Staff Report

If this information is required in an alternate accessible format, please contact the Accessibility Coordinator at 905-623-3379 ext. 2131.

Report To:	**Planning and Development Committee**		
Date of Meeting:	June 23, 2020	**Report Number:**	PSD-022-20
Submitted By:	Faye Langmaid, Acting Director of Planning Services		
Reviewed By:	Andrew C. Allison, CAO	**Resolution#:**	
File Number:	COPA 2020-0003 (PLN 41.4)	**By-law Number:**	
Report Subject:	**Public Meeting – Southwest Courtice Secondary Plan**		

Recommendations:

1. That Report PSD-022-20 be received;

2. That the proposed Draft Bayview (Southwest Courtice) Secondary Plan Amendment (COPA 2020-0003) and Urban Design and Sustainability Guidelines; continue to be reviewed/processed and staff report back to Council with a Recommendation Report; and

3. That all interested parties listed in Report PSD-022-20 and any delegations be advised of Council's decision.

Report Overview

The Municipality of Clarington is updating the Southwest Courtice Secondary Plan in order to prepare for future growth in this area. This project will implement the policies in the Clarington Official Plan and guide the future development of the neighbourhood.

The Southwest Courtice Secondary Plan is mainly a residential neighbourhood designed to provide a range of housing types, a central elementary school, walkable streets, accessible parks, and protected and enhanced natural features.

The design of the neighbourhood places a strong emphasis on walkability and access to amenities to encourage social interaction and outdoor activity.

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

About Secondary Plans

1.1 A Secondary Plan provides more detail than an Official Plan about how a neighborhood 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.

The Current Southwest Courtice Secondary Plan

1.4 The original Southwest Courtice Secondary Plan area covered 148 hectares generally bounded by Bloor Street and Huntington Crescent/Glen Eagles Drive in the north, Prestonvale Road in the east employment lands in the south, and Townline Road South and the City of Oshawa in the west.

1.5 The Secondary Plan was originally adopted in 1996. At that time, the southern portion of the Secondary Plan area lacked servicing and was left designated as “Future Urban Residential”. This southern portion is the focus of the Secondary Plan update.

1.6 The northern half of the Secondary Plan is almost entirely built out, with only a few parcels still undeveloped. This residential area includes the South Courtice Arena, three parks, and two commercial plazas providing local amenities and services. Recently, a higher density (up to nine storey) mixed-use development has been approved for the southeast corner of Bloor Street and Townline Road.

1.7 The main natural feature of the Secondary Plan area is a tributary of Robinson Creek, which extends approximately halfway into the undeveloped southern half of the Secondary Plan. There is a small portion of the southwest corner of the Secondary Plan Update area that is not part of the Robinson Creek Subwatershed and drains west toward McLaughlin Bay.

2. Southwest Courtice Secondary Plan Update

2.1 The Southwest Courtice Secondary Plan Update area is generally bounded to the north by Bloor Street, Robinson Creek to the east, Townline Road South to the west and Highway 401 to the south (Figure 1). The expanded area includes the conversion of the employment lands to the south.

2.2 A conversion means a redesignation from employment area to another urban designation, in this case, from employment area to residential area. Secondary Plan boundaries are drawn to take these differences into account. Here, it was determined that the employment land to the south of Southwest Courtice's residential area would function better as an extension of the residential area. The process of this conversion from one type to another requires approval from the Region of Durham through their ongoing Municipal Comprehensive Review process. Further rationale for the conversion is provided in Section 7.4.

2.3 The Saint Wolodymyr and Saint Olha Ukrainian Cemetery as well as significant green spaces associated with Robinson Creek and its associated tributaries and valley lands are now part of the Secondary Plan area. Approximately half of the 216-hectare area has been developed under the existing Secondary Plan completed in 1996.

2.4 The surrounding area consists of:

- North: Predominantly built out urban areas characterized with low density residential.
- East: Robinson Creek, employment lands and Major Transit Station Area (MTSA) that are not yet developed and currently the subject of the ongoing Courtice Employment Lands and MTSA Secondary Plan.
- South: Highway 401.
- West: Predominantly built out urban areas characterized with low density residential (City of Oshawa).

Figure 1: Southwest Courtice Secondary Plan Update Area

3. Initiation of the Secondary Plan Update

3.1 On February 28, 2018, Planning Services received a letter from the South-West Courtice Update Landowners Group requesting initiation of a conformity update of the Southwest Courtice Secondary Plan with their commitment to cover 100% of the cost as required by Clarington Official Plan policies. On June 4, 2018 (PSD-052-18), staff recommended to proceed with project, which was ratified by Council on June 11, 2018.

3.2 Although the Municipality ultimately manages and directs the Secondary Plan process, the Terms of Reference included the requirement of a Technical Steering Committee to provide overall guidance and feedback on the deliverables. The role of the Committee is an advisory one to Planning Services staff. The Steering Committee includes Clarington, Region 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, the Secondary Plan Update is to address these five Council priorities:

Sustainability and Climate Change

3.3.1 The Southwest Courtice Secondary Plan Update will address the criteria developed for Secondary Plans in Clarington's Green Development program and will be guided by the Priority Green Development Framework. Council added emphasis to this priority through the declaration of a Climate Emergency on March 23, 2020.

3.3.2 Sustainable development principles and practices will be incorporated into every part of the Secondary Plan, including the design of neighbourhoods and the allocation of land uses. The Secondary Plan, Zoning By-law and related studies will include measurable targets to move towards a net zero community.

Urban Design

3.3.3 New neighborhoods should be designed to enhance 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 aesthetic and 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 into neighborhood design.

Affordable Housing

3.3.4 The Council of the Municipality of Clarington, 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.

3.3.5 Additional work needs to be undertaken to ensure affordable housing is developed through the right combination of policies and incentives. The proposed policies of the current draft Secondary Plan may be further refined by the time staff presents a recommendation report.

Community Engagement

3.3.6 Clarington Council is committed to community consultation and engagement beyond the statutory requirements. The preparation of this Secondary Plan was and continues to be supported by a thorough public engagement strategy which includes a range of public consultation initiatives in order to share, consult, deliberate and collaborate with all stakeholders. These efforts are in addition to any statutory meeting requirements.

Coordination of Initiatives

3.3.7 The following studies have been undertaken at the same time as the Southwest Courtice Secondary Plan Update and have been incorporated into the study process:

Environmental Assessment Process

3.3.7.1 An Environmental Assessment (EA) will be required for all new major (collector and arterial) roads required for the Southwest 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 confusion and focus resources more effectively this project was designed to jointly satisfy the requirements of both the Planning Act and the Environmental Assessment Act.

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

3.3.7.2 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 indigenous community office. Prior to reporting back with a recommendation, staff will ensure that consultation with the each of the required Indigenous communities meets the requirements of the Acts.

Robinson Creek and Tooley Creek Subwatershed Study

3.3.7.3 The Secondary Plan area is located within the Robinson Creek watershed. The Robinson Watershed is one of the smallest watersheds within the Municipality of Clarington and is 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.

3.3.7.4 The Municipality of Clarington initiated a Subwatershed Study (SWS) for this and the adjacent Tooley Creek Watershed 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 1% attended.

3.3.7.5 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

3.3.7.6 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 Environmental Impact Study that will 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.

3.3.7.7 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.

3.3.7.8 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 not be complete until 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.

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

Courtice Employment Lands and Major Transit Station Area Secondary Plan

3.3.7.10 The CEL and MTSA are east of the Southwest Courtice Secondary Plan area. The Municipality of Clarington has been undertaking a Secondary Plan study for the CEL/MTSA at the same time as the Southwest Courtice Secondary Plan Update.

4. The Secondary Plan Planning Process – Four Stages

4.1 There are four stages to the Secondary Plan Update process (Figure 2):

- Stage 1 focuses on initial public and technical background studies input;
- Stage 2 develops design principles and alternative land use plans based on Stage 1;
- Stage 3 selects a preferred land use plan based on further public input and technical studies; and,
- Stage 4 formalizes the Secondary Plan and its implementing documents – Urban Design and Sustainability Guidelines, and Zoning By-laws. Below is a description of key tasks associated with each phase.

The following sections will generally describe the process for developing the Southwest Courtice Secondary Plan Update. A sequence of events summary table is provided in Attachment 1 – Sequence of Events, for reference.

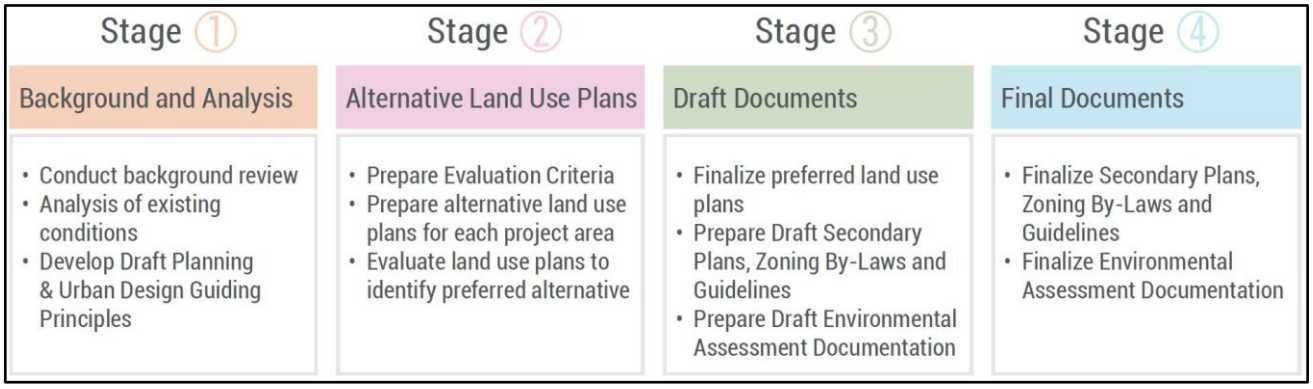


Figure 2: Four Stages of the Secondary Plan Update

Stage 1 – Initial Public Input and Technical Analysis

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

Stakeholder Interviews

4.2.1 Through March and April 2019, 18 stakeholder interviews were conducted by the consultant with Municipal and Region staff, Clarington Board of Trade, landowners, and Metrolinx.

Courtice Planning Day

4.2.2 On May 10, 2019, Municipal staff coordinated a meeting with Planning, Engineering, and Transportation staff from both Clarington and the Region, representatives from CLOCA and the Robinson-Tooley Subwatershed Study consultant, as well as the consultants and landowner groups from the three adjacent Courtice Secondary Plan areas: Southwest Courtice, Southeast Courtice, and Courtice Employment Lands.

Public Information Centre (PIC) #1

4.2.3 The first PIC on June 18, 2019, was held jointly for the Southwest Courtice Secondary Plan together with the Courtice Employment Lands. The purpose of this event was to introduce the public to the two adjacent projects and to begin generating ideas. Approximately 60 people attended this meeting and shared the following messages:

- Provide more trail connections along and between the Robinson and Tooley Creeks;
- Provide active transportation infrastructure, such as on-street bike paths, along east-west corridors and connect the residential areas to the waterfront;
- Maintain the green spaces, such as the areas around the Robinson and Tooley Creeks; and
- New development requires Municipal servicing;

- Prevent and reduce potential for flooding affecting new development.

Summary of Supporting Background Studies

4.2.4 During Phase 1 of the Secondary Plan process, background studies were compiled in consultation with Municipal staff and the project steering committee. These studies, as well as feedback from PIC #1, are summarized and provided as appendices in the Stage 1 Summary Report:

- Public Information Centre #1 Consultation Summary;
- Cultural Heritage Assessment Report;
- Stage 1 Archaeological Assessment Report;
- Transportation Impact Assessment Report; and
- Servicing, Existing Conditions, Opportunities and Constraints Report.

4.2.5 A brief description of each report is included Attachment 2 – Summary of Technical Reports. This summary report concluded Phase 1 of the Secondary Plan process and identified opportunities to:

- Integrate diverse forms of housing within an overall updated density target;
- Integrate parks and open spaces that are accessible by walking;
- Connect to the existing collector and arterial grid of streets and to major destinations;
- Strengthen the presence and health of the natural heritage network, and enhance interfaces between new development and natural features;
- Further explore the potential to conserve and recognize cultural heritage and archaeological resources; and
- Consider potential implications of the new arterial street and neighbourhood development on the designated employment lands to the south of the Southwest Courtice Update area.

Stage 2 – Urban Design and Sustainability Principles and Alternative Land Use Plans

4.3 This stage presented 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. This stage used workshops to refine the Principles and Alternative Land Use Plans.

Landowner Workshop

4.3.1 A workshop was organized on October 2, 2019, for all landowners within the project area. Three preliminary road layouts and land use options were presented to solicit feedback on land use compatibility, block/lot flexibility, employment land flexibility, and parkland access and configuration.

Public Information Centre (PIC) #2

4.3.2 A second PIC was held on October 24, 2019. At this event, various opportunities and constraints when planning this part of Courtice were shared with the public and three development options were presented for comment. A summary of the feedback messages received from the 32 people in attendance at this event include:

- No preference for one road alignment option over another – if there was a land use conversion to the south to residential, the South Option was preferred
- Concerns that infrastructure and services in South Courtice are not keeping up with population growth. Road expansions should be built before more development occurs. Local schools are already over capacity;
- Prefer lower density housing. Medium- or high-density housing may be appropriate in certain areas (such as closer to Bloor Street); and
- Improve access to natural amenities in the area such as the Robinson Creek, Darlington Provincial Park and the waterfront. Create an interconnected trail network. Develop the Courtice Waterfront.

Stage 2 Summary Report

4.3.3. During Stage 2 of the Secondary Plan process, a best practices review of urban design and sustainability guidelines, guiding principles, and three land use options and their evaluation were explored. The guiding principles were used to inform the three options and provided a basis to develop a preferred option. A brief description of the best practices review and three land use options and evaluation is included in Attachment 2 – Summary of Technical Reports.

4.3.4 All options were designed to:

- Accommodate a minimum of 900 units.
- Have the potential to achieve a population density of 50 people/ha through a low-rise community.

- Provide parkland dedication at a rate a 1 ha/300 units.

4.3.5 The three options were evaluated based on criteria under each of the 10 planning principles refined early in Stage 2. The criteria were informed by stakeholder and public comments.

4.3.6 The Preferred Option is predicated on the conversion and inclusion of the employment lands to the south, which can be done through the Region's ongoing Municipal Comprehensive Review process. The rationale for this conversion is that these lands are constrained and physically isolated for employment purposes, and that the conversion would not adversely affect the overall viability of the CEL employment area.

Stage 3 – Preferred Land Use Plan

4.4 Based on the preceding analysis and public engagement, a Preferred Land Use Plan was developed and to be introduced to the public for their feedback at a third PIC scheduled for March/April 2020. It was cancelled as a result of COVID-19 pandemic. Supporting technical documents including the Functional Servicing Report, the Traffic Impact Assessment, and the completion of Phase 2 of the Subwatershed Study were completed during this stage.

Stage 4 – Final Secondary Plan and Zoning By-law

4.5 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.

4.6 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 outlined in the Recommendation Report.

4.7 The COVID-19 pandemic was declared in March 2020 as the project was nearing the end of Stage 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 and comments have continued.

Notice – Statutory Public Meeting

4.7.1 Notice for the Statutory Public Meeting for the Southwest Courtice Secondary Plan was provided in accordance with the Planning Act. A Notice of Statutory Public Meeting was mailed to over 1,400 landowners, property owners in and within 120 metres 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.

4.7.2 Communications has promoted the Public Meeting and posted the Notice on the Municipal website, Facebook, and Twitter. Three notices advertising the Public Meeting were placed in both Clarington This Week and the Orono Times during the weeks of June 1, 8 and 15 for a total of three times. 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.

4.7.3 All registered interested parties were mailed the Notice of Public Meeting on May 29, 2020, and/or (depending on the contact information provided) emailed the Notice on June 2, 2020.

4.7.4 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 assist staff in preparing a Recommendation Report.

5. Draft Bayview (Southwest Courtice) Secondary Plan

5.1 This Clarington Official Plan Amendment (Attachment 3) provides for the update of the Southwest Courtice Secondary Plan area. As a part of the Update process, the Southwest Courtice Secondary Plan has been renamed the Bayview Secondary Plan (Figure 3). The Secondary Plan is meant to be a low-rise residential community with a central public elementary school. Streets, parks, and natural areas with walking and cycling paths and trails will connect the community. There will be opportunities for higher density and mixed-use development along Bloor Street, a Regional Corridor, though these will be limited. Bayview's housing will be diverse and include detached and semi-detached options, townhomes, duplexes, triplexes, and apartment buildings. The total population of this neighbourhood is expected to be 7,700 residents who live in 2,900 units.

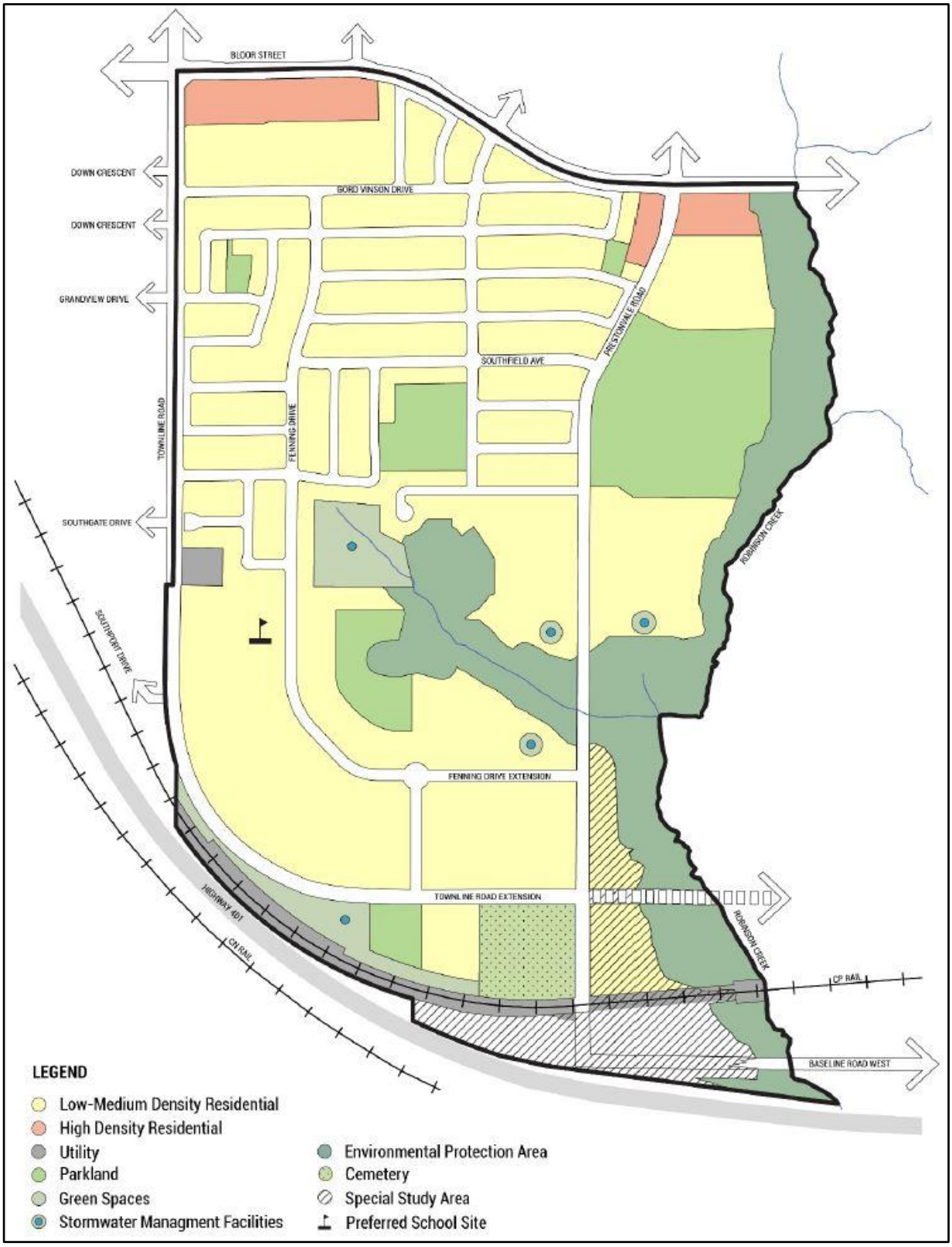


Figure 3: Proposed Bayview Secondary Plan Draft Land Use Schedule (2020)

5.2 For additional recreation and open space, two new Neighbourhood Parks are planned as convenient and prominent gathering places, and a public school will be a central fixture of the neighbourhood. To help get people outside and moving, trails and on-road cycling facilities are also proposed to connect residents with their neighbours, local amenities, and Robinson Creek.

Draft Urban Design and Sustainability Guidelines

5.3 The Bayview Secondary Plan provides a policy framework for structuring high-quality community design. The Urban Design and Sustainability Guidelines provide direction on how to implement these policies to achieve high-quality urban design and sustainability. The Guidelines take a closer look at how to design leafy streets that promote safe and comfortable walking, cycling, or driving for residents of all ages; how to integrate and make visible parks, open space, and natural heritage; and how to lay out blocks, lots, and buildings to promote a sense of place, and an efficient land use and infrastructure. The Guidelines support Priority Green Clarington by providing standards for the built environment, natural environments and open spaces, mobility, and infrastructure that helps to create sustainable communities.

6. Conformity with Provincial Plans

Provincial Policy Statement 2020 (PPS) and Growth Plan

6.1 The Bayview Secondary Plan is consistent with the policy directions of the Provincial Policy Statement (the PPS) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the Growth Plan) as they apply to new communities. Policies of the Bayview Secondary Plan address the directions found mostly in Sections 1 (Building Strong Healthy Communities) and Section 2 (Wise Use and Management of Resources) of the PPS, and Section 2 (Where and How to Grow) of the Growth Plan. The Bayview Secondary Plan:

- Supports the regional greenfield density target with a minimum residential density for large developments;
- Directs the Municipality of Clarington and the Region of Durham to explore incentives for affordable housing;
- Requires protection and enhancement of the natural features associated with Robinson Creek and its tributaries;
- Ensures appropriate assessments will be completed for identified areas of potential archaeological and cultural heritage significance prior to development;
- Encourages energy efficiency in all development, requires tree planting throughout the public realm and facilitates the achievement of a net-zero carbon community over time.

7. Official Plans

Durham Regional Official Plan

7.1 With the exception of the employment area to be converted to residential in the south part of the Plan, the area is designated Living Areas in Schedule 'A' Regional Structure, and the unbuilt portion of the area is considered a greenfield area. Under policy 7.3.9(b), the Region will work with area municipalities through their area municipal official plan conformity exercises to develop area specific targets for Living Areas and Employment Areas that together and Region-wide achieve the minimum overall gross density of 50 residents and jobs combined per hectare (as mandated by the Growth Plan).

7.2 The Bayview Secondary Plan conforms to the ROP policies for Living Areas (Section 8B), ensuring development of a range of housing types and densities. Higher densities are directed toward arterial roads, including Bloor Street, the Townline Road Extension, and Prestonvale Road, to support public transit. Several policies in the Plan emphasize the need for sensitivity and compatibility with the existing natural heritage features associated with the Robinson Creek and its tributaries (Section 8.1 – Urban System).

7.3 The alignments of the Townline Road and Fenning Drive extensions allow for a grid pattern of local roads, and policies included in the plan will ensure that this opportunity is realized. The plan further embeds principles of good urban design with policies requiring highly visible and accessible parks and ensuring development contributes to green, pedestrian-friendly streetscapes. Connectivity will be improved in the community with an interconnected trail network and generous treed spaces in the boulevards of key streets for pedestrians. The Secondary Plan's environmental policies ensure that development adjacent to Major Open Space Areas has no negative effects on key features or their functions and that connectivity between features is maintained or improved (Section 10 and Sub-Section 10A).

7.4 While respecting the employment area policies of the PPS, the Growth Plan, and the Regional Official Plan, the Bayview Secondary Plan proposes the conversion of the portion of the Courtice Employment Lands (CEL) west of Robinson Creek to permit residential uses (Figure 4). The lands are severely constrained for employment uses and unlikely to achieve the current policy objective for a high concentration of employment, specifically:

- The lands have constrained parcels that reduce their flexibility to accommodate a range of employment uses. The size and irregular shape of the lands limit their ability to accommodate prestige employment uses, such as manufacturing and logistics facilities, which generally require large sites for buildings, parking and storage.
- The lands are physically isolated from existing and planned employment areas of south Courtice. The isolation would severely restrict the potential for synergies and agglomeration with the rest of the Courtice Employment Lands.

- The geometry of the CP rail corridor that runs along the south edge of the CEL West Lands, combined with the planned future use of this corridor for extended GO rail service to Bowmanville, will limit the ability to provide siding lines into the lands.
- Expected expansions of both the CP rail corridor and Highway 401 will reduce the developable area, and an existing 4-hectare cemetery, planned to expand to 7 hectares, is an additional constraint. Furthermore, the proposed Townline Extension would bisect the designated employment lands rather than forming a boundary, which would result in reduced parcel sizes and less development flexibility for employment uses.
- Based on the above reasons, staff will be making a separate request for the land conversion as part of the Region's Municipal Comprehensive Review in anticipation of Council approving the Secondary Plan later this year.

Clarington Official Plan

7.5 The Clarington Official Plan (OP) provides a vision for the future growth and development of the Municipality to the year 2031, in conformity with the Regional Official Plan and the Growth Plan, and consistent with the PPS. It also provides direction on fostering the economic, environmental, cultural, physical and social well-being of the residents of Clarington. The most recent Clarington OP was adopted in June 2017.

Growth and Housing

7.6 Regarding policies in Sections 4 and 6 (Managing Our Growth and Encouraging Housing Diversity, respectively) the Bayview Secondary Plan will ensure a broader range of housing types in the community with its requirement for a housing mix in all larger subdivisions and minimum targets for low-, medium- and high-density forms. Accessory apartments and secondary accessory apartments, in the form of units above garages on laneways, are also permitted. Policies calling for the study of incentives for affordable housing, and a no-parking-required incentive, will aid in achieving a meaningful percentage of affordable housing that supports the Municipality's broad target.

Land Use

7.7 Policies in the Bayview Secondary Plan support the Official Plan policies for Urban Residential areas found in Sections 9 and 10 (Livable Neighbourhoods, and Commercial and Mixed-Use Development, respectively). The Bayview Secondary Plan area is envisioned as a predominantly residential community, with a school, parks, an existing community centre/arena and opportunities for neighbourhood-oriented commercial amenities. Higher densities and a greater mix of uses are permitted along the Bloor Street Regional Corridor, to create a more pedestrian-oriented and transit-supportive environment. Urban design policies and guidelines ensure that the mix of heights encouraged throughout the neighbourhood, and particularly along Regional Corridors, is compatible with adjacent low-rise homes.

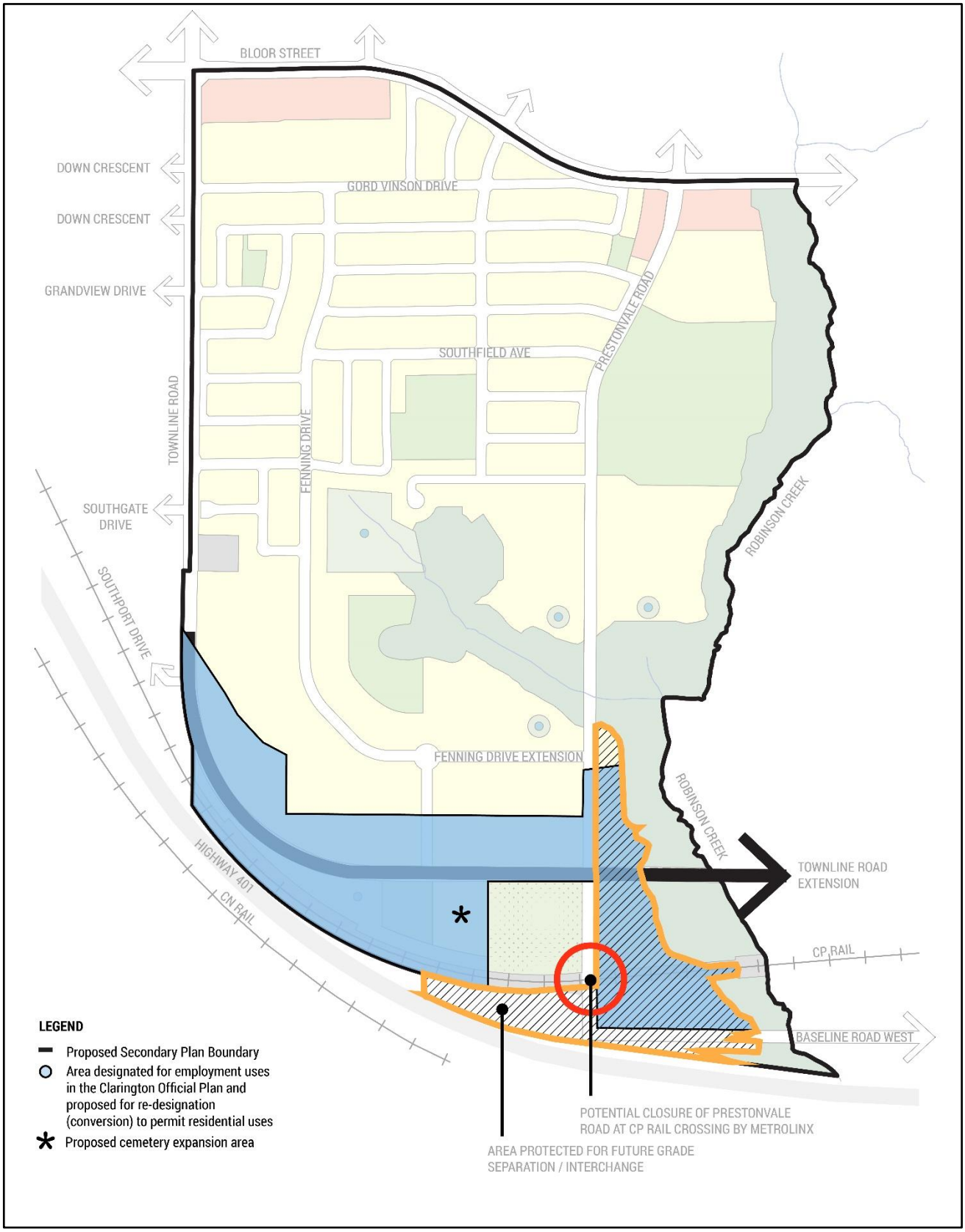


Figure 4: Proposed Conversion Area (in blue) from Employment to Residential

Sustainability

7.8 With respect to Section 4.6 specifically (Secondary Plans), the Bayview Secondary Plan policies were developed with regard for sustainability, taking into consideration the goals of Priority Green Clarington, as discussed below.

Natural Heritage

7.9 Regarding Sections 3 and 14 (Protecting the Natural Environment and Managing Natural Resources, and Open Space System, respectively), the Bayview Secondary Plan builds on the Official Plan with specific policies intended to protect natural heritage features, The plan envisions development that maintains, restores and creates continuous green corridors along the Robinson Creek and associated tributaries and valley lands. Environmental policies discourage alteration to the natural state of watercourses and creeks while encouraging the conservation of mature lots and woodlands, as well as the preservation of mature trees and the planting of new trees. Development may be required to revegetate the Vegetation Protection Zone around natural features.

Public Realm

7.10 There are several sections of the OP with policies related to the public realm. The Bayview Secondary Plan addresses public realm-related policies from Section 5 (Creating Vibrant and Sustainable Urban Places), Section 18 (Community Amenities), Section 19 (Connected Transportation Systems), and Section 23 (Implementation). With respect to the public realm, a projected growth of a maximum of 1,200 additional units in Bayview, and the OP parkland dedication requirement of one hectare per 300 units, four hectares of parkland, divided between two neighbourhood parks, are planned for the unbuilt portion of Bayview. Park locations are central and easily accessible, while policies and urban design guidelines support street frontages along no less than 60% of the park's perimeter not adjacent to a natural area or other public open space. Trails, bike paths, walkways, and sidewalks will form an interconnected network for active transportation.

7.11 The Plan provides a framework of higher-order roads that will enable a grid-like pattern of local roads. The interconnected network and the design of streetscapes, reflecting complete street principles, will support walking, cycling, transit and driving. The adverse impacts of parking will be mitigated through the encouragement of rear laneways, particularly for townhouse developments and narrow-lot housing generally. Limits on driveway widths and protruding garages will further prevent off-street parking from dominating the streetscape.

Priority Green

Built Environment

7.12 Development in the Bayview neighbourhood will require a mix of housing types and densities and support the municipal-wide density target for greenfield development.

Mobility

7.13 Policies encourage shorter block lengths and additional pedestrian linkages where needed to create direct and continuous pedestrian routes throughout the neighbourhood.

Natural and Open Space

7.14 Parks, stormwater management facilities, and development adjacent to natural heritage features will use low impact development strategies, naturalized landscaping and vegetation as are deemed necessary to maintain or enhance the nearby natural features. New parks have been distributed to ensure all residents are within 400 metres of one.

Infrastructure and Buildings

7.15 All development in the Bayview area shall meet high standards for energy efficiency and sustainability in building design and construction, and shall incorporate energy and water conservation measures, including consideration for renewable/alternative energy systems, such as solar panels. Landscape features throughout the neighbourhood should maximize infiltration, maintain topography, use hardy native plantings and provide trees for shade.

8. Public Comments

8.1 Comments have been received from the public and other stakeholders and incorporated into the Secondary Plan during its development. Some key themes of comments received to date include:

- Preference towards flexible land use designations to permit a variety of uses (mixed-use preferred over employment);
- Increase trail connections;
- Incorporate active transportation infrastructure (e.g., multi-use paths and bike racks);
- Protect and conserve natural spaces;
- Provide municipal servicing to allow the development of this area;
- Interest in including affordable housing options in development;
- Conserve cultural heritage and permit appropriate development next to heritage sites; and
- Ensure that Environmental Protection Areas are accurately shown.

8.2 Comments submitted since the release of the draft documents on June 2, 2020 to the time of this writing (June 8, 2020) are:

- How Fenning Drive will connect with Prestonvale Road;

- Traffic impacts and access to Highway 401 via Bloor Street;
- Accessibility to schools and parks;
- Whether the Environmental Protection area as shown can change; and
- The scope of the Public Meeting – land use designations, new roads, and zoning.

8.3 These comments, as well as the comments received leading up to and following the Statutory Public Meeting have been and will continue to be addressed and inform the process as the Municipality proceeds towards a recommendation later this year.

9. Agency and Departmental Comments

9.1 To date, 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 move closer to the recommendation report. The Municipality will not proceed with a recommendation report to Council without first ensuring that all commenting agencies have provided their input into the documents released June 1, 2020.

Region of Durham

9.2 Throughout the Secondary Plan process, the Region has provided comments about their Municipal Comprehensive Review (also known as Envision Durham) and specifically how the proposed conversion of the employment lands to the south of the former Southwest Courtice Secondary Plan area should proceed.

9.3 Comments that have been addressed include maintaining Prestonvale Road's road classification as a Type B Arterial south of Townline Road Extension and adding purpose-built rental housing to affordable housing policy. Additional comments from the Region are expected as we advance in the project.

Central Lake Ontario Conservation Authority (CLOCA)

9.4 Throughout the Secondary Plan process, CLOCA has provided comments regarding the Natural Heritage System and in particular locating trails and stormwater management facilities. CLOCA has clarified that environmental features not shown in the schedules will need to be considered and reviewed following policy 3.4.3 of Clarington's Official Plan. This is in anticipation of further study of the Fenning Drive Extension and other local roads. CLOCA has also requested further discussion of policy related to managing pre- and post-development stormwater flows to McLaughlin Bay, and of floodplain, surface water, and groundwater impacts of wastewater servicing in the Functional Servicing Report.

Metrolinx

9.5 Comments from Metrolinx have supported on-road cycling network to facilitate multi-modal access to the future Courtice GO Station.

9.6 Metrolinx identified the potential closure of Prestonvale Road likely at the CP Rail crossing. A single track expansion in this area is necessary, and relocating the existing siding (an extra track for train parking) from the east to further west (over Prestonvale Road) would prevent the need to reconstruct the Courtice Road Bridge to accommodate the track. This would result in significant cost savings. This requirement has not yet been confirmed, however, it is likely to be necessary for the GO train extension to Bowmanville to proceed.

School Boards

9.7 Upon review of the initial draft documents, the Simcoe County District School Board, which is currently handling planning for the Kawartha Pine Ridge District School Board, notified the steering committee that an elementary school site was warranted. Based on the criteria provided by the Simcoe County District School Board and Clarington's Official Plan, a site was selected in agreement with the Southwest Courtice Landowner Group. As the site selection occurred late in the Secondary Plan process, the location of the school site remains tentative pending further comments.

Municipality of Clarington – Engineering Services Department

9.8 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;
- Trail/multi-use path widths and locations;
- The need to reference Clarington's Road Design Standards; and
- Access to/incorporation of stormwater management facilities.

10. Concurrence

Not Applicable.

11. Conclusion

11.1 The purpose of this report is to provide background information and a status update for the Public Meeting on the proposed 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 Secondary Plan Update for Southwest Courtice has been prepared and released for agency and public review. Following this 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 final version of the Secondary Plan, Schedules, and Urban

Design and Sustainability Guidelines along with zoning regulations will be presented to Council in the future.

11.4 A third Public Information Centre planned for 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 PIC 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: Greg Bunker, Planner II 905-623-3379 ext. 2420 or gbunker@clarington.net Carlos Salazar, Manager, csalazar@clarington.net

Attachments:

Attachment 1 – 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 The Planning Services Department.

Bayview (Southwest Courtice) Secondary Plan Update – Sequence of Events

2018	Event
June 4, 2018	Staff Report – Seek Council authorization to initiate project
	Award the contract to Urban Strategies
December 11, 2018	Steering Committee Meeting #1

2019	Event
May 10, 2019	Steering Committee Meeting #2
June 18, 2019	Public Information Centre #1
June 18, 2019	Municipal Class Environmental Assessment – Notice of Study Commencement
August 27, 2019	Steering Committee Meeting #3
October 2, 2019	Landowner Workshop
October 24, 2019	Public Information Centre #2
November 26, 2019	Staff and Agency Workshop
December 10, 2019	Steering Committee Meeting #4

2020	Event
March 2020	COVID-19 Pandemic
March/April 2020	Cancelled – Public Information Centre #3
March 31, 2020	Staff and Agency Meeting
March 31, 2020	Steering Committee Meeting #5
May 20, 2020	Steering Committee Meeting #6
May 29 – June 2, 2020	Notice of Public Meeting; Municipal Class Environmental Assessment – Notice of Public Consultation
June 1, 2020	Material available for review
June 2, 2020	Request for Comments sent to Commenting Agencies
June 23, 2020	Statutory Public Meeting
Fall 2020	Recommendation Report; Municipal Class Environmental Assessment – Notice of Completion
Fall 2020	Zoning By-law - draft

Summary of Background Studies

Report	Key Findings
Planning Rationale	This report supports the Draft Bayview (Southwest Courtice) Secondary Plan and the Draft Urban Design and Sustainability Guidelines by setting out rationale for the policies and guidelines they contain. The planning rationale for the Bayview (Southwest Courtice) Secondary Plan and accompanying guidelines detail the following principles of the plan: • Respect for and general consistency with and conformity to provincial land use policies (Provincial Policy Statement and the Growth Plan) • General conformity with the Durham Region Official Plan • Alignment with general policies of the Clarington Official Plan • The plan aligns with the goals and directions of Priority Green Clarington • Sensitive integration of the area's natural and cultural heritage • The plan enhances the exiting neighbourhood and makes it more complete • Existing and planned infrastructure can accommodate the planned population for the Bayview Secondary Plan Area • The Plan represents good planning and urban design • The plan effectively encompasses input from landowners in the area and the broader community
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.
Transportation Impact Assessment	A Transportation Impact Assessment was completed based on the projected population of the Southwest Courtice neighbourhood. The assessment concluded that at all existing intersections in the study area will continue operating well within acceptable standards during both morning and afternoon peaks, with the exception of the Townline Road and Bloor Street intersection. The Region is planning to add a third lane to this section of Bloor Street in the near future which could mitigate this issue. The report concludes that the development of the Bayview Secondary Plan will have a minor effect on traffic operations in the study area. Improved active transportation and transit (especially after the Courtice GO Station is functional) will further help to distribute traffic.
Functional Servicing Report	An analysis of servicing needs was completed through a Functional Servicing Report. To service the undeveloped portion of the Southwest Courtice neighbourhood, new watermains are planned. The Courtice Trunk Sanitary Sewer (CTSS) is currently being extended north from the Courtice Water Pollution Control Plant (WPCP) under Highway 401 and into the Courtice Employment Lands. The undeveloped lands in Southwest Courtice are all within a catchment area that will eventually flow directly to the Courtice WPCP by a combination of gravity sewers and a localized pumping station. A new sewage pumping station

	referred to as the Baseline Road SSPS is identified in the CTSS Municipal Class Environmental Assessment and will be required to convey flows from the undeveloped lands in Southwest Courtice that are located west of Robinson Creek. The Region of Durham Development Charge By-law includes a new sub-trunk sanitary sewer on Baseline Road flowing east towards the CTSS. With regards to stormwater, the Bayview area is located primarily within the Robinson Creek watershed. Existing urban residential development is generally supported by roadways and storm sewers that respectively convey major and minor flows to the existing Robinson Ridge Stormwater Management (SWM) Pond, which provides quantity and quality control. It is anticipated that SWM facilities providing enhanced level stormwater quality control and post-development to pre-development stormwater quantity control will be required within the study area. Three new SWM Facilities are planned to provide control for flows to Robinson Creek.
Stage 1 Summary Report	This report concluded Stage 1 of the Secondary Planning process. This report integrates a landscape analysis through its existing conditions section (Section 5), including the natural heritage system, topography, parks and open spaces, and the built character of the neighbourhood. Of note is the asset of the area's rolling hills, which provide key opportunities for unique views and visual interest, especially for open space amenities. This report concludes that in Southwest Courtice there are opportunities to: • Integrate diverse forms of housing within an overall updated density target; • Integrate parks and open spaces that are accessible by walking; • Connect to the existing collector and arterial grid of streets and to major destinations; • Strengthen the presence and health of the natural heritage network, and enhance interfaces between new development and natural features; • Further explore the potential to conserve and recognize cultural heritage and archaeological resources; and Consider potential implications of the new arterial street and neighbourhood development on the designated employment lands to the south of the SWC Update area.

Cultural Heritage Assessment	The Cultural Heritage Assessment Report identified:: • One protected heritage property designated under Part IV of the Ontario Heritage Act • One property listed (not designated) on the Heritage Inventory • Two properties of potential cultural heritage value or interest Recommendations to avoid or reduce adverse impacts to each cultural heritage resource in the study area include: - Conducting a Heritage Impact Assessment to identify potential direct or indirect impacts on the existing designated heritage property in the area - Conduct a Cultural Heritage Evaluation Report to confirm the Heritage Inventory Property meets the criteria for cultural heritage value or interest - Determine whether a Cultural Heritage Evaluation Report is required for the two properties of potential cultural heritage value or interest
Archaeological Assessment	The Stage 1 background study found potential for the recovery of pre-contact and historic Indigenous and Euro-Canadian archeological resources. Given the finding of the Stage 1 assessment, the following recommendations were made: 1) Portions of the Study area that were identified as previously disturbed are considered to exhibit low archaeological potential and no further assessment is recommended 2) Lands encompassed within the Study Area Limits which have been previously subjected to archaeological assessments and cleared by the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) of further archaeological concern are recommended to be exempt from further assessment 3) The known cemeteries/burial grounds within the Study Area exhibit archaeological potential; it is recommended that these areas be subject to Stage 2 archaeological assessment prior to any planned development or ground impacts. It is recommended that areas of archeological potential be subject to test pit or pedestrian survey at 5 metre intervals in accordance with the Standards and Guidelines for Consultant Archaeologists.

Stage 2 Summary Report – Alternative Land Use Options, Evaluation, and the Preferred Option	The Stage 2 Summary Report summarizes the findings from work completed in Stage 2 of the Southwest Courtice Secondary Plan Update. The guiding principles were used to inform the three options for the Southwest Courtice Update and provided a basis for criteria that were used as an evaluation framework to assess the three options and develop a preferred option. **All options were designed to:** • Accommodate a minimum of 900 units. • Have the potential to achieve a population density of 50 people/ha through a low-rise community. • Provide parkland dedication at a rate a 1 ha/300 units. The three options were evaluated based on criteria under each of the 10 planning principles refined early in Stage 2. The criteria were informed by stakeholder and public comments. Consultation with key staff and the Steering Committee focused on refinements to the South Option to ensure optimal alignment with the Guiding Principles. The refinements captured below led to the Preferred Option. The Preferred Option is predicated on a minor adjustment to the boundaries of OP designations. The adjustments acknowledge property boundaries while maintaining viable parcels of adequate depth for employment uses. The Municipality of Clarington Official Plan provides a policy basis for such boundary adjustments. Consultation with key staff and the Steering Committee focusing on ensuring an optimal alignment with the Guiding Principles led to the Preferred Option.
Stage 2 Summary Report – Urban Design and Sustainability Best Practices Review	The Best Practices Review considers the principles that leading suburban communities (McKenzie Towne, Calgary; Cornell, Markham; Oak Park, Oakville) have exhibited: - Accommodating a variety of dwelling types; - A variety of architectural styles; - A mix of uses; - Interconnected grid-like mobility network; - Shorter block lengths; - Position parks in prominent locations; - Locate and orient houses to face parks and provide “eyes on the street”; - Use rear lanes for parking and servicing; - Integrate and recess garages into homes;

	- Ensure trail connections through natural features are accessible from public sidewalks and streets. The Review also considered the emphases of leading examples of suburban, greenfield Urban Design and Sustainability guidelines (Brooklin; Caledon; Ottawa): - Walkable street networks and block design; - Complete streets that foster multi-modal travel; - Promoting access to open space and natural heritage resources; - More compact neighbourhood design with mix of uses integrated within; and - Promoting green infrastructure to improve climate change resilience.

Bayview (Southwest Courtice) Secondary Plan

Draft for Public Review

Table of Contents

1 BACKGROUND 4
2 PLAN AREA 4
1 INTRODUCTION 6
2 PLAN FOUNDATIONS....6

2.1 VISION 6
2.2 PRINCIPLES AND OBJECTIVES....7
2.3 COMMUNITY STRUCTURE....10

3 THE ENVIRONMENT, ENERGY AND WATER 11

3.1 OBJECTIVES 11
3.2 POLICIES 11

4 CULTURAL HERITAGE 15

4.1 OBJECTIVES 15
4.2 POLICIES 15

5 STREETS AND MOBILITY 17

5.1 OBJECTIVES 17
5.2 POLICIES 17

6 LAND USE AND BUILT FORM....19

6.1 OBJECTIVES 19
6.2 GENERAL POLICIES....19
6.3 LOW AND MEDIUM DENSITY RESIDENTIAL 21
6.4 HIGH DENSITY RESIDENTIAL....23
6.5 SPECIAL STUDY AREA 23

7 PARKS AND COMMUNITY FACILITIES 24

7.1 OBJECTIVES 24
7.2 POLICIES 25

8 IMPLEMENTATION 26

8.1 OBJECTIVES 26
8.2 POLICIES 26

9 INTERPRETATION 27

9.1 POLICIES 27

SCHEDULES AND APPENDICES

Schedule A – Open Space Network
Schedule B – Cultural Heritage
Schedule C – Road Classifications
Schedule D – Land Use

Appendix A – Conversion Area
Appendix B – Demonstration Plan
Appendix C – Bayview (Southwest Courtice) Urban Design and Sustainability Guidelines

Part A – Preamble

1 Background

A Neighbourhood Plan for Southwest Courtice was first developed in 1996. It identified land uses, built form and densities for the northern portion of the study area, while leaving the southern portion identified as "Future Urban Residential." In this future development area, an absence of servicing prevented development from moving forward.

Most of the original Secondary Plan area has been built out, or is subject to approved development applications pending construction. This area is primarily made up of single detached residential housing, with some townhouses and limited commercial uses along Bloor Street. A new mixed-use development with a higher density residential building has recently been approved for the southeast corner of Bloor Street and Townline Road. The South Courtice Arena, a major recreational facility, is also located in the area. Municipal servicing is now being constructed to serve the remaining portion of the Southwest Courtice Secondary Plan Area, necessitating an update to the Southwest Courtice Secondary Plan.

The purpose of this updated Secondary Plan is to establish goals and policies to guide development within the entirety of the Bayview Neighbourhood, as it is implemented through subdivision, zoning and site plan control. The Urban Design and Sustainable Development Guidelines included in Appendix C of this Secondary Plan support the policies of this Secondary Plan and will also be used to guide development.

2 Plan Area

The Bayview Secondary Plan Area is generally bounded by Townline Road and a low-rise residential neighbourhood in Oshawa to the west, Robinson Creek and its natural areas in the east, the low-rise residential Penfound Neighbourhood and Bloor Street in the north, and the CP rail corridor and Highway 401 to the south. The area includes the Bayview Neighbourhood as identified in the Clarington Official Plan Appendix B. It also includes a portion of the Courtice Employment Lands immediately to the south (see Appendix A). The Municipality has proposed that these lands be re-designated to permit residential uses, and this proposed conversion will be considered as part of Durham Region's Municipal Comprehensive Review. If these lands are not converted, this plan will be amended accordingly.

The Plan area is effectively a southerly extension of the residential areas of Courtice, relatively disconnected from the Courtice Employment Lands to the east as a result of

natural and other physical barriers. The Secondary Plan Area is approximately 216 hectares in size, with a built-up area of approximately 106 hectares and an unbuilt area of approximately 110 hectares at the time of this Plan's adoption. The planned population for the Secondary Plan Area is approximately 7,700 residents and approximately 2,900 units (excluding secondary units that may be created within main dwellings).

The initial sections of the Secondary Plan provide a vision, guiding principles and community structure that provide a foundation upon which the objectives and policies in the following sections of the Plan are based. In turn, the objectives within each section inform the policies found in that section, such that the implementation of the policies will allow for the achievement of the objectives, and ultimately the vision, guiding principles and community structure. All development within the Secondary Plan Area should conform to and not conflict with the policies of this Secondary Plan.

Part B – Secondary Plan

1 Introduction

The Bayview Secondary Plan Area is comprised of the Bayview Neighbourhood as identified in the Clarington Official Plan Appendix B. It is generally bounded by Townline Road in the west, Robinson Creek in the east, Bloor Street in the north, and the CP rail corridor / Highway 401 to the south. The Secondary Plan Area is approximately 216 hectares in size, with a built-up area of approximately 106 hectares and an unbuilt area of approximately 110 hectares at the time of this Plan's adoption. The planned population for the Secondary Plan Area is approximately 7,700 residents and approximately 2,900 units.

The purpose of this Secondary Plan is to establish goals and policies to guide development within the Bayview Neighbourhood, as it is implemented through subdivision, zoning and site plan control. The Urban Design and Sustainable Development Guidelines included in Appendix C support the policies of this Secondary Plan and will also be used to guide development.

2 Plan Foundations

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

2.1 Vision

The Bayview Secondary Plan envisions the Bayview Neighbourhood to be a predominantly low-rise residential community with walkable streets, a diversity of housing types, accessible and versatile parkland, and enhanced and protected natural features. The variety of housing choices will include detached and semi-detached houses, townhomes, duplexes and triplexes, and apartment buildings. Among these will be affordable housing options for individuals and families. Three neighbourhood parks will provide gathering places, and natural features associated with Robinson Creek will support a trail network. A primary school and the South Courtice Arena will also be within walking or biking distance for most residents. Mixed-use developments along Bloor Street will provide commercial amenities and encourage walking and social interaction. With leafy streets and a wealth of open spaces, the community will have a strong green character, and with low-carbon homes and a range of other environmental design features, it will support the sustainability goals of Priority Green Clarington and the Municipality's Official Plan.

2.2 Principles and Objectives

The Bayview Secondary Plan is based on the following eight principles, each of which is supported by a set of objectives for the community.

2.2.1 Support a high quality of life for households of all sizes, ages and incomes

Objectives:

a) Accommodate a diverse population of at least 7,700 persons at full build-out.

b) Provide a range of housing densities, tenures, and types.

c) Integrate affordable housing for individuals and families with low or moderate incomes.

d) Create a public realm of streets, parks and other open spaces that is inviting, comfortable and safe.

e) Ensure residents have convenient access to basic commercial amenities and community facilities by all modes of travel.

f) Ensure compatibility among land uses and housing types.

g) Protect, enhance and value significant natural features

2.2.2 Protect, enhance and value significant natural features

Objectives:

a) Ensure development and human activity does not have adverse impacts on natural heritage and hydrologically sensitive features, and their ecological functions.

b) Establish a network of natural green corridors along the Robinson Creek and its associated tributaries and valley lands, linked to other natural heritage features.

c) Implement the recommendations and strategies contained in the Robinson Creek and Tooley Creek Subwatershed Study.

d) Integrate stormwater management with the open space system while minimizing impacts on the natural environment.

e) Ensure significant natural features are highly visible and contribute to the character of the neighbourhood.

f) Significantly increase the tree canopy throughout the Bayview Neighbourhood and support woodland coverage targets for the sub-watershed.

2.2.3 Promote environmental sustainability, energy efficiency and resilience

Objectives:

a) Ensure the Secondary Plan Area is developed on the basis of full municipal sanitary sewer, storm sewer and water services.

b) Design buildings, infrastructure and the neighbourhood as a whole to high standards for energy and water conservation.

c) Design buildings, infrastructure and open spaces to mitigate the impacts of severe storms, flooding and droughts.

d) Integrate opportunities for renewable energy in the design of the neighbourhood.

e) Ultimately achieve a net-zero carbon community.

2.2.4 Conserve and integrate significant and valued cultural heritage resources

Objectives:

a) Conserve and reuse culturally significant historic buildings and their immediate landscapes.

b) Interpret the area's cultural heritage within the public realm.

2.2.5 Connect the neighbourhood to the broader community and region by all modes of travel

Objectives:

a) Establish new or improved road and active transportation connections to existing and planned destinations east of Robinson Creek.

b) Ensure the road network facilitates the use of public transit, walking and cycling.

c) Establish an interconnected network of trails and other active transportation facilities within the neighbourhood, linked to the broader municipal network.

d) Establish inviting, comfortable transit stops within the neighbourhood.

e) Ensure streets, buildings and parking facilities can adapt to changes in travel behavior and new transportation technologies.

2.2.6 Encourage social interaction and outdoor activity

Objectives:

a) Ensure parks and other public open spaces are highly visible, accessible, and usable.

b) Ensure parks contain a range of neighbourhood-scale facilities for residents of all ages and abilities.

c) Use significant natural features, stormwater management facilities and other public open spaces to enhance the character of, and connectivity within, the parks and open space network.

d) Ensure all streets are designed to encourage walking.

2.2.7 Create a distinct character and memorable sense of place for the neighbourhood

Objectives:

a) Ensure trees are planted in the public and private realms to define streetscapes and parks over time.

b) Achieve mixed-use development on Bloor Street that helps to enliven the streetscape.

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

d) Ensure there is architectural variety within each block and along each street within the neighbourhood

e) Ensure buildings, streets and landscapes are designed to a high standard.

2.2.8 Develop the neighbourhood in an orderly, coordinated and cohesive fashion

Objectives:

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

b) Ensure each phase of development is contiguous to a previous phase.

c) Ensure lot patterns are rational and efficient.

2.3 Community Structure

The vision, principles and objectives for the Bayview Neighbourhood are supported by a community structure comprised of the following:

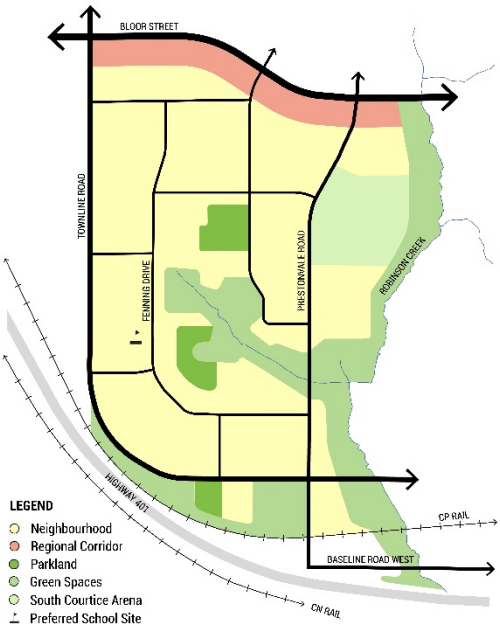


Figure 1: Community Structure map of Bayview Neighbourhood.

2.3.1 Environmental Protection Areas: Environmental Protection Areas along the Robinson Creek valley largely define the eastern boundary of the Secondary Plan Area and the development potential in the unbuilt area of the neighbourhood.

2.3.2 Street Network: Collector streets will provide direct connections to the arterial roads that frame the neighbourhood. They will function as neighbourhood spines and the framework for a grid-like network of local streets that support a highly walkable and accessible neighbourhood.

2.3.3 Public Open Spaces: Bayview will be anchored by two central Neighbourhood Parks, one located adjacent to the Robinson Creek valley and a second south of the new arterial adjacent to the cemetery, both will be integrated with stormwater management facilities to ensure the natural environment is a defining and accessible feature of the community.

2.3.4 Bloor Street Mixed-Use Corridor: As a Regional Corridor, planned for higher order transit along Bloor Street will be the primary location for high-density housing and commercial amenities for the neighbourhood.

2.3.5 Low-Rise Residential Areas: Major streets and open spaces provide the framework for predominately low-rise residential areas that will grow and evolve over time to accommodate a range of housing types and forms.

3 The Environment, Energy and Water

3.1 Objectives

- Ensure development and human activity does not have adverse impacts on natural heritage and hydrologically sensitive features, and their ecological functions.
- Establish a network of natural green corridors along the Robinson Creek and its associated tributaries and valley lands, linked to other natural heritage features.
- Implement the recommendations and strategies contained in the Robinson Creek and Tooley Creek Subwatershed Study.
- Integrate stormwater management with the open space system while minimizing impacts on the natural environment.
- Ensure significant natural features are highly visible and contribute to the character of the neighbourhood.
- Significantly increase the tree canopy throughout the Bayview Neighbourhood and support woodland coverage targets for the subwatershed.
- Ensure the Secondary Plan Area is developed on the basis of full municipal sanitary sewer, storm sewer and water services.
- Design buildings, infrastructure and the neighbourhood as a whole to high standards for energy and water conservation.
- Design buildings, infrastructure and open spaces to mitigate the impacts of severe storms, flooding and droughts.
- Integrate opportunities for renewable energy in the design of the neighbourhood.
- Ultimately achieve a net-zero carbon community.

3.2 Policies

3.2.1 Natural heritage features and environmentally sensitive areas in Bayview are identified as Environmental Protection Areas on Schedule A of this Secondary Plan.

3.2.2 There may be additional environmentally sensitive terrestrial features and areas, natural heritage features and hydrologically sensitive features and areas in addition to those shown in Schedule A of this Secondary Plan. These features are also important to the integrity of the natural heritage system and may be identified on a site-by-site basis for protection through the review of a development application or other studies, including work related to new infrastructure, roads and servicing.

3.2.3 All development shall adhere to the Environmental Protection Areas policies of Section 14.4 of the Clarington Official Plan.

3.2.4 An Environmental Impact Study shall be undertaken for development proposals within 120 metres of Environmental Protection Areas, as deemed necessary by the Municipality. Any minor refinements to the boundaries of the Environmental Protection Areas resulting from the recommendations of an Environmental Impact Study shall not require an amendment to the Clarington Official Plan or Secondary Plan.

3.2.5 Where the valley system is considered confined, the extent of the valley is determined based on either the visible and discernible Top of Bank or the Long-Term Stable Slope, whichever is greater. A Vegetation Protection Zone of 15 metres as per Table 3-1 of the Clarington Official Plan is required from the valley.

3.2.6 As a condition of development, proponents may be required to revegetate the Vegetation Protection Zone. This requirement will be determined on a site-by-site basis in consultation with the Municipality and the Conservation Authority. Revegetation would include planting of trees and shrubs that are native species and potentially other measures to enhance fisheries and wildlife habitat.

3.2.7 The alteration to the natural state of watercourses and creeks is discouraged and shall require approval by the Conservation Authority, the Municipality, and other agencies as required. Any proposal to alter a section of a watercourse must be justified through appropriate studies and reports as required by the Official Plan, demonstrate a net gain to the feature and function of the watercourse and riparian corridor, maintain or improve its ecological state and incorporate natural channel design features to the satisfaction of the Conservation Authority and the Municipality of Clarington.

3.2.8 The preservation of mature trees and woodlands within and outside of the Environmental Protection Area designation is strongly encouraged in order to fully derive benefits relating to microclimate, wildlife habitats,

hydrology and scenic quality. In this regard, mitigation measures such as tree protection fencing, silt fence/sedimentation control, dust control, and protection of soil moisture regime shall be utilized during construction adjacent the Environmental Protection Areas.

3.2.9 Through development, the planting of new trees shall be required in public spaces and encouraged in private spaces to fully derive benefits relating to microclimate, wildlife habitats, hydrology and scenic quality. New trees shall be of a variety of native species.

3.2.10 All development shall meet high standards for energy efficiency and sustainability in building design and construction, considering passive building standards when designing and constructing buildings.

3.2.11 All development shall incorporate energy and water conservation measures, including consideration for renewable/alternative energy systems, such as solar panels.

3.2.12 Buildings shall be designed to accommodate solar panels, a green roof or high albedo surfaces, or a combination of these.

3.2.13 Passive House design shall be encouraged.

3.2.14 Landscape design should maximize infiltration, maintain topography, feature hardy, native plantings and trees that provide shade.

3.2.15 A vegetation protection zone of 30m from each side of a watercourse is required.

3.2.16 All development shall meet high standards for the use of Low Impact Development strategies and minimize impermeable surfaces, to aid in stormwater infiltration.

3.2.17 A trail system shall be designed and built that connects the neighbourhood to the Robinson Creek lands that, while protecting and enhancing the natural features and functions of these lands, and may include pathways, pedestrian bridges, lookouts and seating areas, to the satisfaction of the CLOCA and the Municipality.

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

3.2.19 Stormwater management facilities shall be incorporated in the Secondary Plan Area to mitigate the impacts of development on water quality and quantity, consistent with the Robinson Creek and Tooley Creek

Subwatershed Study and the policies of Section 20 of the Clarington Official Plan. Such facilities shall not be located within Natural Heritage Features or their Vegetation Protection Zones.

3.2.20 Stormwater management ponds and their associated greenspace shall generally be located in accordance with Schedule A of this Secondary Plan. Subject to a technical study to the Municipality's satisfaction prior to or at the time of a development application for affected lands, the stormwater management pond west of Prestonvale Road and north of the EPA may be required as a temporary facility but ultimately may be replaced by the facility planned on the east side of Prestonvale Road. Any lands identified for stormwater management that may not be required for such facilities may be used for Low and Medium Density Residential uses without amendment to this Plan.

3.2.21 The precise siting of stormwater management facilities shall make use of natural drainage patterns to minimize the risk of flooding. Stormwater management facilities will not drain lands located in one subwatershed into another subwatershed.

3.2.22 Stormwater management facilities shall include the installation of naturalized landscaping and accommodate trails and seating areas where appropriate.

3.2.23 The Robinson Creek and Tooley Creek Subwatershed Study identified and assessed 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.

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

3.2.25 A Stormwater Management Report and Plan shall be required in support of development applications and 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.

4 Cultural Heritage

4.1 Objectives

- Conserve and reuse culturally significant historic buildings and their immediate landscapes.
- Interpret the area's cultural heritage within the public realm.

4.2 Policies

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

4.2.2 A Stage 1 archaeological assessment has been undertaken for the Secondary Plan Area that found potential for the recovery of pre-contact

and historic Indigenous and Euro-Canadian archaeological resources. Prior to development, a Stage 2 archaeological assessment shall be required for lands shown on Map B and in accordance with the following:

a) Portions of the Secondary Plan Area that were identified as previously disturbed, are considered to exhibit low archaeological potential and no further assessment is required.

b) Lands encompassed within the Secondary Plan Area which have been previously subjected to archaeological assessment(s) and cleared by the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) of further archaeological concern are exempt from further assessment.

c) The known cemeteries/burial grounds within the Secondary Plan Area exhibit archaeological potential and these areas shall be subject to a Stage 2 archaeological assessment in consultation with the MHSTCI and the Bereavement Authority of Ontario prior to ground disturbance associated with new development.

d) Those portions of the Secondary Plan Area that exhibit archaeological potential for both Indigenous and historical Euro-Canadian archaeological resources shall be subject to a Stage 2 archaeological assessment prior to any planned development or ground impacts. These areas shall be subjected to test pit or pedestrian survey at 5 metre intervals in accordance with Sections 2.1.1 and 2.1.2 of the Standards and Guidelines for Consultant Archaeologists (MHSTCI 2011).

4.2.3 For those portions of the Secondary Plan Area where a Stage 2 archaeological assessment is required, no grading or other disturbance shall take place on any portion of those sites prior to the issuance of a letter of clearance from the MHSTCI.

4.2.4 Four properties of cultural heritage value or interest are identified on Map B. The property located at 1476 Prestonvale Road is designated under Part IV of the Ontario Heritage Act. The property located at 1440 Gord Vinson Avenue is recognized on the Municipal Register. The properties located at 1246 Prestonvale Road and 1421-1447 Prestonvale Road are properties having potential cultural heritage value or interest. These properties are identified in Schedule B.

4.2.5 The Municipality will determine if a Cultural Heritage Evaluation Report is required prior to development on or adjacent to any properties that are identified on the Municipality of Clarington Cultural Heritage Resources

List, and any properties that have been identified as having potential Cultural Heritage Value or Interest.

4.2.6 A Heritage Impact Assessment shall be conducted prior to development on or adjacent to properties that are designated under Part IV of the Ontario Heritage Act, or properties for which a Cultural Heritage Evaluation Report has been conducted and determined that the properties meet the criteria for cultural heritage value or interest as prescribed in O. Reg. 9/06, as amended, or any successors thereto.

4.2.7 Cultural Heritage Evaluation Reports and Heritage Impact Assessments shall consider and provide strategies for the conservation and protection of cultural heritage resources, including the potential for in situ conservation.

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

5 Streets and Mobility

5.1 Objectives

- Establish new or improved road and active transportation connections to existing and planned destinations east of Robinson Creek.
- Ensure the road network facilitates the use of public transit, walking and cycling.
- Establish an interconnected network of trails and other active transportation facilities within the neighbourhood, linked to the broader municipal network.
- Establish inviting, comfortable transit stops within the neighbourhood.
- Ensure streets, buildings and parking facilities can adapt to changes in travel behavior and new transportation technologies.

5.2 Policies

5.2.1 The transportation policies contained in Section 19 of the Clarington Official Plan and the policies of this Secondary Plan shall apply with regard to the transportation network of the Secondary Plan Area.

5.2.2 Development will be structured by an interconnected and grid-like network of streets that facilitate direct pedestrian, cyclist and vehicular movement throughout the community.

5.2.3 Development will be structured to provide a pedestrian oriented community by integrating pedestrian linkages to supplement the grid-like network of streets, particularly where direct and continuous pedestrian routes are not well provided for by the street network.

5.2.4 Schedule C identifies the Arterial and Collector Roads planned for the area.

5.2.5 Townline Road shall be extended to run east-west through the Secondary Plan Area and intersect with Prestonvale Road as shown on Schedule C. This new section of Townline Road shall be a Type B Arterial Road with a public right-of-way width of 30-32 metres. A further extension of Townline Road east of Prestonvale Road will cross the Robinson Creek Valley and its associated flood plain. The design of this section of the road shall ensure that there are no upstream flooding impacts.

5.2.6 In conjunction with further development within the Secondary Plan Area, Fenning Drive will be extended to the south and east, intersecting with Prestonvale Road as shown on Schedule C. This new section of Fenning Drive shall be a Collector Road with a public right-of-way width of 20-23 metres.

5.2.7 An additional Collector Road segment shall be provided extending south from the new east-west segment of Fenning Drive, intersecting with the new east-west segment of Townline Road. This Collector Road shall have a public right-of-way width of 20-23 metres.

5.2.8 All development shall provide new Local Roads in accordance with the policies of this Secondary Plan. New Local Roads shall have a public right-of-way width of 17-20 metres, except window streets, where they are necessary, which may be less than 17 metres subject to the approval of the Municipality. Future Local Roads identified in Appendix B are illustrative; their alignments may be modified without amendment to this plan.

5.2.9 The precise public right-of-way widths for all Arterial and Collector Roads within the Secondary Plan Area shall be determined through Phases 3 and 4 of the Southwest Courtice Municipal Class Environmental Assessment.

5.2.10 All Arterial Roads and Collector Roads shall have sidewalks and street trees on both sides of the street, within the public right-of-way.

5.2.11 All Local Streets shall have a sidewalk on at least one side and street trees on both sides, within the public right-of-way. Property owners are encouraged to plant trees in their front yard.

5.2.12 Crosswalks at intersections shall be well marked. Raised crosswalks or tabletop intersections shall be considered.

5.2.13 On-street parking will be encouraged at appropriate locations on all Collector Roads and Local Roads in order to provide for anticipated parking needs and to assist in calming traffic movement and thereby enhancing pedestrian safety.

6 Land Use and Built Form

6.1 Objectives

- Accommodate a diverse population of at least 7,700 persons at full build-out.
- Provide a range of housing densities, tenures, and types.
- Integrate affordable housing for individuals and families with low or moderate incomes.
- Create a public realm of streets, parks and other open spaces that is inviting, comfortable and safe.
- Ensure residents have convenient access to basic commercial amenities and community facilities by all modes of travel.
- Ensure compatibility among land uses and housing types.
- Ensure there is architectural variety within each block and along each street within the neighbourhood
- Ensure buildings, streets and landscapes are designed to a high standard.

6.2 General Policies

6.2.1 The pattern of land use and the higher order transportation network planned for the area are identified in Map A of this Secondary Plan. Minor alterations to Map A may occur without amendment to this Secondary Plan through plan of subdivision or site plan approval applications provided such minor alterations are in conformity with Policies 24.1.2 and

24.1.3 of the Clarington Official Plan and the general intent of this Secondary Plan is maintained.

6.2.2 In accordance with policies of the Clarington Official Plan the following land use designations apply within the Secondary Plan Area:

a) Low and Medium Density Residential

j) High Density Residential

k) Neighbourhood Parks

l) Environmental Protection Areas

m) Special Study Area

6.2.3 The planned housing unit target for the Secondary Plan Area is approximately 2,900 units. This unit target shall be achieved through a combination of Low Density, Medium Density, and High Density dwelling types across the Plan area in accordance with the policies of this Secondary Plan and Policy 9.4.5 of the Clarington Official Plan.

6.2.4 To ensure a diversity of housing is provided and the housing and population targets are achieved development shall support achievement of the following housing mix:

a) Low density (detached and semi-detached houses): minimum 50%; target 60%

b) Medium density (townhouses, duplex, triplex): minimum 20%; target 25%

c) High density (apartments): minimum 10%; target 15%

6.2.5 The intent of this Plan is to support the Municipality's affordable housing objectives by requiring a variety of housing sizes and types and permitting accessory apartments, as per Policy 6.3.5 of the Official Plan.

6.2.6 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 requirements 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.

6.2.7 In addition, 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 and

purpose-built rental housing. The Municipality will also encourage Durham Region to consider financial incentives for these types of development.

6.2.8 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.

6.2.9 A second accessory apartment shall be permitted on lots with access to a rear laneway and a minimum width at the rear of 10 metres to accommodate three parking spaces. The second accessory apartment shall be in the form of a unit on the second storey of a detached garage on the laneway.

6.2.10 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. Window streets or flankage lots may be considered. Reverse frontage development generally shall not be permitted within the Secondary Plan Area.

6.2.11 Buildings located adjacent to, or at the edge of parks and open spaces, shall provide opportunities for overlook onto the parks and open spaces.

6.3 Low and Medium Density Residential

6.3.1 The predominant use of lands designated Low and Medium Density Residential shall be for housing purposes. Other uses may be permitted in accordance with Clarington Official Plan Policies 9.3.1, 9.3.2, and 9.3.3.

6.3.2 Development of lands designated Low and Medium Density Residential shall include a mix of Low Density and Medium Density dwelling types.

6.3.3 Permitted dwelling types and minimum and maximum heights for Low and Medium Density Residential areas are as follows:

a) Permitted Low Density dwelling types shall include single detached dwelling, semi-detached dwellings, and accessory apartments.

n) Permitted Medium Density dwelling types shall include townhouses, duplexes, triplexes, and accessory apartments.

b) The height of any new building shall be a maximum of 3 storeys.

6.3.4 Notwithstanding Policy 6.3.3, apartment buildings and stacked townhouses up to four storeys shall be permitted on lots fronting an arterial street, in accordance with Policy 9.4.5 of the Clarington Official Plan.

6.3.5 Applications for the development of more than 100 units shall include a mix of housing types, with an overall minimum density of 30 units per net hectare and a minimum of 20% of the units comprising Medium Density dwelling types.

6.3.6 In addition to residential uses, small-scale neighbourhood-oriented commercial uses not exceeding 250 square metres of gross leasable retail floor area, such as convenience stores, restaurants and personal services may be permitted on the ground floor of a residential building that fronts an arterial street.

6.3.7 The integration of medium density housing throughout the neighbourhood shall be encouraged. Townhouses and other forms of medium density housing accessed by rear laneways shall be strongly encouraged along arterial and collector streets and on lots facing parks and other open spaces.

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

a) Grade-related dwelling units, excluding secondary units, shall have their main entrance visible and accessible from the sidewalk;

b) Front double garages without living space directly above them generally shall be recessed from the front wall of the house;

c) Front single garages and double garages with living space directly above them may extend partially beyond the front wall of the house, but this condition shall not dominate the length of the block;

d) The width of a driveway generally shall correspond with the width of the garage, although in the case of single garages, a wider driveway may be permitted where it does not prevent soft landscaping in the front yard with a minimum width of three metres;

e) Blocks with a concentration of townhouses and/or lots less than 12 metres wide for other housing types shall be encouraged to incorporate rear laneways;

f) The maximum number of contiguously attached townhouses with rear garages accessed from a laneway shall be eight;

g) The maximum number of contiguously attached townhouses with front garages facing a collector road or park shall be four;

h) Buildings on corner lots shall have articulated facades facing both

streets;

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

6.4 High Density Residential

6.4.1 The predominant use of lands designated High Density Residential shall be for housing purposes. Other uses may be permitted in accordance with Clarington Official Plan Policies 10.6.6 and 10.6.7.

6.4.2 Permitted dwelling types and minimum and maximum heights for High Density Residential areas are as follows:

a) Permitted dwelling types shall include townhouses, duplexes, triplexes, stacked townhouses, low rise apartment buildings, and dwelling units as part of a mixed-use building.

o) The height of any new building shall be a minimum of 3 storeys.

p) The maximum height of buildings shall be 10 storeys where a transition can be provided on the site to lower buildings in the adjacent Low and Medium Density area; otherwise the maximum height shall be 6 storeys.

6.4.3 Primary entrances shall be clearly visible and located on a public road frontage or onto public open spaces. Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade, and shall be generally accessible to people who are mobility challenged.

6.5 Special Study Area

6.5.1.1 Lands associated with a potential partial interchange at the intersection of Highway 401 and Prestonvale Road / Baseline Road are identified as a Special Study Area on Map A. Existing uses on these lands may continue, and minor additions to buildings shall be permitted. New development on these lands, however, is prohibited until such time that a detailed engineering study of the potential partial interchange, and/or other roadway improvements, is undertaken. The detailed engineering study will determine the ultimate land requirements for the partial interchange and other improvements, and should any lands identified as a Special Study

Area on Map A be deemed to be surplus to those required for the improvements, the underlying Low and Medium Density Residential land use designation shall apply. Where an underlying land use designation is not shown in this Secondary Plan, the underlying land use designation contained in the Official Plan shall apply

6.5.1.2 Infrastructure required to service the Bayview community is permitted on these lands.

6.5.1.3 Should the Region and Municipality determine that the partial interchange is no longer required and it is removed from the Clarington Official Plan, the underlying Low and Medium Density Residential land use designation shall apply to the lands identified as a Special Study Area on Map A. Where an underlying land use designation is not shown in this Secondary Plan, the underlying land use designation contained in the Official Plan shall apply.

7 Parks and Community Facilities

7.1 Objectives

- Create a public realm of streets, parks and other open spaces that is inviting, comfortable and safe.
- Ensure residents have convenient access to basic commercial amenities and community facilities by all modes of travel.
- Ensure parks and other public open spaces are highly visible, accessible, and usable.
- Ensure parks contain a range of neighbourhood-scale facilities for residents of all ages and abilities.
- Use significant natural features, stormwater management facilities and other public open spaces to enhance the character of, and connectivity within, the parks and open space network.
- Ensure trees are planted in the public and private realms to define streetscapes and parks over time.
- Integrate public art into the design of parks, streets and other public spaces.
- Interpret the area's cultural heritage within the public realm.

7.2 Policies

7.2.1 Two new neighbourhood parks are planned for Bayview as conceptually identified on Map A. The precise size of each park shall be determined through the Plan of Subdivision process for the surrounding lands, based on the parkland provision requirements of Section 18 of the Official Plan. The new north park shall not be less than 2.5 hectares and the new south park shall not be less than 1.5 hectares.

7.2.2 New Neighbourhood Parks shall be of a size and shape that can accommodate the basic active and low intensity recreational needs of the neighbourhood residents. New Neighbourhood Parks shall be seamlessly integrated with natural areas, stormwater management ponds, and the trail network.

7.2.3 To ensure the neighbourhood parks are an accessible and prominent feature of the neighbourhood, a minimum of 60% of their boundaries, excluding where they abut an Environmental Protection Area or stormwater management pond, shall abut a public street.

7.2.4 The design of the Neighbourhood Parks shall include children's play elements, benches and other seating, lawn areas for casual recreation and generous tree planting. Facilities such as basketball courts, and splash pads shall also be considered.

7.2.5 Municipal park design should encourage the incorporation of low impact development features into the design.

7.2.6 All development shall provide for the implementation of a trail network in accordance with the conceptual location of trails identified as Key Pedestrian Connections on Map A. In addition to on-street facilities within the Low and Medium Density Residential Areas, this trail network will consist of Primary and Secondary Trails as defined in Section 18.4 of the Clarington Official Plan. The precise location, type and design of trails will be determined through the development approval process and subject to the following:

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

q) Trails will be directed outside of natural areas where possible, or to the outer edge of buffer areas.

r) Trails located in proximity to sensitive natural features, or adjacent to

stormwater management facilities should incorporate interpretive signage at various locations to promote understanding and stewardship of the features and functions of the natural environment.

s) The Municipality will consider winter maintenance of multi-use trails, particularly along routes that connect pedestrians to key destinations including schools and other public service facilities.

7.2.7 One primary school is planned to serve the neighbourhood, and a potential location adjacent to a neighbourhood park is identified on Schedule D. Notwithstanding the preferred location, a school may be developed elsewhere within a Low and Medium Density Residential area without amendment to this plan. Should an alternative site be selected for the school, the lands identified for the preferred site shall be developed in accordance with the policies for Low and Medium Density Residential areas.

7.2.8 The Municipality will consider winter maintenance of multi-use trails, particularly along routes that connect pedestrians to key destinations including schools and other public service facilities.

7.2.9 The size and configuration of the school site shall be consistent with the policies or requirements of the School Board.

7.2.10 Shared parking between the school and an adjacent or nearby municipal facility or institutional use shall be strongly encouraged.

8 Implementation

8.1 Objectives

- Ensure roads and municipal services required for any part of the neighbourhood are in place and operative prior to or coincident with development.
- Ensure each phase of development is contiguous to a previous phase.
- Ensure lot patterns are rational and efficient.

8.2 Policies

8.2.1 A phasing plan shall be prepared for approval of plans of subdivision in the Secondary Plan Area. The phasing plan shall establish phases of development of the lands and shall provide for the staging of construction of public infrastructure and services in relation to phases of development.

The phasing plan shall take into account the responsibility for construction of the public infrastructure and services and shall be considered by the Municipality in enacting amendments to the Zoning By-law and in recommending plans of subdivision for approval.

8.2.2 The review and approval of Site Plan Applications for lands within Bayview shall be guided by the policies of this Secondary Plan and the Bayview Urban Design and Sustainable Development Guidelines.

8.2.3 In addition to the provisions of Section 23.4.2 of the Official Plan, Holding Symbols may be used to ensure achievement of the policies of this Secondary Plan by establishing conditions linking the development to the achievement of site development and urban design policies and objectives through site plan agreements and agreement on the provision of infrastructure.

8.2.4 In addition to provisions of Section 23.4.3 of the Official Plan, prior to the removal of a Holding Symbol, the following provisions apply in respect to the Secondary Plan Area:

a) The proponent's plan demonstrates how they will implement the policies of this Secondary Plan; and

b) Arrangements have been made satisfactory to the Municipality and the Regional Municipality of Durham for the proponent's contributions and dedications to required infrastructure referenced in this Secondary Plan.

8.2.5 Elements of the transportation and servicing network required for any part of the community, shall be in place and operative as necessary, coincident with urban development, in accordance with the provisions of this Secondary Plan.

8.2.6 The terms shall and required are used throughout this Plan to indicate items that must be provided. Where the Municipality determines it is not possible to provide such an item, it may waive the required provision of said item solely at its discretion.

9 Interpretation

9.1 Policies

9.1.1 This Secondary Plan refines and implements the policies of the Official Plan. Unless otherwise indicated, the policies of the Official Plan shall

continue to apply to this Secondary Plan Area. Where there is a conflict, this Plan shall prevail.

9.1.2 The land use boundaries shown on Map A to this Secondary 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.

LEGEND

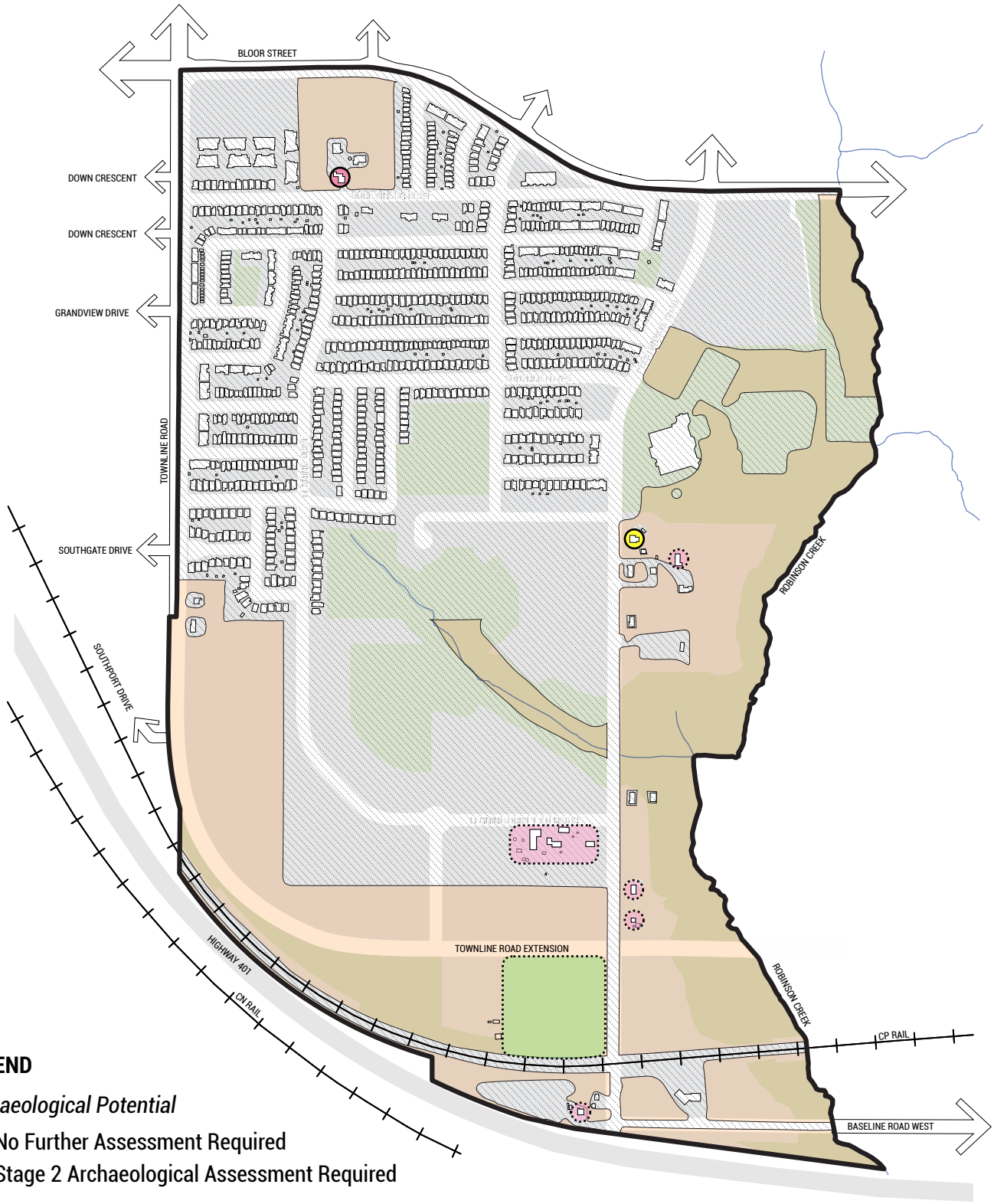
- Parkland
- Green Spaces
- Stormwater Managment Facilities
- Environmental Protection Area
- Cemetery
- Key Pedestrian Connections (*Trail Connections are Conceptual)
- Preferred School Site

Schedule A - Open Space Network

0 500m

Bayview (Southwest Courtice) Secondary Plan

Draft for Public Review



LEGEND

Archaeological Potential

- No Further Assessment Required
- Stage 2 Archaeological Assessment Required

Identified Cultural Heritage

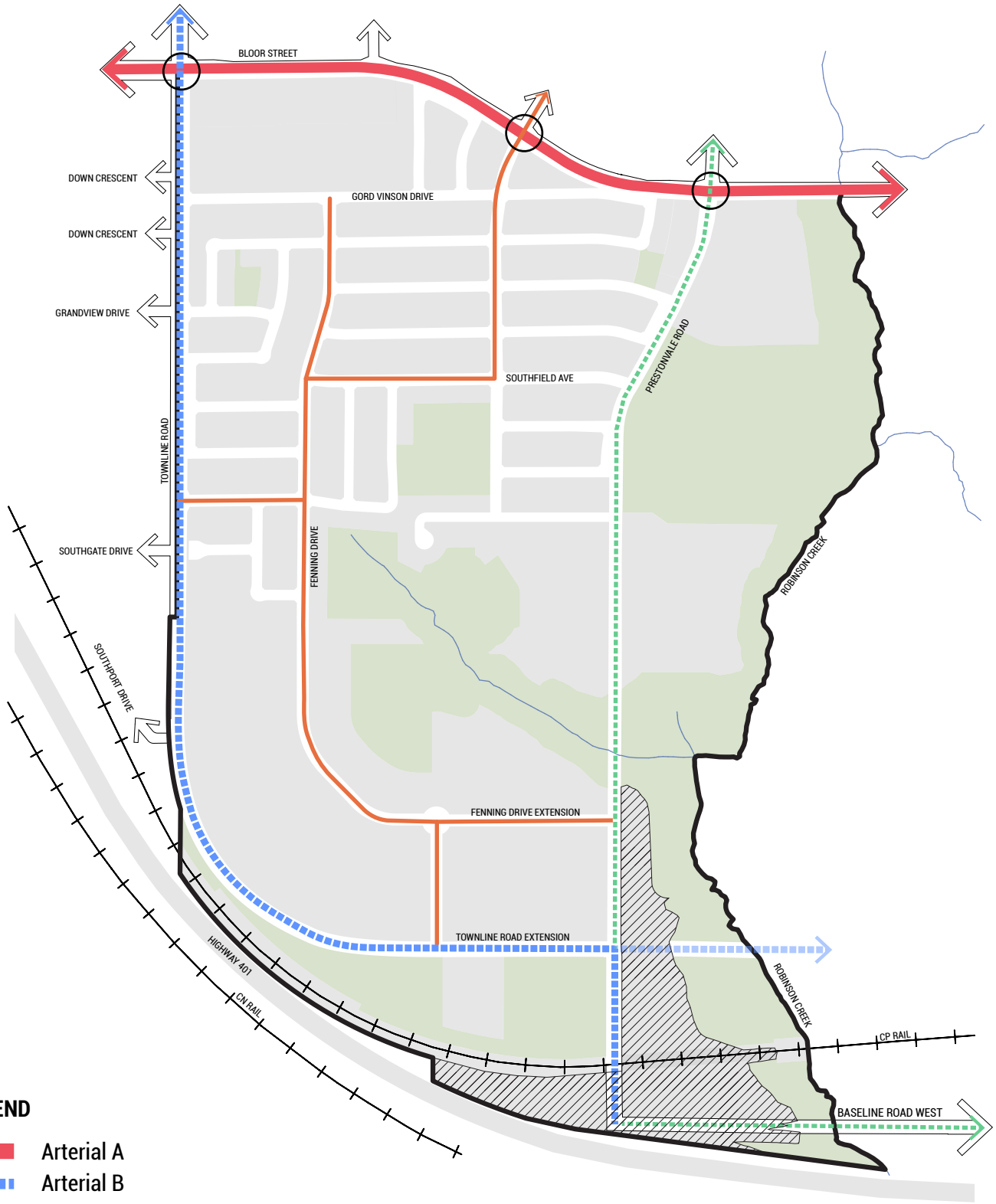
- Designated Under Part IV of Ontario Heritage Act
- Primary Property on Municipality of Clarington Heritage Inventory
- Properties with Potential Cultural Heritage Value or Interest
- Landscapes with Potential Cultural Heritage Value or Interest

Schedule B - Cultural Heritage

0 500m

Bayview (Southwest Courtice) Secondary Plan

Draft for Public Review



LEGEND

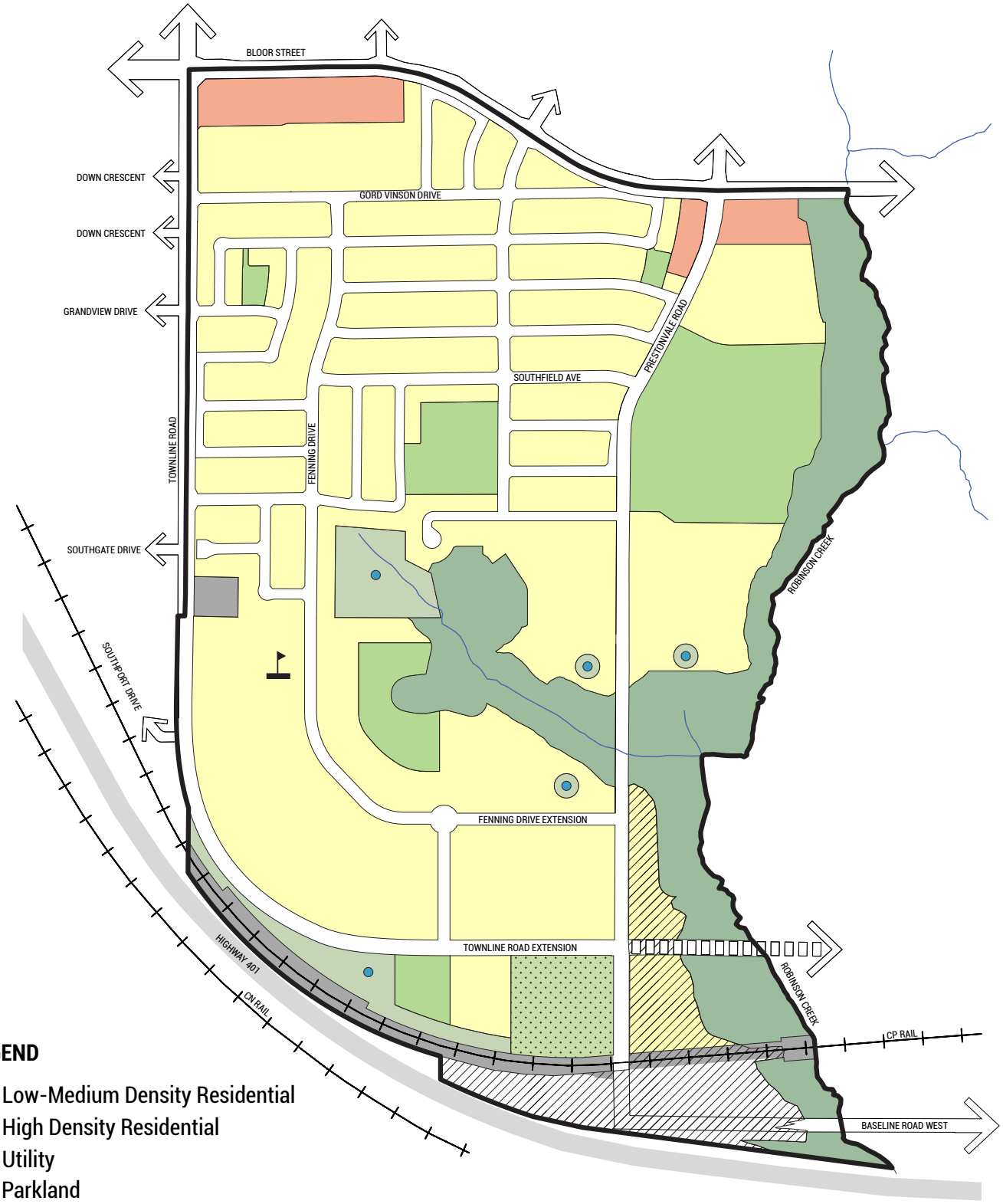
- Arterial A
- Arterial B
- Arterial C
- Collector
- Special Study Area
- Signalized Intersection

Schedule C - Road Classification

Bayview (Southwest Courtice) Secondary Plan

0 500m

Draft for Public Review



LEGEND

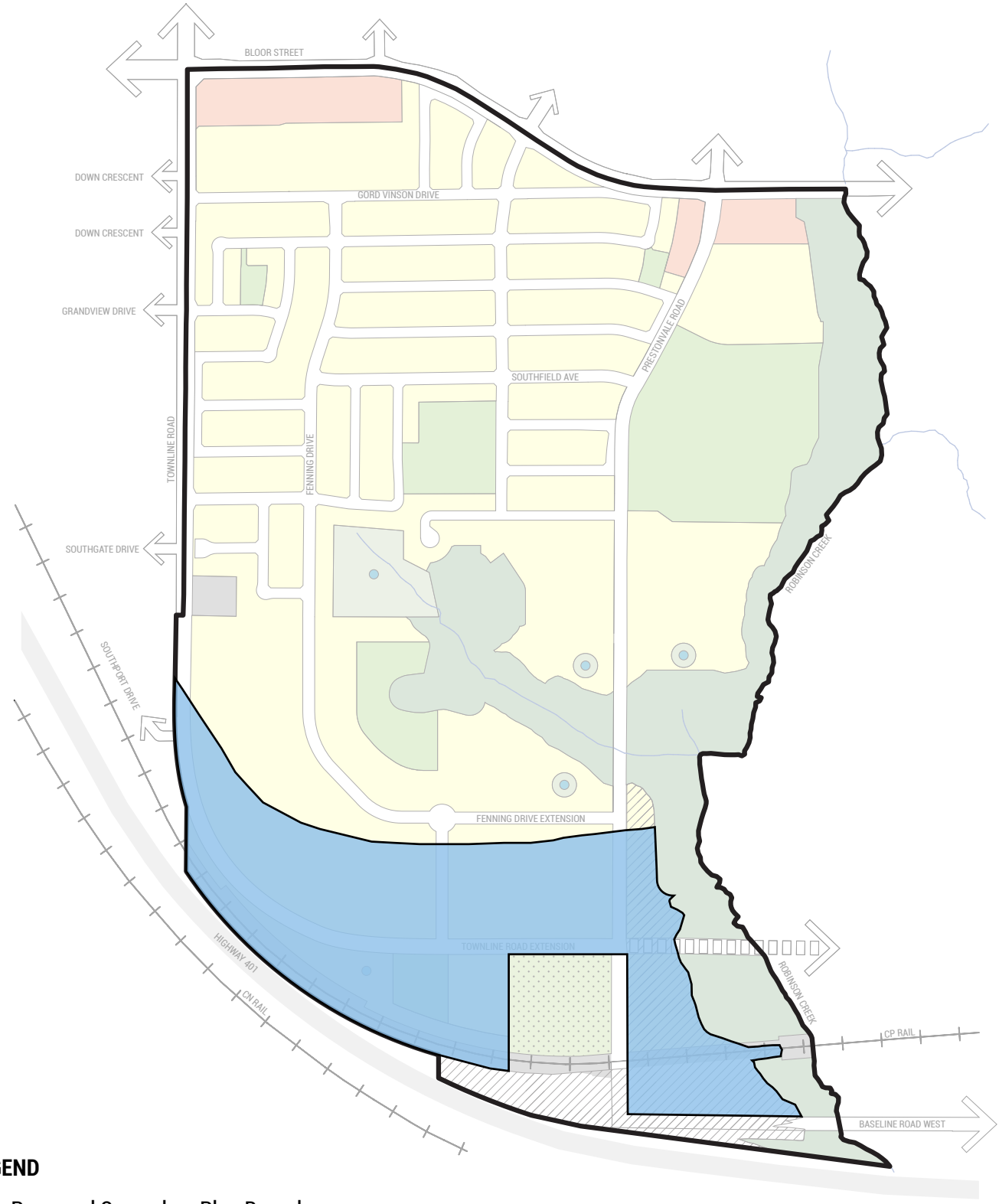
- Low-Medium Density Residential
- High Density Residential
- Utility
- Parkland
- Green Spaces
- Stormwater Managment Facilities
- Environmental Protection Area
- Cemetery
- Special Study Area
- Preferred School Site

Schedule D - Land Use

Bayview (Southwest Courtice) Secondary Plan

0 500m

Draft for Public Review



LEGEND

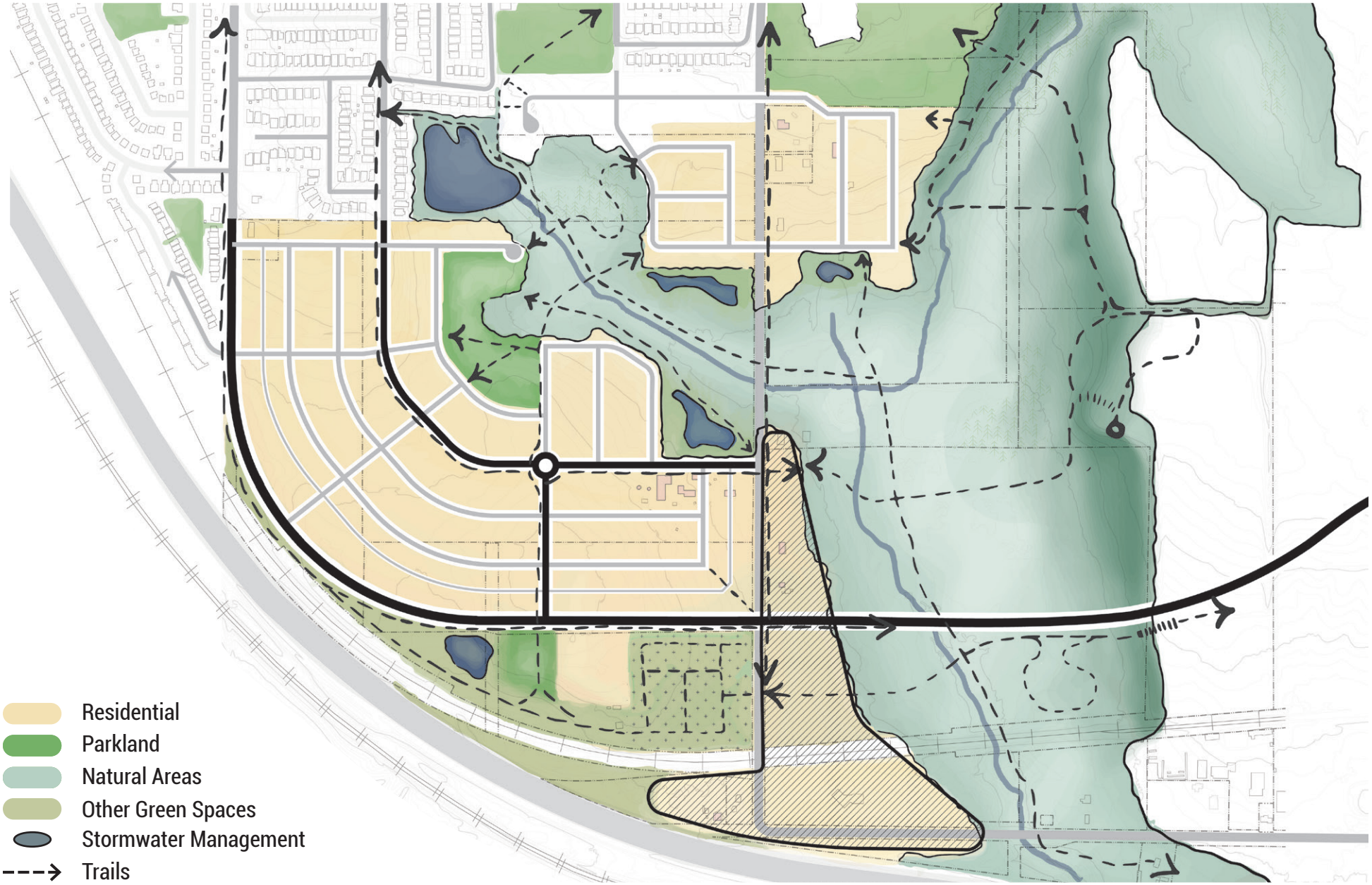
- Proposed Secondary Plan Boundary
- Area designated for employment uses in the Clarington Official Plan and proposed for re-designation (conversion) to permit residential uses

Appendix A - Conversion Area

Bayview (Southwest Courtice) Secondary Plan

0 500m

Draft for Public Review



Appendix B - Demonstration Plan

Bayview (Southwest Courtice) Secondary Plan

DRAFT - 27 May 2020

Appendix C

Bayview (Southwest Courtice)
Urban Design & Sustainability Guidelines

Draft for Public Review

May 27, 2020

Table of Contents

1. INTRODUCTION 4

1.1. OVERVIEW 4

1.2. INTERPRETATION AND IMPLEMENTATION OF THE GUIDELINES 4

2. COMMUNITY DESIGN VISION, OBJECTIVES, AND DEMONSTRATION CONCEPT 5

3. PUBLIC REALM GUIDELINES 6

3.1. STREET NETWORK AND BLOCK PATTERN 6

3.2. STREETSCAPES 7

***3.3.* PARKS AND OPEN SPACE 11**

***3.4.* ENVIRONMENTAL PROTECTION AREAS 12**

***3.5.* STORMWATER MANAGEMENT AREAS 13**

4. RESIDENTIAL DEVELOPMENT GUIDELINES 13

4.1. LOW AND MEDIUM DENSITY RESIDENTIAL 13

4.2. HIGH DENSITY RESIDENTIAL 16

ATTACHED FIGURES

Figure 1 – Open Space Network

Figure 2 – Street Network

Figure 3 – Key Pedestrian and Cycling Connections

Figure 4.1 – Townline Road Extension Cross-section (with median)

Figure 4.2 – Townline Road Extension Cross-section (without median)

Figure 4.3 – Townline Road Extension Cross-section (interim condition)

Figure 4.4 – Prestonvale Road Cross-section

Figure 4.5 – Fenning Drive Cross-section

Figure 4.6 – New North-South Street Cross-section

Figure 4.7 – Key Local Road Cross-section

Figure 4.8 – Laneway Cross-section

SS

1. Introduction

1.1. Overview

The Southwest Courtice Secondary Plan Area comprises the Bayview Neighbourhood as identified in the Clarington Official Plan Appendix B. It is generally bounded by Townline Road in the west, Robinson Creek in the east, Bloor Street in the north, and the Highway 401 to the south The north half of the Bayview Neighbourhood was developed beginning in the 1990s. These guidelines apply primarily to the south but also the future development and redevelopment in built-up areas of the neighbourhood. The planned population for the Secondary Plan Area is approximately 7,700 residents and approximately 2,900 units.

These guidelines build on the Southwest Courtice Secondary Plan, updated in 2020, as well as Priority Green Clarington, which promotes sustainable community design. There is broad recognition that sustainable communities can be created through a focus on standards for the built environment, natural environments and open spaces, mobility, and infrastructure. One of the most impactful ways in which sustainable development can be realized is through the various aspects of community design, including: street networks and block patterns that promote safe and comfortable movement by walking and cycling; an interconnected system of parks and open spaces that are well integrated with natural features; and the design and layout of blocks, lots and buildings to promote the efficient use of land and infrastructure. The Southwest Courtice Secondary Plan Area provides a policy framework for the development of the Bayview Neighbourhood in a manner that incorporates the highest quality of urban design and sustainability initiatives. The Guidelines provide further direction on how this is to be achieved.

1.2. Interpretation and Implementation of the Guidelines

The Southwest Courtice Secondary Plan Urban Design and Sustainability Guidelines are intended to help implement the policies of the Official Plan and Southwest Courtice Secondary Plan, and provide greater clarity on policy intensions respecting overall urban design, streetscapes, built form and environmental sustainability. The Guidelines are to be read in conjunction with the policies of the Official Plan – in particular Chapter 5, Creating Vibrant and Sustainable Urban Places, and Chapter 9, Livable Neighbourhoods – and the policies of the Secondary Plan – in particular Section 3 Environment and Sustainability, Section 5 Streets and Mobility, Section 6 Land Use and Urban Design, and Section 7 Parks and Open Spaces.

The Guidelines also should be read in conjunction with the Clarington Zoning By-law as it applies to Southwest Courtice and the Clarington General Architectural Design Guidelines. The Guidelines build on zoning provisions with more detailed guidance respecting such matters as setbacks and heights and they complement the design intent of the implementing Zoning By-law and provide design guidance specific to Southwest Courtice to supplement that provided by the General Architectural Design Guidelines. Where there is conflict between these guidelines and the General Architectural Design Guidelines, these guidelines shall prevail.

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

2. Community Design Vision, Objectives, and Demonstration Concept

The Southwest Courtice Secondary Plan envisions a complete community within the Bayview Neighbourhood through the development of a generally low-rise residential community with walkable streets, a diversity of housing types, accessible and versatile parkland, and enhanced and protected natural features.

The following components comprise the physical vision for the community, illustrated in the Demonstration Concept (see Appendix B: Demonstration Concept):

- **Highly visible, accessible and protected natural heritage features**
  Development and infrastructure will respect and enhance existing natural heritage features and topography. Residents will enjoy park designs and trail networks that provide increased access to natural heritage features while being environmentally sensitive.

- **Accessible public spaces and other amenities for people of all ages and abilities**
  The open space network (see Figure 1 Open Space Network) will be comprised of public parks, environmental areas, stormwater management ponds, green spaces and a cemetery. The parkland strategy is built around the Robinson Creek valley and the existing topographic landscape in Southwest Courtice. Neighbourhood parks and parkettes will be integrated in accessible locations as amenities and to provide linkages to natural heritage features and each other. The neighbourhood will be centred on a series of Neighbourhood Parks, which will have the potential to accommodate a range of low-intensity programmed and spontaneous recreational activities.

- **An interconnected, pedestrian-oriented street network**
  The grid-like network planned for Southwest Courtice will respond to the topography, natural features and existing street network in the area (see Figure 2 Street Network). The network comprises a hierarchy of street classifications to respond to the planned land use and built form in the neighbourhood and the surrounding areas. The street network should frame blocks of regular shape and sized to flexibly accommodate a range of housing types, taking into consideration lot sizing needs, while encouraging walking and cycling. Connectivity in the community will be supported by a network of dedicated cycling and pedestrian facilities, including: on-street cycling lanes, and off-street pedestrian connections, trails, and multi-use paths (see Figure 3 Key Pedestrian and Cycling Connections). They will also help connect residents to other community amenities within and outside of the neighbourhood.

- **A diversity of low-rise housing forms**

The neighbourhood will largely consist of detached, semi-detached and townhome housing forms, with higher density blocks located along key arterials and at intersections. Development in the neighborhood will provide a variety of housing types, sizes, and architectural styles.

- **Streetscapes defined by street trees, private landscaping, and the facades of homes**
  Streetscapes in Southwest Courtice will be designed to a high standard, incorporating complete street principles to provide safe and comfortable space for pedestrians, cyclists, transit users, and drivers. The facades of homes and landscaped front yards, not garages and driveways, will be dominant streetscape features.

- **Stormwater management features integrated into the open space network**
  The open space network will incorporate a naturalized stormwater management system by integrating a mix of low impact development features and ponds into public streets, parks and natural features.

3. Public Realm Guidelines

3.1. Street Network and Block Pattern

The layout of the street and block network provides the framework for development and circulation patterns, for all modes of travel. The following guidelines apply to the design and layout of all existing and planned streets within the Southwest Courtice community.

3.1.1. Street Network and Block Pattern Guidelines:

a) Streets should be designed to reflect complete street design principles, balancing the needs of all users.
b) The network of collector and local streets should form a grid-like pattern that facilitates direct routes while respecting existing natural features, topography and street networks. The Demonstration Plan in Appendix B conceptually illustrates one option for the local street network but is not intended to be prescriptive.
c) Streets should be aligned to provide desirable view corridors and vistas to parks and natural features where possible. In particular, the two view corridors identified in Figure 1 Open Space Network, should align with public streets.
d) Block lengths should be no less than 100 metres and no more than 200 metres where possible.
e) Where block lengths exceed 250 metres, mid-block pedestrian connections should be provided.
f) Variation in block sizes are encouraged where they facilitate the development of a mix of building typologies.
g) Where window streets are unavoidable, reduced front yard setbacks and right-of-way widths are encouraged to reduce the cumulative separation distance between buildings across rights-of-way.
h) Cul-de-Sacs are discouraged since they reduce connectivity, increase walking

distances and typically result in streetscapes dominated by driveways and garages.

i) Where cul-de-sacs are unavoidable, pedestrian connectivity should be preserved as well as sight-lines along the local street with views to the connecting streets and destinations beyond.
j) Where the geometry of the arterial road or its future performance may be an issue, the future closure to vehicle traffic of local streets intersecting with the arterial should be considered, while preserving sightlines and pedestrian connections to the arterials.
k) Laneways are particularly encouraged where driveways are restricted but residential frontage is desired, notably behind properties fronting arterial roads.
l) Laneways are also encouraged through blocks where medium density forms of housing are dominant, to prevent front garages and driveways from limiting landscaping in front yards and the street right-of-ways.
m) Laneways should be designed to consider visitor parking requirements (when private), adequate space for snow clearing and designated space for garbage and recycling bins.

3.2. Streetscapes

Streets in Southwest Courtice will be designed as complete streets that reflect the community character and facilitate the efficient movement of vehicles while also encouraging residents to walk and cycle.

3.2.1. Arterial Roads

Arterial Road design must ensure a balance between the efficient movement of vehicles and transit while also supporting the comfort and safety of pedestrians and cyclists. Given the role of Arterial Roads to move vehicular traffic efficiently through the community, driveway access from Arterial Roads shall be restricted.

Laneways are the preferred solution to providing a residential frontage on Arterial Roads, particularly within the Regional Corridor along Bloor Street East. Laneways would allow for servicing and parking access from the rear, eliminating the issue of driveway frequency, and address and frontage along the Arterial Road. When laneways are not possible, alternatives include window streets or cul-de-sacs, but these are discouraged as they diminish the relationship with the arterial and risk creating pedestrian dead zones that are unsafe or disconnected.

The pedestrian condition can also be improved by providing for additional setbacks from the arterial through a wider boulevard condition that allows for additional landscaping and buffering from vehicular traffic. There are opportunities on Bloor Street for these measures, where generous tree planting zones and wide sidewalks can be implemented through the redevelopment of properties fronting Bloor. Landscaping along arterials should allow for street trees within and on both sides of the public right-of-way. Generous landscaped buffers should also be used as an opportunity to incorporate Low Impact Development solutions, supporting the

Municipality's sustainability goals. Boulevard landscaping should consider opportunities to incorporate LIDs including road-side bioswales or the use of permeable pavers.

Townline Road Extension

The Secondary Plan proposes an extension of the Type B Arterial, Townline Road, providing for an east-west arterial at the southern edge of Southwest Courtice. The new neighbourhood will have an active and green frontage along the Townline Road extension. A multi-use path is recommended for the west / south side of the street to provide good connectivity with public open spaces and the cemetery to the south. Increased setbacks (daylight triangles) may be required where local streets meet the arterial road in order to establish adequate sightlines along the curve of the arterial road, to avoid potentially dangerous intersection conditions.

There are two options for the ultimate design of the right-of-way for the Townline Road Extension (See Figures 4.1 and 4.2), with and without a centre median. Figure 4.3 illustrates a potential interim condition for the road, until it is extended east of Prestonvale Road, when only two travel lanes are anticipated to be required. When fully extended, the ROW should consist of the following elements and dimensions:

- Right-of-way width: 32 metres
- Roadway: 15 - 18 metres
    - Landscaped median (if included): 3 metres
    - Travel lanes: 3.5 metres
    - Curb-side travel lanes: 4 metres
- Boulevard – west/south side: 6.5 - 8.5 metres
    - Planting and furnishing zone: 3.5 metres
    - Multi-use trail: 3 metres
    - Planting zone (no median condition): 2 metres
- Boulevard – east/north side: 7.5 to 8.5 metres
    - Planting and furnishing zone: 3.5 metres
    - Sidewalk: 1.5 - 2 metres
    - Planting zone: 2.5 to 3.0 metres

Prestonvale Road

The existing Prestonvale Road is a north-south Type C arterial running through the east side of the Secondary Plan area. A prominent feature of Prestonvale should remain the road's frontage on to the Robinson Creek Valley and proposed stormwater management ponds in order to establish a green transition into the new community. The existing cycling infrastructure on Prestonvale Road between Bloor Street and the South Courtice Arena will be extended south until Baseline Road. The generous right-of-way will accommodate provisions for cycle lanes and street trees on both sides of the road.

The right-of-way for Prestonvale Road (See Figure 4.4 Cross-Section Prestonvale Road) should consist of the following elements and dimensions:

- Right-of-way width: 26 metres
- Roadway: 10.6 - 11 metres
    - Travel lanes: 3.5 metres
    - Bike lanes: 1.8 - 2 metres
- Boulevards – both sides: 7.7 metres
    - Planting and furnishing zone: 3.5 metres
    - Sidewalk: 2 metres
    - Planting zone: 2 metres

3.2.2. Collector Roads

The Fenning Drive Extension and North-South Collector will be the primary entry roads into the neighbourhood from the Arterial Roads. Collector Roads will have a single travel lane for traffic in each direction and a parking lane on both sides. All collector roads will feature street trees and sidewalks on both sides. The two collector roads are connected by a roundabout at the centre of the community. The roundabout could serve as a speed reduction measure at this key intersection in the neighbourhood. The roundabout should be designed with appropriate landscaping and differentiated paving should be used with special design consideration for pedestrian connectivity. Collector roads should generally be addressed with a mix of 2 to 4 storey townhomes setback 2 to 4 metres from the street.

Fenning Drive Extension

Fenning Drive will provide a key link in the active transportation network in the community, providing for an on-boulevard bike lanes to provide connectivity throughout the neighbourhood and to key amenities.

The right-of-way for the Fenning Drive Extension (see Figure 4.5 Cross-Section Fenning Drive Extension) should consist of the following elements and dimensions:

- Right-of-way width: 23 metres
- Roadway: 13 metres
    - Travel lanes: 3.5 metres
    - Parking lane – one side of street: 2.5 metres
    - Bike lanes: 1.5 metres
- Boulevards – both sides: 5 metres
    - Planting and furnishing zone: 3.25 metres
    - Sidewalk: 1.5 metres
    - Planting zone: 0.5 metre

North-South Collector Road

The North-South Collector Road is a critical connector between, the Neighbourhood Park and the greenspace to the south of the Townline Road Extension, and will consequently provide for a multi-use path connection to the area's trail network as well as some enhanced public realm

features for pedestrians. It will also function as a Key View Corridor, as identified on Figure 2 Open Space Network, providing visual connection between the two new Neighbourhood Parks. The North-South Collector Road will be designed to incorporate a linear green space move between the potential new park to the south of Southwest Courtice and the Neighbourhood Park itself and include a double row of trees within the public right-of-way.

The right-of-way for the North-South Collector Road (see Figure 4.6 Cross-Section North-South Collector) should consist of the following elements and dimensions:

- Right-of-way width: 23 metres
- Roadway: 7 – 8.5 metres
    - Travel lanes: 3.5 metres
- Boulevards – both sides: 7.25 - 8 metres
    - Planting and furnishing zone: 3.5 metres
    - Shared sidewalk: 2.5 metres
    - Planting zone: 2 metres

3.2.3. Local Roads

An interconnected grid-like network of Local Roads will be designed to weave together the community with short walkable blocks. Generally, Local Roads will accommodate a travel lane in each direction and a parking lane, with sidewalks and street trees on one side, although sidewalks and street trees are encouraged on both sides of the street. Local Roads aligned with Key View Corridors, as identified on Figure 2.2 Open Space Network, will feature sidewalks and street trees on both sides to enhance the tree canopy and reinforce the neighbourhood's green character.

The right-of-way for Local Roads should consist of the following elements and dimensions:

- Right-of-way width: 18 metres
- Roadway: 8.5 metres
    - Travel lanes: 3 metres
    - Parking lane: 2.5 metres
- Boulevard – one side: 4.75 metres
    - Planting and furnishing zone: 3.25 metres
    - Sidewalk: 1.5 metres
- Boulevard – one side: 4.75 metres
    - Planting and furnishing zone: 4.75 metres

The right-of-way for Local Roads aligned with Key View Corridors (see Figure 4.7 Cross-Section Key Local Road) should consist of the following elements and dimensions:

- Right-of-way width: 18 metres
- Roadway: 9.5 metres
    - Travel lanes: 3 metres

    - Parking lane: 2.5 metres
- Boulevards – both sides: 4.25 metres
    - Planting and furnishing zone: 3.25 metres
    - Sidewalk: 1.5 metres

3.2.4. Laneways

Rear Laneways are encouraged throughout the community, since they result in more pedestrian-oriented streetscapes. Laneways are particularly encouraged where driveways are restricted but residential frontage is desired, notably behind properties fronting Arterial Roads. Laneways are also encouraged through blocks where medium density forms of housing are dominant, to prevent front garages from limiting landscaping in front yards and the street right-of-way.

The right-of-way for public Laneways (see Figure 4.8 Laneway) should consist of the following elements and dimensions. Private laneways may have a different width, depending on their function and the overall site plan, but generally should have a minimum width of 6.5 metres

- Right-of-way width: 8.5 metres
    - Lane: 6 metres
    - Planting, furnishing and bin zone – both sides: 1.25 metres

3.3. Parks and Open Space

The Southwest Courtice community contains a variety of existing and planned public open spaces. These spaces include the existing Roswell Park and smaller parkettes, as well as new Neighbourhood Parks for the community. Neighbourhood Parks are to serve the basic active and low intensity recreational needs of the surrounding residents. The Neighbourhood Parks should be designed as the centre piece of the community and the primary gathering space for residents.

3.3.1. Park Design Guidelines

a) A minimum of 70% of the boundaries of Neighbourhood parks, excluding where they abut Environmental Protection Areas, should abut a public street or other public open space.
b) Formal entries to parks should be strategically located in order to ensure convenient access for both pedestrians and cyclists, from public rights-of-way.
c) Facilities in parks should complement those in other areas of the neighbourhood.
d) Programming in parks should incorporate a range of active and passive low intensity recreational uses. As per Clarington's Parks and Recreation Master Plan, features and amenities should consider seasonality, year-round use, and existing features and amenities in nearby parks and facilities.
e) Pedestrian paths within parks should follow desire lines between intersections and destinations within and beyond the park, including trailheads within the Environmental Protection Areas.
f) Plantings should generally consist of hardy, native species and provide a transition

between park greenspace and natural areas.

g) Landscaping and design of parks should incorporate low impact development features.

3.3.2. Multi-Use Paths and Trails Design Guidelines

A trail network is critical in supporting connectivity for the Southwest Courtice neighbourhood. The trail network provides a secondary network of connections for pedestrians and cyclists, and can be both a safe option for travelling to and from local destinations and for recreational activities.

a) The trail network should prioritize connecting key destinations in the community, and parks in particular.
b) Trails and multi-use paths will generally be at least 3 metres wide, while trails in parks and through environmental areas can be reduced to a width of 2.5 metres.
c) The design of trails should be sensitive to nearby natural features.
d) As an important part of the larger mobility network, access points to trail and paths should be integrated into parks and the public right-of-way.

3.4. Environmental Protection Areas

The Southwest Courtice community contains an extensive natural heritage system, largely centered on the Robinson Creek and the related valley lands. The Environmental Protection Areas identified as Natural Areas on Figure 1: Open Space Network will prioritize preserving ecological diversity and promoting environmental sustainability and compatible recreational uses through integration of trails.

3.4.1. Environmental Protection Area Design Guidelines

a) While connectivity with Environmental Protection Areas is encouraged, trails should be directed outside of natural areas where possible, or to the outer edge of buffer areas, and creek crossings should be minimized.
b) A network of trails should be designed to minimize impact on Environmental Protection Areas. This can be done by locating trails near the Environmental Protection Area boundaries and other low or medium constraint areas.
c) Residential development adjacent to Environmental Protection Areas should seek to optimize public exposure and access to the Environmental Protection Area. Limited backlotting is acceptable onto an Environmental Protection Area if it enables optimal street network and lotting patterns.
d) The interface of the EPA with residential lots should consist of fencing that meets CLOCA standards. Gates to the adjacent Environmental Protection Area are not permitted.
e) Trail and drainage infrastructure should incorporate the natural topography and drainage patterns.
f) The integration of parks, trails and infrastructure adjacent to an Environmental

Protection Area should enhance natural features and functions. Intrusion into the natural feature should be avoided, where intrusions cannot be avoided compensation will need to be considered.

3.5. Stormwater Management Areas

Development in the Southwest Courtice Community will be designed to manage stormwater through Low Impact Development techniques such as, but not limited to, bioswales, rainwater harvesting systems, infiltration trenches, the use of permeable surface materials, and naturalized stormwater management ponds. Stormwater management facilities are an important part of the public infrastructure in the community, and will be located throughout the community, as identified in Figure 1 Open Space Network. The selected locations will take advantage of the natural drainage patterns and integration with the Environmental Protection Areas.

3.5.1. Stormwater Management Area Design Guidelines

a) The precise location, size and number of stormwater management facilities will be determined through detailed study at the time of development applications.
b) Stormwater management ponds should be developed as naturalized ponds, incorporating native planting, creating natural habitat for pollinator species, and enhancing biodiversity.
c) Where residential development is adjacent to a stormwater management pond, back-lotting is acceptable on up to 50% of the pond's edge, should it be necessary to facilitating an optimal street network. The design should seek to provide a maximum level of public exposure and access to stormwater management areas.
d) Public frontage along the edge of the stormwater management ponds should be prioritized on Arterial Roads.
e) Stormwater management ponds should integrate safe public access into their design through trails and seating.
f) Stormwater management facilities should incorporate low impact development measures.

4. Residential Development Guidelines

Southwest Courtice will continue to develop as a community with a diversity of housing choices, to accommodate residents of all ages from households of all sizes. Attention to good urban design will ensure the desired range of housing types are integrated seamlessly, resulting in a cohesive community with a distinct identity.

4.1. Low and Medium Density Residential

Low Density residential buildings will be the predominant form within the Southwest Courtice community. Low Density residential building typologies include single detached dwellings and semi-detached dwellings. Medium Density residential building typologies include townhouses, duplexes, and triplexes. Medium Density residential buildings are encouraged throughout the

Southwest Courtice community, and will be encouraged particularly on lots facing Arterial Roads, Collector Roads, and parks. The guidelines below focus on massing and the relationship of residential development to streets and open spaces, with the intention of ensuring development contributes to an attractive, comfortable and safe public realm.

4.1.1. General Site and Building Design Guidelines

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

a) The height and massing should be consistent within a building type to create a unified character for the community.
b) A variety of architectural expression among publicly exposed elevations is encouraged, including variation in roof lines, architectural styles, and material articulation.
c) Back-lotting should not be permitted for residential uses along arterial roads. Residential development along an arterial should provide an appropriate frontage in order to provide an animated streetscape with eyes on the street.
d) There should be a variety of lot widths and dwelling sizes on each block.
e) Detached and semi-detached houses and townhouses generally should have a front setback of 4-5.5 metres to the front wall of the house. Front garages should have a minimum front setback of 6 metres. An exception to these guidelines can be made for a mixed-use building with a small-scale, neighbourhood-oriented commercial use on the ground floor, where permitted. Such buildings should have a front setback of 2-3 metres.
f) Front yard setbacks along a street should be generally consistent.
g) Building projections, such as covered porches, balconies and stairs are encouraged and may project into the front yard setback.
h) The base of the porch and stair shall be enclosed with material that suitably complements the exterior cladding of the dwelling unit.
i) The entrance to homes may be emphasized through stone porticos, two-storey porches and built-over porticos.
j) Dwellings on a corner lot, including townhouses, should have side elevations that includes windows and details consistent with the front elevation. Front porches should wrap around the corner of the house.
k) There should be no more than four attached townhouses in a row where the garages are at the front of the units and the lot(s) face a collector road or park
l) There should be no more than eight attached townhouses in a row where the garages are accessed from a rear laneway or where front garages face a local street.
m) The separation between rows of attached townhouses should be a minimum of 2.4 metres to allow for landscaping, fencing and outdoor storage screened from view. Where the separation between rows will also provide shared access and pedestrian circulation, the separation distance should be a minimum of 4.5 metres.

4.1.2. Garage and Driveway Design Guidelines

a) Attached front garages should not dominate the massing of the dwelling from the front.
b) Garages generally should occupy a maximum of 60% of the lot frontage.
c) Front garages are encouraged to be expressed as two-storey structures with usable space above to better integrate this structure into the overall design of the dwelling unit.
d) Front garages should be recessed from the front wall of the house by a minimum of 0.5 metres where the lot frontage is greater than 7.5 metres.
e) Attached front yard garages should have materials and design elements and colour consistent with the architecture of the primary dwelling unit.
f) The width of a driveway generally should correspond with the width of the garage, although in the case of single garages, a wider driveway is allowed where it does not prevent soft landscaping in the front yard with a minimum width of three metres.
g) Front double-car garages are encouraged to have two separate openings and two doors. Single doors for double car garages should be articulated vertically and horizontally to give the appearance of two doors. Windows are encouraged, to avoid a blank-wall effect.
h) Driveways should be buffered from side property lines by a landscape strip.
i) Lots serviced by a rear laneway should locate garages or parking pads at the rear of the property.

4.1.3. Landscaping, Garbage/Recycling and Utilities Guidelines

a) On lots not serviced by a rear laneway and with a lot frontage greater than 9 metres, a minimum of approximately half of the front yard should consist of soft landscaping including an attractive combination of foundation landscaping, trees, and deciduous and coniferous ornamental planting. Other than the permitted driveway, paving in the front yard generally should be limited to walkways.
b) Rear yards on corner lots should be screened from view from the flanking street with a minimum 1.5-metre high fence made of wrought iron or durable, attractive wood.
c) Waste and recycling storage areas should generally be located in the rear or side yard and be screened from public view, for units with no garage and where parking pad is provided.
d) Utility box locations should be planned to minimize their visual impact on the public realm.

4.1.4. Guidelines for Apartment Buildings and Stacked Townhouses

As per the Secondary Plan, apartment buildings up to four storeys and stacked townhouses are permitted on lots fronting an arterial road. The following guidelines apply to such developments.

a) Buildings should not exceed 14 metres in height.
b) Front setbacks should be 4-6 metres.
c) The external side setback should be 3-6 metres.
d) Apartment buildings should be articulated with vertical recesses or other

architectural elements to reduce their perceived mass and provide visual interest.

e) Apartment building lobbies should occupy a prominent location along the street and should exhibit architectural elements such as porticos, canopies or other weather protection elements.
f) Ground-floor units in apartment buildings are encouraged to have their entrances facing the street or a landscaped yard. Front patios for ground-floor units may encroach in the setback zone but not closer than 2 metres from the street. Front patios should be elevated 0.3 - 0.6 metres from the street and partially screened from public view with a low wall and coniferous landscaping.
g) Balconies on apartment buildings should be integrated into the overall design of the building façade and wholly or partially recessed a minimum of 1.5 metres. They may project 1.5 metres into the building setback zone.
h) The wrapping of balconies around the corners of an apartment building is encouraged.
i) Mechanical and electrical equipment on the roof of an apartment building should be screened with durable materials integrated with the design of the building.
j) All buildings on corner lots shall address both edges with articulated facades and windows. Blank walls visible from streets or public spaces should be avoided.
k) Underground parking for apartment buildings is strongly encouraged. Parking may be located at the rear of buildings and is not permitted in the front or exterior side yard of buildings.
l) Garbage and recycling storage for apartment buildings should be located within the structure. Garbage and recycling storage for stacked townhouses should be located in the shared rear laneway, screened from public view, or in underground parking areas.

4.2. High Density Residential

High Density residential buildings in Southwest Courtice are only planned along the Bloor Street corridor. The prominence of these buildings on a critical Regional Corridor will demand a high quality of architectural and landscape design.

4.2.1. General Site and Building Design Guidelines

a) High Density residential buildings in Southwest Courtice will range from 3 storeys to 6 storeys in height.
b) Buildings should be oriented toward Bloor Street to establish a street wall that helps frame the street and enhance the pedestrian environment.
c) The front setback should be between 4 to 5 metres where dwelling units are located on the ground floor, and 2 to 3 metres where non-residential uses are located on the ground floor.
d) The external side setback should be 3-6 metres.
e) Apartment buildings should be articulated with vertical recesses or other architectural elements to reduce their perceived mass and provide visual interest.
f) Apartment building lobbies should occupy a prominent location along the street and

should exhibit architectural elements such as porticos, canopies or other weather protection elements. Main entrances should face the street and be directly accessible from the sidewalk.

g) Ground-floor units in apartment buildings are encouraged to have their entrances facing the street or a landscaped yard. Front patios for ground-floor units may encroach in the setback zone but not closer than 2 metres from the street. Front patios should be elevated 0.3 - 0.6 metres from the street and partially screened from public view with a low wall and coniferous landscaping.

h) Balconies on apartment buildings should be integrated into the overall design of the building façade and wholly or partially recessed a minimum of 1.5 metres. They may project 1.5 metres into the building setback zone.

i) The wrapping of balconies around the corners of an apartment building is encouraged.

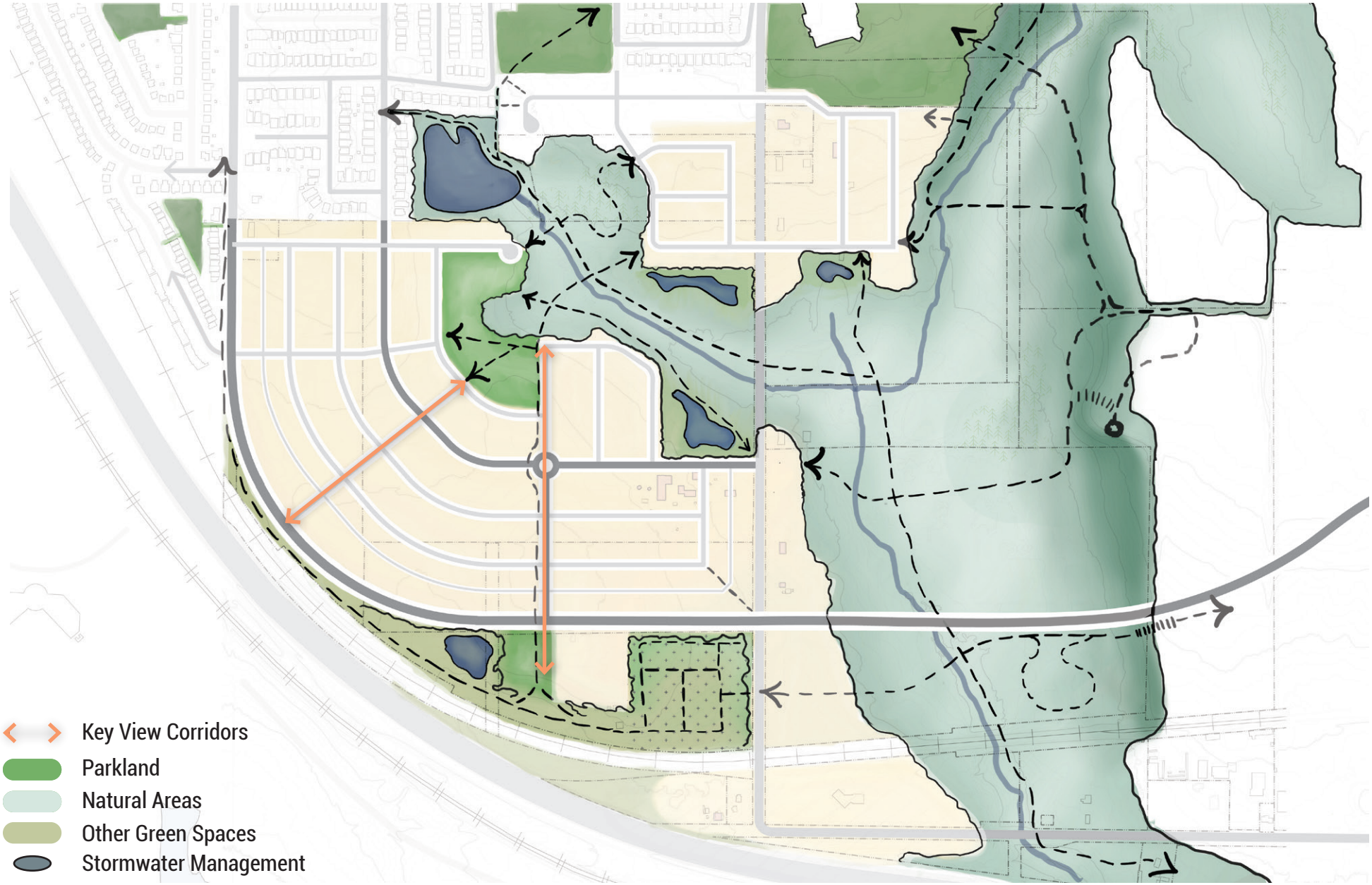
j) Mechanical and electrical equipment on the roof of an apartment building should be screened with durable materials integrated with the design of the building.

k) All buildings on corner lots shall address both edges with articulated facades and windows. Blank walls visible from streets or public spaces should be avoided.

l) Underground parking for apartment buildings is strongly encouraged. Parking may be located at the rear of buildings and is not permitted in the front or side yard of buildings.

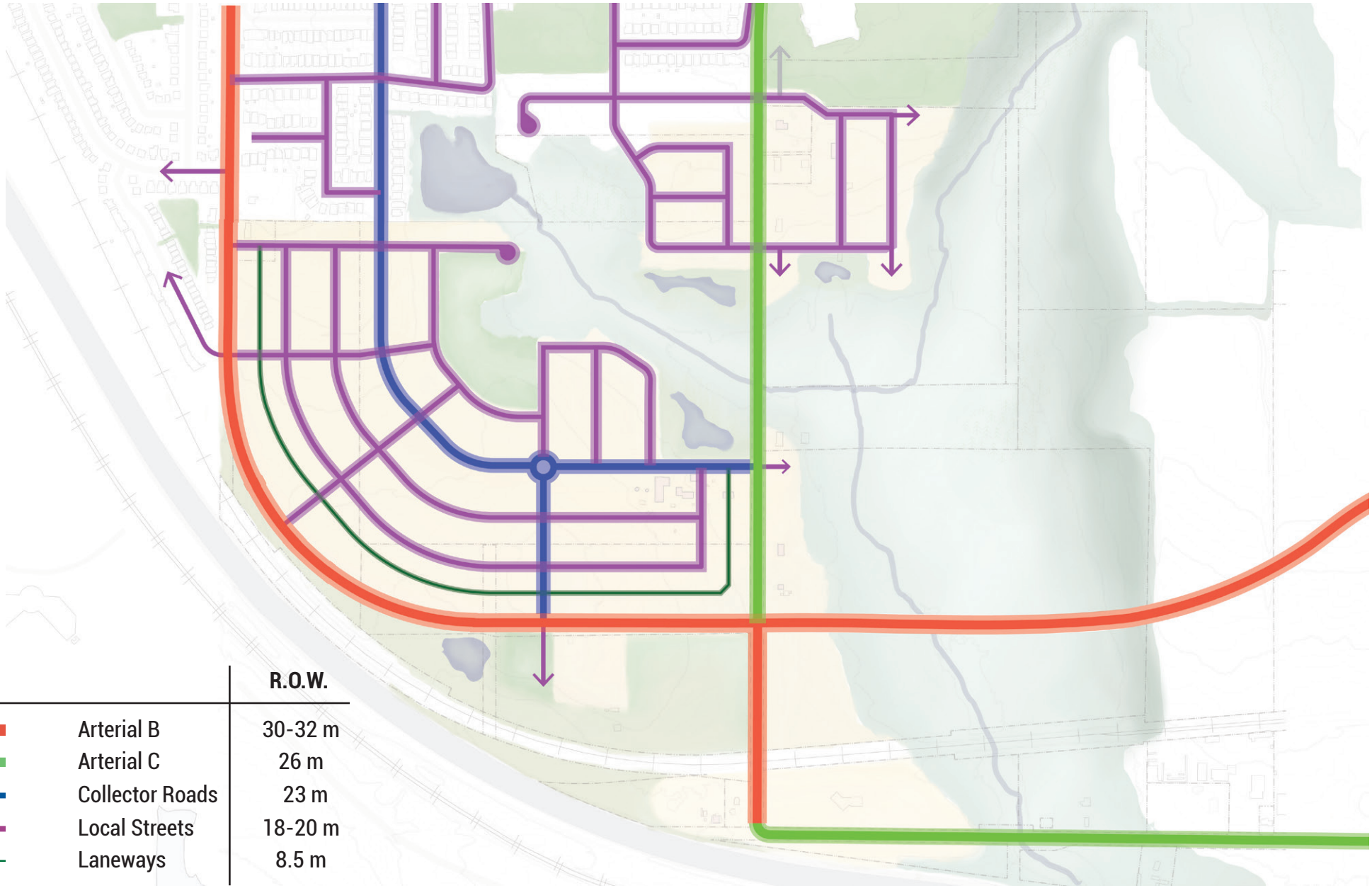
m) Garbage and recycling storage for apartment buildings should be located within the structure. Garbage and recycling storage for stacked townhouses should be located in the shared rear laneway, screened from public view, or in underground parking areas.

Figure 1 Open Space Network



Appendix C - Urban Design Guidelines

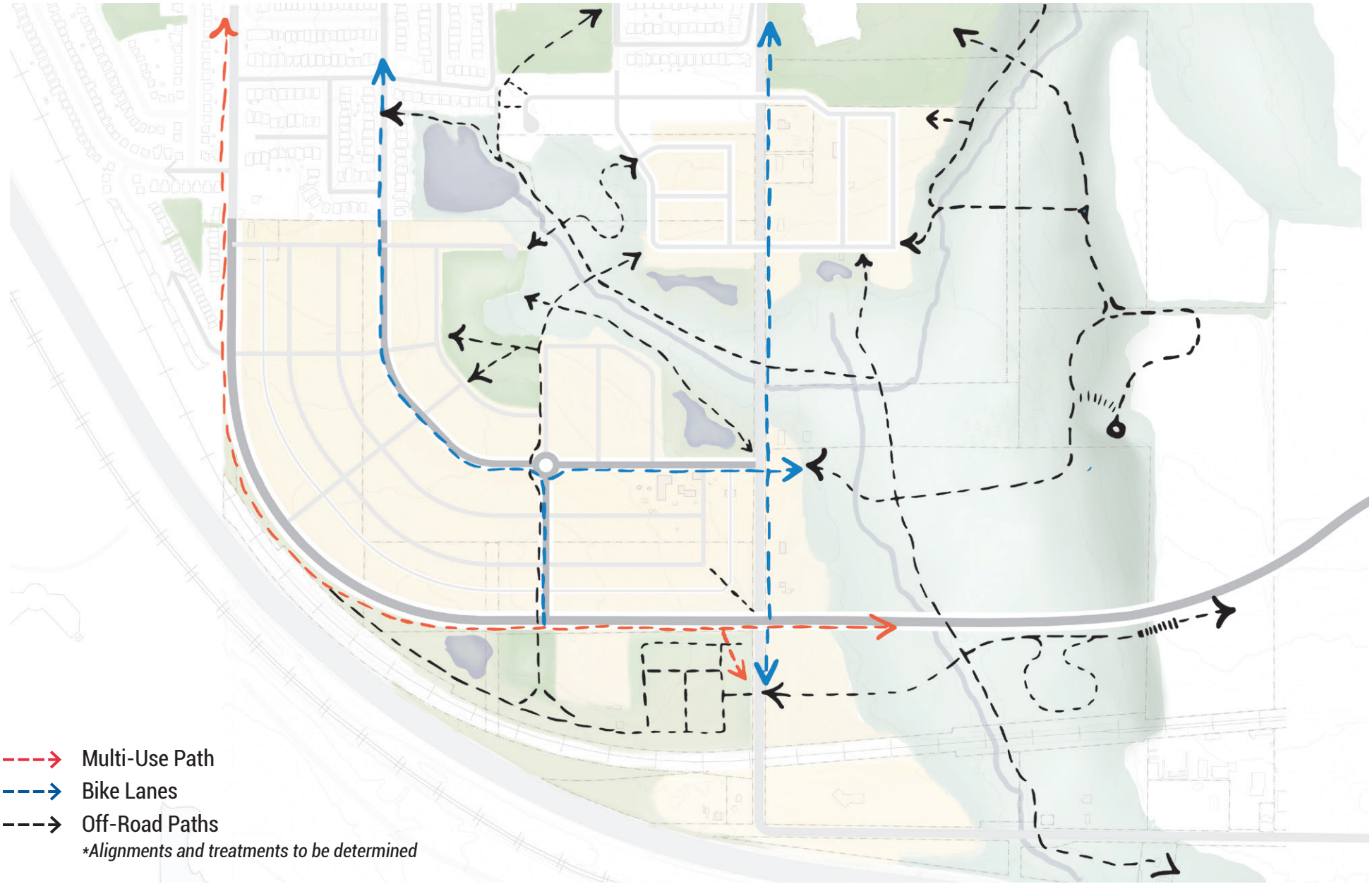
Figure 2 Street Network



	R.O.W.
Arterial B	30-32 m
Arterial C	26 m
Collector Roads	23 m
Local Streets	18-20 m
Laneways	8.5 m

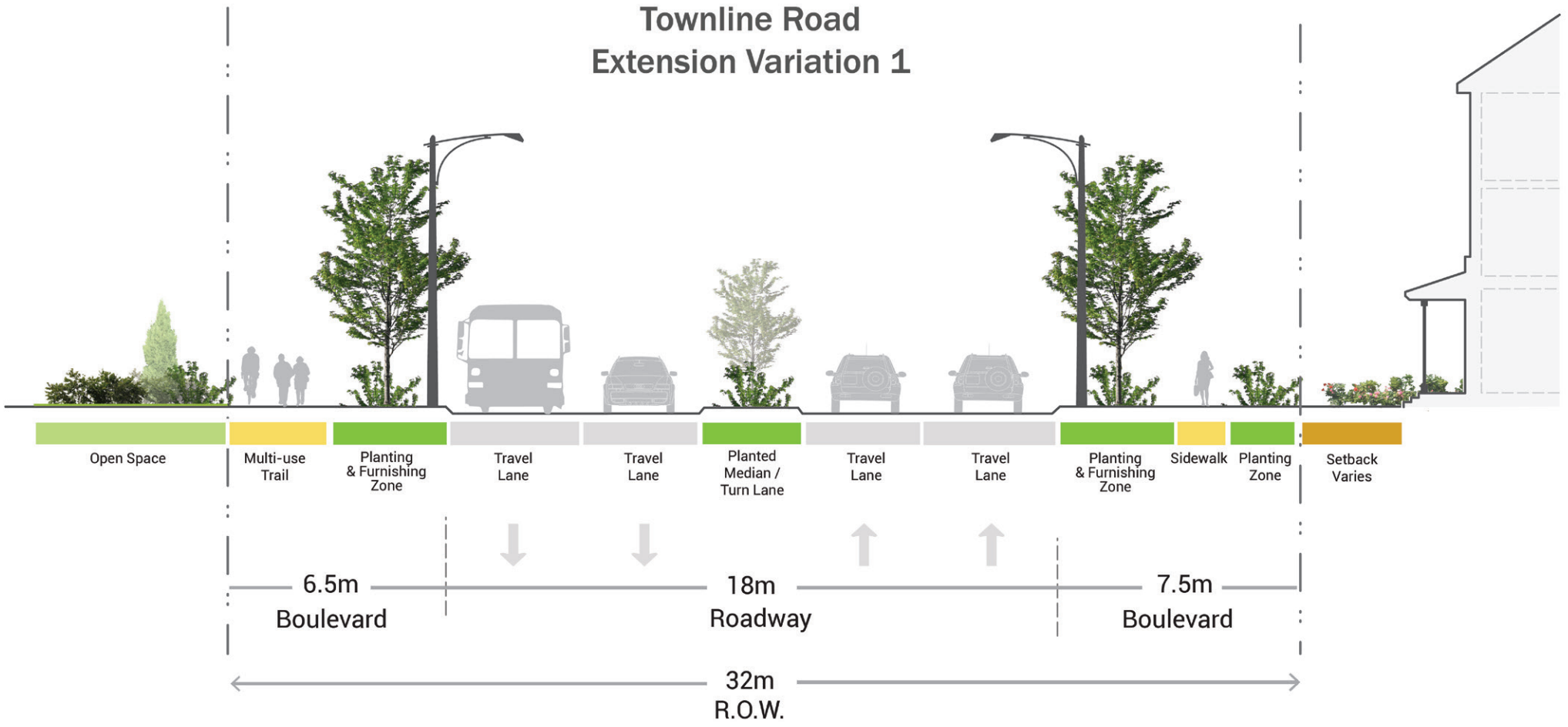
Appendix C - Urban Design Guidelines

Figure 3 Key Pedestrian and Cycling Connections



Appendix C - Urban Design Guidelines

Figure 4.1 Townline Road Extension Cross-Section Option with Median *(Arterial B)*



Appendix C - Urban Design Guidelines

Figure 4.2 Townline Road Extension Cross-Section Option without Median *(Arterial B)*

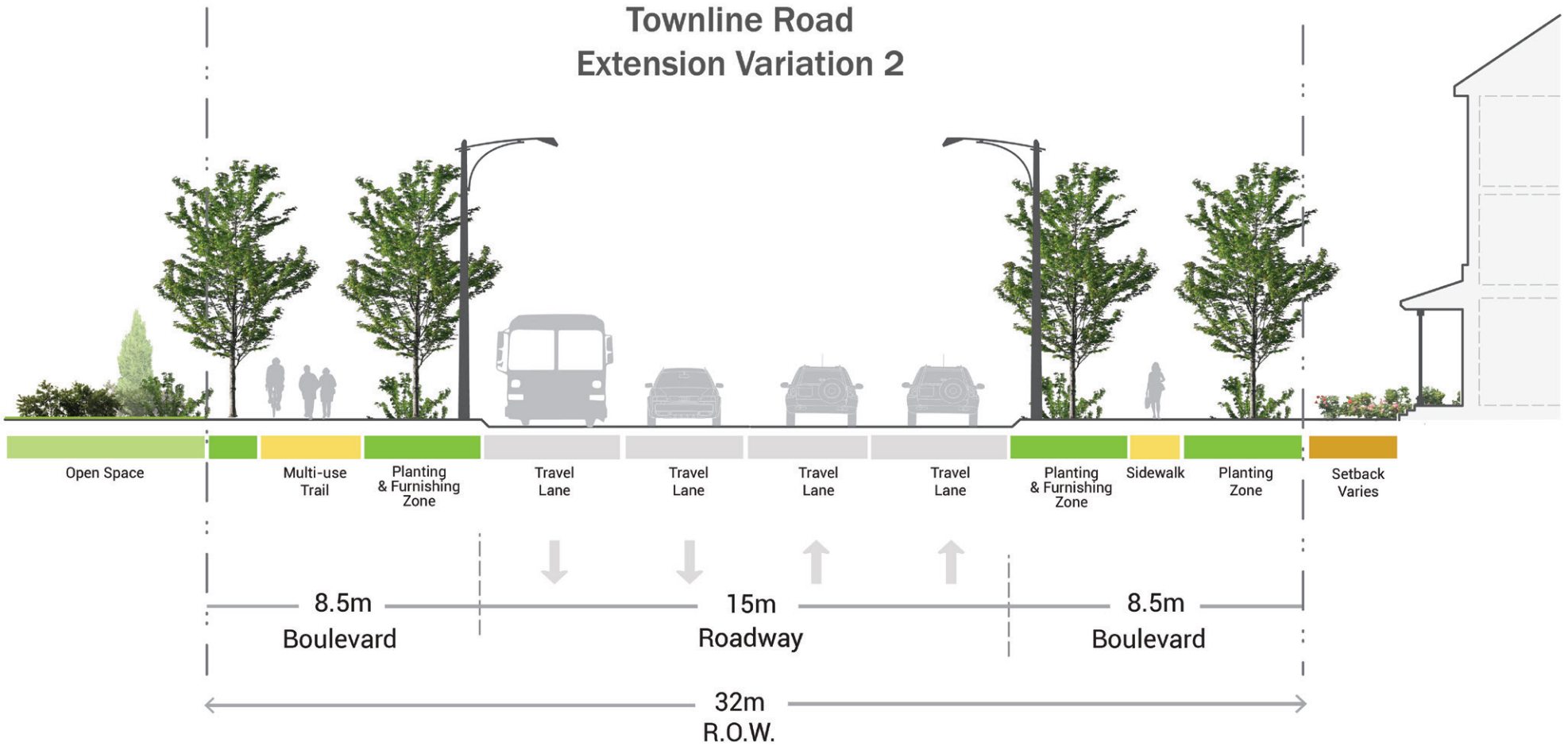
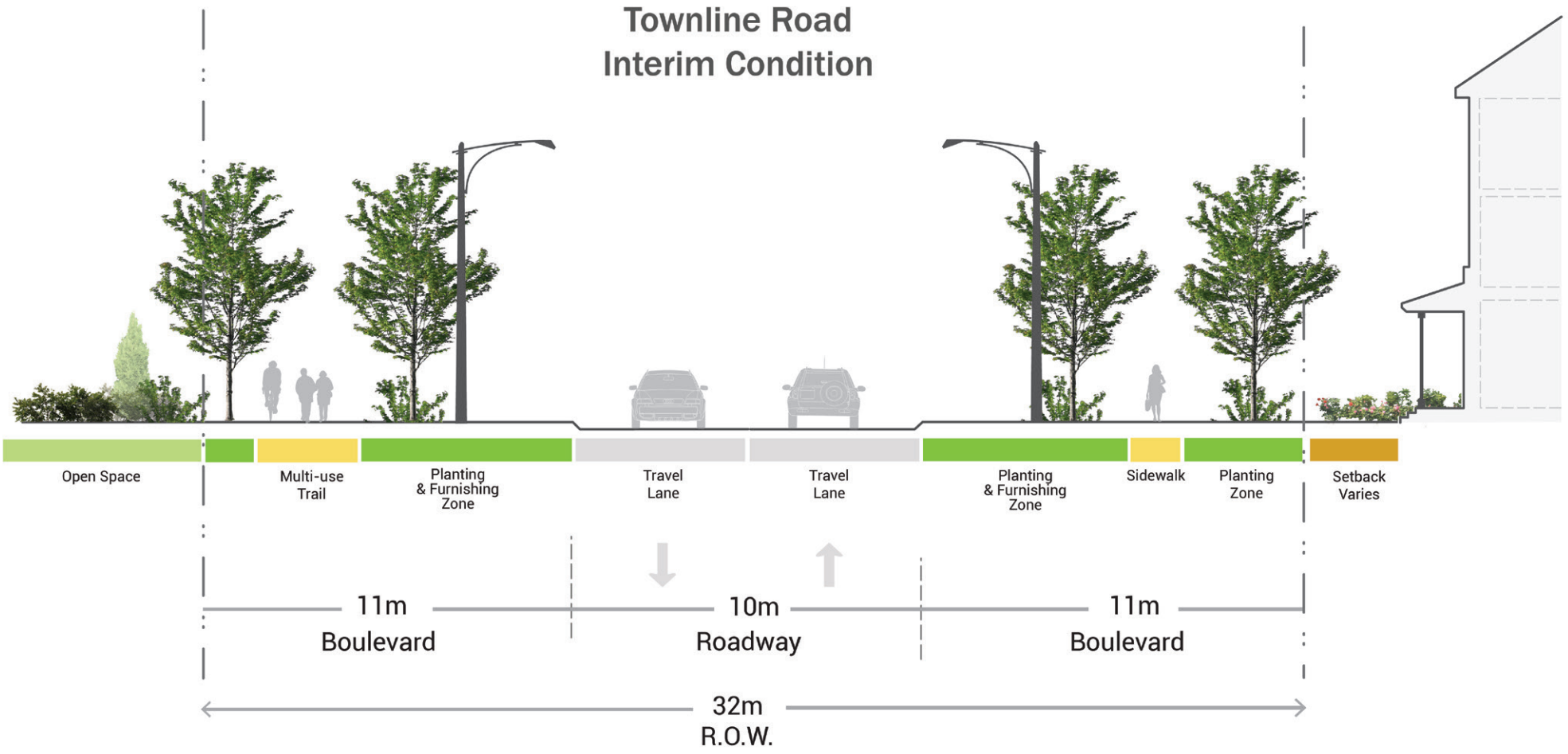
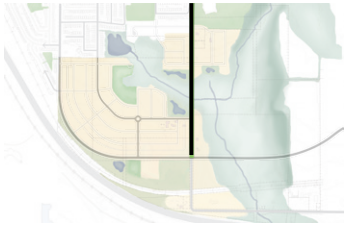


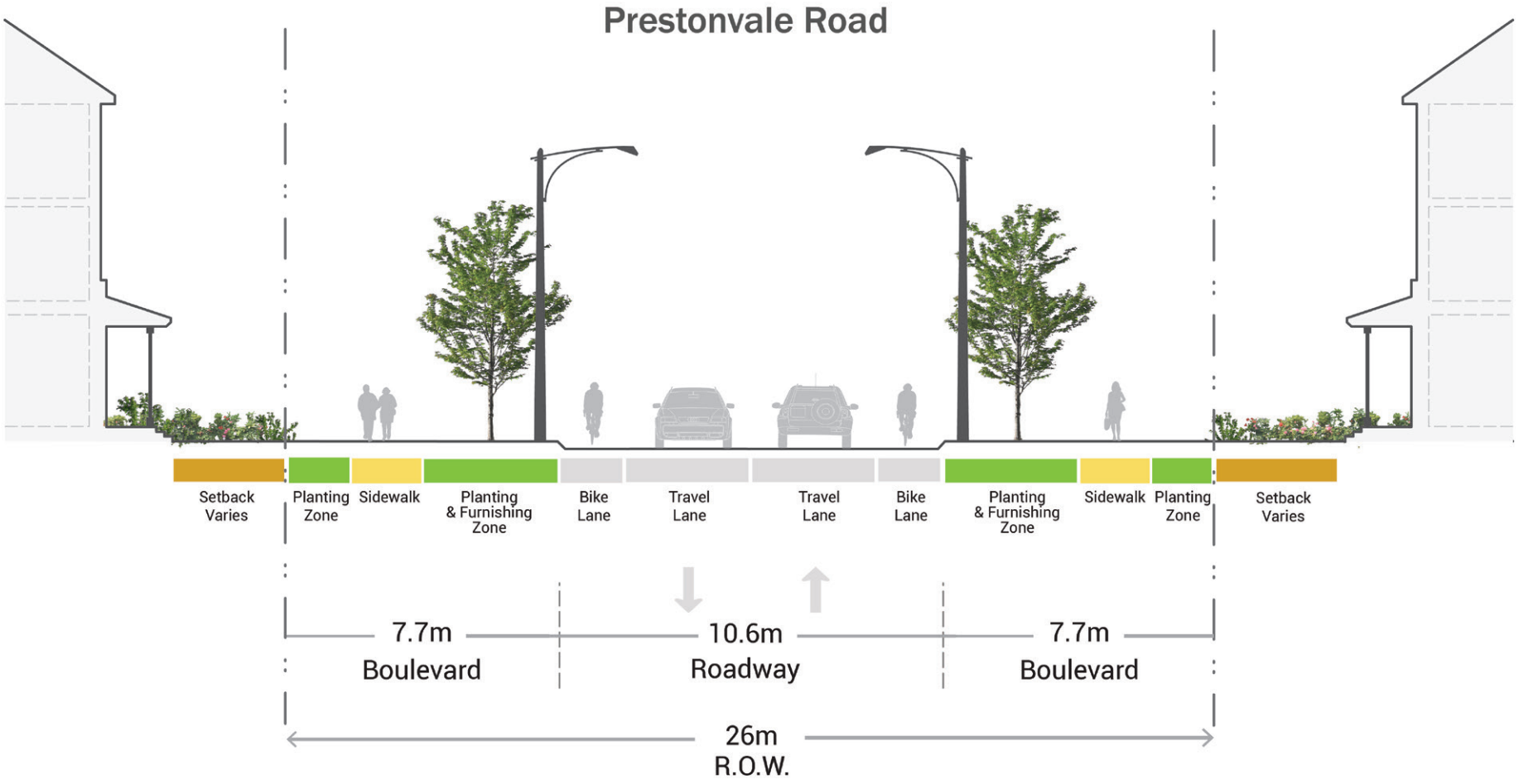
Figure 4.3 Townline Road Extension Cross-Section
Interim Condition *(Arterial B)*



Appendix C - Urban Design Guidelines

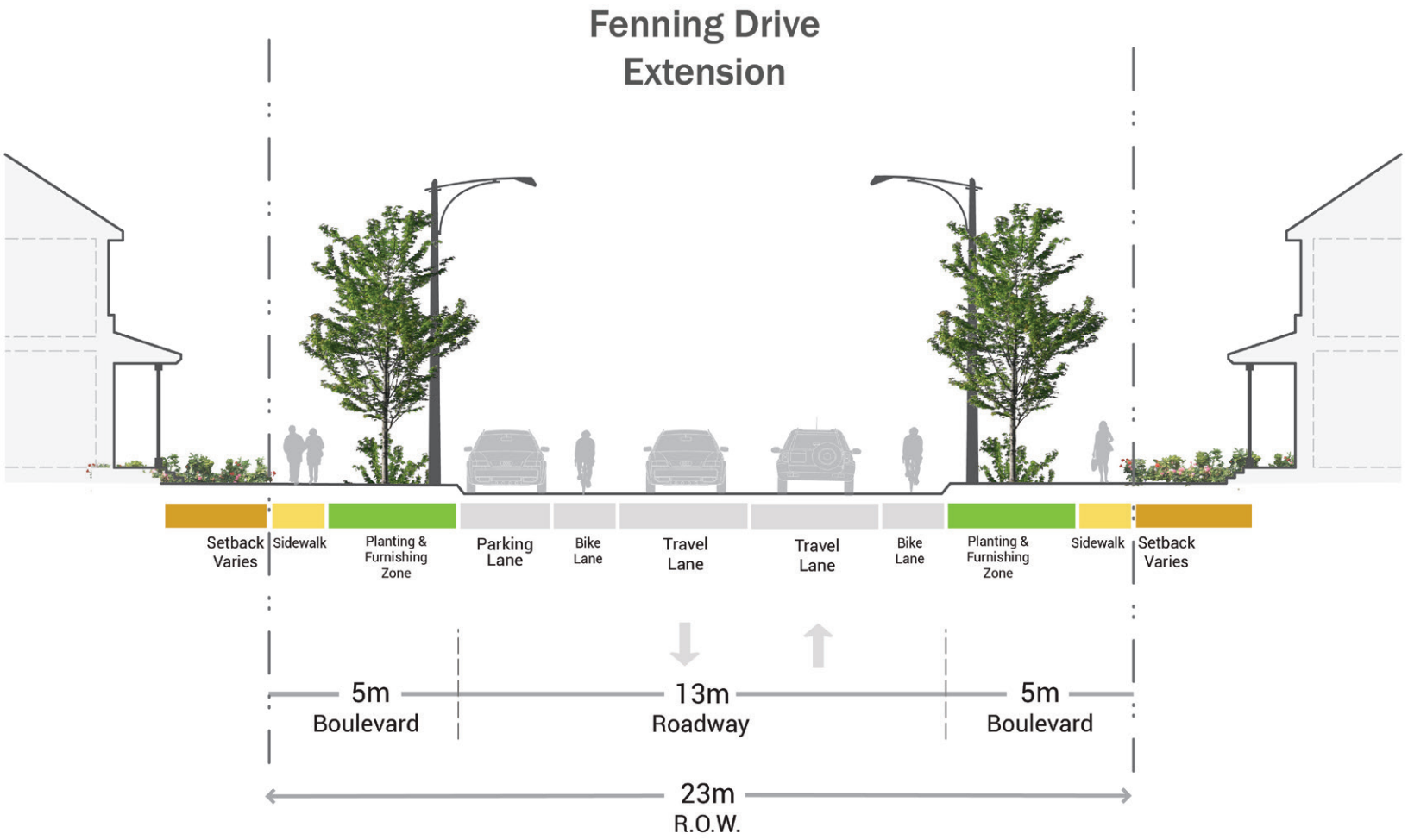
Figure 4.4 Prestonvale Road Cross-Section *(Arterial C)*





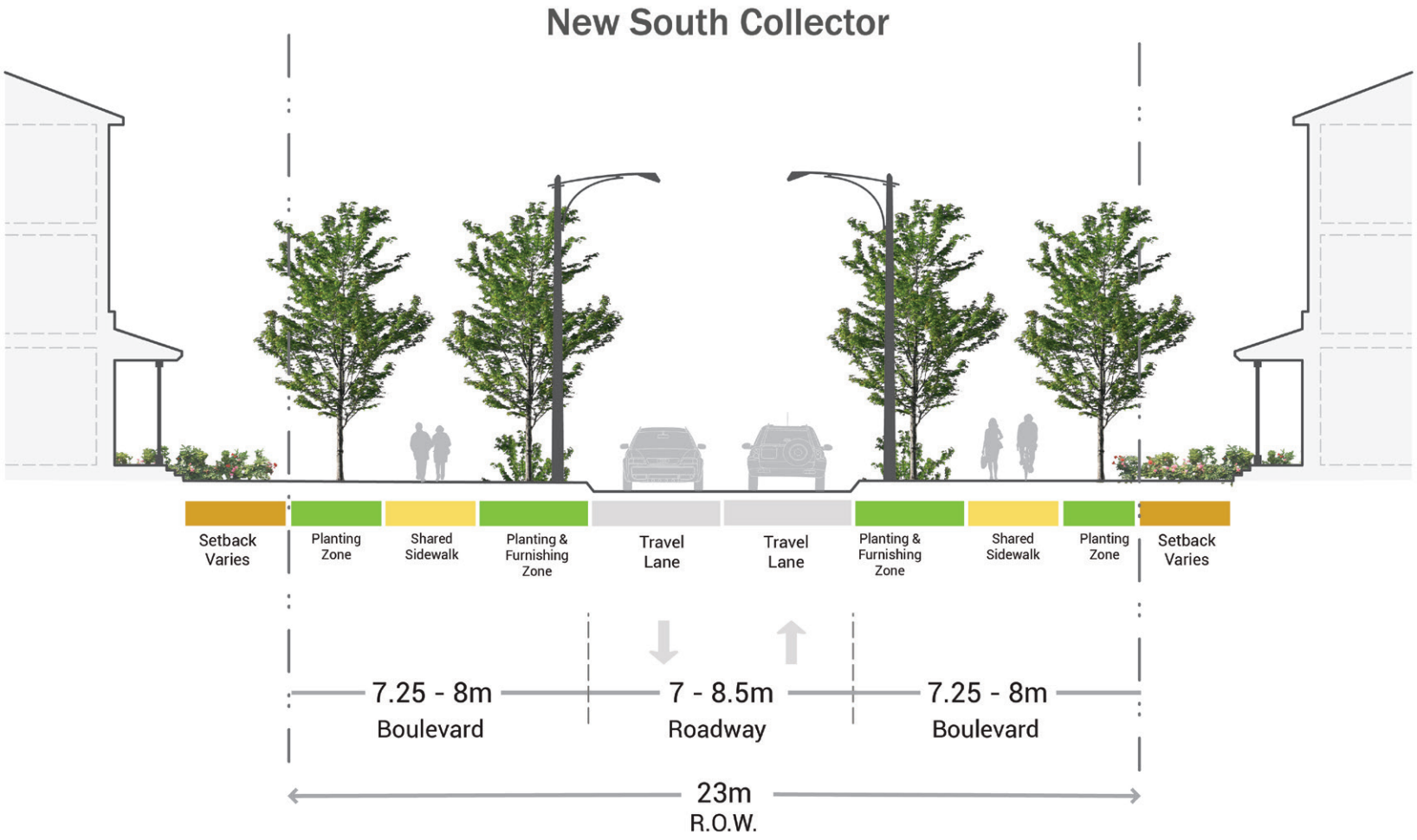
Appendix C - Urban Design Guidelines

Figure 4.5 Fenning Drive Cross-Section *(Collector)*



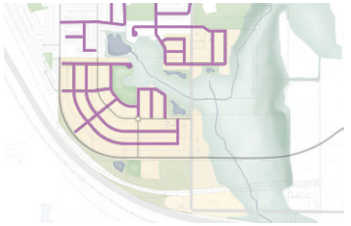
Appendix C - Urban Design Guidelines

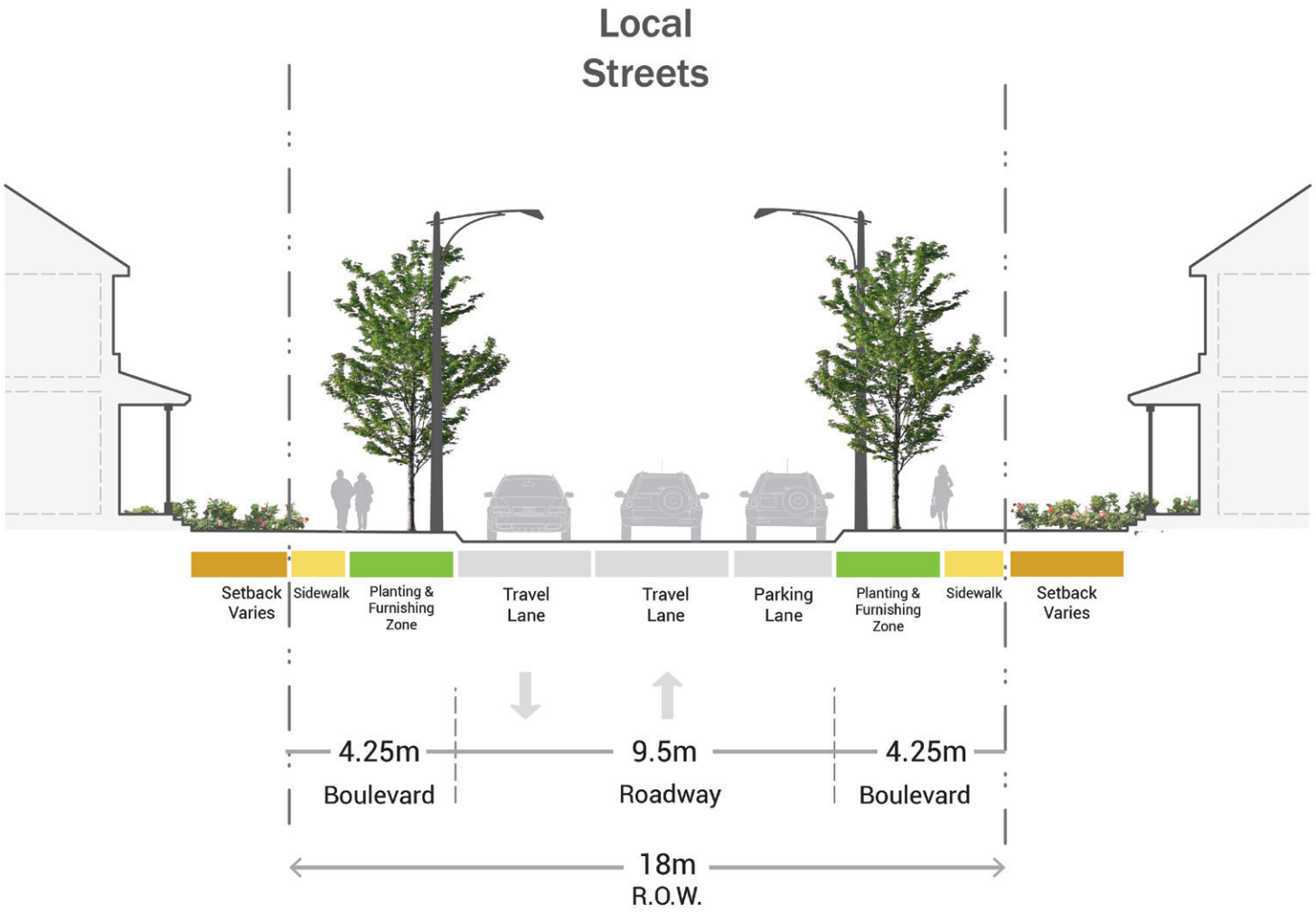
Figure 4.6 New North-South Street Cross-Section *(Collector)*



Appendix C - Urban Design Guidelines

Figure 4.7 Key Local Roads Cross-Section *(Typical)*





Appendix C - Urban Design Guidelines

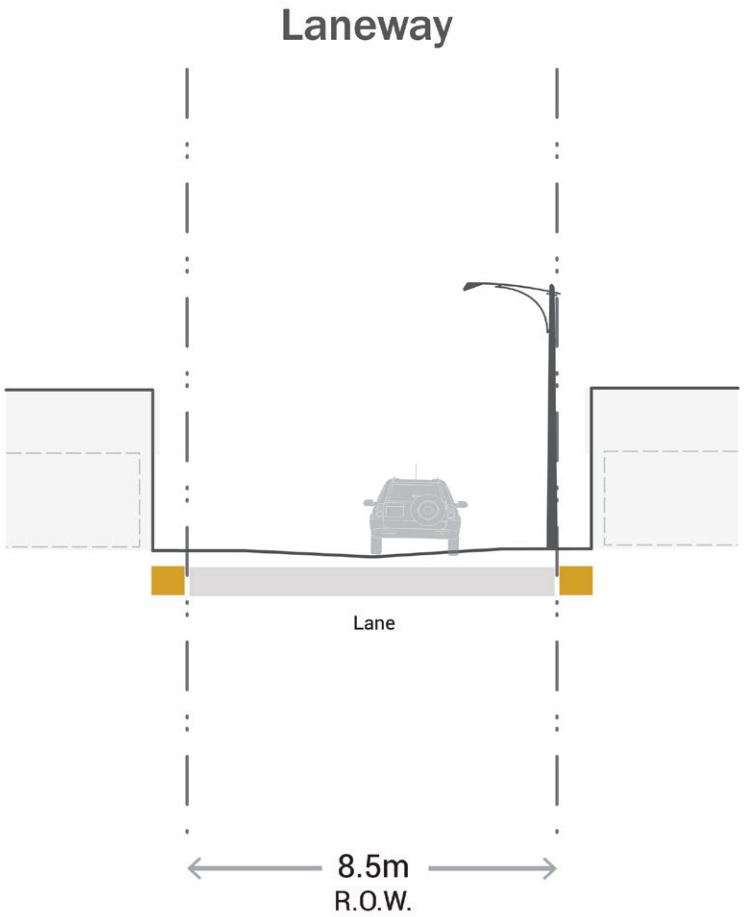



Figure 4.8 Laneway Cross-Section *(Typical)*