

# Courtice Employment Lands and Major Transit Station Area Secondary Plan

Summary Report  
Public Information Centre #2  
September 29, 2020



**URBAN  
STRATEGIES  
INC**

*Clarington*



# Acknowledgements

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# Executive Summary

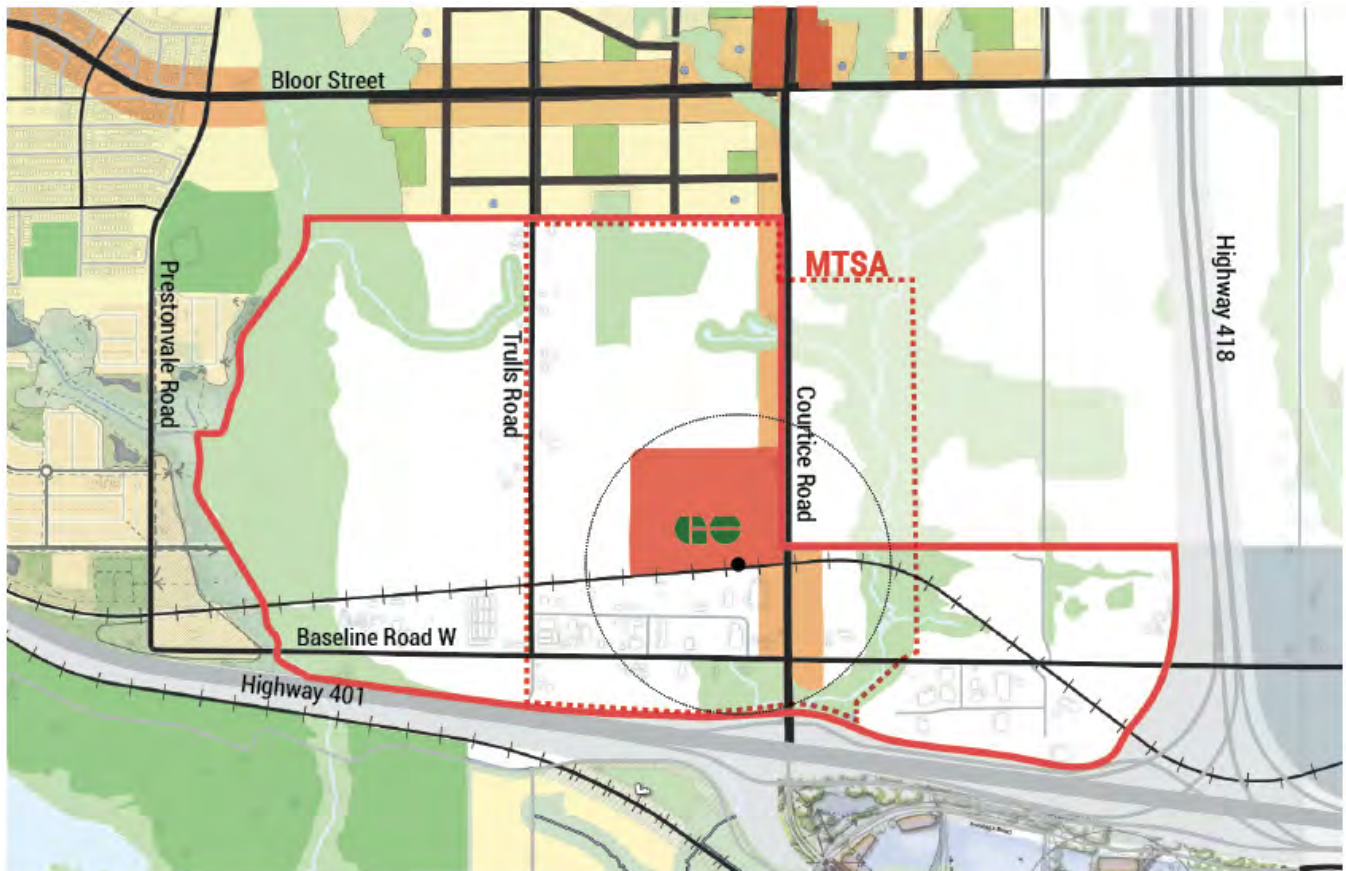
Phase 1 of the Courtice Employment Lands (CEL) and Major Transit Station Area (MTSA) Secondary Plan concluded in Fall 2020 with a second Public Information Centre (PIC) for the Project, which was held September 29th as a webinar via Zoom. Sixty-one people participated and, following a presentation, provided feedback through a series of live polls.

Five themes emerged from participants' questions and comments, confirming support for a complete, transit-oriented community, the accommodation of existing uses, the protection of natural features, enhanced trail and transit networks, and an expanded urban boundary.

More specifically, through the live polling using precedent photographs, participants indicated that the following should be planned for the CEL and MTSA:

- Prestige employment uses
- Mixed-use developments with co-working space
- Mid-rise apartment buildings (6-15 storeys)
- Low-rise apartment buildings, townhomes and stacked townhouses
- Pedestrian-oriented retail areas
- Neighbourhood parks and recreation facilities
- Multi-use trails
- Green design features (e.g., secure bike parking and low impact development approaches to stormwater management)

Feedback from the PIC will inform the development of land use options in Phase 2 of the Project, beginning early in 2021. These will be shared with stakeholders and the public in the spring of 2021.



*Project Area*

# 1. Introduction

The Municipality of Clarington has retained a consultant team led by Urban Strategies to prepare a new Secondary Plan for the Courtice Employment Lands and Courtice Major Transit Station Area (the “Project” and “Project Area” – see map below).

The Courtice Employment Lands (CEL) is a large area adjacent to Highway 401 and close to Highway 418 that is currently designated for employment uses and now includes a proposed Major Transit Station Area (MTSA) centred on the planned future Courtice GO Station (see map of study area below). The Secondary Plan will include a vision and policies to guide development of a range of employment, commercial, residential and public uses that capitalize on future GO transit service, the highway proximity, and existing and planned amenities in the surrounding area, including the Courtice waterfront.

The Project commenced in early 2019 with an initial round of stakeholder and public engagement. Phase 1 – Background and Analysis was largely completed in the summer of 2019, when the Project paused while Metrolinx studied alternatives for expansion of the GO rail service east to Clarington. The preferred route for GO rail expansion, including a new GO station in Courtice, was endorsed by the Metrolinx Board of Directors in February 2020.

The Project resumed in the fall of 2020, and Phase 1 concluded with additional analysis and stakeholder consultation and a second Public Information Centre (PIC) held on September 29th. **This report documents the outcomes of the second PIC.**

## Engagement Process

Engagement with stakeholders, agencies and the public is ongoing and will include public events at project milestones, providing opportunities for input and feedback through each of the Project’s four phases.

**The Project is targeted to be completed by Spring 2022, culminating in a Secondary Plan and Urban Design Guidelines.**

**More information on the CEL and MTSA Secondary Plan is available on the project website:**

<https://www.clarington.net/en/do-business/courtice-employment-lands-secondary-plan.asp>



*Study Process and Timeline*

## 2. Meeting Overview

PIC #2 for the Courtice Employment Lands and MTSA Secondary Plan was held in the format of a webinar, via Zoom, on September 29th, 2020 from 7:00 pm to 8:30 pm. Notice of the PIC was distributed to all landowners in the Secondary Plan area and within 120 metres of the area. Invitations were also distributed to relevant municipal departments, public agencies and more than 80 interested parties. Notice of the PIC was advertised in the Orono Times on September 16th and 23rd, 2020, and in the Clarington Weekly on September 17th and 24th (see Newspaper Notice in Appendix 1). Notice was also posted twice on the Municipality's Facebook and Twitter accounts. Members of the general public were also able to register for the webinar through the project website.

Sixty-one people participated in the PIC.

### **The agenda for the PIC was as follows:**

- 7:00 – 7:40pm Welcome, Introductions and Overview Presentation
- 7:40 – 7:50pm Questions
- 7:50 – 8:20pm Engagement Activity
- 8:20 – 8:30pm Wrap-Up and Next Steps

The Municipality opened the PIC by welcoming those in attendance and introducing the Project Team, including the Municipality's project manager and the Urban Strategies team. Attendees were then provided with an overview presentation which included a summary of the policy framework, past planning within the Secondary Plan area, opportunities and constraints for employment uses and transit-oriented development, and draft Guiding Principles.

Throughout the overview presentation, attendees were asked to submit questions which were then responded to by the Project Team following the overview presentation. A series of live webinar polls were also used to solicit feedback during the presentation and the engagement activity portion of the meeting. Participants' questions, comments and poll responses are summarized in Section 3 of this report and detailed

further in Section 4.

To wrap up the PIC, attendees were informed of the next steps in the Secondary Plan process and encouraged to submit any follow-up questions to the Municipality. Questions and comments that were received by Friday, October 9th have been included in this summary report.

A full copy of the public presentation can be found in Appendix 3.



### 3. Key Themes

The following five themes emerged from the comments and questions of PIC participants.

#### **Creating a Complete, Transit-oriented Community**

Participants recognized the need and opportunity to plan a diverse and complete transit-oriented community within the MTSA that responds to the extension of GO train service to Clarington. They support the concept of a distinct, mixed-use centre that incorporates the Courtice GO station. There is a great deal of interest in the extent, impact and timing of this development and its related infrastructure, which will be explored in the next phases of planning.

#### **Respecting and Accommodating Existing Uses**

Despite the clear aspiration for the creation of a new transit-oriented community, participants highlighted the need to respect existing residential, employment and agricultural uses within the Project Area as it develops. Existing and new uses should be compatible with one another, and new development should not prevent ongoing farming on adjacent lands. In addition, Courtice’s agricultural heritage should be evident in the design of the future community.

#### **Protecting Natural Heritage Features**

Participants stressed the importance of protecting and enhancing the area’s natural heritage features, including wood lots and the valley lands of Robinson Creek and Tooley Creek. The location, planning and design of roads, infrastructure and development within the Secondary Plan should be carefully considered to maintain the ecological integrity of existing natural features. Particular attention should be paid to the woodlands west of Courtice Road and south of Bloor Street.

#### **Expanding and Improving Active and Public Transportation Networks**

Attendees would like to see the Project Area include a safe, comprehensive and well-connected network of active and public transportation that is consistent with the Regional Cycling Plan currently being created. A number of potential initiatives were put forward including a “safe cycling corridor” connecting Bloor Street and the future Courtice GO Train station, additional connections south of the station to the waterfront, distinctive bus shelters and enhanced parking for bicycles.

#### **Exploring an Urban Boundary Expansion**

Attendees questioned why the Project Area stops at Courtice Road, north of the railway. They suggested that the Secondary Plan study consider the future of the area between Courtice Road and Highway 418, given the opportunities created by the investments in both the GO extension and the highway network.



## 4. Detailed Feedback

### Poll Results - General Questions

- 1. Have you participated in the public engagement process to date?**

Approximately 50% of respondents had participated in the public engagement process to date.
- 2. How often do you use GO Transit services?**

The majority of respondents almost never or did not use GO Transit. Some made use of GO Transit services a few days per month and only a handful use GO Transit on a regular basis.
- 3. Where are attendees coming from?**

Around half of respondents lived outside of the Municipality. Of the remaining 50% approximately half resided within Courtice and half lived outside of Courtice but within the Municipality of Clarington.

### Poll Results - Engagement Activity

- 4. Which Guiding Principles are most important for Courtice?**

The following Guiding Principles received the most support from participants:

  - Accommodate and support a range of businesses within the employment lands
  - Protect, enhance and value significant natural heritage features
  - Establish a distinct mixed-use centre
  - Create a diverse, complete, transit-oriented community within the MTSA
- 5. What types of employment uses should we be planning?**

Respondents showed strong support for prestige employment and a fair amount of support for light industrial uses, specifically small-scale offices and manufacturing in multi-unit buildings, respectively.
- 6. What types of employment uses should we be planning for the MTSA?**

Respondents broadly supported a mix of corporate and professional office buildings, as well as complementary commercial uses, such as hotels. Mixed-use developments with co-working spaces received the most support.
- 7. What types of high-rise housing should we be planning?**

Respondents favoured mid-rise development between 6 and 15 storeys over high-rise development and towers atop a low-rise podium.
- 8. What type of low-rise housing should we be planning?**

Respondents signalled strong support for low-rise apartments and both street-related and stacked townhomes.
- 9. What community uses should we be planning?**

Based on the results of the of this poll, the Project Team should be planning for a range of community uses within the Secondary Plan area, including recreation centres, a library, arts and culture facilities and other institutional uses.
- 10. What kinds of commercial uses should we be planning?**

Respondents strongly favoured the precedent images of retail promenades and destination retail and entertainment uses over the other precedents. Large format retail uses received the least support amount respondents.
- 11. What kinds of public spaces should we be planning?**

Respondents favoured large greens, neighbourhood parks and transit squares over small parkettes.
- 12. Which other types of recreational uses should we be planning?**

Again, respondents broadly supported all potential recreational uses, with trails for walking and biking receiving the most support.
- 13. What spaces for mobility should we be planning?**

Respondents strongly supported cycling facilities and bicycle parking. They also supported the precedent image of distinctive bus shelters at public transit stops/stations.
- 14. What spaces for mobility should we be planning?**

Respondents showed broad support for all of the precedent images, with the strongest support for the example of low-impact development and innovative stormwater management features, as well as electric vehicle charging stations.



The following precedent images were most favoured by those who participated in the Engagement Activity.



*Prestige Employment*



*Mid-Rise Mixed-Use Buildings*



*Low-Rise Apartments*



*Co-working Space*



*Mid-Rise Apartments*



*Townhomes*



*Recreation Facilities*



*Retail Promenade*



*Multi-use Trails*



*Neighbourhood Parks*



*Secure Bike Parking*



*Low Impact Development*

## Questions and Comments

### Courtice GO and Major Transit Area

#### Questions

- Is Metrolinx going to purchase any land and/or buildings within the Secondary Plan Area?
- My house is located within the Major Transit Station Area, what is going to happen to my property?
- Will the new train tracks be located north or south of the existing rail corridor?
- Is there any idea of when the extension will be built?
- Will GO Transit ever actually show up? Will people use it?

#### Responses

- Planning for the extension of the Lakeshore East line is still in the early stages. Metrolinx has selected a preferred route for the extension and is preparing a preliminary design. An updated business case will be brought back for formal resolution and endorsement at a later date. Currently, Metrolinx anticipates that the expansion will open in 2025; however, this timeline is subject to change.
- Many of the questions posed by attendees regarding impacts to their property, potential expropriation and construction timing will be answered by Metrolinx in the detailed design stage.

### Land Uses and Character

#### Questions

- What will happen to existing industrial buildings and uses?
- These lands are agricultural and farming lands, why are they being wiped out?
- What will happen to existing residential uses? How will those property owners be respected and how will the cultural significance of agriculture and farming be protected? Can opportunities to grow our own food be protected?

- Is there a desire to preserve the Secondary Plan area's history?
- What type of development will be allowed within the Major Transit Station Area?
- What is transit-oriented development?

#### Comments

- Consider adding an additional draft guiding principle to preserve existing industrial buildings and enable existing businesses to continue operating as they have.
- Precedent building designs are very underwhelming. I hope that we can inspire more creative design.

#### Responses

- The study area has been planned for urban development for many years; however, landowners can continue to maintain the current uses on their properties.
- The Secondary Plan will provide the opportunity and guidance for new development only when the property owners are ready to proceed. Directing future development to the Project Area allows for efficient development to be planned within urban areas, close to major roads and transit, and on full municipal services. Doing so preserves agricultural lands in the rural area by preventing sprawl and land speculation.
- Transit-oriented development (TOD) is a term used to describe development that encourages high usage of public transit, as well as walking and cycling, for most daily trips. TOD has compact, pedestrian-friendly form that typically includes high- and medium-density housing and/or office buildings.

## Natural Heritage Features and Preservation

### Questions

- What about Natural Heritage? The forest west of Courtice Road and south of Bloor Street should be saved as it cannot be duplicated. Could the Secondary Plan provide for green space links to watercourses of the Secondary Plan Area with the forest as a green focal point?
- It looks as though a road will run through this forest which will compromise the ecology of the area and result in harm to small animals. Why not have a perimeter road around the forest?
- Should the Municipality consider a Natural Heritage Committee?
- Will this process incorporate the findings of detailed studies and mapping of natural features within and adjacent to the Secondary Plan area, in particular the eastern side of the Robinson Creek valley?

### Comment

- Mature forests should be left as intact and natural as possible.

### Responses

- The first draft Guiding Principle is to protect, enhance, and value significant natural features. In preparing land use options and ultimately the Secondary Plan and Urban Design Guidelines, protection and sensitive integration of natural features will be carefully considered.
- The Robinson Creek and Tooley Creek Subwatershed Study has identified natural features to be protected, including forested areas. The road networks shown in the presentation are conceptual.

## Transportation

### Questions

- Will Durham Region Transit be offering connection to the employment area and south of Highway 401?
- Will a comprehensive bike trail or divided bike lanes be a part of the Secondary Plan to provide for safe commuting?

### Comment

- A safe cycling corridor should be planned to connect Highway 2 and Bloor Street to the future GO Train station.
- Durham Region is currently updating the Regional Cycling Plan.
- **The Courtice Road interchange and Harmony Road interchange are both already congested during rush hour peak periods.**

### Responses

- It is clear that cycling is an important mode of transportation and form of recreation in Courtice. Key cycling, pedestrian and potential public transportation routes internal and external to the Secondary Plan area will be evaluated as the Project Team develops alternative land use plans later this year.
- Opportunities for transit connections to the Energy Park and Courtice Waterfront will be identified through the parallel secondary plan study for those areas.



## Urban Boundary Expansion

### Questions

- It looks like the Secondary Plan has been updated to include lands which are currently located outside of the urban boundary. What was behind the decision to include these lands in the Secondary Plan and will the Region be bringing these lands into Courtice's urban area?
- Will the potential boundary expansion include Courtice Court?
- Will the Project team be engaging with owners of lands outside the MTSA?
- Will the developers who own lands in the area request a Minister's Zoning Order (MZO) to enable development on their lands, and if so, would this undermine the Secondary Plan and Regional municipal comprehensive review process?

### Responses

- The Municipality has submitted a formal request to the Region asking that lands on the east side of Courtice Road be included within Courtice's Urban Boundary. Clarington is planning on awaiting the outcome of the Region of Durham's Official Plan review process rather than seek an MZO.
- Courtice Court is already located within the Courtice urban area. As shown on the maps in the presentation, the limits of the MTSA will not include Courtice Court.
- At this point, no landowners have requested an MZO and none are anticipated to be sought in order to permit and expedite development.
- Both the Municipality and the Urban Strategies Team will continue to engage with owners of land within and adjacent to the Secondary Plan area.

## General

### Questions

- How will the results of the webinar polls, which are not necessarily representative of the views of the full population of Clarington, be used to inform the preparation of the land use options and the Secondary Plan?
- What does the Municipality see as the "benefits" and "costs" of future development? What are the overall timelines?
- How will changes to this part of Courtice impact property values and effect existing taxpayers?
- Does the Municipality really need to reimagine the future of the Secondary Plan Area?
- Where can we go for updates between now and the next PIC or public meeting?

### Responses

- The purpose of the PIC was to update residents, interested parties and the broader public regarding progress on the Secondary Plan and seek initial feedback. Multiple methods of public participation will be employed throughout the Secondary Plan process to ensure that a full range of views from the public and stakeholders are heard. The Secondary Plan will ultimately be brought forward for consideration by Clarington Council, and then approval by Region of Durham Council.
- The economic impacts of development in the Project Area will be broadly considered as the Secondary Plan is developed and subsequently as the plan is implemented, recognizing that development will likely proceed over several decades.
- The benefits of future development in the Project Area are many. It will help ensure Clarington grows efficiently and limits sprawl into rural areas; increase employment opportunities and the non-residential tax base; provide more housing options; and include new community amenities. Other benefits will become evident as the Secondary Plan is developed.
- All updates regarding the Courtice Employment Lands and Major Transit Area Secondary Plan can be found at the project webpage on the Municipality's website.

## 5. Next Steps

The next step in the Project is to develop land use options for the CEL and MTSA. This work will commence early in 2021 and be informed by feedback from the two PICs held to date as well as technical studies undertaken in Phase 1.

The land use options and a draft preferred land use plan will be shared with the public for feedback at a third PIC expected to take place in the spring of 2021.

News about the Project, including notices of future engagement events, will be posted on the Municipality's web site:

**<https://www.clarington.net/en/do-business/courtice-employment-lands-secondary-plan.asp>**



# Appendix 1: Newspaper Advertisement

## Courtice Employment Lands and GO Station Area

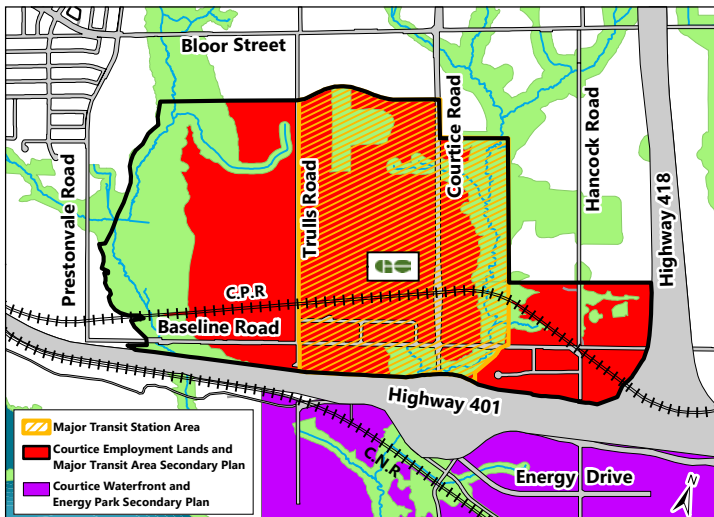


Join us at **Public Information Centre #2** to share your ideas and vision for this growing area.

**Tuesday, September 29, 2020** Beginning at 7 p.m., online or by phone



The Courtice Employment Lands and GO Station Area Secondary Plan will create a blueprint to guide this area's growth as it transforms into a major employment, mixed-use, and transportation hub for Courtice. One of the main drivers of this change will be the future GO train station and related transit-oriented development (TOD).



Join us for an online Public Information Centre to share your ideas and learn about the framework that will be used to reimagine the future of this area.

**Register in advance for this meeting**  
[www.clarington.net/CourticePIC](http://www.clarington.net/CourticePIC)

For more information, contact Amanda Tapp and Carlos Salazar at 905-623-3379 or at [CourticeEmployment@clarington.net](mailto:CourticeEmployment@clarington.net).

Visit [www.clarington.net/CourticeEmployment](http://www.clarington.net/CourticeEmployment) to follow the project online.

### The Fine Print

Under the Municipal Freedom of Information and Protection of Privacy Act and the Environmental Assessment Act, any personal information such as name, address, telephone number and property location included in a submission may become part of public record for this matter and will be

released, if requested, to any person, unless otherwise stated in the submission.

Notice of Study Commencement was originally issued on June 18, 2019.

To obtain this information in an alternate format, contact the Accessibility Coordinator at 905-623-3379 ext. 2131, TTY: 1-844-790-1599.

**Clarington**

## Appendix 2: Written Feedback

## EMAILED WRITTEN COMMENTS 1

The lands are currently used (primarily) for agricultural and farming purposes now - does the Municipality not see any benefit to maintaining areas where food can be grown locally and farming can continue? (re: consider the impacts of food disruption like during a pandemic, transportation of food impacts on climate change/environment and a growing trend to support locally grown food)

All in the name of "growth" and "reimagining this area", why does Clarington want to increase the negative impact on the environment by replacing lands used for food (animals / human) when it can be grown locally within our own municipality? Negative impact comes from increased transportation of other food products.

What does Clarington see as the "benefits" and "costs" to Municipality of this development? What are the overall timelines?

How will this affect property values of existing taxpayers who live within these areas? Be specific - increased value or decreased value?

How will this affect existing taxpayers?

Is there any way to stop this development moving forward? Given the pandemic, should there really be a pause to reconsider if Clarington needs to "reimagine the future of this area"??

Why does the "area" start below Bloor St and not right up to Bloor? (some existing residences just south of Bloor on Trulls Rd seem to have some benefit of not having to deal with this?)

If this proceeds, what type of development will be allowed on the west vs east side of Trulls Rd? (what exactly to the legend descriptions mean? For example, what is "transit-oriented development"?)

Does Courtice really need more housing and development as taxes only go up and I've heard there is a 3.55% increase being considered for 2021 when we are in a pandemic and that far exceeds many people's salary increases how is Clarington focusing on reducing taxes and as well advocating lower taxes at the Durham Region?

Will connection to municipal sewers and municipal water be optional?

## **EMAILED WRITTEN COMMENTS 2**

Further to yesterday's Public information Meeting, I was hoping you would be able to provide more fulsome responses to the following questions provided during the meeting.

1.

It looks like the Secondary Plan has now been updated to include the MTSA lands, which includes some lands on the east side of Courtice Rd, north of the railway tracks, that are currently located outside the urban boundary. What was behind the decision to include these lands in the Secondary Plan, and does this mean that the Region is looking to bring these lands into the urban area?

2.

IBI Group previously engaged with Urban Strategies Inc. (USI) regarding our client's land at the northeast corner of Baseline Rd and Courtice Rd (1766 Baseline Rd). We also represent the owners to the north of that parcel (0 Courtice Rd), on the east side of Courtice Rd, north of the railway tracks. We are looking for clarity as to whether USI/the municipality plans to engage with the owners of the north parcel – especially now that it seems like those lands are included in the Secondary Plan area. During our last discussion with USI, they were unsure if they were going to engage the 0 Courtice owners.

3.

We understand that developers may try to request a Minister's Zoning Order (MZO) in order to enable development of their lands. Should MZOs be requested in Clarington to expand the urban boundary or convert lands, does Clarington intend on objecting to MZOs, as they may undermine the various secondary plan processes underway, in addition to Envision Durham?

I have written the responses provided during the meeting, however would like some more input if possible specifically for question 3.

**EMAILED WRITTEN COMMENTS 3**

**Our world is in a Wildlife extinction event and Clarington needs to step up.**

**In this Courtice plan you say you will save that mature forest yet I see roads through it.**

**The least you could do is save it as intact and natural as possible and put perimeter roads around it and hopefully link it to other valley lands.**

**Yes it would take some effort and planning, but Clarington needs to be a leader in Natural preservation as well as other areas.**



## Appendix 3: Presentation

## **Purpose of Today's Meeting**

- Re-engage with the community
- Provide an update on Courtice Employment Lands (CEL) and Courtice GO Major Transit Station Area (MTSA) Secondary Plan
- Present and discuss issues and opportunities and invite your feedback on Draft Guiding Principles

# **Courtice Employment Lands and MTSA Secondary Plan**

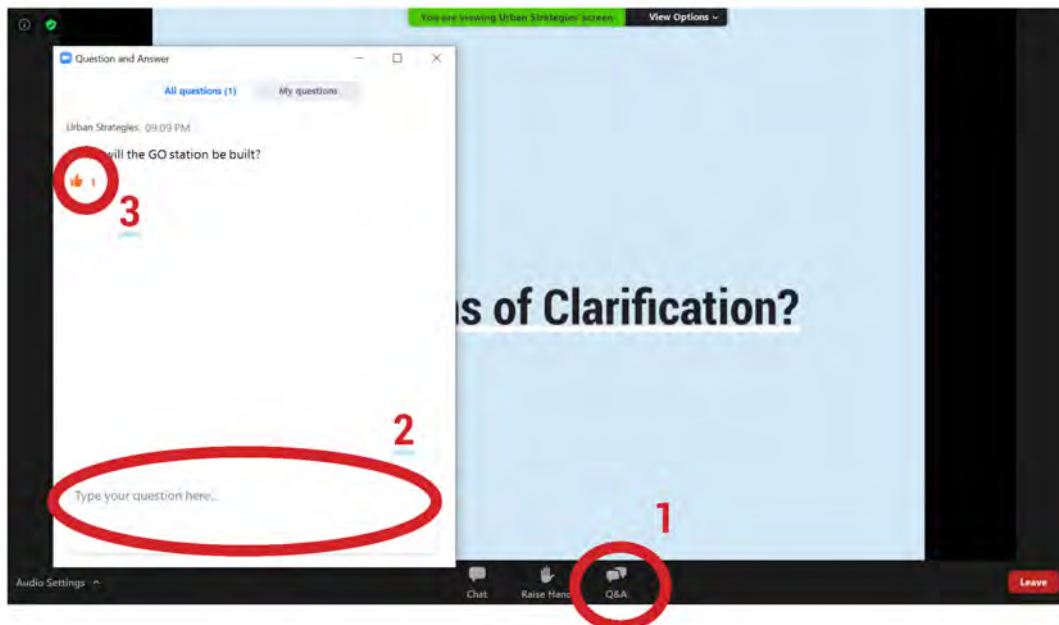
**Public Meeting**  
29 September 2020  
7:00 - 8:30 pm

# Agenda

<u>7:00 - 7:40</u>	<b>Welcome, Introductions and Overview Presentation</b>
<u>7:40 - 7:50</u>	<b>Questions</b>
<u>7:50 - 8:20</u>	<b>Engagement Activity</b>
<u>8:20 - 8:30</u>	<b>Wrap-Up and Next Steps</b>

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## Meeting Protocol: Questions



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## A Significant Opportunity at the Centre of South Courtyce



Boundary of Major Transit Station Area as per Durham Region Draft Delineation and Clarington Council Resolution

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## Background Review and Analysis has been completed

- June 2019 - Courtyce Employment Lands PIC #1
- August 2019 - Preliminary Stage 1 Report completed
- September 2019 - Project paused
- Feb 2020 - Metrolinx decision on GO extension
- Mar 2020 - Project recommenced

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# We are at the start of Phase 2



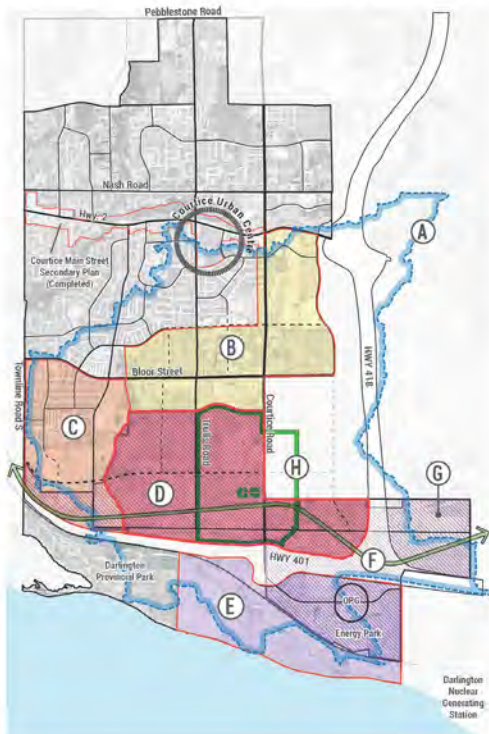
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## Growth and Change in South Courtice

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## Planning is underway for growth across South Courtice



Several ongoing planning studies and initiatives are guiding growth.

- A** Robinson and Tooley Watershed Study
- B** Southeast Courtice Secondary Plan
- C** Southwest Courtice Secondary Plan Update
- D** Courtice Employment Lands Secondary Plan
- E** Courtice Waterfront and Energy Park Secondary Plan
- F** Bowmanville GO Expansion Business Case Study (Metrolinx)
- G** Provincially Significant Employment Zones
- H** Proposed MTSA Draft Boundary

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## Metrolinx is advancing plans for GO train expansion

- Feb 2020 - Metrolinx endorses Option 2 with GO Station in Courtice
- Metrolinx is now refining design and service pattern for the recommended option
- Metrolinx will consider Market Driven TOD approach to station development



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## **New GO Stations will be built through partnerships**

- Metrolinx is partnering with third parties (e.g. municipalities, land developers) to enable TOD
- TOD increases transit ridership, improves customer experience, and contributes to city building



Source: Metrolinx Board of Directors Presentation, December 6, 2018

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# **Transit and Employment in the Policy Framework**

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## **Updated Provincial Policies Emphasize Transit Oriented Development**

### **The Provincial Policy Statement (2020)**

- **Accommodate a significant supply and range of housing options through TOD**
- **Help prioritize intensification in proximity to transit corridors and stations**
- **Improve the mix of employment and housing to shorten commutes and decrease congestion**



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## **MTSAs are a significant focus for mixed use and higher density growth**

### **Growth Plan (2020) MTSAs include:**

- **Lands within 500-800m of higher order transit stations (e.g. GO Stations)**
- **Transit supportive densities and a diverse mix of uses**
- **Minimum density targets**
- **The Courtice MTSA will be planned to achieve a target of 150 people and jobs / hectare**



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## MTSAs should be planned to have a range of housing options

### Planning Act (2020):

- Municipalities can require a defined amount of affordable housing within new development
- This requirement is accomplished through Inclusionary Zoning
- Inclusionary Zoning can be applied to certain types of Major Transit Station Areas

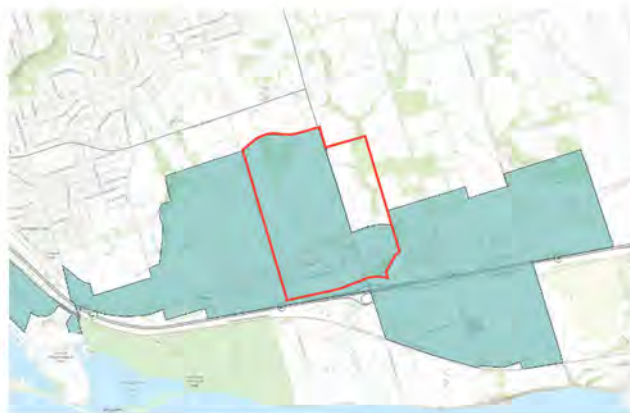


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## Protecting for Employment Growth: Provincially Significant Employment Zones (PSEZ)

### Growth Plan (2020)

- Conversions to permit non-employment uses in PSEZs must happen through Municipal Comprehensive Review (MCR), e.g. Envision Durham
- Conversions in MTSAs that are within PSEZs can happen outside of an MCR, but must maintain a significant number of jobs on those lands



Source: Ministry of Municipal Affairs and Housing

#### Legend

- Provincially Significant Employment Zone
- Courtice GO Major Transit Station Area

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## The Region is planning for transit-supportive development and employment growth across Durham

The Region is undertaking a study to align their Official Plan with the new Growth Plan

The Envision Durham study is looking at:

- MTSA boundaries and density targets
- Employment land conversions
- Urban boundary expansions and/or adjustments

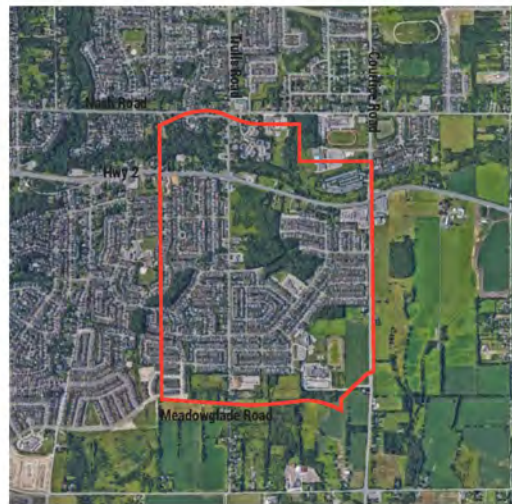


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## There is a significant opportunity to plan for employment and higher density growth in the Courtice GO MTSA



**Courtice GO MTSA**



**Courtice GO MTSA compared to the rest of Courtice**

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# Past Planning for the Courtice GO Station Area

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## 2010: An employment hub with a GO station at its core

- Durham Region TOD Strategy
- Courtice GO area envisioned to be an employment hub with a GO station at its core
- Public realm vision included a pedestrian plaza on either side of the tracks.



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# 2017: Introducing residential uses and amenities near the GO Station

- The Clarington Transportation Hubs Study
- Capitalize on existing employment and develop light industrial and office
- Increase residential development near the GO station
- Provide safe and active transportation routes
- Enhance trail and natural heritage networks



Source: Brook McIlroy, N. Barry Lyon Consultants

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# 2017: Opportunities for intensification on the station site



Source: Perkins + Will

22

## 2020: A significant opportunity for transit-oriented development

- Land Value Capture analysis prepared by NBLC for the Region of Durham
- Courtice MTSA has the most significant long term potential:
  - 1,500 townhouse units
  - 4,900 apartment units
  - 1,165,000 sq ft of non-res GFA



Source: SvN Architects  
Source: N. Barry Lyon Consultants, SvN Architects + Planners

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## Our study will be influenced by these previous planning initiatives



Source: N. Barry Lyon Consultants, SvN Architects + Planners

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# Analysis of Opportunities

## Existing Conditions

### Legend

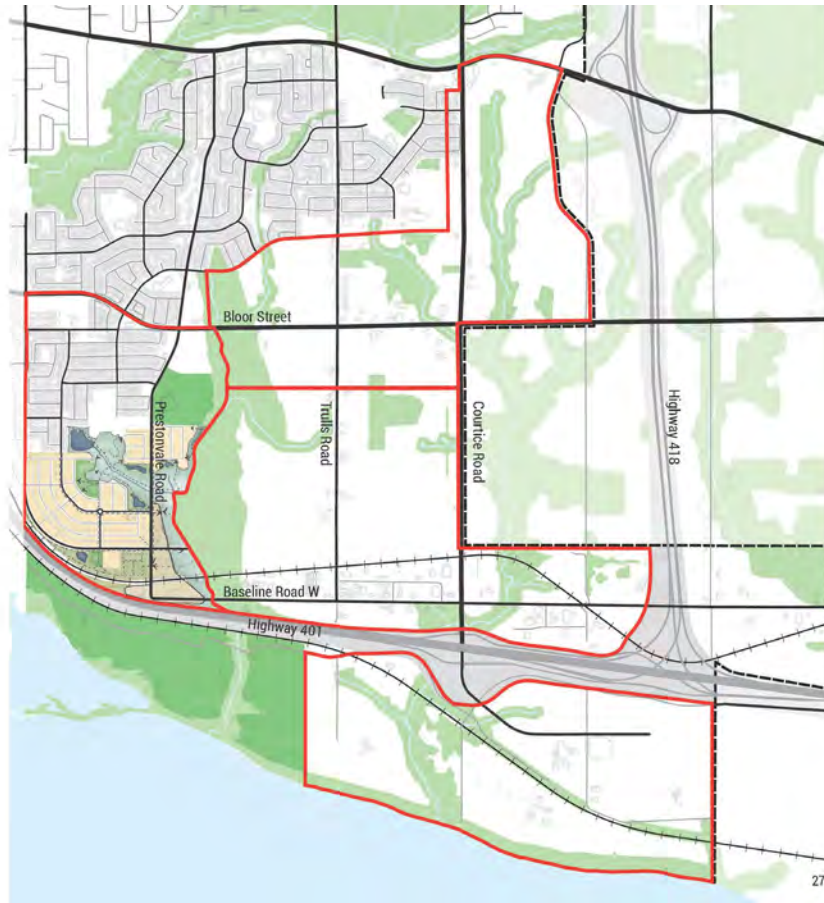
- Urban Boundary
- Secondary Plan Boundaries
- Environmental Areas
- Parkland
- Highway & Utility



# Southwest Courtice Secondary Plan

## Legend

- Urban Boundary
- Secondary Plan Boundaries
- Environmental Areas
- Parkland
- Highway & Utility
- Planned Residential Use



# Southeast Courtice Secondary Plan

## Legend

- Urban Boundary
- Secondary Plan Boundaries
- Environmental Areas
- Parkland
- Highway & Utility
- Planned Residential Use
- Planned Regional Corridor Use
- Planned Mixed Use

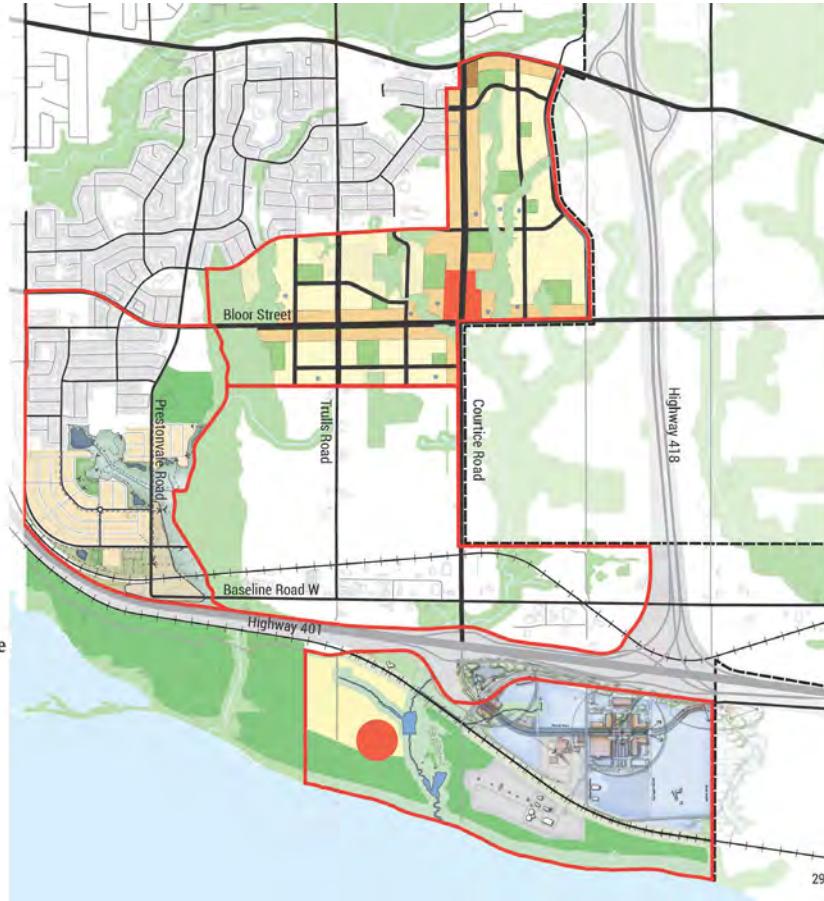




# Courtice Waterfront and Energy Park Secondary Plan

## Legend

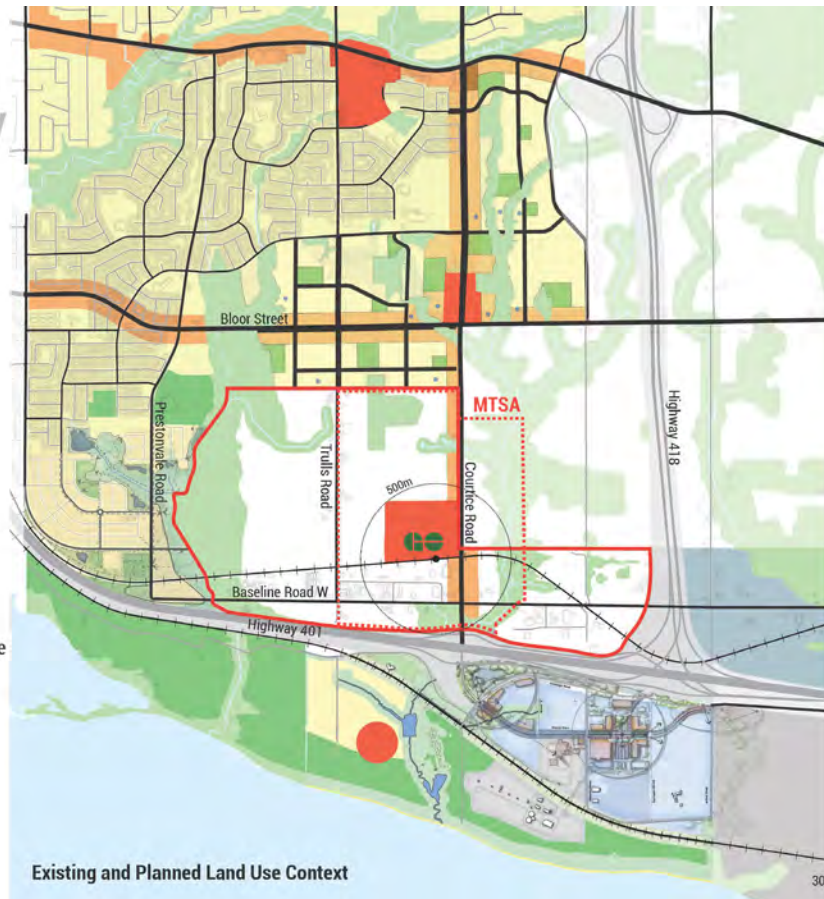
- Urban Boundary
- Secondary Plan Boundaries
- Environmental Areas
- Parkland
- Highway & Utility
- Planned Residential Use
- Planned Regional Corridor Use
- Planned Mixed Use
- Planned Employment Uses



# The surrounding context is rapidly evolving

## Legend

- Urban Boundary
- Secondary Plan Boundaries
- Environmental Areas
- Parkland
- Highway & Utility
- Planned Residential Use
- Planned Regional Corridor Use
- Planned Mixed Use
- Planned Employment Uses
- MTSA Boundary



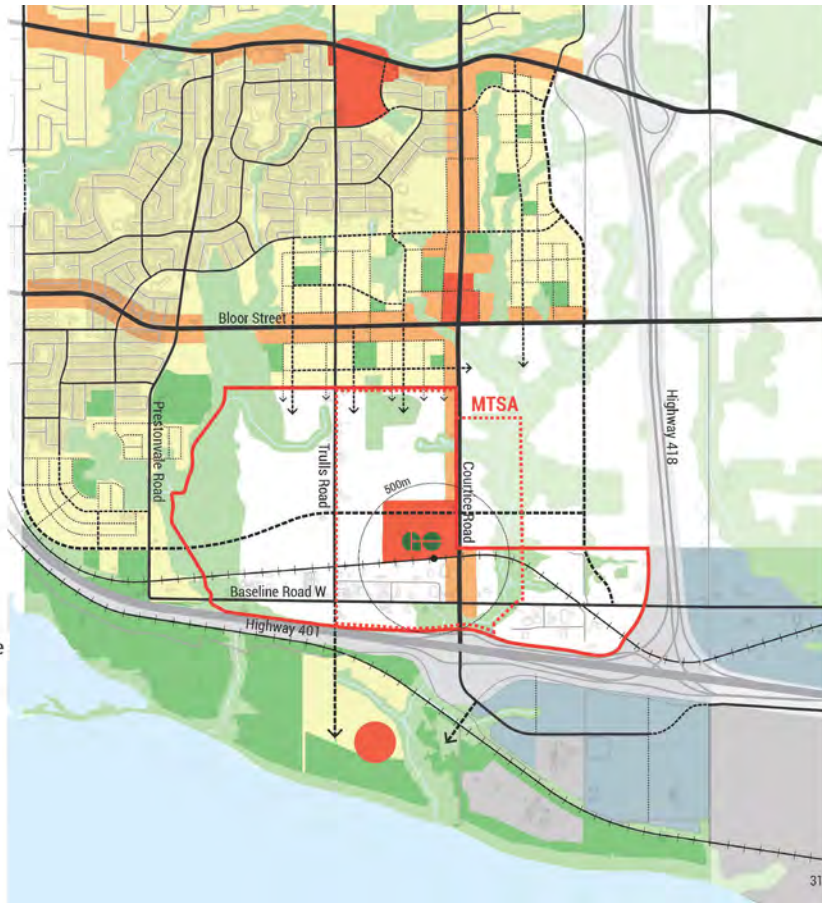
Existing and Planned Land Use Context



# An evolving network of planned streets and connections

## Legend

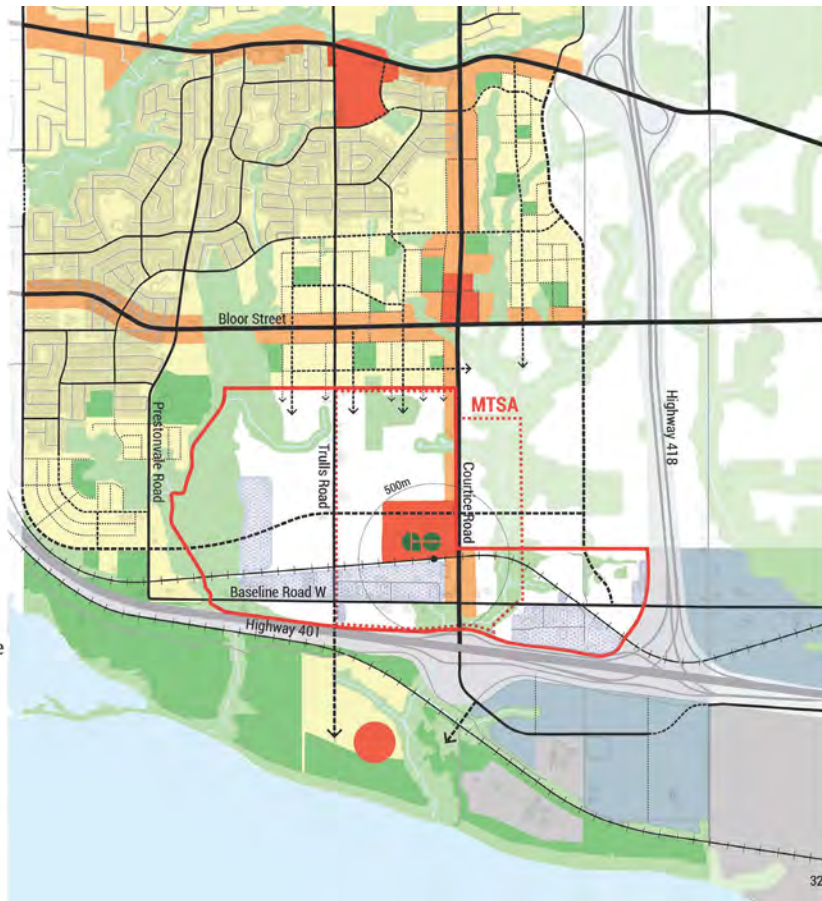
- ◻ Urban Boundary
- Secondary Plan Boundaries
- Environmental Areas
- Parkland
- Highway & Utility
- Planned Residential Use
- Planned Regional Corridor Use
- Planned Mixed Use
- Planned Employment Uses
- ⋯ MTSA Boundary
- Existing Street Network
- Planned Street Network



# Existing employment uses in the secondary plan area

## Legend

- ◻ Urban Boundary
- Secondary Plan Boundaries
- Environmental Areas
- Parkland
- Highway & Utility
- Planned Residential Use
- Planned Regional Corridor Use
- Planned Mixed Use
- Planned Employment Uses
- ⋯ MTSA Boundary
- Existing Street Network
- Planned Street Network
- Existing Employment Uses

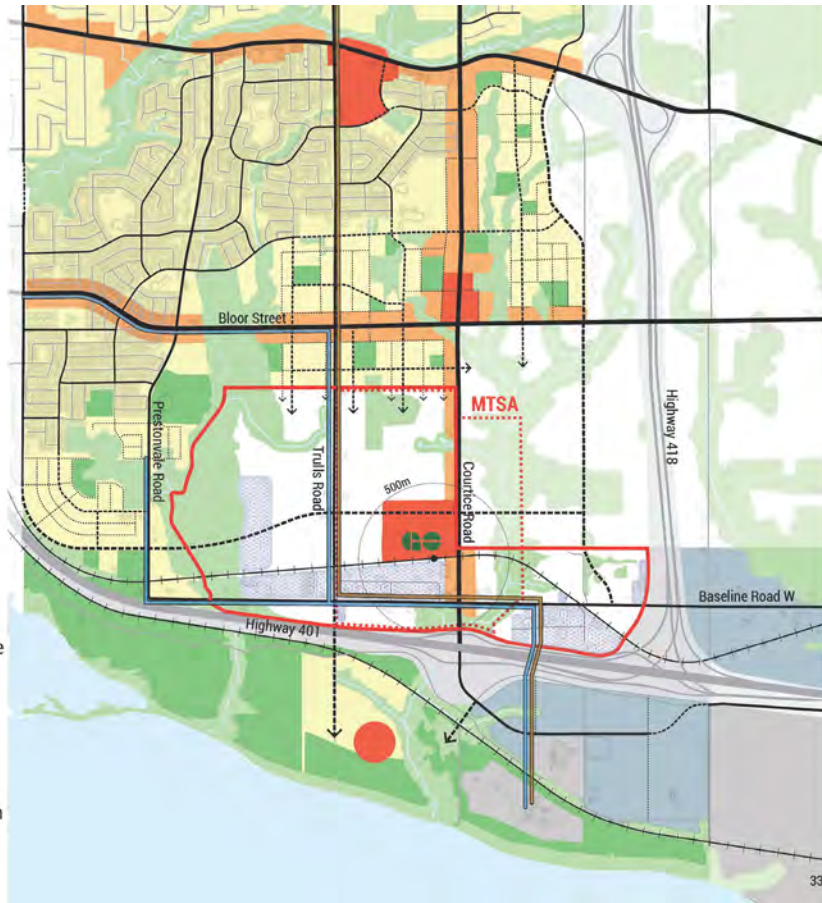




# Planned Servicing Investment

## Legend

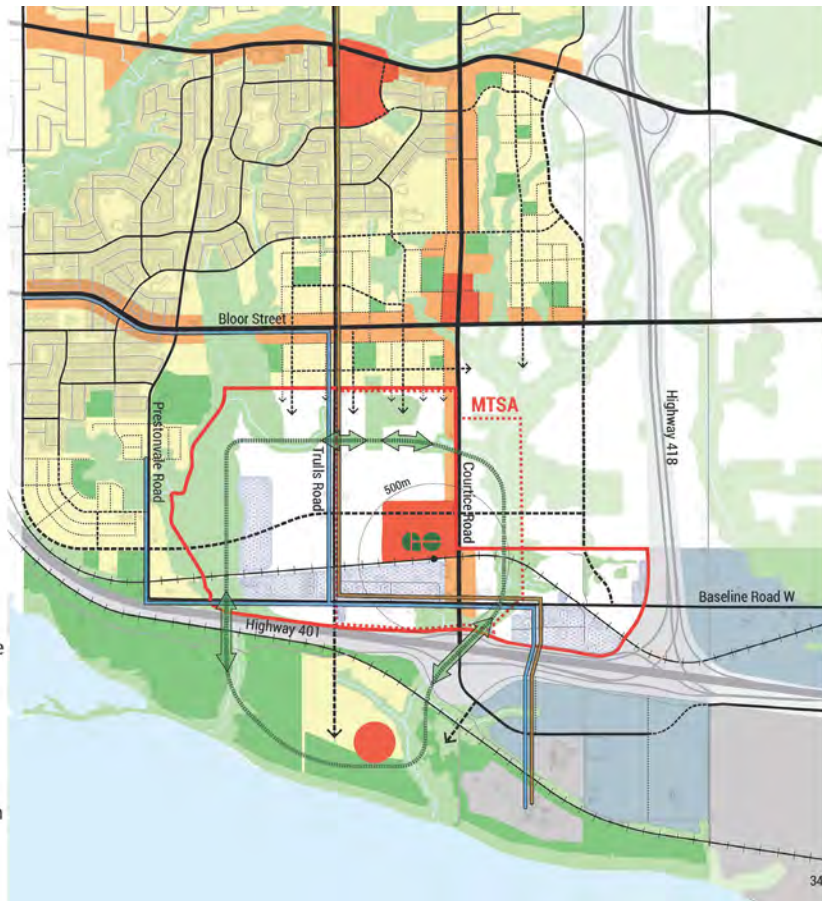
- Urban Boundary
- Secondary Plan Boundaries
- Environmental Areas
- Parkland
- Highway & Utility
- Planned Residential Use
- Planned Regional Corridor Use
- Planned Mixed Use
- Planned Employment Uses
- MTSA Boundary
- Existing Street Network
- Planned Street Network
- Existing Employment Uses
- Planned Watermain Expansion
- Planned Sewer Expansion



# Open Space and Active Transportation Opportunities

## Legend

- Urban Boundary
- Secondary Plan Boundaries
- Environmental Areas
- Parkland
- Highway & Utility
- Planned Residential Use
- Planned Regional Corridor Use
- Planned Mixed Use
- Planned Employment Uses
- MTSA Boundary
- Existing Street Network
- Planned Street Network
- Existing Employment Uses
- Planned Watermain Expansion
- Planned Sewer Expansion



# Advantages for Employment Uses

Portions of the Courtyce Employment Lands benefit from:

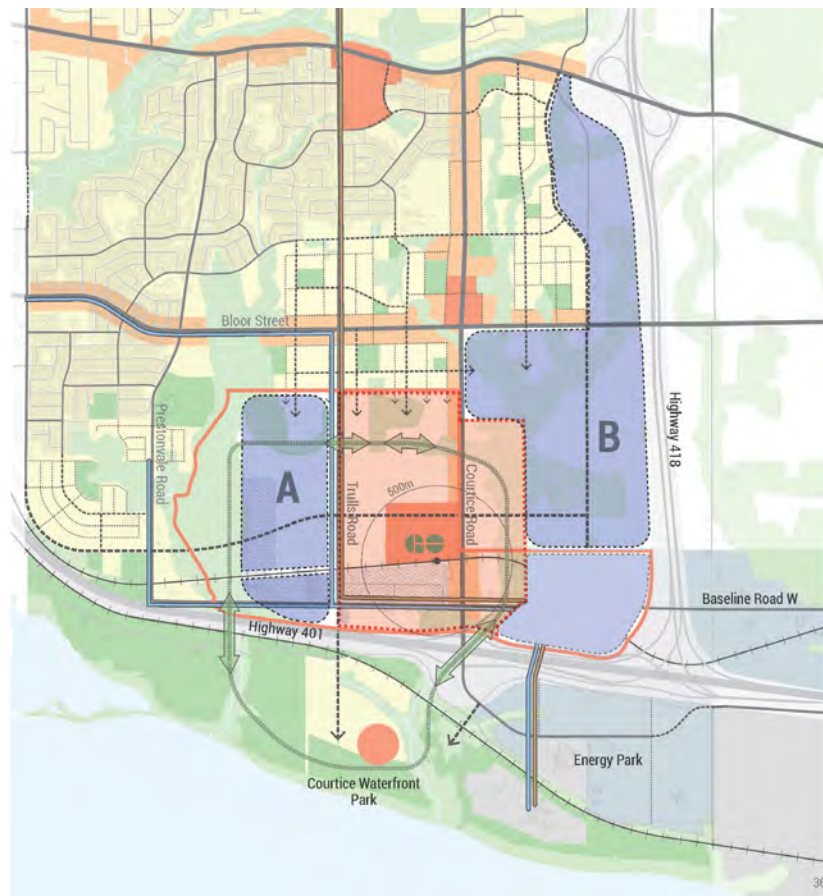
- Good access to and visibility from 401 and 418
- Good access to freight and commuter rail
- Planned and under-construction servicing infrastructure
- Larger, contiguous parcels that provide flexibility for a range of employment uses

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## Potential Opportunities for Employment

### Legend

- TOD in MTSA
- Potential Future Employment
- A Landowners have requested conversion to residential
- B Municipality has requested urban boundary change



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## **Advantages for Transit Oriented Development**

Including opportunities to:

- **Capitalize on investment in transit and reduce reliance on private vehicles to move around**
- **Promote local transit and active transportation networks to connect to surrounding context**
- **Provide a generous and interconnected network of public spaces**
- **Set the stage for a range of housing choices at medium and higher densities**
- **Provide for mixing of uses including employment, residential and a range of amenities**

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## **Draft Guiding Principles**

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## Draft Guiding Principles

1. **Protect, enhance, and value significant natural features**
2. **Conserve and integrate valued elements of the area's cultural heritage**
3. **Establish a distinct, mixed-use centre that optimizes transit facilities and services**
4. **Create a diverse, complete, transit-oriented community within the Major Transit Station Area**



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## Draft Guiding Principles

5. **Accommodate and support a range of businesses in the Courtice Employment Lands**
6. **Link the area to its surroundings and the regional transportation network**
7. **Ensure parks and other open spaces are highly visible, accessible, and usable**
8. **Promote sustainability and energy-efficiency in the design of sites, buildings, and infrastructure**



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**"The Courtice MTSA offers a unique opportunity that does not exist anywhere else in the GTA - to create a new transit oriented village from scratch."**

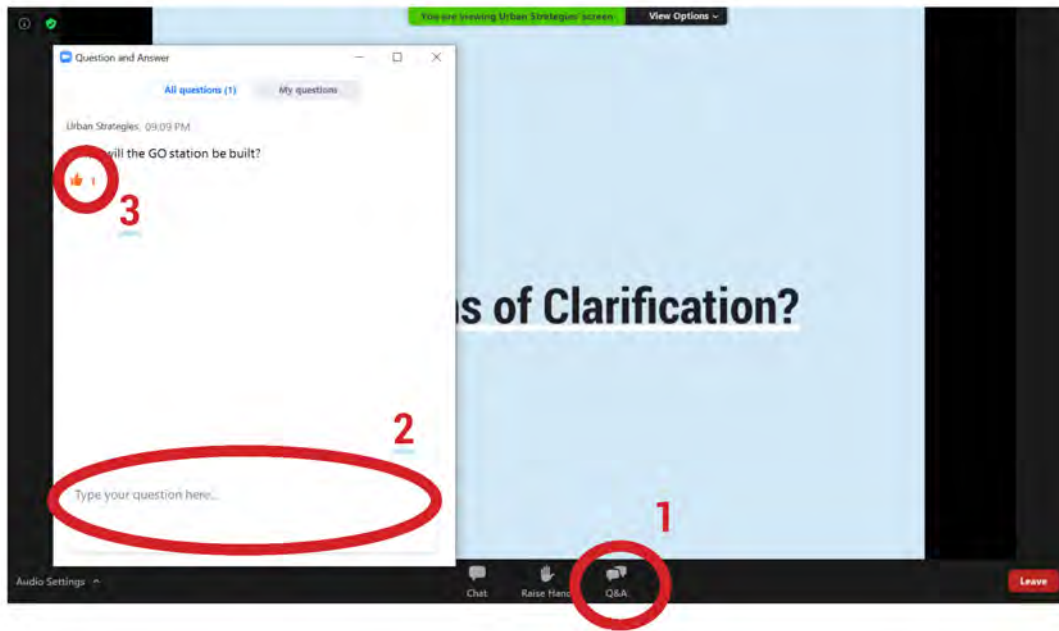
Analysis of the Proposed Lakeshore East  
GO Transit Rail Extension Alignment, NBLC (2020)

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**Questions**

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# Meeting Protocol: Questions



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**Engagement Activity:**  
**Input towards a Vision for the**  
**CEL and MTSA**

44



# Meeting Protocol: Engagement Activity

The screenshot shows a Zoom meeting interface. A poll window titled "Draft Guiding Principles" is open in the foreground. The poll question is "1. Which Guiding Principles are most important to you?" with the instruction "(Select all that apply) (Multiple choice)". The poll options are:

- Protect, enhance, and value significant natural features
- Conserve and integrate valued elements of the area's cultural heritage
- Establish a distinct, mixed-use centre that optimizes transit facilities and services
- Create a diverse, complete, transit-oriented community within the Major Transit Station Area
- Accommodate and support a range of businesses in the Courtyce Employment Lands
- Link the area to its surroundings and the regional transportation network

The poll window has a "Submit" button at the bottom. In the background, a presentation slide titled "Draft Guiding Principles" is visible. The slide contains the following text and images:

- Text: "nd value features"
- Text: "rate valued a's cultural"
- Text: "mixed-use es transit es"
- Text: "mplete, munity within ation Area"
- Image: A photograph of a person walking a dog and a person riding a bicycle on a paved path through a wooded area.
- Image: A photograph of a modern multi-story building with a courtyard area.

The Zoom meeting controls at the bottom include: Unmute, Start Video, Participants, Q&A, Polls, Chat, Share Screen, Record, and a red "Leave" button.

45

## Which Guiding Principles are most important for Courtyce?

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## What types of employment uses should we be planning?



Light industrial (Small scale office/ manufacturing)



Light Industrial (Warehousing and distribution)



Prestige Employment (Broccolini Centre, Kirkland, Quebec)



Office (Siemens, Oakville)

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## What types of employment uses should we be planning for the MTSA?



Mixed use co-working space (Marine Gateway, Vancouver)



Corporate campus (Sterling Road, Toronto)



Small service offices (Medical Arts Centre, Guelph)



Hotels and other amenities (Residence Inn, Buffalo)

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# What types of mid to high-rise housing should we be planning?



Mid-rise development (The Junction, Toronto)



High-rise development (Port Moody, BC)



10-15 storey development (West Don Lands, Toronto)



Towers on a low-rise podium (Regent Park, Toronto)

49

# What types of low-rise housing should we be planning?



Street-related town houses (Regent Park, Toronto)



Duplexes (Cornell, Markham)



Stacked townhouses (Don Mount Court, Toronto)



Low rise apartments (Wesbrook Village, Vancouver)

50



## What community uses should we be planning?



Arts and Culture (Centre for Performing Arts, Richmond Hill)



Public library (Scarborough Civic Centre Library)



Recreation centres (York Recreation Centre)



Institutional uses (York University, Markham Campus)

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## What commercial uses should we be planning?



Destination retail & entertainment (Markham Centre)



Main street retail (Port Credit, Mississauga)



Large format retail (Fresh Co, Toronto)



Retail promenades (Marine Gateway, Vancouver)

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## What type of public spaces should we be planning?



Large greens (Corktown Commons, Toronto)



Neighbourhood parks (Bellevue Square Park, Toronto)



Parkettes (Port Credit, Mississauga)



Transit squares (Mount Pleasant GO Village Square, Brampton)

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## Which other types of recreational uses should we be planning?



Trails for walking and biking



Spaces for winter activities (Waterloo Town Centre)



Athletics facilities (Regent Park, Toronto)



Playgrounds (Grange Park, Toronto)

54



## What spaces for mobility should we be planning?



Distinctive bus shelters (UBC, Vancouver)



Parking facilities



Enhanced bike parking and security



Bus stops (York Region Transit)

55

## What sustainability measures should we be planning?



Electric vehicle charging stations



Low-impact development stormwater management



Green roofs



Alternative energy generation

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# Next Steps

- Prepare land use options (Fall 2020)
- Present land use options at PIC 3 (Early 2021)
- Evaluate land use options and select a preferred option (Early 2021)



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