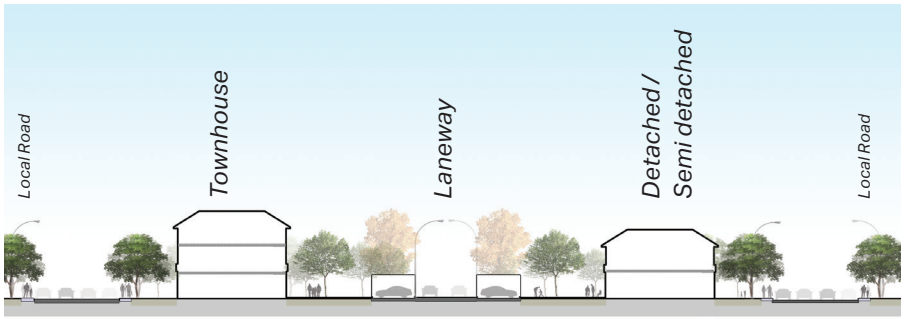
h. The east-west Local Road connecting Granville Drive and Farmington Drive, north of Bloor Street, shall perform as a Collector Road to provide a connection between residential neighbourhoods and community uses. There shall be an emphasis on creating safe and pedestrian focused environments.

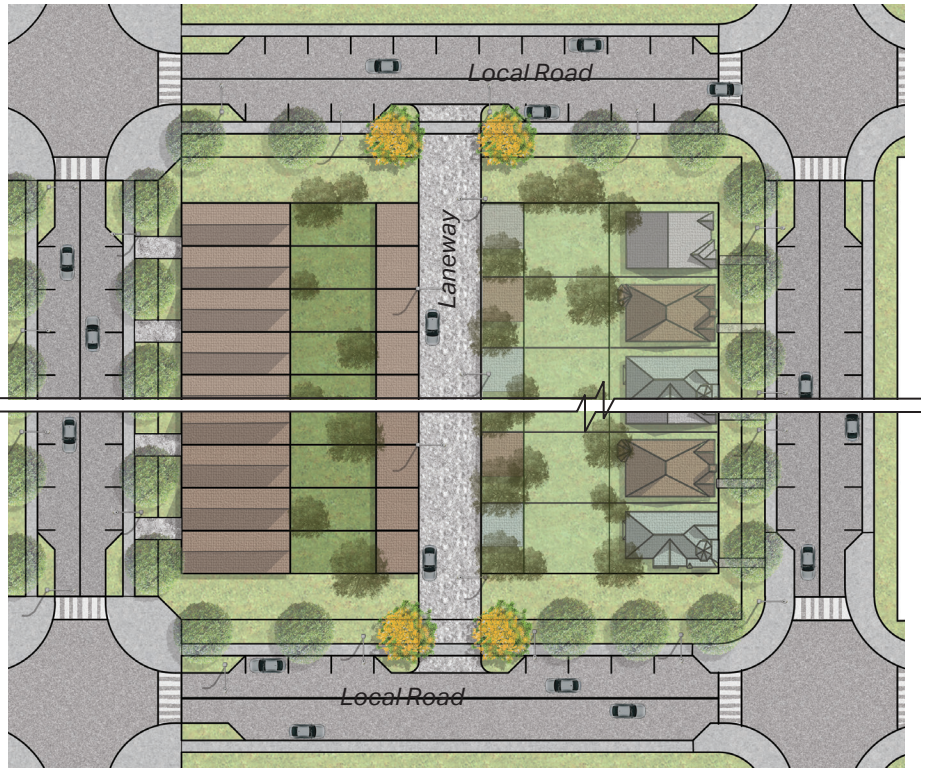
3.2.6 Laneways (8.5m ROW)

Rear Laneways promote pedestrian-oriented streetscapes and are encouraged throughout the community. Laneway development supports safe and attractive streetscapes, with a low number of curb-cuts, and the maximum exposure of habitable frontage.

Laneways shall be provided to eliminate the need for driveways and street facing garages.

Figure 23: Laneways





Principle

Encourage the use of rear access laneways that facilitates the creation of a more intimate and engaging, pedestrian friendly local street.

Guidelines:

a. Laneways should be prioritized where development fronts onto an Arterial or Collector Road network. Also, laneways should be considered to provide access to parking on small lots - particularly narrow lots, and in retail/commercial areas.

b. Laneways shall be no greater than 8.5m with a 6.0m wide two-way travel lane and a 1.25m setback on either side to the adjacent garage wall.

c. Laneways should be graded to channelize snow-melt and runoff as they would not be plowed by municipal services. Areas at the end of laneways should be set aside for snow piling.

d. Laneways shall incorporate LID such as permeable paving where sufficient drainage exists, as low traffic levels permit the use of less durable surfaces.

e. Access to servicing and loading areas should be provided from rear laneways.

3.2.7 On-Street Parking

As recognized by the Region of Durham's Arterial Corridor Guidelines, on-street parking can play a vital role in the creation of a vibrant and active public realm.

It reduces requirements for surface parking lots, generally reduces traffic speeds, and supports pedestrian activity by providing a physical barrier between the sidewalk and moving traffic. It can also be used as short-term loading space for small commercial uses on retail streets and reduce development costs for small businesses by permitting parking to be provided on street. On-street parking is also a useful addition to residential streets and can serve as visitor parking.

Figure 24: On-Street Parking - Typical Layout

Principle

Provide on street parking where possible to assist in calming traffic movement, thereby enhancing pedestrian safety and improving the visibility of local retail.

Guidelines:

a. On-street parking should be provided wherever possible and in particular at mixed use locations. While dedicated lanes are provided along Arterial A and local roads, on street parking may be incorporated within the landscaped boulevards of Arterials B, C and Collectors.

b. Promote on-street parking along buildings directly accessible from the corridor to promote retail and business uses and shield pedestrians from traffic.

c. For clear visibility, parking shall not be permitted adjacent to crosswalks.

d. Wherever possible, parking areas should be designed in small sections and include permeable paving, lighting, substantial landscaping, to break up expanses of parking and to provide places for pedestrian connections.

e. Diagonal parking shall not be permitted.

f. Consider metering on-street parking to promote short-term parking.

Figure 25: On-Street Parking

3.2.8 Green Streets

A Green Street is a road or street that incorporates green infrastructure, which includes natural and human-made elements such as trees, green walls, and low impact development (LID) stormwater infrastructure that provide ecological and hydrological functions and processes.

Green Streets serve a special function in the community in that they provide for increased permeability and pedestrian connections within the community. They are meant to encourage pedestrian travel through neighbourhoods, connections to open space features, and are desirable features in themselves. They are unpaved right-of-ways, with building encouraged to front onto them.

Figure 26: Green Street Strategies

Principle

Use green streets to contribute to urban forestry, mitigate urban heat island effect, manage stormwater runoff and promote infiltration.

Guidelines:

a. All public Righ-of-Ways are encouraged to promote the use of Green Infrastructure including;

– Perforated pipes, allowing infiltration of runoff into the gravel bed and underlying native soil while it is being conveyed from source areas to an end-of-pipe facility or receiving waterbody.

– Permeable pavements including permeable interlocking concrete pavers (PICP), porous PICP, turf stones and plastic grids, porous concrete and porous asphalt, that create a porous surface allowing rainwater to infiltrate into the sub-base.

b. 1.5 to 2.0m sidewalks with space on both sides to accommodate a double row of trees.

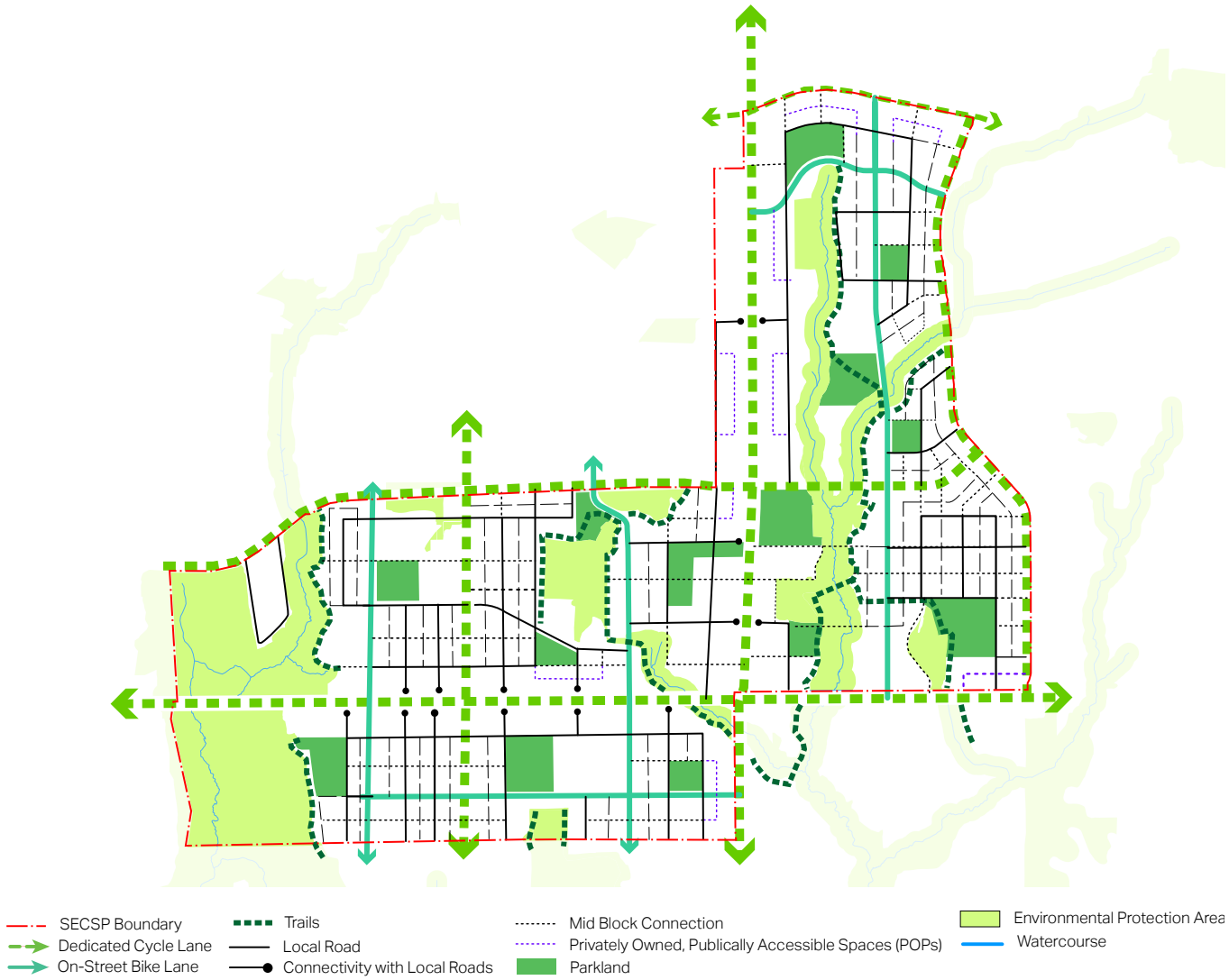
c. Green Streets can accommodate underground utilities as well as emergency access.

3.3 Active Transportation Network

Establish an active transportation network with safe, direct, efficient, comfortable and visually-interesting routes for users, creating and environment that will foster the adoption of active modes and provide important connections.

Active transportation refers to all human powered forms of transportation, in particular walking and cycling. It includes the use of mobility aids such as wheel chairs, and can also encompass other active transport variations such as in-line skating, skateboarding, and cross-country skiing. Active transportation modes can also form key first-last mile links for longer journeys that connect with public transit.

Figure 27: Active Transportation Network



Principle

The active transportation network is the foundation to creating a community that provides dedicated infrastructure to support the use of active modes for all types of users.

Guidelines:

a. Infrastructure must prompt safety and visibility of vulnerable road users.

b. Maintain and improve the connections of sidewalks and multi-use paths to major destinations, neighbourhood facilities and transit stops in order to encourage year-round usage;

c. Implement wayfinding signage that directs users to and from key locations;

d. Provide mid-block connections every 75-100m in particular through the high and medium density blocks of the Regional Corridor to support increased network connectivity, provide relief to continuous facades, establish secondary view corridors connecting prominent arterial or collector roads.

3.3.1 Pedestrian Connections

Exterior development of the site should create comfortable and safe pedestrian connections to support walkability and a healthy neighbourhood. Sidewalks, Mid-block connections and crossings are important features of the pedestrian environment that contribute to creating an active, legible and safe community.

a. **Sidewalk**

Figure 28: Sidewalk

Principle

Pedestrian connections from the public road right-of-way to adjacent public open spaces/natural features should be provided where possible.

Guidelines:

a. As a general rule, sidewalks should be provided on both sides of the street.

b. Sidewalk shall be a minimum of 1.5m wide, consistant across blocks and connect with adjoining recreational trail networks.

c. For sidewalks on busy streets, textured edges and sound assisted crosswalks should be used to assist the visually impaired.

a. **Mid-block Connections**

Figure 29: Mid-Block Connection

Principle

Well designed mid-block connections create a sense of place and enhance walkability within the neighbourhood.

Guidelines:

a. Minimum 3m wide walkway with a landscaped zone on either side as a buffer to the adjacent buildings, blank walls are not permitted.

b. Barrier free with appropriate signage, they should connect to the larger pedestrian network.

c. Grade-level commercial building uses are encouraged to wrap around the building to address the mid-block connection. Spill-out spaces can be considered where appropriate.

a. **Crossings**

Figure 30: Street Crossing

Principle

Crosswalks ensure continuity of the sidewalk network. High quality crosswalks must be provided for safety and to promote walking.

Guidelines:

a. Crosswalks should be continuous and connected to adjacent sidewalks. Crosswalks should be clearly designated for safety, with appropriate surface markings or variation in construction material, and signage

b. Gateway and major commercial area intersections should use feature paving to signify the priority of pedestrian crossings at these locations.

c. Crossings shall be designed to AODA standards.

3.3.2 Cycling Network

The Southeast Courtice Neighbourhood will be committed to prompting cycling through the provision of a range of context specific measures that consider both safety and demand. The design of cycle infrastructure should consider the type of cyclists that will use it, how the routes interact with other users, opportunities to improve safety and how maintenance will be provided. Furnishings should not obstruct pedestrian, vehicle or cyclist circulation and sight lines or hinder sidewalk/ bike path maintenance and snow removal.

a. **Dedicated and/or Segregated Bicycle Path**

Figure 31: Dedicated Bicycle Path

Principle

Provide for safe travel alternatives along arterials.

Guidelines:

a. 2.1m wide, two way dedicated and/ or segregated bicycle lanes shall be provided in high traffic areas.

b. Adjacent landscape boulevards with street trees shall be provided for shade and comfort.

c. Where not separated by a planting zone, bollards shall be used to mark the edge and coloured paving (green) shall be used to distinguish the bike lane from the sidewalk

d. The route shall have the required signage and white lane markings to meet existing standards.

b. **On-Street Bicycle Path**

Figure 32: Dedicated Bicycle Path

Principle

Provide for safe travel alternatives along collectors.

Guidelines:

a. 1.8m wide, single lane on-street cycling infrastructure shall be provided in medium to low traffic areas.

b. Adjacent landscape boulevards with street trees shall be provided for shade and comfort.

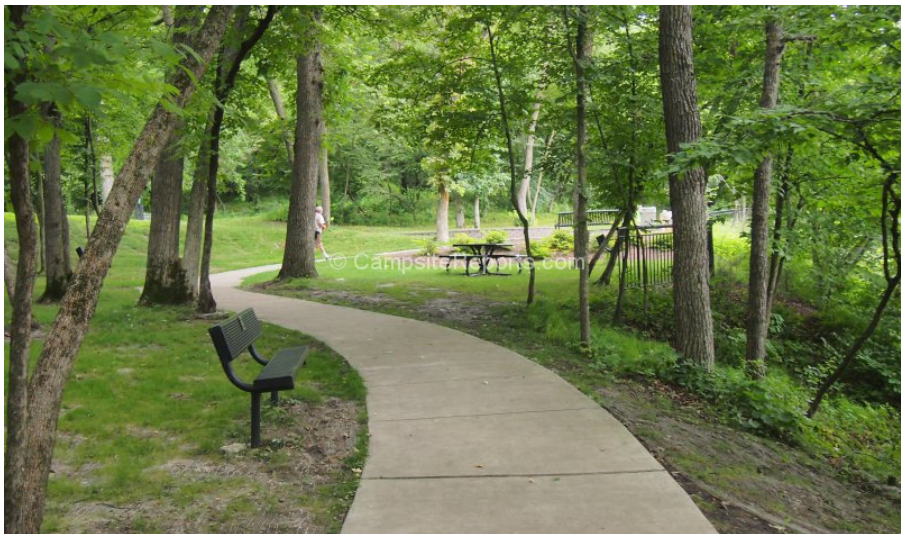
c. Coloured paving (green) shall be used to distinguish the bike lane from the carriageway, with white lane markings to meet existing standards.

3.3.3 Trails

As described in the Secondary Plan, Environmental Protection Areas serve as the backbone of network of parks, trails and open spaces. Trails contribute to realising the amenity of the natural heritage system in terms of low-intensity recreation and active transportation as well as augmenting connectivity and pedestrian permeability within the neighbourhood. As outlined in the COP, Municipal trails will be developed within two classifications systems - Primary and Secondary Trails.

a. **Primary Trails**

Figure 33: Primary Trail



Principle

Primary Trails are paved multi-use trails to provide a variety of recreational uses and occasional vehicular traffic for maintenance purposes.

Guidelines:

a. The design of the recreational trail should reflect the function and nature of the type of open space it occupies.

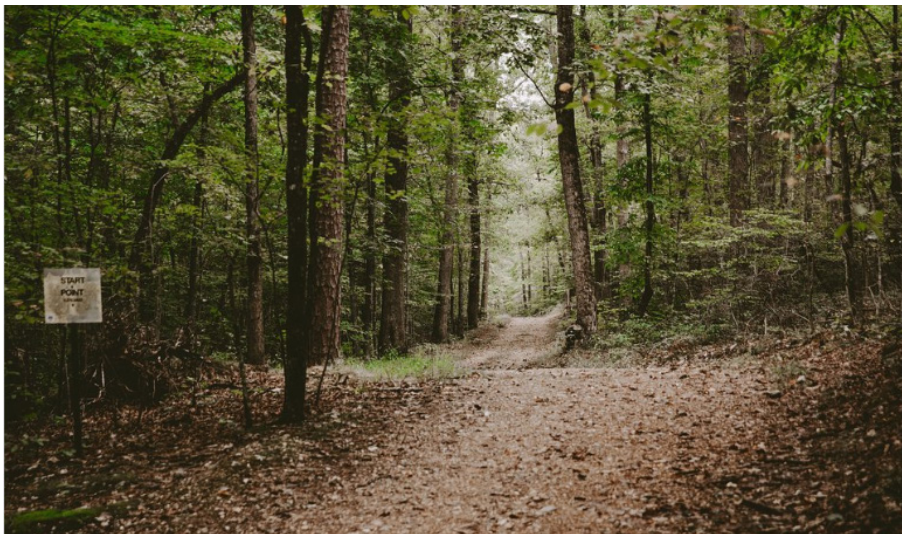
b. Primary Trails shall be barrier free, have multiple access points, clearly demarcated entrances with gateway features such as public art where appropriate.

c. Washrooms, parking, furniture including benches and bins, signage, interpretive facilities and lighting shall be provided to enhance safety and support use by all ages and abilities.

d. The trail shall be 3-4m wide to allow for two way cyclist or pedestrian passage.

a. **Secondary Trails**

Figure 34: Secondary Trail



Principle

Secondary Trails provide access to natural areas such as creek edges, woodlots or wetlands and are intended to keep users on a designated path to minimize disruption to the surrounding landscape.

Guidelines:

a. Supporting the integration of stormwater facilities with parkland, secondary trails shall be the primary connection providing access and supporting passive recreation opportunities in these environments.

b. Secondary trails are narrower than primary trails and usually have a surface of crushed aggregate or woodchip.

c. Trails shall be a minimum of 1.8m wide to provide barrier free access.

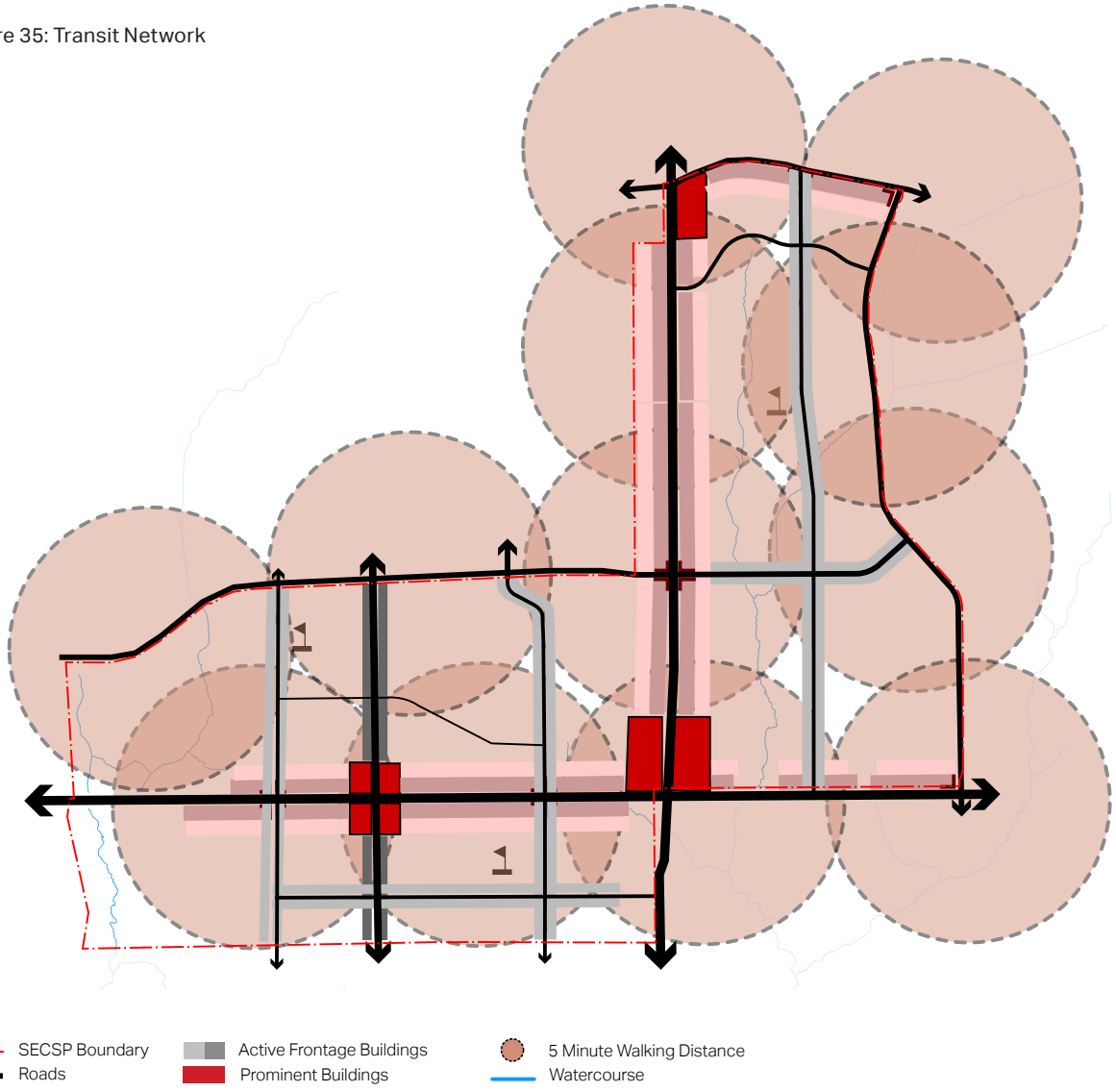
d. Paved surfaces shall not be permitted, limiting vehicular access and prioirtising pedestrian and cycling movement within the community.

3.4 Transit Network

A transit oriented development approach has been adopted to promote the creation of a sustainable and complete community within Southeast Courtice. As such, development is planned to accommodate compact typologies and often incorporate features to encourage multi-modal transportation.

The SEC Secondary Plan and UDSG have provided the framework and guidance to achieve a development pattern with approximately all residents within a 5 minute walking distance of a transit stop. Feasibility shall be determined through further study and as the community develops. Sidewalks and bicycle networks support last mile connectivity.

Figure 35: Transit Network



Principle

Encourage transit oriented development for a sustainable future.

Guidelines:

a. Highway 2, Courtice Road, Bloor Street and Trulls Road are encouraged to serve as primary Transit Corridors supporting rapid transit infrastructure for efficient inter-regional travel.

b. Meadowglade Road and Hancock Road are encouraged as Secondary Transit routes to provide sustainable travel options to all users.

c. Sidewalks should connect directly to transit shelters to encourage active transit use and ensure safety and convenience.

d. Transit stops should be located in close proximity to activity nodes and building entrances and on the far side of intersections to improve road efficiency & commuter safety.

e. Transit stops should include a shelter for weather protection and include basic amenities, including seating, trash receptacles, lighting, and route information.

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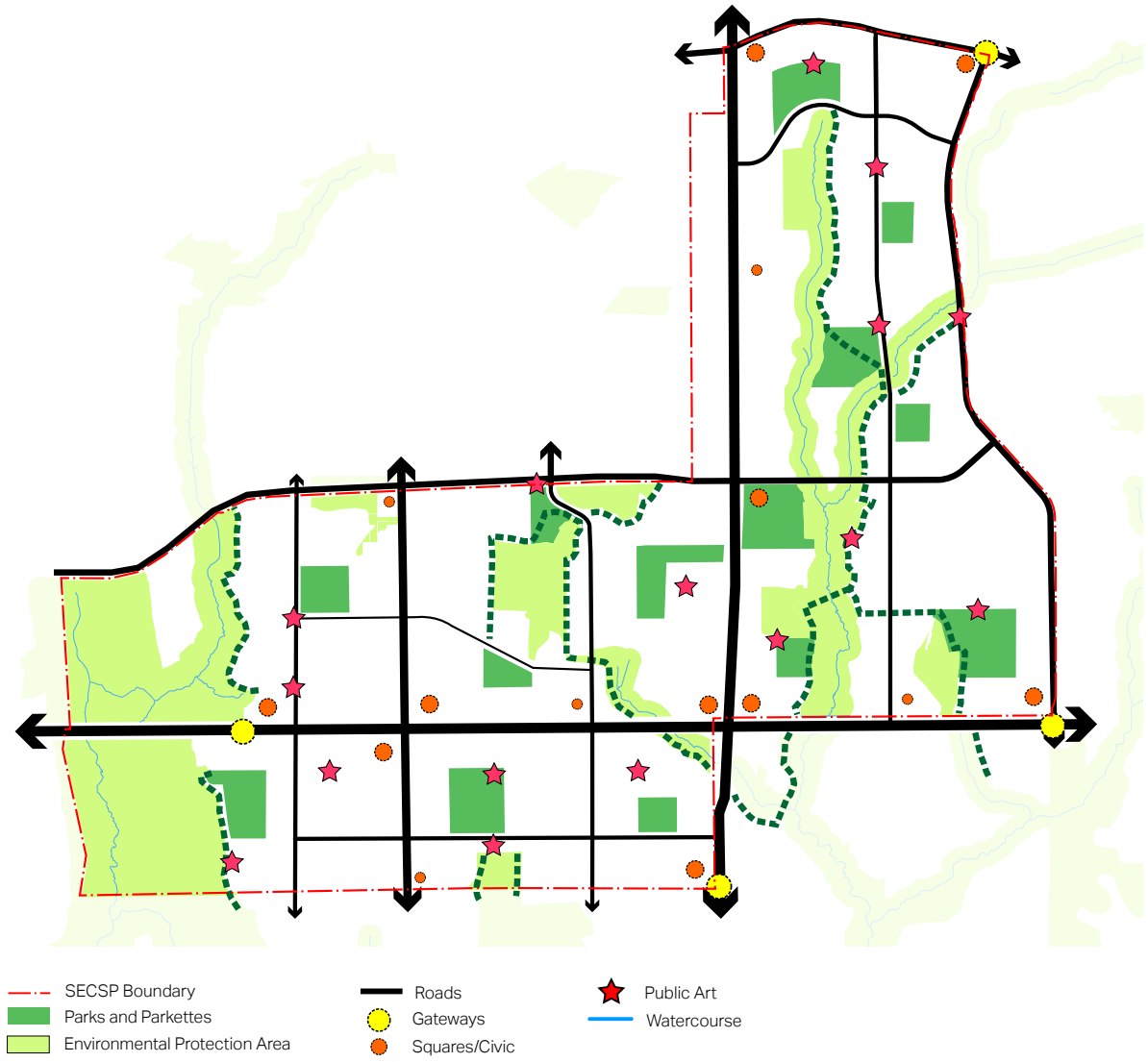
3.5 Parks & Open Spaces

As defined by the Secondary Plan, the parks and open space system comprises: Environmental Protection Areas and associated areas, parks and other outdoor civic uses and stormwater management features. Together, they provide spaces that support the ecological and hydrological function of the area and serve as venues for outdoor community and recreational life.

Park typologies include a Community Park, Neighbourhood Parks, Parkettes and Public Squares to serve the needs of the community.

Figure 36: Parks & Open Spaces



Principle

To create a functional, safe interconnected system of parks within SEC.

General Park Guidelines:

a. Locate parks such that all residents are within 5 minutes walking distance of a neighbourhood park or a parkette.

b. Locate parks strategically for high visibility and designed to promote accessibility for all ages and abilities.

c. Create a hierarchy of parks connected by active transportation routes.

d. Architectural and landscape elements shall be incorporated and appropriate mitigation measures shall be incorporated to address concerns of noise attenuation and visual privacy.

e. Higher density built forms incorporating a terraced approach shall frame the park with “eyes on the park” to promote safety through casual surveillance.

f. Park entrance design should provide amenities including visitor drop-off, pedestrian scale lighting & signage to assist in orientation & use of park amenities.

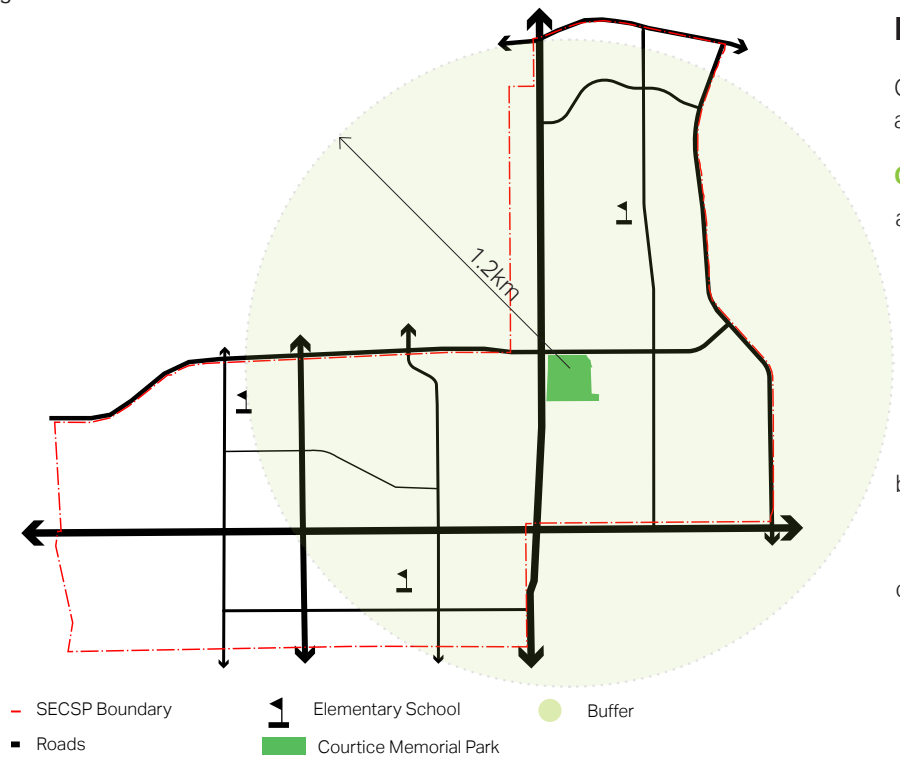
g. Vehicular connections through parkland should be limited to emergency vehicle routes and access to major park facilities and parking areas.

3.5.1 Community Park (Courtice Memorial Park)

Building on the existing, Courtice Memorial Park (CMP) is intended to serve as a landmark outdoor space for the larger community of Courtice.

Located within a priority intensification area the park responds in character and has a compact size of approximately 4ha. As an important node, it is located at the intersection of two arterial roads, adjacent to the EP with direct linkages providing connectivity to the Regional and Municipal Open Space System.

Figure 37: Courtice Memorial Park



Principle

Create a park with a sense of place and identity to form the central focus of the SEC area while serving the social and recreational needs of the community.

Guidelines:

a. CMP shall be located with a minimum of 2 frontages along major roads to ensure ease of access and to reinforce a strong public profile. Off street parking shall not be permitted along the aforesaid frontages, underground parking is encouraged.

b. Co-locate near mixed use areas to promote shared facilities such as parking.

c. Strategically locate entrances and create a focal area distinguished through landscape design & the use of elements such as public art, water features, etc. Sufficient landscaping shall be incorporated to offer shading in open areas.

d. Provide recreational opportunities for all seasons, including programmed areas for active outdoor and indoor recreational (e.g. sports fields, skating rinks, bike paths, etc.) and non-programmed open space to support low intensity recreation (e.g. walking trails, community gardens, seating areas, park pavilions, interpretive displays, etc.)

e. Walkways and paths should be designed throughout the park to facilitate circulation and emphasize vistas and other scenic or interesting views. Utilities shall be located discretely and should be incorporated into landscape feature and/ or screened where necessary to preserve desirable views.

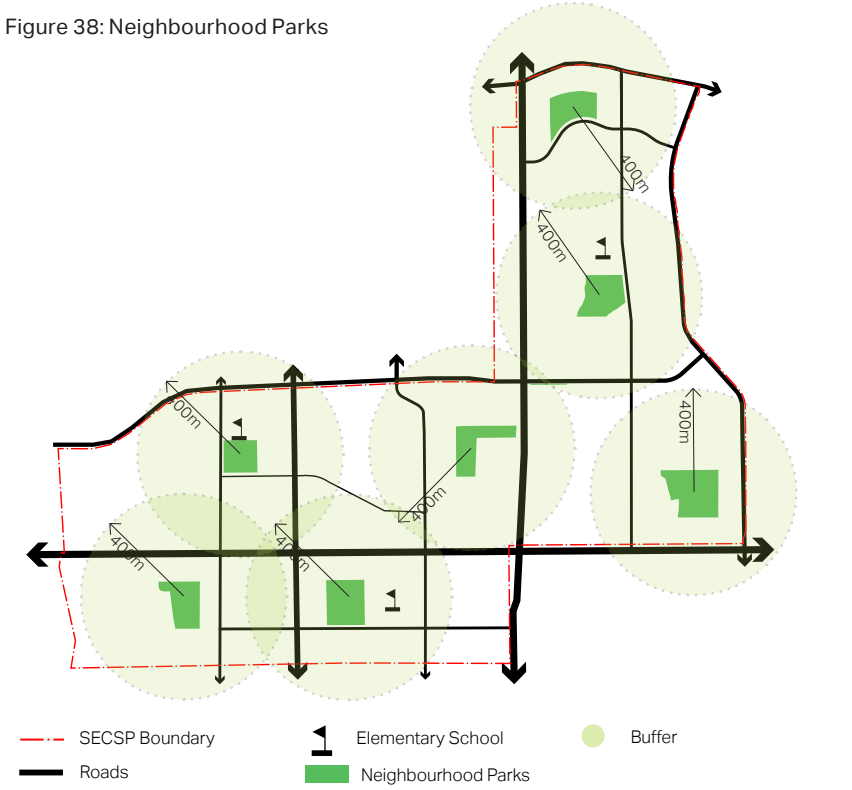
f. Express the character of the neighbourhood through the use of special features such as hard surface paving, seating, lighting and landscape details. Interpretive Plaques and pathway markers shall be considered where applicable to recognize significant, lost or relocated heritage buildings and sites.

3.6 Neighbourhood Parks

Neighbourhood parks provide the opportunity for each neighbourhood to distinguish themselves from one another through the development of distinct design and landscaping treatments, while contributing to the overall structure and identity of Courtice.

Each neighbourhood within Courtice shall have access to a neighbourhood park within 400m (5 minute walking distance) that specifically caters to the needs of the residents of that neighbourhood. Ranging between 1.5 to 3 hectares depending on the area served and activities provided, these parks are predominantly designed to support the active recreational needs of the community and have good accessibility to the trail system.

Figure 38: Neighbourhood Parks



Principle

Intended as a local focal point and gathering place, Neighbourhood Parks serve the basic active recreational needs of the residents and children in the neighbourhood.

Guidelines:

a. Parks shall be programmed areas for active recreation including sports fields.

b. Centrally located along a collector road, they mark a local intersection or terminus of a street and where possible, integrate with an adjacent natural heritage feature.

c. They shall have a minimum of two frontages or 50% of the park perimeter along the street, whichever is greater.

d. Neighbourhood Parks shall be located adjacent to school sites to encourage sharing of outdoor facilities such as parking.

e. Development should be designed to front onto the Neighbourhood Park wherever possible. Where residential side or rear yards abut a Neighbourhood Park, fencing and landscaping should be provided to demarcate the public and private realm.

f. Park entrance design should be clearly defined using landscaping and architectural elements, using pedestrian scale lighting and signage to assist in orientation and use of park amenities.

g. Parks shall include play structures, informal playgrounds, seating, hard surface areas, shaded areas under tree canopies or open air structures.

h. Street trees shall be planted along the edge of parks, while not screening the view. On-street parking along public streets is encouraged adjacent to the park.

i. Highly visible connections should link the major park amenities and facilities through walkways and bicycle paths.

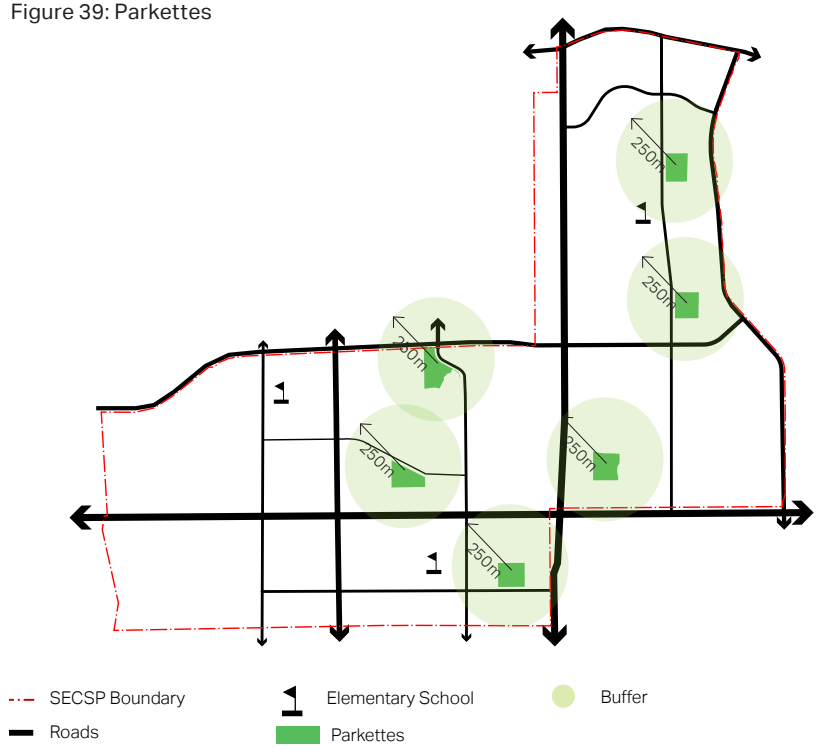
j. Seating and shade areas should be designed in coordination with pathways and play area locations.

3.7 Parkettes

Intended to augment the recreation, leisure and amenity needs of residents within the adjacent neighbourhood, Parkettes shall be between 0.5 ha and 1 ha in size.

Parkettes supplement the Neighbourhood Park system to ensure a variety of amenities and spaces are available within 400 m of all residents. Parkettes are small components of the parks and open space system, that can be soft surfaced and green or hard surfaced and are linked to the larger Parks and Open Space Network through active transportation routes including sidewalks and bicycle paths.

Figure 39: Parkettes



Principle

Create a sub-node within a neighbourhood providing opportunities for passive and informal recreation through seating, gardens, structures, and landscaping.

Guidelines:

a. Parkettes are unprogrammed spaces. While they do not support sports fields, playgrounds and less land-extensive active recreation facilities shall be permitted.

b. Parkettes shall be dispersed throughout the community. They are expected to provide key connecting links, and enhance the overall Parks and Open Space System.

c. Parkettes should be located on visible road frontages and their entries should be clearly defined through landscape treatment and built form elements.

d. View corridors terminating at a Parkette should be highlighted through landscape treatment and/or built form elements. Where located adjacent to natural features, they provide a view termini and passive transitions from built to natural areas.

e. Parkette entrances and features should have enhanced design and landscaping treatments, such as seating, walkways and paths, signage, benches, stone work, planters, structures, gardens, ornamental planting, and other visual amenities that contribute to the distinctive character of the local community.

f. Pathways within Parkettes should connect to pedestrian sidewalks and trails system within broader community.

g. Adjacent residential units shall front onto a local street overlooking the parkette. Rear lotting shall not be permitted.

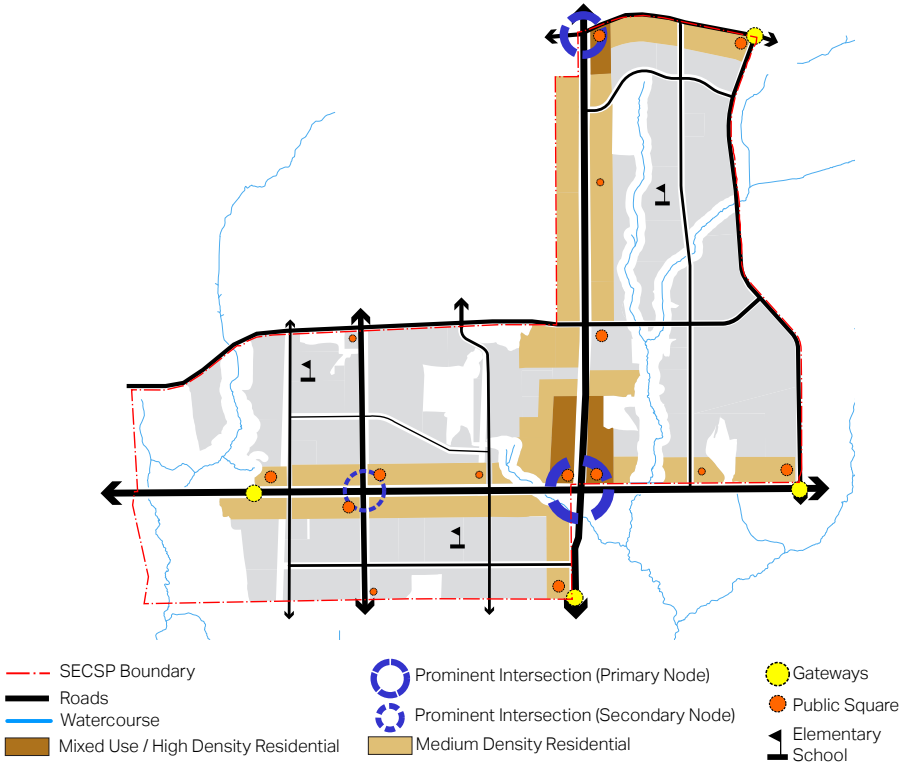
h. The use of Interpretive Plaques and pathway markers shall be encouraged to recognize significant, lost or relocated heritage buildings and sites.

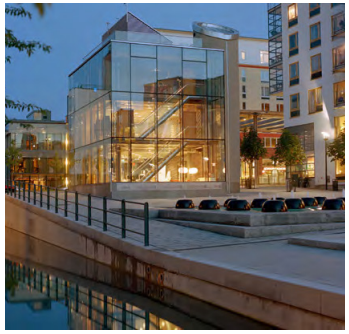
3.8 Public Squares

As defined by the COP and Secondary Plan, Public Squares are intended to enhance the public realm by providing defined spaces for social interaction and are generally incorporated within Priority Intensification Areas or other high traffic areas (Medium Density Residential and High Density/ Mixed Use designations). They will contribute to creating a sense of place and add to the interest of the urban environment.

They shall not vary from 0.5ha - 1 ha in size and can be used for cultural events, public art, farmer's markets, and small scale outdoor activities/games. They shall be highly visible from the dominant street frontage and shall be designed to support activity year round.

Figure 40: Public Squares





Principle

Create destinations along the public realm to anchor and support adjacent retail, commercial, civic or cultural uses thereby enhancing the pedestrian experience.

Guidelines:

a. As primary gathering spaces within a high traffic environment, Public Squares shall have highly visible entries and be located at primary and secondary prominent intersections, at Gateway locations and at key intersections within the SEC neighbourhood.

b. A public square shall be provided at a minimum, every 500m to provide opportunities for socializing and interaction.

c. Sited adjacent to key pedestrian connections, destinations or linkages, public squares function as focus points along the public realm of the Regional Corridor.

d. To ensure a high quality environment, excellence in architectural and material quality, landscape and urban design, exterior furniture, signage and lighting shall be a priority.

e. Incorporate other aspects that could contribute to the public realm such as a public art, integrated plaques and pathway markers.

f. Public art provides an opportunity to celebrate and showcase local arts and culture; establish a unique identity and contribute to creating a sense of association and ownership for residents of the community. Public art may include memorials, sculpture, water features, murals or individual art installations.

g. Smart technologies shall be considered to provide internet connectivity and live updates on programs and activities in Clarington.

h. Underground parking shall be provided at all locations with surface parking limited to accessibility spots.

3.9 Sitewide Low Impact Development & Stormwater Ponds

As directed by policy, Low-impact development stormwater systems such as bioswales, infiltration trenches and vegetated filter strips may be permitted within the vegetation protection zone provided that the intent of the vegetation protection zone is maintained and it is supported by the Environmental Impact Study.

To promote self sustainable neighbourhoods within Southeast Courtice, low impact development techniques are encouraged that not only contribute functionally but create opportunities for social interaction and community building.

Figure 41: Stormwater Ponds

Principle

Effective stormwater management to improve water quality, minimise flooding and erosion management, public access and passive recreation opportunities.

Guidelines:

a. Limit the number of SWM ponds for efficient operation & management.

b. Integrate Storm ponds with parkland as part of the landscape. Avoid fencing to promote public access and surveillance opportunities. Shallow slopes should be considered for direct access areas and overlooks with railings or densely planted areas should be applied to discourage direct access.

c. Vegetated swales and planters are integrated into site landscaping to slow stormwater flow and to allow sedimentation and infiltration. Trees, shrubs, grasses and ground covers are also used in landscape systems. In poorly drained soils, it is necessary to consider the cost benefits and the maintenance aspects of the installation.

d. Porous materials may be used for walkways, patios, plazas, driveways, parking lots, and some portions of streets to facilitate infiltration. Pervious concrete in parking lots can be particularly useful because of its capacity to store large volume of runoff for a period of time as well as catching oil and chemical pollutants. Permeable paving can be connected through attenuation/ infiltration basins to the wetland.

e. Bloswales created through landscape depressions underlain with a filter bed comprised of a mixture of sand/granular and organic material. Utilize a combination of detention, infiltration, transpiration and biological uptake to treat stormwater.

f. Soil Amendments, Soakaway Pits, Infiltration Trenches and Chambers are encouraged on multi family medium density lots, with green roofs and rainwater harvesting as additional measures on mixed use, high density blocks.


Edward Jones

4. Private Realm

The Secondary Plan sets out a policy framework to achieve a broad range of housing types, tenure, and cost to meet the evolving housing needs for people of all ages, abilities and income groups. It encourages a minimum of 30% of all new housing to be affordable in Urban Areas and supports the development of new rental units.

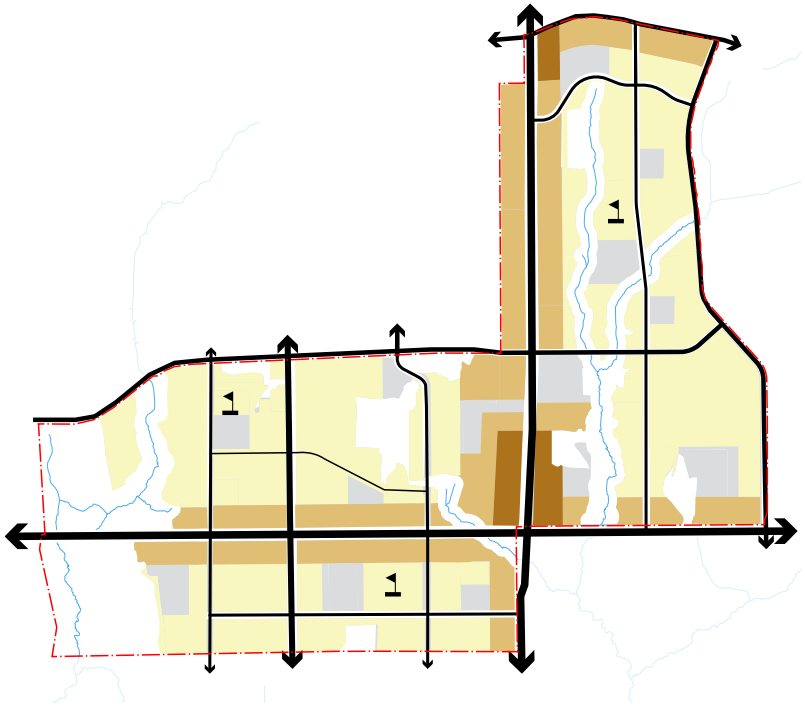
The Urban Design & Sustainability Guidelines support this vision and provide guidance to realise an efficient mix of uses and a variety of housing types that incorporate principles of sustainable development, energy and resource efficiency.

The residential, institutional, commercial and mixed use buildings within a community contribute to its character and can assist in further enhancing defining and complementing the public realm.

The private realm in Southeast Courtice comprises four land use categories:

- Mixed Use, High Density Residential
- Medium Density Residential
- Low Density Residential
- Schools

Figure 42: Private Realm

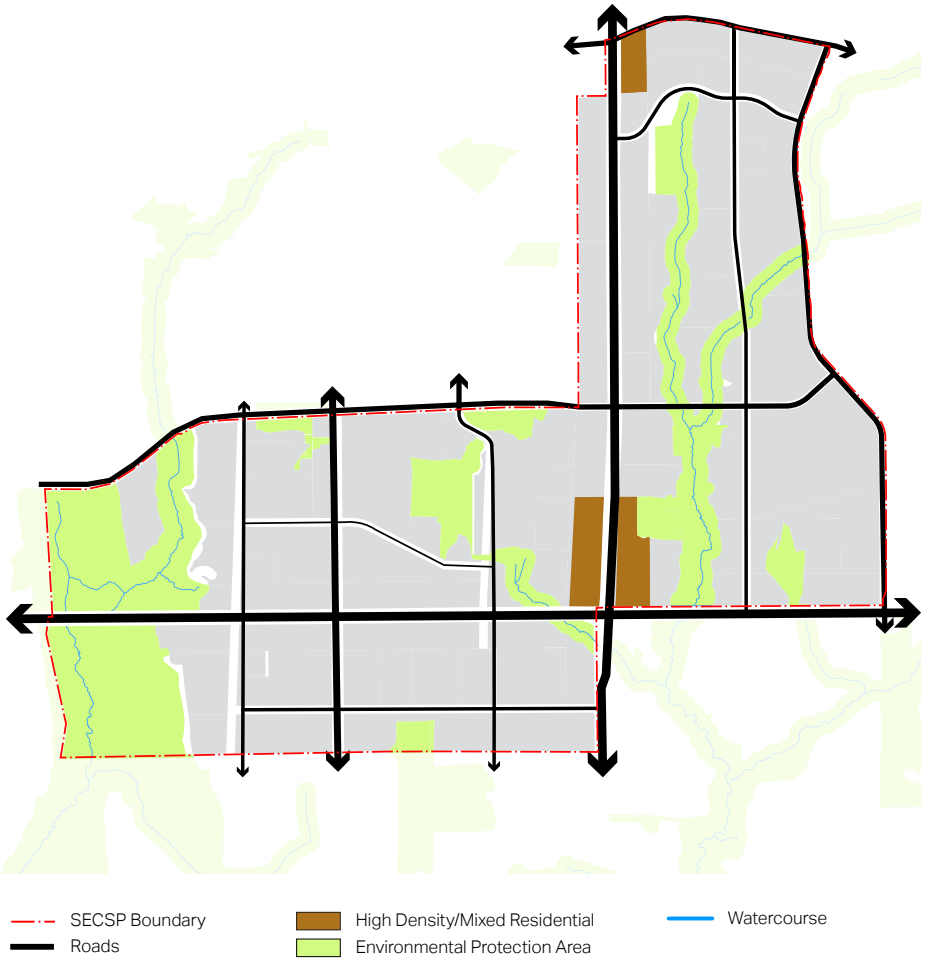


4.1 Mixed Use, High Density Residential

In addition to addressing several policy requirements, including efficient and compact urban form and affordable housing, the mixed-use nodes characterized by high density residential towers and ground floor retail, create a sense of place and serve as landmarks within the community.

Recognizing the intersection of regional corridors to be the key points of focus, high density-mixed use (MX-HDR) node at intersection of Courtice Road and Bloor Street shall function as the primary commercial-retail hub characterized by street front retail, a well shaded and furnished boulevard and opportunities for a full-service grocery store, personal services, restaurants and/or cafes. The secondary node at Highway 2 and Courtice Road shall reflect the character of Courtice Main Street.

Figure 43: Mixed Use and High Density Residential - Landuse Distribution



Principle

Provide a mix of uses and housing options to improve affordability while addressing built form, massing and relationship to the street to support an active, attractive, comfortable and safe public realm.

Guidelines:

a. **Siting and Massing**

- Building typology shall include apartments ranging in height from 7 - 12 storeys.
- Higher density development at major intersections should be developed to reinforce the prominence of these locations through appropriate massing, building projections, and recesses at grade, pedestrian-scale buildings, and open space treatments.
- Site buildings such that they create continuous building frontages at street level, increase the efficiency of services, consolidate open spaces, minimise internal circulation, maximize views to gardens/ recreational areas
- Position and orient buildings in a manner that is sustainable and least energy consuming. Ensure cross ventilation in habitable units.
- Avoid building footprint or floor plates with acute corners as it increases the amount of non-functional floor area and affects efficiency.
- Design the building mass to ensure uniformity across all buildings volumes irrespective of the design of their building footprint or elevation character. Abrupt changes in massing are to be avoided,
- All buildings shall feature a ground related 2 storey commercial-retail podium, creating a clear building line at the base level that forms a reference for street level users, a residential tower body and a well articulated roofline at the top. The building shall feature a step-back above the 4th storey to ensure coordinated development and a consistent street wall.
- The front setback of the commercial retail podium shall be

Figure 44: Mixed Use, High Density Residential - Cross Section

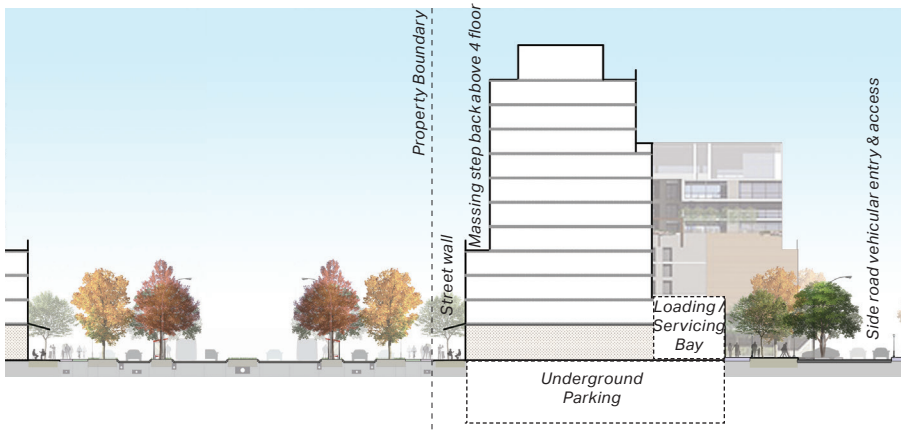


Figure 45: Mixed Use, High Density Residential - Typical Layout

usable as outdoor spill over space, establishing a strong relationship to the street, both by use and form. As the interface between the sidewalk and the built form, this space shall be considered an extension of the public realm, and provided with high quality pedestrian infrastructure including shaded seating, pedestrian lighting and landscape elements to support a vibrant street environment, enhance pedestrian access and comfort.

- Located at prominent intersections and serving as primary community destinations, well articulated gathering areas and good pedestrian connectivity through the block is a priority. Public squares, mid bock connections and privately owned, publically accessible spaces (POPs) providing connectivity to the larger street grid network shall be provided to meet this requirement.

b. Apartments

- Apartment buildings located to the rear of the block shall range from 3-6 storeys to facilitate a transition to the adjacent Low-Rise residential neighbourhood.
- The minimum ground floor height for all buildings should be 4.5 metres above grade to facilitate change of use over time.
- Buildings shall have main entrances directly addressing the street with street front lobbies to allow for safe and convenient access.
- Upper floor units shall be emphasized through articulations of the exterior wall plane and roof, and the use of pronounced building elements including bay windows, and integrated balconies.
- Rooftop mechanical equipment should be screened with materials, durable and complementary to the building.

c. Parking and Utilities

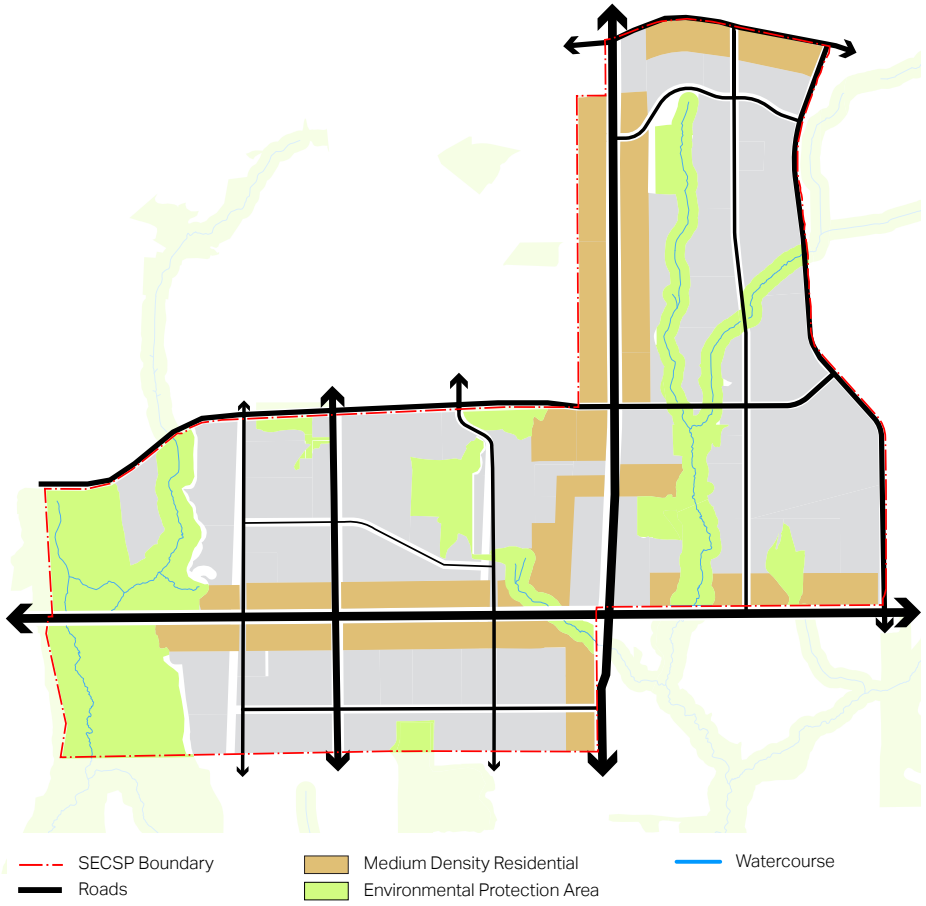
- Direct access for parking from high traffic pedestrian Arterial shall not be permitted. Primary vehicular and servicing access driveways shall be provided from side streets or along rear laneways with less pedestrian traffic.
- Vehicular traffic through the site shall be minimized by locating servicing and loading bays in close proximity to vehicular site entrances. Underground parking shall be provided, surface parking shall be limited to accessible spots & visitor parking.
- Garbage and recycling storage shall be located within the building envelope.

4.2 Medium Density Residential

Lands designated as Medium Density Residential are located within the Regional Corridor.

As defined by the Secondary Plan, the predominant use of lands within the Medium Density Residential designation are a mix of housing types and tenures in mid- and low-rise building forms. Retail and service uses shall be provided at strategic locations to reinforce the community structure and provide access to local amenities within walking distances for residents of the surrounding areas.

Figure 46: Medium Density Residential - Landuse Distribution



Principle

Provide for a variety of housing options and create a smooth transition from higher density built forms to the adjacent low-density residential areas while addressing the functional, spatial, and aesthetic quality of the public realm.

Guidelines:

a. **Siting and Massing**

- A variety of lot widths and a mix of building typologies ranging from 3 to 6 storey apartments to townhouses are encouraged to avoid monotony in built form and create an interesting street frontage.
- Buildings of less than 4 storeys shall not be permitted within 50m of an intersection.
- Massing and built form shall be articulated in a manner that ensures consistancy across building types and reinforces common characteristics for visual unity within the community. Abrupt changes in massing are to be avoided. A step back shall be provided above the 3rd floor to create a consistant street wall.
- As the interface between the sidewalk and the built form, the front setback shall be considered an extension of the public realm and establish a strong relationship with the street. Back-lotting shall not be permitted.
- Ensuring a high level of permeability through medium density blocks and connectivity with the larger street grid network is essential and shall be achieved using mid bock connections or POPs every 75-100m.
- Direct access for parking from Arterial Roads shall not be permitted. Primary vehicular and servicing access driveways shall be provided from side streets or along rear laneways with less pedestrian traffic.

b. **Apartment Buildings**

- Buildings shall not exceed 20m in height and shall be broken down with architectural elements, building elevations and roof design to reflect a base, body and top.
- Buildings adjacent to Arterial A shall feature a step-back above the 4th storey on the front facade to ensure

Figure 47: Medium Density Residential - Cross Section

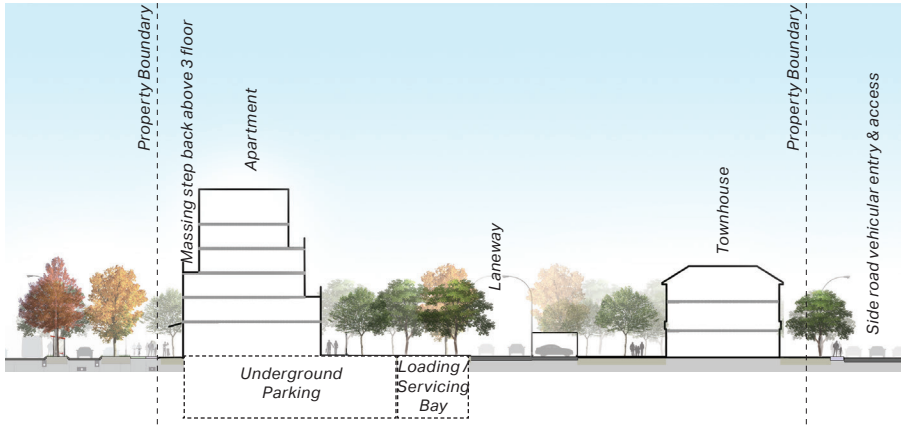


Figure 48: Medium Density Residential - Typical Layout

coordinated development and create a consistent street wall.

- Site buildings to avoid front to back / overlook conditions, increase the efficiency of services, consolidate open spaces, minimise internal circulation, and maximize views to gardens/ recreational areas.
- Position and orient buildings in a manner that is sustainable and least energy consuming. Ensure cross ventilation in habitable units.
- Avoid building footprint or floor plates with acute corners as it increases the amount of non-functional floor area and affects efficiency.
- Main entrances and ground floor units shall directly address the street with highly visible lobbies to allow for safe and convenient access.
- Upper floor shall incorporate terraces, step backs and shall be emphasized through articulations of the exterior wall plane and roof, and the use of pronounced building elements including bay windows, and integrated balconies.
- Vehicular traffic through the site shall be minimized by locating servicing and loading bays in close proximity to vehicular site entrances. Garbage and recycling storage shall be located within the building envelope.
- Underground parking shall be provided for apartment buildings, surface parking shall be limited to accessible spots & visitor parking. Townhouses garages shall be accessed through a rear lane.
- Rooftop mechanical equipment should be screened with materials, durable and complementary to the building.

c. **Stacked & Street Townhouses**

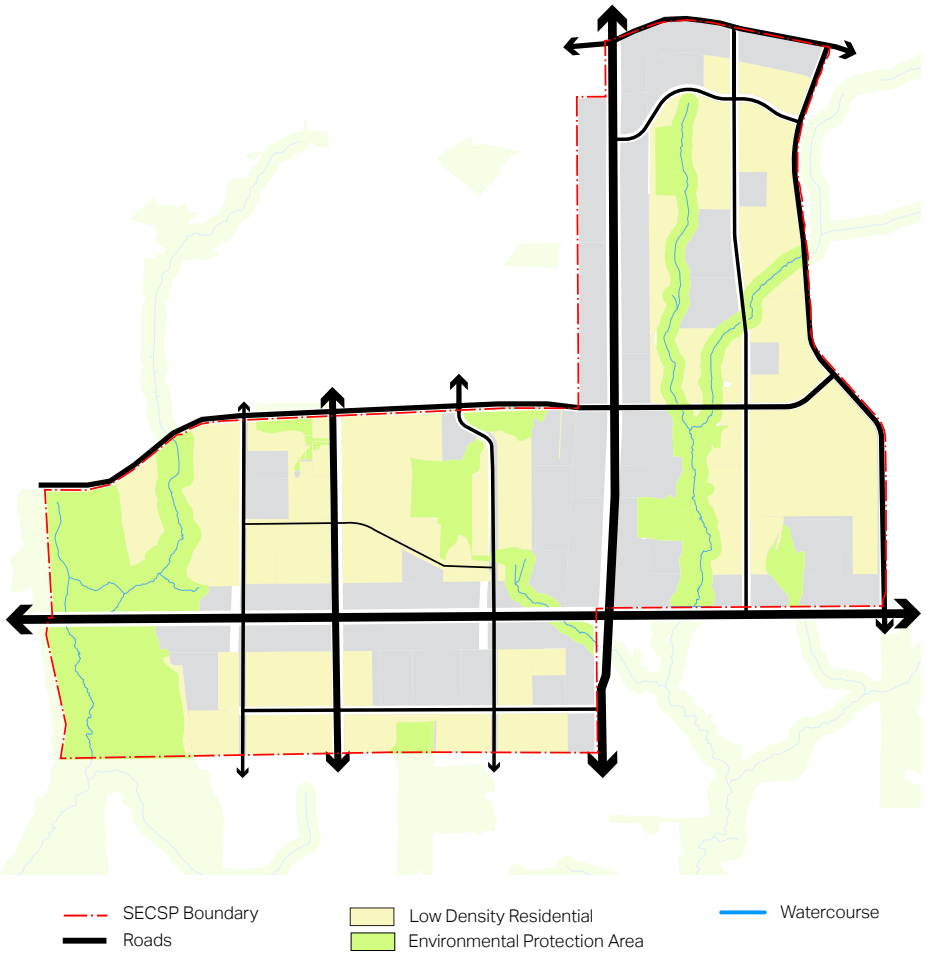
- Entrances and Street numbers shall be visible from the street
- Front patios elevated at 0.45m from the street, porches, balconies, terraces and stairs are encouraged and are permitted to project to a maximum of 2m beyond the main building facade. The shall be treated with exterior finishes that complement the exterior facade.
- Side and rear elevations visible from public areas shall have upgraded facade treatments.
- Shared Amenities including landscape gardens shall be located to facilitate ease of access.

4.3 Low Density Residential

With over 60% of SEC designated Low Density residential, it contributes significantly to setting the character of neighbourhoods within Southeast Courtice. As outlined by the Secondary Plan, the predominant use of lands within the Low Density Residential designation shall be a mix of housing types and tenures in low-rise building forms.

A minimum density of 13 units per hectare shall be maintained within this designation and could include townhouses, single detached dwellings and semi-detached dwellings.

Figure 49: Low Density Residential - Landuse Distribution



Principle

Encourage a mix of housing types and a variety of lot sizes to provide housing options while promoting compact development and affordability while contributing to a safe and active public realm.

Guidelines:

a. **Siting & Massing**

– A variety of lot widths and a mix of building typologies including detached dwellings and semi-detached dwellings with higher density housing forms such as low rise apartments and townhouses along major roads (collector or higher designation) are encouraged to provide a mix of housing options, avoid monotony in built form and create an interesting street frontage.

– Building heights shall not exceed 3 storeys, or 9.5 metres.

– Massing and built form shall be articulated in a manner that ensures consistancy across building types and reinforces common characteristics for visual unity within the community. Abrupt changes in massing are to be avoided.

– As the interface between the sidewalk and the built form, the front setback shall be considered an extension of the public realm and establish a strong relationship with the street. Back-lotting shall not be permitted.

– Ensuring a high level of permeability through low density residential blocks and connectivity to the larger street grid network is essential and shall be achieved using mid bock connections or POPs every 75-100m.

– Additional pedestrian connections may be provided after every 5 units.

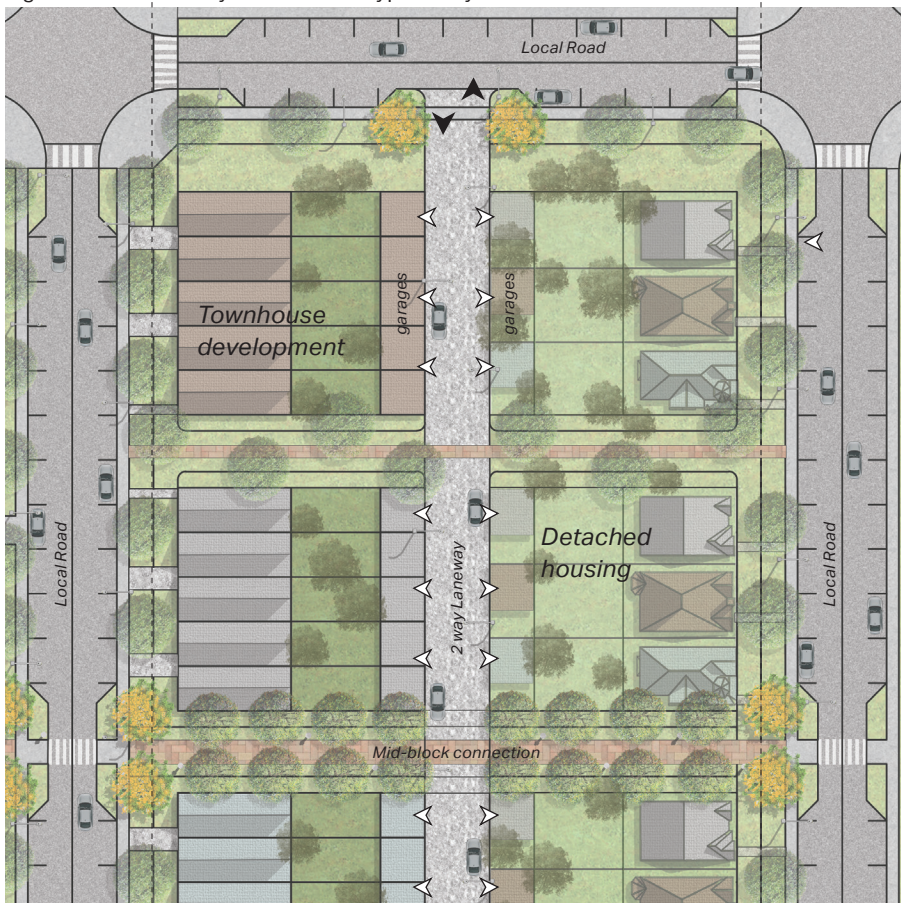
b. **Detached- Semi detached and Townhouses**

– Position and orient buildings in a manner that is sustainable and least energy consuming and to facilitate cross ventilation in habitable units.

– Avoid building footprint or floor plates with acute corners as it increases the amount of non-

Figure 50: Low Density Residential - Cross Section

Figure 51: Low Density Residential - Typical Layout



functional floor area and affects efficiency.

- Buildings shall have front and exterior side facades parallel to the road with front doors, windows and entry features facing the road.
- Unit numbers shall be visible from the street.
- Front patios elevated at 0.3m from the street, porches, balconies, terraces and stairs are encouraged. Permitted to project to a maximum of 2m beyond the main building facade, they shall be treated with exterior finishes that complement the exterior facade.
- Corner lots and homes facing or abutting parks are priority lots within the neighbourhood. The design of these homes shall include windows, materials, and other architectural treatments equal to the front elevation of the house where sides or flankage of buildings are visible, with the main front entrance located on the exterior side elevation, corner windows and wrap-around porches to emphasize a corner location.
- Fencing around front and/or exterior side yards should not block the view of the sidewalk from the house; their height shall be limited to 1.2 metres, and they should be primarily open structures, not solid walls.
- Porches, stairs, canopies and other entrance features can encroach into the required setbacks.
- Garages shall be accessed from a rear lane. Where unavoidable, they shall be set behind or flush with the main building face. Garage doors facing a public road, shall be set back a minimum of 6.0 metres from the road right-of-way.

c. **Neighbourhood Center**

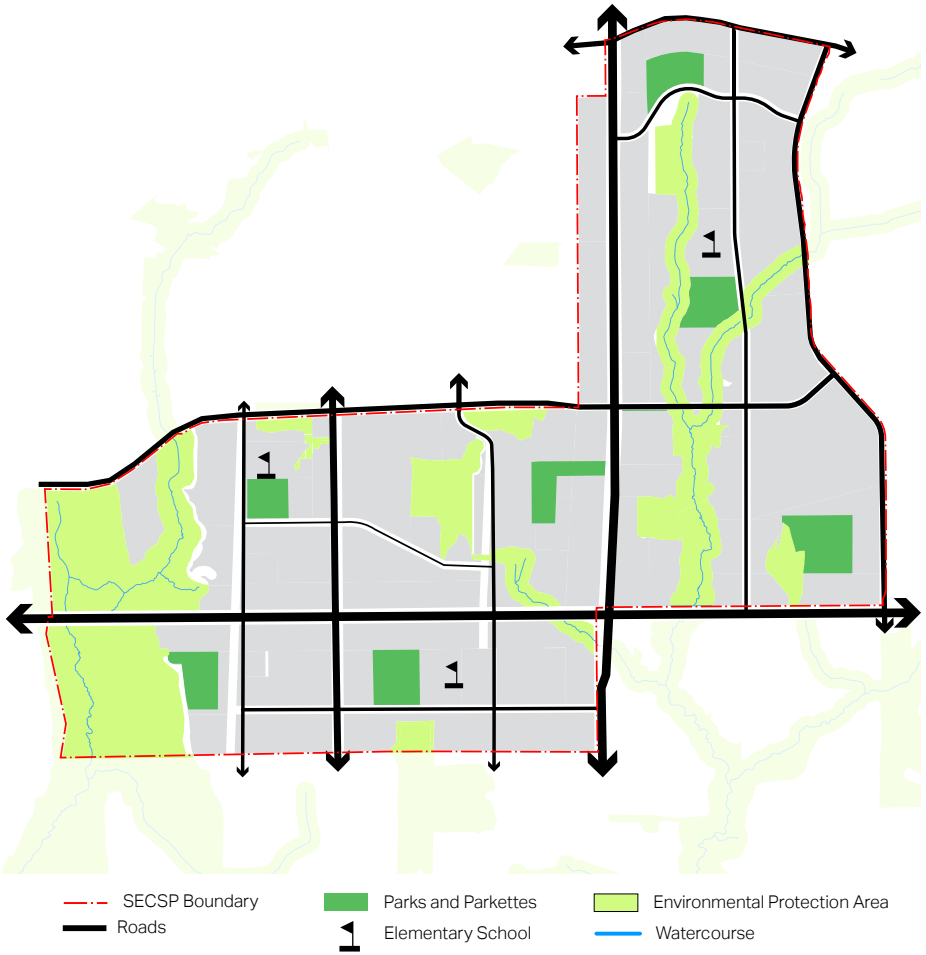
- Small-scale, neighbourhood-oriented commercial use supportive of and compatible with residential uses shall be located at major intersections and form key nodes along the street.
- A public gathering area may be provided however setbacks shall not be required.

4.4 Schools

Development within SEC is distributed to provide local amenities such as schools, parks and local retail within 5 minutes walking distance to the majority of residents.

The Kawartha Pine Ridge District School Board and the Peterborough Victoria Northumberland and Clarington District School Board are the two boards providing school service to the Clarington area. Based on the projected population, three elementary schools have been provided.

Figure 52: Elementary Schools - Landuse Distribution



Principle

Site and design schools to provide a visual and functional focus for neighbourhood activity, creating opportunities for community gathering.

Guidelines:

a. Elementary Schools shall be rectangular in shape and located centrally within the neighbourhood with a site area ranging from 2.1ha to 2.5 ha.

b. Schools shall be sited with a minimum of one road frontage on a Collector road with the ability to create a minimum of 2 entrances / exits.

c. Schools shall be accessible through multiple modes of transportation.

d. Sidewalks shall be provided on both sides of street in the vicinity of schools to ensure the safety of the students.

e. School design should include safe bicycle routes, pedestrian crossings, sidewalks and pickup and drop off zones

f. Schools provide an important source of green space and programmed outdoor space for the community. Sharing large field activities such as ball diamonds, soccer pitches, and running tracks makes efficient use of available resources and public funds. Collocate schools and parks for benefit from shared facilities.

g. Solid Board Fence shall be provided when abutting residential neighbourhoods.

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5. Transition Zone

The Secondary Plan provides the framework to influence the making of functional, memorable, attractive and safe urban places.

The Urban Design & Sustainability Guidelines support this vision and provide guidance to reinforce, frame and enhance the pedestrian environment and the relationship of the built form to the public realm.

Each development application will be required to consider and respond to the block level context. This would include a well-mannered response to the transition between high-mid and low-density built forms, managing access and on site connectivity, and the creation of a memorable visual composition to enhance the streetscape and the overall pedestrian experience.

Rear lotting to Natural Heritage Areas, Parks to Parkettes shall not be permitted. Exceptions will require the approval of the Municipality.

The following sections provide specific guidance for development adjacent to non-compatible or environmentally sensitive uses and include development

adjacent to **Agriculture**

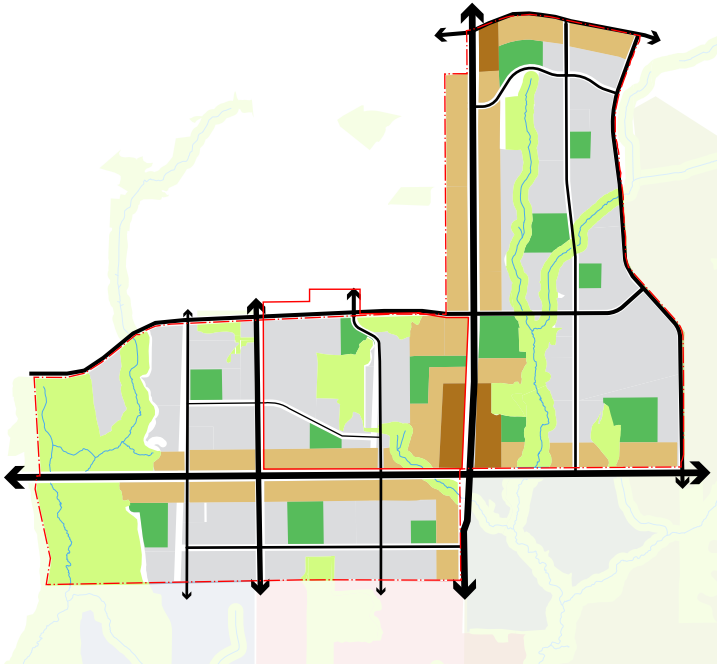
adjacent to **Employment**

adjacent to **Natural Heritage**

adjacent to **Parkland**

within the **Regional Corridor**

Figure 53: Transition Zone



5.1 Development Adjacent to Agriculture

While the lands to the north and west of the SECSP area are predominantly built out urban areas, the lands to the east comprise a narrow strip of non-farm estate residential units and agricultural lands, wooded areas and stream courses. Portions of the lands to the south of the SECSP Area contained within the Courtice Urban Area comprise agricultural land use.

Historically the cleared portions of the 'Prime Agriculture' areas surrounding the SECSP Area were used for the production of agricultural crops and livestock. Much of the wooded areas are associated with steep sided valleys and stream courses or marshy areas.

Figure 54: Development Adjacent to Prime Agriculture Lands - Cross

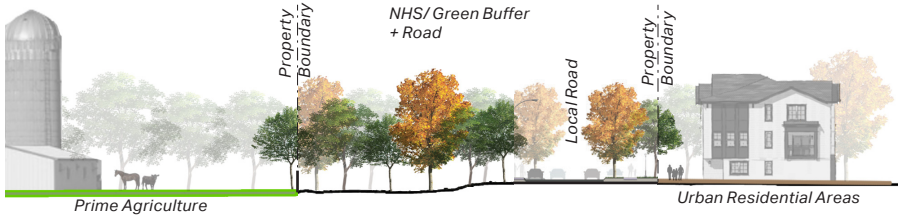
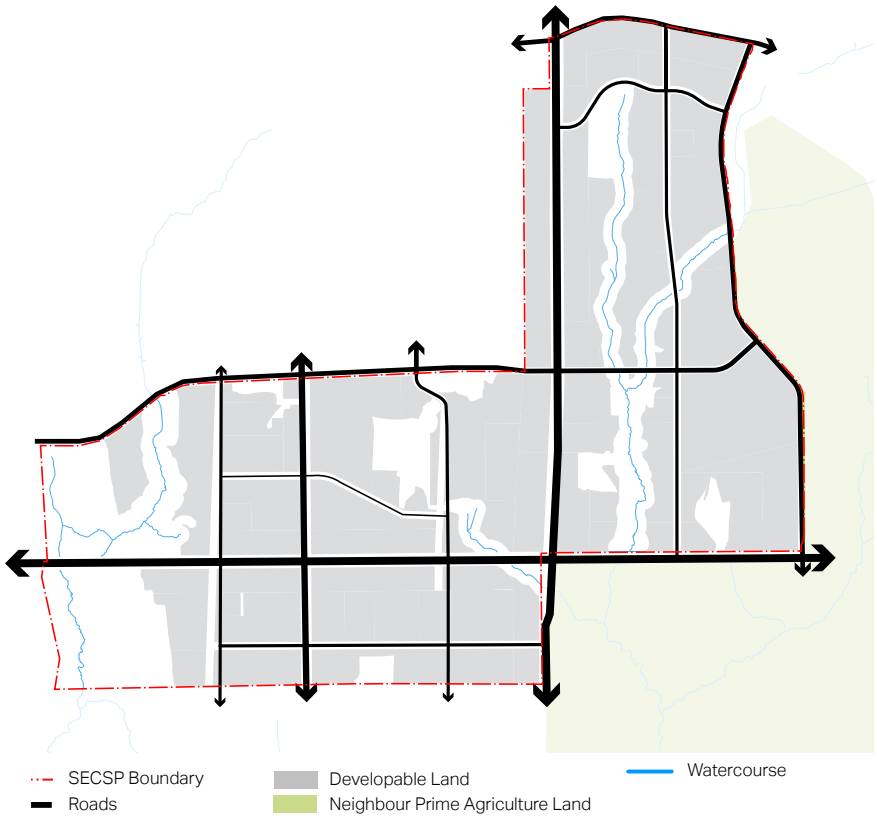


Figure 55: DevelopmentAdjacent to Prime Agriculture Lands - Plan



Principle

The interface between urban development and agriculture should consider the sensitivity of adjacent agricultural uses and protect for their longterm viability.

Guidelines:

a. Use greater distance (more than the minimum calculated distance) to support potential future expansion of existing operations or new livestock facilities.

b. Use buffers (trees, vegetation, ponds, etc.), natural heritage feature or a road to separate agriculture from non-agricultural land uses.

c. Use landscape features like walls, fences, berm or signage between the different types and intensities of land uses to reduce the potential for trespassing and potential vandalism.

d. Locate low occupancy uses on the developing lands adjacent to farmland and agriculture operations.

e. Use plantings/vegetation as buffers to increase privacy, reduce visual impacts and for noise attenuation.

f. Build roads to accommodate the volumes of proposed traffic and allow for large shoulders, better lighting, good sight lines at intersections and bridges, offset signs and lighting systems to allow for farm equipment.

g. Use of reduced speed limits in the agricultural areas.

h. Consider the implementation of surface and/or groundwater monitoring in areas where agricultural operations make use of surface or groundwater as part of their normal farm practices.

i. Maximize stormwater infiltration to support groundwater recharge or to minimize the extent of impermeable surfaces in development areas and to reduce runoff into water courses flowing into agricultural areas.

5.2 Development Adjacent to Employment Areas

Employment lands are a valued part of the City's economic ecosystem. They should be protected and preserved, which requires, in many cases, that compatible uses and appropriate setbacks are required adjacent to these lands.

SEC is bounded by the Courtice Employment Lands to the south. A portion of these lands forms part of the Major Transit Station Areas of the future Courtice GO Station proposed north of Baseline Road.

Figure 56: Development Adjacent to Employment Areas - Cross Section

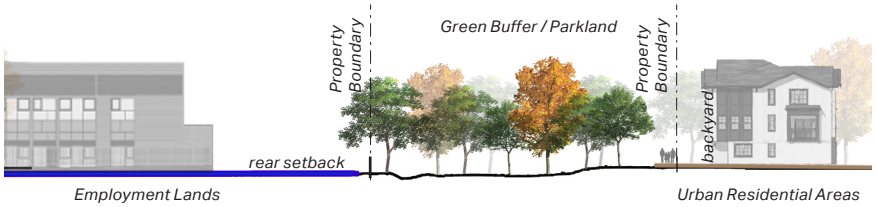
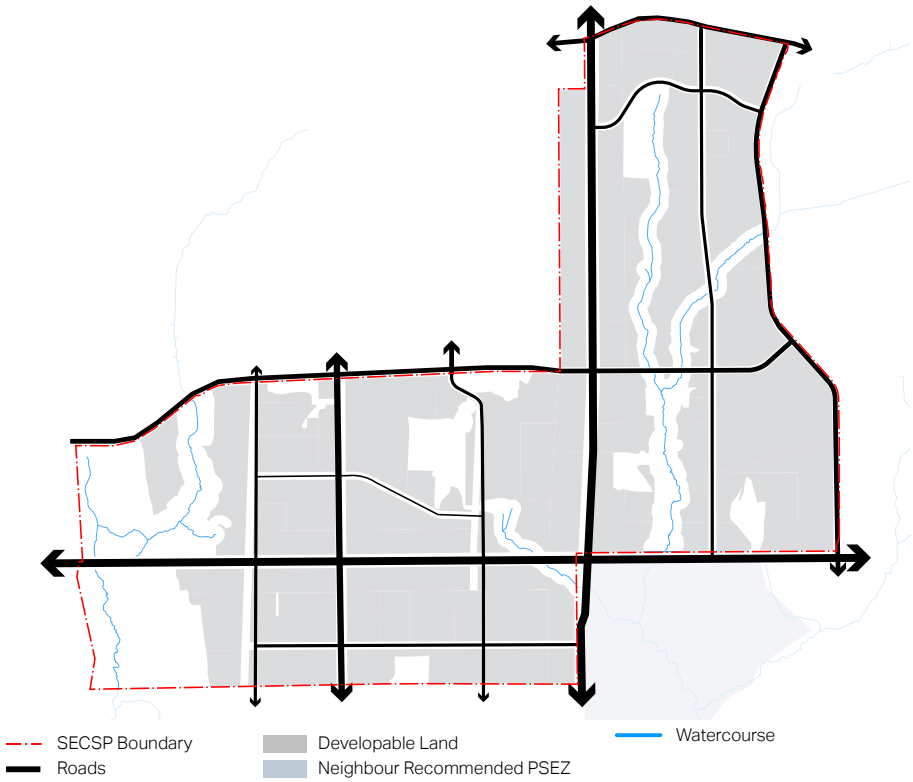


Figure 57: Development Adjacent to Employment Areas - Plan



Principle

Mitigate the impact of non-compatible land uses to minimise conflict, realise mutual benefits and enhance comfort for employment and residential users.

Guidelines:

a. Adjacent development should not impact the longterm feasibility of employment lands. Appropriate setbacks, sound buffering and screening should be considered for development adjacent to employment uses.

b. Adjacent development should not prevent access to the appropriate infrastructure necessary for servicing employment lands.

c. Noise attenuation measures, including noise walls and berms, must be implemented.

d. Backyard Separation through the provision of a vegetated green buffer with properties separated by a noise attenuation wall or slatted wood fence to provide visual separation and some relief from noise. In this configuration properties back on to one another.

e. Should the Backyard separation not be feasible, the following two options may be considered.

– Road Separation - In this configuration, a road separates employment districts from residential area. Residential and employment properties front onto the road.

– Backyard and Road - In this configuration residential properties back onto a road separating residential and employment land uses. A noise attenuation wall or landscaping may be used to create visual separation and diminish any noise associated with potential activities occurring on employment sites.

5.3 Development Adjacent to Natural Heritage

With over 20% of the SEC lands designated EP, a significant portion of the development is located abutting the Natural Heritage System (NHS) & lands within the regulatory floodplains of the Robinson and Tooley watercourses.

To minimise the impact of development and maintain the integrity of the existing natural environment, leverage the value of real estate and enjoy expansive vistas, it is necessary to guide the manner of development in the adjacent neighbourhood.

Figure 58: Development Adjacent to Natural Heritage - Cross Section

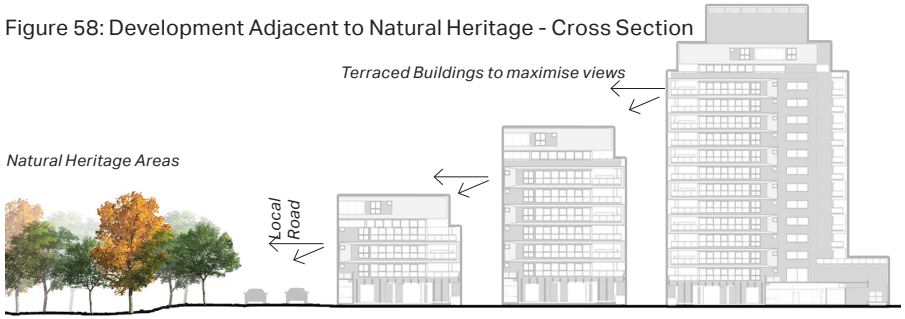


Figure 59: Development Adjacent to Natural Heritage - Plan

Principle

The interface between urban development and the Natural Heritage System should consider the sensitivity of the natural area to inform appropriately designed transitions,vegetation protection zones, and site organization.

Guidelines:

a. Create public access and views to the Natural Heritage Network through the appropriate placement of roads, buildings and infrastructure, while ensuring minimal impact to the Natural Heritage Network.

b. Integrate trails, public parks and open spaces with the Natural Heritage System to create connections, public uses and support passive recreation. When amenity spaces are required, these must be provided in addition to passive recreation areas and buffer zones.

c. Locate single loaded roads along the edge of the Natural Heritage Network, where feasible.

d. Avoid rear yard back-lotting of residential units onto the Natural Heritage Network.

e. Control private access to Natural Heritage Network by incorporating boundary fencing, where trails are not permitted.

f. Integrate active transportation networks to connect directly from public streets, bicycle lanes and sidewalks to trail networks in the Natural Heritage Network, where appropriate.

g. Organize site elements so that view corridors at ground level into natural heritage features are maintained or created. These view corridors may include pedestrian connections to provide access, if appropriate.

5.4 Development Adjacent to Parkland

With approximately 15% of the total net developable areas designated parkland distributed across the six neighbourhoods in Southeast Courtice, several housing forms are located abutting a community park, neighbourhood park or a parkette.

To maximise community benefit, it is essential to ensure public access either through a public Right-Of-Way or Privately Owned Publically accessible Spaces (POPs).

Figure 60: Development Adjacent to Parkland - Cross Section

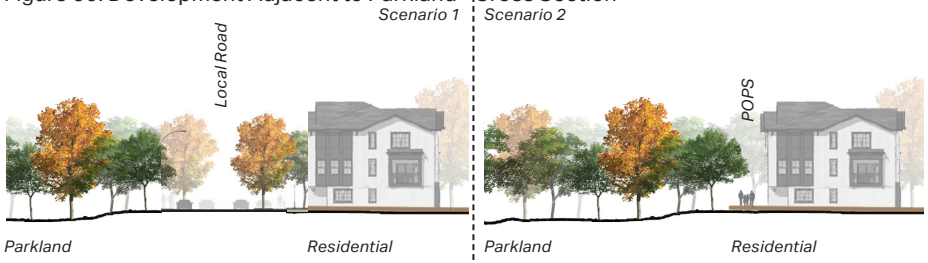
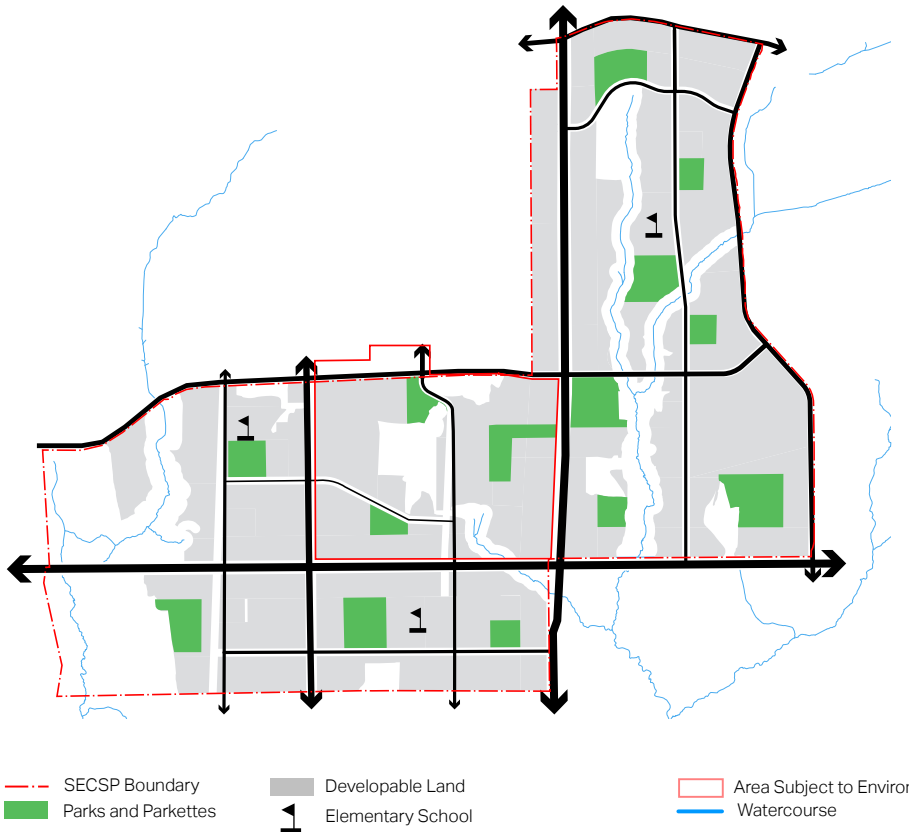


Figure 61: Development Adjacent to Parkland - Plan



Principle

Development sites adjacent to a park should create an effective transition between public and private space while prioritizing public access to the park, providing eyes on the public space and protecting for maximum sun exposure at key times of the day and year.

Guidelines:

a. A public right of way or POPs shall form the interface between private development and parkland to ensure that public access to park spaces is prioritized. Buildings shall front the street and overlook parks to create an active frontage.

b. Buildings shall be oriented to address and frame park spaces, with primary entrances, front yards and significant glazing on the park-facing facade.

c. Rear yard back-lotting shall not be permitted.

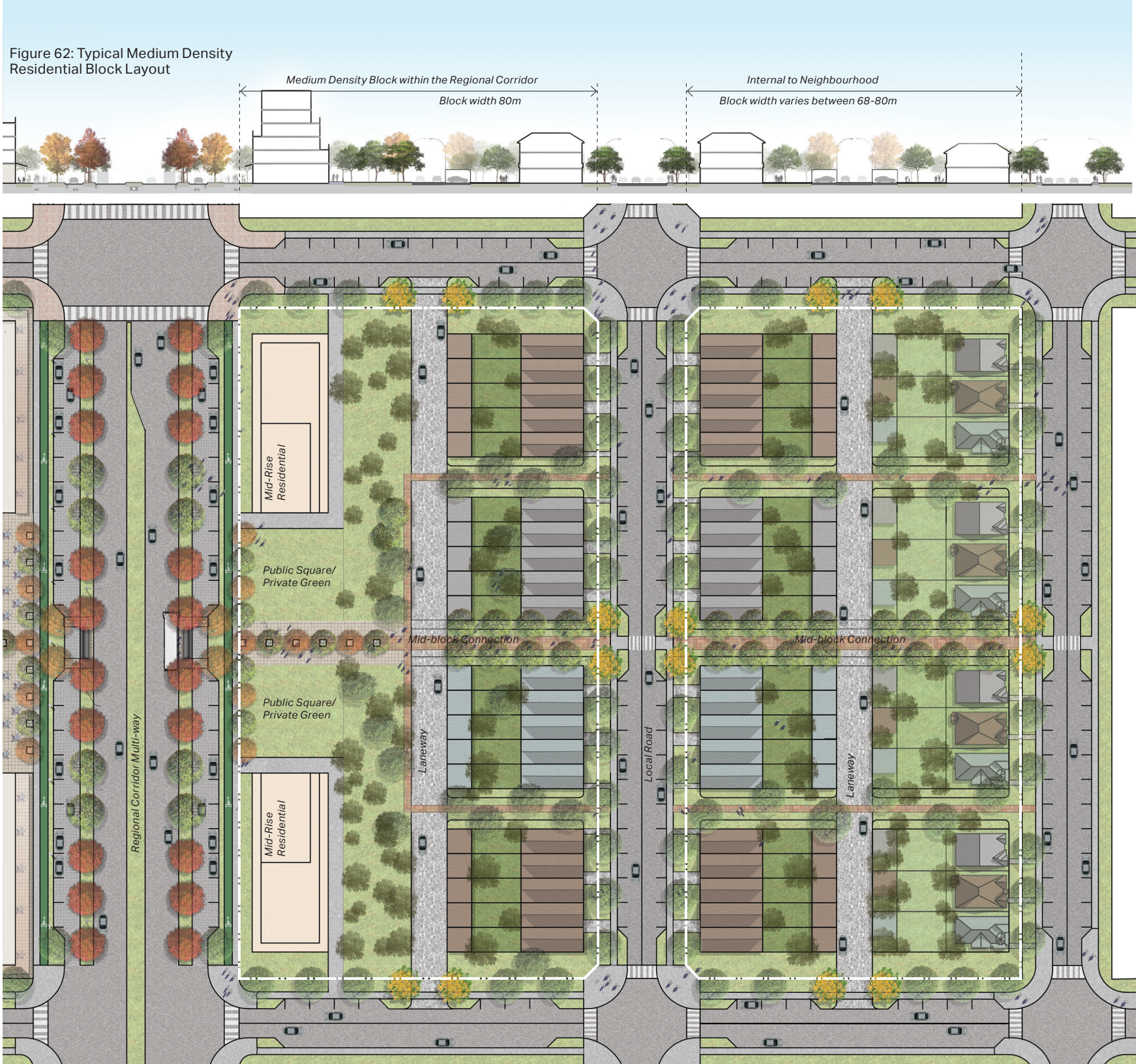
d. Accessibility shall be enhanced through active transportation connections including sidewalks, bicycle paths and mid-block connections.

e. Parking should not be located between the park and adjacent buildings.

f. Buildings should be massed to maintain maximum sun exposure onto active park spaces, like playing fields and playgrounds.

g. Retaining walls and/or any other structures such as planters, fences and seating walls located within the proposed development block should be designed with a minimum setback from the edge of the property line to protect from future maintenance and replacement and to consider requirements for routine maintenance and operations such as snow clearing and mowing.

Figure 62: Typical Medium Density Residential Block Layout



5.5 Development within the Regional Corridor

The urban structure and massing within Southeast Courtice is predominantly ground related low rise housing forms, and is compatible with the existing residential areas to the north and west. The Secondary Plan encourages a sensitive increase in density towards the Regional Corridor with maximum density concentration at the intersection of Courtice Road and Bloor Street. A Modular and gridded development pattern allows high, medium and low density built forms to address and have access to the public realm, improving pedestrian and vehicular circulation through and between developments.

Figure 63: Built Form and Connectivity along the Regional Arterial

Principle

Establish a positive relationship between at-grade uses and the public realm and create a smooth transition from higher density uses to adjacent low density areas.

Guidelines:

a. **Siting & Massing**

– Built form of less than 4 storeys shall not be permitted within 80m of a major intersection (collector road or higher designation).

– Higher density built forms with a mixed use podium shall be located adjacent to Arterials A (i.e. within 40m of the ROW), with primary vehicular and servicing access driveways located along side streets. Incorporate a step back above 4 floors to maintain a consistant street wall.

– Mid-block connections should be provided between 75-100m to create pedestrian and cycling links and improve overall site permeability. Mid block connections shall be a minimum of 6m to allow for a 2m walkway with 2m planting beds on either side to soften the side walls.

– Where landscaping may impact on sight lines, keep shrubs below 1.0 metre in height above the ground level and prune trees so that the lowest branches will be at least 2.0 metres above ground level. Limit any other landscape features that might cause obstructions to a maximum height of 1.0 metre.

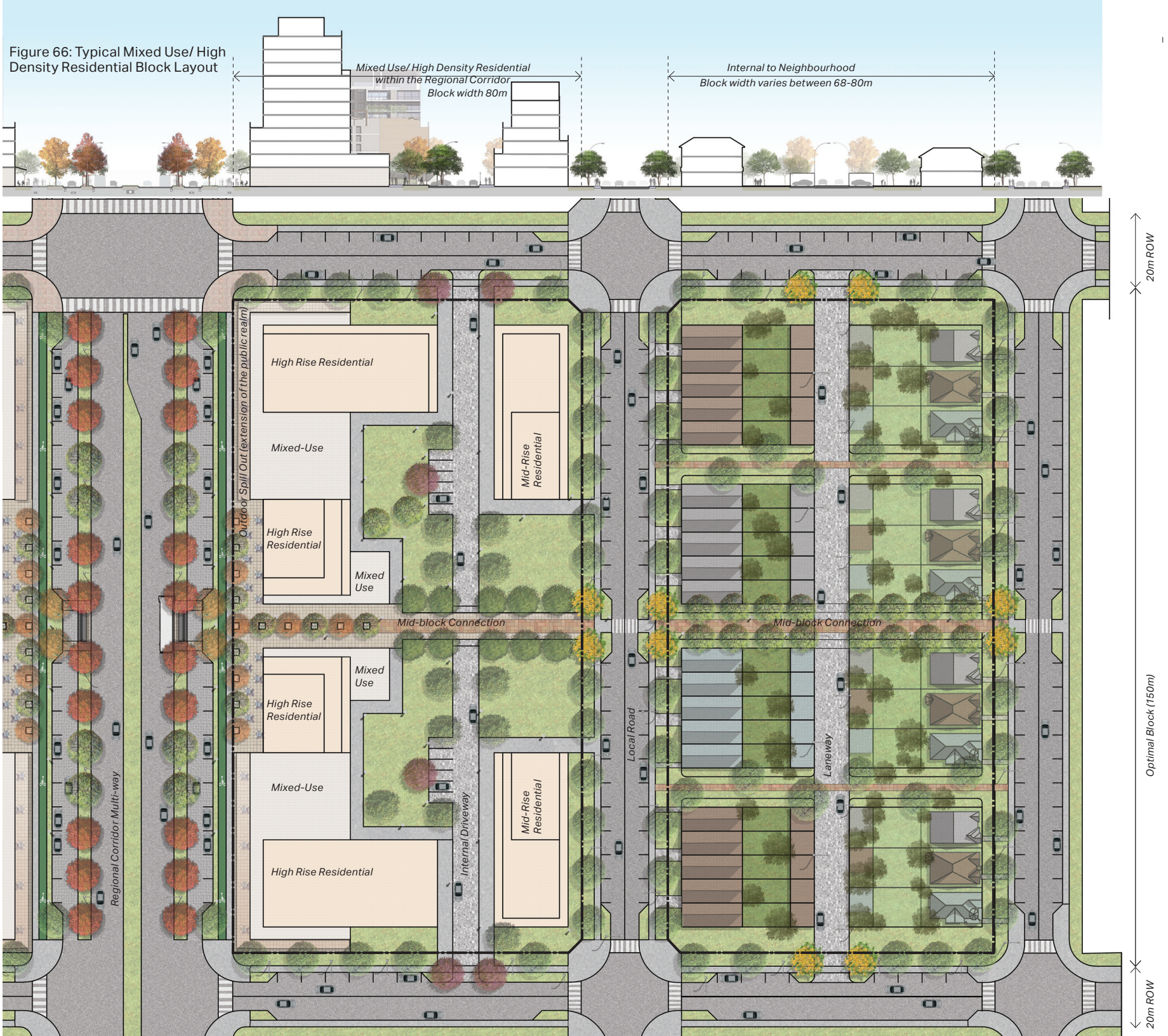
b. **Spacing between buildings**

– The spaces between buildings provide opportunities for physical and visual connections. A minimum 15 metre separation distance shall be provided between buildings to ensure that active elevations can be provided on all faces (blank walls should be avoided);

– Where windows are proposed within a podium, a minimum separation distance of 15 metres should be provided between adjacent buildings.

– Where there is a transition between a mid-rise development and tall building, a minimum separation distance of 20 metres should be provided between the tower component of a tall building and the nearest part of the mid-rise

Figure 66: Typical Mixed Use/ High Density Residential Block Layout



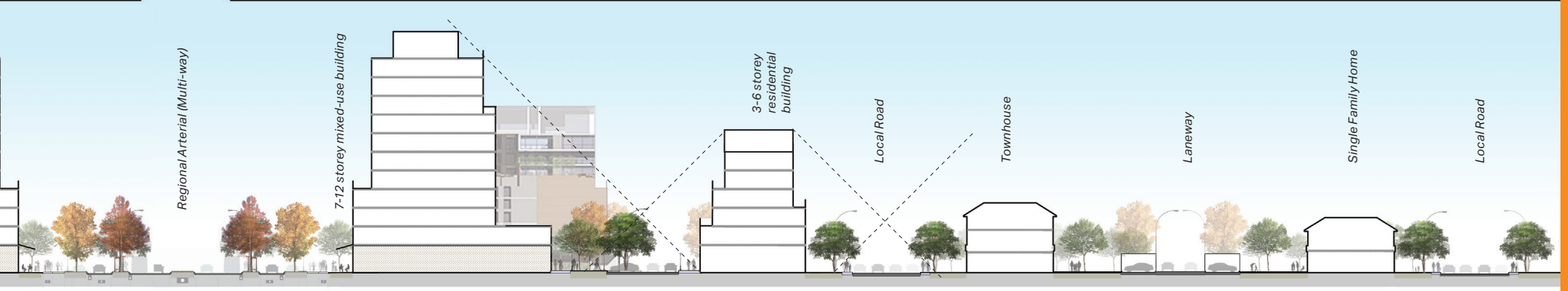


Figure 67: Built Form Transition within a Mixed Use / High Density Block

building to minimize overlook and overshadowing.

– On sites with multiple buildings, a minimum separation distance of 15.0 metres should be provided between buildings that face each other. This area should be clear of building projections such as balconies and cantilevers to allow sunlight to access the lower levels of the building. Depending on the building form wider separation distances may be appropriate, especially if there are residential units at the ground floor level.

c. **Built Form**

– Mixed Use / High Density Residential blocks shall have taller buildings with a mixed use podium located adjacent to Regional Arterial A (i.e. within 40m of the ROW). Buildings located to the rear of the block shall incoporate step backs of minimum 2m above the 3rd storey, to enhance pedestrian comfort along the minor road and facilitate a transition to the adjacent low density residential neighbourhood. Retail sections shall have outdoor Spill Out spaces that serve as an extension of the public realm and contribute to animating the street.

– Medium Density blocks shall have taller buildings located adjacent to Regional Arterial A (i.e. within 40m of the ROW) with low rise apartments or townhouses located to the rear of the block to facilitate a transition to the adjacent low density residential neighbourhood.

– Buildings shall be oriented to front, face and frame the street with clearly articulated entrances.

– Vertical articulation should generally be consistent with the rhythm of adjacent main street buildings or façades.The street wall of buildings on the Avenues should be designed to create a comfortable yet highly animated pedestrian environment utilizing a rhythm of multiple retail frontages architecturally articulated through materials, numerous entrances, display windows, canopies and signage.

– Where retail at grade is not required, and residential uses are permitted, a minimum ground floor height of 4.5m shall be provided to allow for flexibility in change of use, i.e. future conversion to retail uses.

d. **Stepbacks & Setbacks**

– Special design standards will be applied to ground floor residential uses to ensure that there is a suitable transition from the public sidewalk to private residential units; that landscaping and other design features are used to augment this transition zone; and active entrances to residential uses assist in animating the frontage. The setback beyond the sidewalk shall accomodate front steps, a raised planter and a porch/ terrace area. The ground floor of the residential units shall be raised between a minimum of 0.9 metres to a maximum of 1.2 metres above the sidewalk level as measured from the base of the front steps. The minimum floor-to-floor height (ground floor to second floor) is 3.3 metres. The change in grade could also be achieved through a false floor.

– In special circumstances where civic or public spaces are desired, additional setbacks may be encouraged.

– Building facades internal to all blocks within the Regional Corridor shall feature step-backs (compliant with the 45° angular plan analysis) to ensure good access to light, venilation and privacy while achieving a variation in massing, scale and treatment to create an interesting building envelop.

– Side step-backs of upper storeys shall be incorporated to reduce the height of blank sidewalls.

– Mechanical penthouses may exceed the maximum height limit by up to 5 metres but may not penetrate any angular planes.