



Official Plan

Municipality of Clarington

2018

Clarington

Municipality of Clarington

Official Plan

Adopted by Council of the Municipality of Clarington by By-law 96-033 on January 29, 1996

As approved by Council of the Regional Municipality of Durham on October 31, 1996 with Modifications, Parts Deferred and Parts Referred to the Ontario Municipal Board and Amendment Numbers 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 25, 26, 27, 28, 29, 31, 30, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 89, 90, 91, 92, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 109, 110, 111, 112, 113, 114 and 117

Last Office Consolidation, June 2018

This document is an office consolidation and is provided for convenience only.

Disclaimer

This consolidation of the Official Plan, including Secondary Plans and the amendments thereto, are prepared for reference purposes only. While the Municipality makes every effort to ensure the accuracy of the information contained herein, in particular those policies appealed to the Local Planning Appeals Tribunal (LPAT), the reader is advised that in situations where legal accuracy is important, the Adopting By-law itself and any amending by-laws or LPAT decisions must be consulted.

There are outstanding appeals of this Official Plan for some areas in the Municipality of Clarington. Where there is an outstanding appeal in an area, the policies and/or schedules of the Clarington Official Plan 2018 may not be in effect in respect of those lands. Information on the location of outstanding appeals and/or the applicability of the policies and schedules to those areas can be obtained through the Municipality of Clarington, Planning Services Department.

List of Active Appeals to Official Plan Amendment 107 to Clarington Official Plan

Reference	Appellant	Parts of the Plan Affected
A107-1	<p>Minister of Municipal Affairs</p> <p>Geographical scope of appeal: Municipality Wide</p> <p>Counsel: Ken Hare – Ken.Hare@ontario.ca</p> <p>Peter Matheson-Young – Peter.Matheson-young@ontario.ca</p>	<p>Policy 6.3.5 Policy 6.3.6 Policy 11.6.6 Policy 17.6 – Special Study Area No.5 – Orono Policy 24.2.1 – Definition of Accessory Apartment</p> <p>Map A5: Land Use Orono Urban Area The settlement area and boundary of the Orono Urban Area east of Highway 35/115 reflected in Schedules A1, B, C, D3, D4, E2, F2, G, H, J1, and K.</p>
A107-2	<p>1744856 Ontario Inc.</p> <p>Geographical scope of appeal: East of Morgans Road. North of Highway 2 (Part Lot 16, Concession 2)</p> <p>Counsel: Wayne Fairbrother wfairbrother@tmlegal.ca</p> <p>Jennifer Savini jsavini@tmlegal.ca</p>	<p>Map A1: Land Use East Clarington Rural Area – Extent of EP Designation</p> <p>Map D3: Natural Heritage System Southeast Clarington – Extent of Natural Heritage System</p>
A107-3	<p>Anthony & Anna Camposeo</p> <p>Geographical scope of appeal: 6320 Old Scugog Road, Bowmanville</p> <p>Representative: Anna Camposeo anna@gowithanna.ca</p>	<p>Map A1: Land Use West Clarington Rural Area – Extent of EP Designation</p>
A107-4	WITHDRAWN	

Reference	Appellant	Parts of the Plan Affected
A107-5	<p>Cliff Curtis</p> <p>Geographical scope of appeal: Rear of 3280 Tooley Road, Courtice</p> <p>Additional adjacent lands 3292 Tooley Road, Courtice (Sacco Lands) and 3210 Tooley Road (Sualeh Lands), Part Lot 33 Concession 3 Darlington, 3194 Tooley Road Part Lot 33 Concession 3 Darlington and 40R- 29378 (Baseline Properties Ltd. Lands)</p> <p>Counsel: Drew Dowling ddowling@walkerhead.com</p>	<p>Policy 2.2.3 Table 3-1 Policy 3.4.14 Policy 3.4.16 Policy 23.10.7</p> <p>Map A2: Land Use Courtice Urban Area Map D1: Natural Environment, Natural Heritage System – Southwest Clarington</p>
A107-6	<p>Michael Zygocki Ltd. and Boothia Developments Ltd</p> <p>Geographical scope of appeal: 3202 Tooley Road Part Lot 33, Concession 3,0 Tooley Road Part Lot 33, Part 2 10R3801 and 3222 Tooley Road, Part Lot 33 Concession 3 RP 40R15810 Pt 2.</p> <p>Additional adjacent lands 3292 Tooley Road, Courtice (Sacco Lands) and 3210 Tooley Road (Sualeh Lands), Part Lot 33 Con 3 Darlington, 3194 Tooley Road Part Lot 33 Concession 3 Darlington and 40R-29378 (Baseline Properties Ltd. Lands)</p> <p>Counsel: Drew Dowling ddowling@walkerhead.com</p>	<p>Policy 2.2.3 Table 3-1 Policy 3.4.14 Policy 3.4.16 Policy 23.10.7</p> <p>Map A2: Land Use Courtice Urban Area – Extent of EP Designation Map D1: Natural Environment, Natural Heritage System – Southwest Clarington</p>

Reference	Appellant	Parts of the Plan Affected
A107-7	<p>Schleiss Development Company Ltd., Westley Heights Holdings Ltd.</p> <p>Geographical scope of appeal: Part Lot 33 Concession 3 Darlington Part 3 40R-14215 (3324 Tooley Road) Courtice</p> <p>Part Lot 33 Concession 3 Darlington Part 2 40R-24727 (3362 Tooley Road) Courtice</p> <p>Additional adjacent lands 3292 Tooley Road, Courtice (Sacco Lands) and 3210 Tooley Road (Sualeh Lands), Part Lot 33 Concession 3 Darlington, 3194 Tooley Road Part Lot 33 Concession 3 Darlington and 40R-29378 (Baseline Properties Ltd. Lands)</p> <p>Counsel: Drew Dowling ddowling@walkerhead.com</p>	<p>Policy 2.2.3 Table 3-1 Policy 3.4.14 Policy 3.4.16 Policy 23.10.7</p> <p>Map A2: Land Use Courtice Urban Area – Extent of EP Designation Map D1: Natural Environment, Natural Heritage System – Southwest Clarington</p>
A107-8	<p>1331135 Ontario Ltd.</p> <p>Geographical scope of appeal: 2350 Courtice Road</p> <p>Representative: Michael Domovitch goldome2@aol.com</p>	<p>Policy 24.2.1 Definition of Significant Woodlands</p> <p>Map A2: Land Use Courtice Urban Area Map D1: Natural Environment – Natural Heritage System Southwest Clarington</p>
A107-9	<p>1829963 Ontario Inc.</p> <p>Geographical scope of appeal: Keystone Pit Lands, Part Lot 2, Concession 8 and municipal wide</p> <p>Counsel: Wayne Fairbrother</p>	<p>Municipal Wide Policy 3.6.25 Policy 3.6.30 Policy 13.5.1 Policy 13.5.2 Policy 14.3.4 Policy 15.3.1</p>

Reference	Appellant	Parts of the Plan Affected
	wfairbrother@tmlegal.ca Jennifer Savini jsavini@tmlegal.ca	Policy 24.2 Definition of Low Intensity recreation Site Specific Policy 23.19.6vii
A107-10	Coco Paving Geographical scope of appeal: 3022 Regional Road 20 Representative: Brian Zerman bzeman@mhbcplan.com Carly Marshall cmarshall@mhbcplan.com	Policy 3.4.8 Policy 3.4.16 Policy 15.3.9 Policy 15.3.14b), d., and f. Policy 15.3.15c) Policy 15.3.17a) Policy 15.3.18b) Policy 15.3.19 Policy 15.3.21 Map G: Potential Aggregate Resource Areas
A107-11	CRH Canada Group Inc./Dufferin Aggregates Geographical scope of appeal: 44 Port Darlington Road; Parts Lots 25,26,27,28,29,30,31 & 32, Concession 10 (Clarke) Representative: Brian Zerman bzeman@mhbcplan.com Carly Marshall cmarshall@mhbcplan.com	Policy 3.4.8 Policy 3.4.16 Policy 15.3.9 Policy 15.3.14b), d., and f. Policy 15.3.15c Policy 15.3.18b) Policy 15.3.19 Policy 15.3.21 Map A1: Land Use East Clarington Rural Area Map A3: Land Use Bowmanville Urban Area Map D4: Natural Environment – Natural Heritage System Northeast Clarington
A107-12	Honey Harbour Heights Estates Ltd Geographical scope of appeal: Hamlet of Hampton (lands north of Ormiston Street, adjacent to the Hamlet of Hampton) Counsel:	Table 3-1 Policy 3.4.16 Policy 3.4.17 Policy 23.10.5 Policy 23.13.2 Map A1: Land Use West Clarington Rural Area and extent of Hamlet expansion on Maps D1, E1, F1, G, H, J1 and K

Reference	Appellant	Parts of the Plan Affected
	Wayne Fairbrother wfairbrother@tmlegal.ca Jennifer Savini jsavini@tmlegal.ca	
A107-13	1559306 Ontario Ltd Geographical scope of appeal: 5075 Holt Rd. Part of Lot 20, Concession 5, Geographic Township of Darlington Counsel: Jennifer Meader jmeader@weirfoulds.com	Policy 13.5.1 Policy 13.5.9 Map A1: Land Use West Clarington Rural Area Designation of Prime Agricultural on subject lands
A107-14	2408406, 2408426, 2408428 Ontario Inc. Geographical scope of appeal: Block 32 on Draft Plan 18T-87083, Part Lot 8, Concession 1, Hamlet of Newtonville / Policies for the Hamlet of Newtonville Counsel: Wayne Fairbrother wfairbrother@tmlegal.ca Jennifer Savini jsavini@tmlegal.ca	Policy 3.4.16 Policy 12.4.5 Policy 12.4.6 Policy 23.13.2 Map A1: Land Use East Clarington Rural Area Map D3: Natural Environment - Natural Heritage System – Extent of Natural Heritage System and extent of Hamlet expansion on Maps A1, D3, F2, G, H, J1 and K.
A107-15	Canadian Tire Real Estate Ltd Geographical scope of appeal: Municipality Wide Counsel: Signe Leisk sleisk@casselsbrock.com Melissa Winch	Policy 5.4.3i) Policy 10.3.5

Reference	Appellant	Parts of the Plan Affected
	mwinch@casselsbrock.com	
A107-16	<p>CP REIT Properties Limited</p> <p>Geographical scope of appeal: 80 King Avenue W, Newcastle; 2375 Highway 2, Bowmanville</p> <p>Counsel: Patrick Harrington pharrington@airdberlis.com</p>	<p>Policy 5.4.3 i) Policy 10.3.5</p>
A107-17	<p>Excelsior Financial Group Inc.</p> <p>Geographical scope of appeal: Part Lot 35, Concession 2</p> <p>Counsel: Daniel Artenosi dartenosi@overlandllp.ca</p>	<p>Table 4-2 Table 4-3 Table 5-1</p> <p>Appendix B Appendix C</p> <p>Chapter 9 (Entirety)</p> <p>Policy 4.3.8 Policy 4.3.9 Policy 4.4.4 Policy 4.6.4 Policy 5.4.5 Policy 5.4.9 Policy 5.4.10 Policy 10.1 Policy 10.2 Policy 10.3 Policy 10.6 Policy 10.10 Policy 23.2.6 Policy 23.10.3 Policy 23.10.4 Policy 23.19</p>
A107-18	<p>Ontario Restaurant Hotel and Motel Association</p> <p>Geographical scope of appeal:</p>	<p>Policy 11.5.3 Policy 11.5.4 Policy 11.5.5b)</p>

Reference	Appellant	Parts of the Plan Affected
	Municipality Wide Counsel: Denise Baker dbaker@weirfoulds.com	
A107-19	Restaurant Brands International (Tim Hortons) Geographical scope of appeal: Municipality Wide Counsel: Denise Baker dbaker@weirfoulds.com	Policy 11.5.3 Policy 11.5.4 Policy 11.5.5b)
A107-20	McDonald's Restaurants of Canada Ltd Geographical scope of appeal: Municipality Wide Counsel: Denise Baker dbaker@weirfoulds.com	Policy 11.5.3 Policy 11.5.4 Policy 11.5.5b)
A107-21	Fairhaven Investments Inc. Geographical scope of appeal: The Goodyear Redevelopment Area (Special Study Area 3) Counsel: Bruce Ketcheson bketcheson@ritchieketcheson.com	Policy 17.4 - Special Study Area 3 Map A3: Land Use Bowmanville Urban Area
107-22	Bowmanville East Developers Group Geographical scope of Appeal: Arterial Road Designation for portions of Mearns Avenue and Concession Street	Map J3 – Transportation Network Roads and Transit

Reference	Appellant	Parts of the Plan Affected
	Counsel: Mark Flowers markf@davieshowe.com	

Additional Parties other than Appellants:

Region of Durham

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**Outstanding Deferrals to Amendment No. 107 of the Municipality of
Clarington Official Plan**

Deferred Decision No.	Schedule/Policy	Deferred Decision
1.	Schedule 'J1' & 'J2'	The Type 'C' Arterial Road designation on Baseline Road between Prestonvale Road and Trulls Road is deferred.
	Schedule 'J1' & 'J2'	The Type 'C' Arterial Road designation on Prestonvale Road between Highway 2 and Bloor Street is deferred.
	Schedule 'J1' & 'J2'	The Type 'C' Arterial Road designation on Meadowglade Road between Courtice Road and Hancock Road is deferred.
	Schedule 'J1' & 'J2'	The Type 'C' Arterial Road designation on Hancock Road between Durham Highway 2 and Baseline Road is deferred.
	Schedule 'J1' & 'J2'	The Future Type 'C' Arterial Road designation between Courtice Road and Hancock Road in southern Courtice is deferred.
	Schedule 'J1' & 'J2'	The Type 'B' Arterial Road designation on Trulls Road between Bloor Street and the proposed Type 'C' Arterial Road to the south is deferred.

Deferred Decision No.	Schedule/Policy	Deferred Decision
	Schedule 'J1', 'J2' & 'J3'	The Type 'C' Arterial Road designation for the existing and future South Service Road between Regional Road 34 and Regional Road 57 is deferred.
	Schedule 'J1'	The Type 'B' Arterial Road designation on Solina Road between Nash Road and Durham Highway 2 is deferred.
	Schedule 'J1'	The Local Road designation on Solina Road between Highway 407 and Taunton Road is deferred.
	Schedule 'J1'	The Local Road designation on Liberty Street between Highway 407 and Taunton Road is deferred.
	Schedule 'J1' & 'J3'	The Type 'B' Arterial Road designation on Mearns Avenue (half-moon shape) between Liberty Street and Concession Road 3 is deferred.
	Schedule 'J1', 'J3' & 'J4'	The Type 'B' Arterial Road designation on Concession Road 3 between Lambs Road and Regional Road 17 is deferred.
2.	Schedule 'J1' & 'J2'	The following Arterial Road designations connecting the Hamlet of Maple Grove to

Deferred Decision No.	Schedule/Policy	Deferred Decision
		<p>Courtice and Bowmanville are deferred as follows:</p> <ul style="list-style-type: none"> - The Type 'B' Arterial Road designation on Longworth Avenue between its inception at Bloor Street to Green Road; - The Collector Road designation between Highway 2 and future Longworth Avenue; - The Type 'C' Arterial Road designation on future Bloor Street between the current termination of Bloor Street and its intersection with Durham Highway 2; - Type 'B' Arterial Road designation on Maple Grove Road between Future Longworth Avenue and Bloor Street.
3.	<p>Policy 12.4.6</p> <p>Schedules: A1, B, C, D1, D2, D3, D4, E1, E2, F1, F2, G, H, J1, K</p>	<p>The Hamlet boundary expansions included through Council adopted Amendment 107 are deferred.</p>
4.	Schedule 'A2'	<p>The 'Municipal Wide Park' symbol and the extent of the Municipal Wide Park land use designation along the Courtice Waterfront is deferred.</p>

Clarington

Municipality of Clarington

Council

June 2018

Mayor

His Worship Adrian Foster

Regional Councillors

Joe Neal (Ward 1 and 2)

Willie Woo (Ward 3 and 4)

Local Councillors

Steven Cooke (Ward 1)

Ron Hooper (Ward 2)

Corinna Traill (Ward 3)

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Director of Planning Services

David J. Crome, MCIP, RPP

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Part One

Introduction

Municipality of Clarington Official Plan

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Chapter 1

Overview

Municipality of Clarington Official Plan

1 Overview

1.1 Introduction

After nearly 6,000 years of intermittent habitation by First Nations peoples, Europeans began to settle in Clarington in the late 18th century. They found a land abundant with dense forests, rich soils, and varied topography stretching from the Lake Ontario shoreline to the Oak Ridges Moraine.

In 1792 Lieutenant Governor Simcoe established the original townships of Clarke and Darlington. Through time, the larger settlements were incorporated as autonomous municipalities. Regional government was introduced in 1974 to meet the increasing demands of growth. This included the creation of the Town of Newcastle through the amalgamation of the former Town of Bowmanville, the Village of Newcastle and the Townships of Clarke and Darlington. In 1993, the Municipality was renamed Clarington, a blending of the names of the original Townships of Clarke and Darlington.

The changes in Clarington over the past 200 years have been profound. Lands were cleared, harbours were built, farms were established, and small settlements formed. Merchants established businesses and built factories. The construction of transportation *infrastructure* beginning with Kingston Road, a grid system of township roads, several railway lines and much later Highway 401, led to periods of growth and prosperity. However, this has put stress on the natural systems that have permitted and sustained this growth.

Over the past few decades, Clarington has also become more fully integrated into the Greater Toronto Area, which is one of the fastest growing regions in North America. Being part of the GTA's economic and demographic growth has presented Clarington with many opportunities and challenges. The first Clarington Official Plan, which was adopted in 1996, provided the Municipality with its first detailed framework to guide and manage *development* in Clarington.

A number of changes have occurred since that time that affect how the Municipality deals with the economic, community and environmental pressures created by growth. These include significant changes to the local, national and global economies, increasing urban densities, and the emergence of climate change as a new environmental challenge. The Municipality is also required to bring its Official Plan into conformity with new Provincial legislation affecting the land use planning process.

1.2 Purpose

This document constitutes the Official Plan (the “Plan”) of the Municipality of Clarington (the “Municipality”) and has been prepared in accordance with the Planning Act.

The purpose of this Plan is to guide and manage *development* in the Municipality of Clarington to the year 2031. In so doing, it will:

- Foster the economic, environmental, cultural, physical and social well-being of the residents of Clarington;
- Guide the future form of physical development of the Municipality with respect to land use and transportation;
- Assist in the prevention and resolution of land use conflicts;
- Provide a framework for identifying and evaluating land use opportunities;
- Provide the basis for other municipal plans, public works and actions; and
- Inform the public, business and other levels of government of Council's intentions for the physical development of the Municipality.

The Municipality was also directed to incorporate legislation and regulations adopted by senior levels of government, in particular the Provincial Policy Statement as amended, the Provincial Growth Plan, the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan. The policy guidance provided by these documents include:

- Forecasts of approximately 140,300 residents and 38,400 jobs by the year 2031;
- New *development* will be directed to Urban Areas with firmly defined boundaries;
- New *development* will support a pedestrian-friendly and transit-friendly urban form;
- A variety of housing types will be provided; and
- The *natural heritage system* and natural resources, including agricultural lands and mineral *aggregate* resources, will be protected.

1.3 Organization of the Plan

The Official Plan consists of six parts as follows:

Part I: Introduction (Chapters 1-2)

The Introduction provides the context in which the Plan was prepared, the basis for its policies and the main principles which underlie the policies of the Plan.

Part II: Strategic Directions (Chapters 3-8)

This section provides the principles, direction and policies regardless of land use designation, unless otherwise indicated.

Part III: Land Use Policies (Chapters 9-17)

The goals, objectives and policies for designated land use areas are articulated in this Section.

Part IV: Infrastructure and Services Policies (Chapters 18-22)

This section establishes policy for the physical *infrastructure* and human services which support land use activities including *parks*, schools, community facilities, institutions, transportation, stormwater management, utilities and community improvement policies.

Part V: Implementation and Interpretation (Chapters 23-24)

These policies outline procedural and implementation requirements for the use and *development* of lands, the monitoring of *development* to ensure compliance with the stated objectives, and the means to interpret the policies and maps contained in this Plan.

Definitions of specific words or phrases are provided for ease of interpretation.

Appendices:

Appendix A – General Description of Reports, Studies and Plans.

Appendix B – Unit Targets by Neighbourhood

Appendix C – Road Classifications

Official Plan Maps:

- A Land Use
- B Urban Structure
- C Secondary Plan Areas
- D Natural Environment – Natural Heritage System
- E Natural Environment – Aquifer Vulnerability and Oak Ridges Moraine Landforms
- F Natural Environment – Natural Hazards and Waste Disposal Assessment Areas

Overview

- G Potential Aggregate Resource Areas
- H Greenbelt and Oak Ridges Moraine
- I Community Improvement Project Areas
- J Transportation Network – Roads and Transit
- K Trails

Part VI: Secondary Plans

This section contains various secondary plans for specified areas identified in this Plan.

Chapter 2

Vision and Principles

Municipality of Clarington Official Plan

2 Vision and Principles

2.1 Vision

This Plan seeks to achieve a vision for Clarington as a:

- Place where each community can build on its individual character, share a common economic base and a distinct collective image;
- Place for people to live, work and play in a safe, vibrant, healthy and prosperous *environment*;
- Place where people, businesses and governments collectively balance growth with the protection, management and enhancement of rural landscapes, cultural heritage, natural resources and the natural *environment*; and
- Place where the built *environment* emphasizes high quality design and integrates nature in the design process.

2.2 Principles

This Plan has been prepared in recognition of three key principles which provide direction for the policies of this Plan: *sustainable development*, healthy communities and growth management.

2.2.1 Sustainable Development

The future *development* of Clarington will be pursued in a manner that ensures current needs can be met without compromising the ability of future generations to meet their own needs. This Plan seeks to implement the following directions:

Thinking Globally; Acting Locally

Climate change, threats to air quality and other environmental concerns will be considered and acted upon in a local context.

Ecosystem Integrity

Planning and *development* will be undertaken in a context which recognizes the interaction of all parts of *ecosystems* and protects the integrity and vitality of natural systems and processes.

Cumulative Impacts

Future *development* will recognize *cumulative impacts* by not exceeding the carrying capacity of air, land and water to absorb the impact of human use.

Remediation and Regeneration

Past environmental degradation will be remediated and natural systems regenerated.

Energy and Water Conservation

Future *development* will contribute to the reduction of per capita energy and water consumption.

Shared Stewardship

The stewardship of our natural resources, including land, water and air will be a shared responsibility of government, business and property owners.

Sustainable Design

Development and built form will be of the highest possible quality, with consideration for sense of place, resilience and sustainability.

2.2.2 Healthy Communities

A healthy community will nurture the health and well-being of residents to provide for a high quality of life. This Plan seeks to implement the following directions:

Personal Well-being

Opportunities and services will be provided for employment, learning, culture, *recreation* and the emotional, physical and social well-being of residents.

Urban Design Excellence

Excellence in urban design will be pursued to contribute to a sense of place, ensure physical safety, provide human scale to the urban *environment*, and promote healthy and active lifestyles through the integration of land uses and *active transportation* modes like walking and cycling.

Economic Vitality

A competitive, adaptable economic environment will be promoted to encourage investment and diversity of employment opportunities.

Community Identity

A sense of place and identity will be fostered to reinforce neighbourhood and community life and to contribute to civic identity and pride.

Public Involvement

The participation of all residents will be encouraged in the process of decision-making and community-building which affect their lives.

Arts, Culture and Heritage

The arts, culture and heritage of the community are one of the foundations of a creative society. This Plan supports the provision of arts, culture and heritage programs, events and facilities in private and public developments.

Housing Diversity

Improve the range of housing opportunities and offer a diversity of dwelling types, densities, tenure and cost to meet the needs of existing and future residents throughout all stages of their lives.

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2.2.3 Growth Management

Smart Growth recognizes the importance of pursuing the principles of *sustainable development* and healthy communities through the land development process. This Plan seeks to implement the following directions for managing growth:

Protected Natural Heritage

The *natural heritage system* will be protected. Where there is a conflict between a proposed land use and the protection of the *natural heritage system*, the latter will prevail.

Firmly Defined Settlement Boundaries

Urban and hamlet growth will take place within clearly defined boundaries to prevent sprawl and to protect the agricultural system.

Compact Urban Form

Compact urban form that supports transit, walking and cycling will be achieved with an emphasis on infill and *redevelopment*, higher densities and a mix of uses.

Structural Growth

Growth will be balanced between *greenfield* lands and infill lands with priority to be given to projects that support *intensification*.

Balanced Growth

Job creation will continue to be a priority to complement residential growth.

Phased Development

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Urban growth will be phased in order to encourage *compact urban form*, promote an efficient settlement pattern, and will be scheduled to match the Municipality's financial resources.

Efficient Use of Infrastructure

Public *infrastructure* and services to accommodate growth will be extended in an orderly, cost-efficient manner and will support *active transportation*. Priority in *infrastructure* investments will be given to developments within the *Built-up Areas*.

Transportation and Land Use

The integration of transportation and land use planning is critical to achieving the overall goals of this Plan. Critical investment will be required to provide a transportation system that supports the planned land uses, increases modal choice, maintains speed of travel and reduces trip lengths.

Part Two

Strategic Directions

Municipality of Clarington Official Plan

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Chapter 3

Protecting the Natural Environment and Managing Natural Resources

Municipality of Clarington Official Plan

3 Protecting the Natural Environment and Managing Natural Resources

3.1 Goals

- 3.1.1 To protect and enhance the *natural heritage system* and its *ecological integrity*.
- 3.1.2 To promote responsible stewardship of the *natural heritage system* and wise use of natural resources in order to provide long term and *sustainable* environmental, economic and social benefits.

3.2 Objectives

- 3.2.1 To achieve in the public interest, an appropriate balance between the protection of the Municipality's *natural heritage system* and the management of its natural resources.
- 3.2.2 To protect *natural heritage features* and functions from incompatible *development*.
- 3.2.3 To enhance ecological processes, biodiversity and connections within the *natural heritage system*.
- 3.2.4 To protect residents from natural and man-made hazards such as poor drainage, organic soils, flood susceptibility, erosion, steep slopes, and *contaminated sites*.
- 3.2.5 To recognize and protect the Oak Ridges Moraine for its unique landform characteristics, its significant function of groundwater recharge and discharge, its *natural heritage features* and *hydrologically sensitive features* and their *ecological functions*, and its significant *aggregate* resources.
- 3.2.6 To recognize and protect the Lake Iroquois Beach for its significant function of groundwater recharge and discharge, its *natural heritage features* and their *ecological functions*, and its significant *aggregate* resources.

- 3.2.7 To recognize the Lake Ontario Waterfront as a dynamic and distinctive element of the Municipality's natural *environment*.
- 3.2.8 To protect and enhance the Ganaraska Forest and the Long Sault Forest and to provide for an appropriate natural *corridor* between them.

3.3 General Policies

- 3.3.1 Land owners are encouraged to respect the integrity of the natural *environment* and the needs of future generations in the management and use of the Municipality's natural resources. Responsible stewardship may include participation in *forest management* programs, and soil and water conservation programs.
- 3.3.2 The following areas in the Municipality are particularly important to the features, functions and *connectivity* of the *natural heritage system*:
- The Oak Ridges Moraine;
 - The Lake Iroquois Beach; and
 - The Lake Ontario Waterfront.

3.4 Natural Heritage System

- 3.4.1 The many and diverse *natural heritage features* and *hydrologically sensitive features* found in Clarington, together with their *ecological functions*, collectively comprise the Municipality's *Natural Heritage System*. The general location of the *natural heritage system* is shown on Map D.
- 3.4.2 The following *natural heritage features* and *hydrologically sensitive features* comprise the *natural heritage system*:

Natural Heritage Features

- a) *Wetlands*;
- b) *Areas of Natural and Scientific Interest*;
- c) *Significant Woodlands*;
- d) *All significant Valleylands*;
- e) *Fish habitat and riparian corridors*;
- f) *Habitat of endangered species and threatened species*;
- g) *Rare vegetation communities*, including *sand barrens*, *savannahs* and *tallgrass prairie*; and

h) *Wildlife habitat.*

Hydrologically Sensitive Features

- i) *Wetlands;*
- j) *Watercourses;*
- k) *Seepage areas and springs;*
- l) *Groundwater features; and*
- m) *Lake Ontario and its littoral zones.*

3.4.3 There are a number of other environmentally sensitive terrestrial features and areas, *natural heritage features* and *hydrologically sensitive features* and areas which, due to inadequate information or the nature of the feature or area, are not shown on Map D. 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.

3.4.4 As part of a development application, where *site* specific studies or updated information from the Province or Conservation Authority results in refinements to the boundary or extent of a *natural heritage feature* and/or *hydrologically sensitive feature*, or its related *vegetation protection zone*, such refinement shall not require an amendment to this Plan.

3.4.5 However, where such refinement of the boundary or extent of the feature is proposed for a Provincially Significant Wetland, area of natural and scientific interest and/or *habitat of endangered, and threatened species*, or their related minimum *vegetation protection zones*, then formal confirmation of said refinement is required from the Province, prior to any *development* or *site alteration*. If an evaluation determines a greater minimum *vegetation protection zone* is required than that which is identified in Table 3-1, then the greater shall be provided.

3.4.6 When updated information from the Province or Conservation Authority results in refinements to the boundary or extent of a *natural heritage feature* and/or a *hydrologically sensitive feature* or its related minimum *vegetation protection zone*, but not through a development application, the Municipality where appropriate will support the Province or Conservation Authority in making the information available to the public. Any such refinements as a result of Provincial or Conservation Authority initiatives will require an amendment to this Plan.

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Table 3-1			
Minimum Areas Of Influence and Minimum <i>Vegetation Protection Zones</i>			
<i>Natural Heritage System Features</i>	Within Urban and Rural Settlement Areas Minimum Vegetation Protection Zone	Outside of Urban and Rural Settlement Areas Minimum Vegetation Protection Zone	Minimum Area of Influence
<i>Wetlands</i>	30 metres	All land within 30 metres of: <ul style="list-style-type: none"> • the outermost extent of the natural heritage feature • the stable top of bank for <i>Valleylands</i> • the dripline of the outermost tree within the <i>woodland</i> • <i>meander belt</i> 	All land within 120 metres of: <ul style="list-style-type: none"> • any part of the natural heritage feature • stable top of bank for <i>Valleylands</i> • <i>meander belt</i>
<i>Fish habitat and riparian corridors</i>	15 metres		
<i>Valleylands</i>			
<i>Significant woodlands</i>			
Watercourses			
Seepage areas and springs			
<i>Habitat of endangered species and threatened species</i>	As determined by an Environmental Impact Study or a Natural Heritage Evaluation in accordance with Provincial and Federal requirements.		
<i>Areas of natural and scientific interest (life science)</i>			
<i>Wildlife habitat</i>			
Rare Vegetation Communities including; <i>Sand barrens, Savannahs and tallgrass prairies</i>			
<i>Areas of Natural and Scientific Interest (earth science)</i>	As determined by an Earth Science Heritage Evaluation		
Beach/Bluff	As determined by a Geotechnical Evaluation and/or a Slope Stability Assessment		

3.4.7 If more than one *natural heritage system* feature is identified on the subject lands, the provisions of Table 3-1 that are more restrictive apply.

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3.4.8 *Development and site alteration* with respect to land within a *natural heritage feature* and/or a *hydrologically sensitive feature* or within its *vegetation protection zone* is prohibited, except the following:

- a) Forest, fish and wildlife management;
- b) Conservation and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest after all alternatives have been considered;
- c) Transportation, *infrastructure* and *utilities*, but only if the need for the project has been demonstrated by an Environmental Assessment, there is no reasonable alternative, and it is supported by a project specific Environmental Impact Study; and
- d) *Low intensity recreation*.

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

3.4.10 Approval of any development application shall ensure that a *self-sustaining vegetation protection zone* be planted, maintained or restored in order to protect any on-site or *adjacent natural heritage feature* and/or *hydrologically sensitive feature*.

3.4.11 The removal of a *natural heritage feature* and/or *hydrologically sensitive feature*, in particular *wetlands* and *woodlands*, shall not be considered as the basis for approving any development application. The Municipality will require the compensation and/or restoration of any part of the *natural heritage system* which has been damaged or removed without prior Municipal approval.

3.4.12 The policies of this Plan shall also apply to any *natural heritage feature* and/or *hydrologically sensitive feature* which has been identified by the Municipality, the Region, a Conservation Authority or the Province, but which is not presently shown on Map D. Where a *natural heritage feature* and/or *hydrologically sensitive feature* is not identified on Map D, it does not necessarily mean that the feature or part thereof may be developed or altered in any way. Should a *natural heritage feature* and/or *hydrologically sensitive feature* be

identified through the review of a development application and written notice given to the applicant, the preparation of an Environmental Impact Study or a Natural Heritage Evaluation or Hydrological Evaluation shall be required.

3.4.13 *Development* will not be approved where an Environmental Impact Study, Natural Heritage Evaluation or a Hydrological Evaluation identifies unacceptable *negative impacts* on the *natural heritage system*.

A107-5, 6, 7 3.4.14 Table 3-1 identifies the minimum *vegetation protection zone* and the minimum area of influence of identified *natural heritage system* features.

3.4.15 An Environmental Impact Study, a Natural Heritage Evaluation and/or Hydrological Evaluation shall be undertaken for any *development* or *site alteration* proposed within the minimum area of influence of any *natural heritage feature* and/or *hydrological sensitive feature* identified in Section 3.4.2, 3.4.3 or 3.4.11 but outside the feature itself and the related minimum *vegetation protection zone* identified in Table 3-1 of this Plan.

A107-5, 6, 7, 10, 11, 12, 14 3.4.16 The Environmental Impact Study, Natural Heritage Evaluation and/or Hydrological Evaluation required in Section 3.4.15 shall determine the *vegetation protection zone* based on the sensitivity of the features and *ecological functions* of the *natural heritage system* but in no case will the *vegetation protection zone* be less than the minimum *vegetation protection zone* identified in Table 3-1 of this Plan.

A107-12 3.4.17 Notwithstanding Section 3.4.15, and the Minimum *Vegetation Protection Zone* identified in the Urban or Rural Settlement Areas on Table 3-1, the following may apply:

- a) Where a *significant woodlands* is not associated with and/or *adjacent* to a *hydrologically sensitive feature* the minimum *vegetation protection zone* may be reduced to 10 metres;
- b) Where an in-fill *lot* is proposed, surrounding development setbacks shall be considered and a reduced minimum *vegetation protection zone* may be considered;
- c) In *Greenfield Areas*, the Minimum *Vegetation Protection Zone* may be modified only as a result of physical constraints of the *site*; and
- d) Any modification to the minimum *vegetation protection zone* provided for in this Section must be supported by the

Environmental Impact Study, and provided there is no net loss on the total area of the *Vegetation Protection Zone*.

3.4.18 Notwithstanding Section 3.4.15, the preparation of an Environmental Impact Study, Natural Heritage Evaluation and/or Hydrological Evaluation is not required for an *agricultural use*, agriculture related use, or on-farm diversified use building or structure located within 120 metres of a *natural heritage feature* or *hydrologically sensitive feature*, provided the features and their functions are protected from the impacts of the proposed building or structure and provided the building or structure is located outside of the *natural heritage system* and the minimum *vegetation protection zone*.

3.4.19 The Greenbelt *Natural Heritage System* is identified in Map H. Development and *site alterations* within the Greenbelt *Natural Heritage System* are subject to the policies in the Greenbelt Plan.

Oak Ridges Moraine

3.4.20 The Oak Ridges Moraine is a unique landform, valued for its combination of scenic qualities, *natural heritage features*, particularly its forests, its groundwater resources and its *aggregate* resources. This Plan seeks to achieve an appropriate balance between the use of the Moraine's resources and the maintenance and enhancement of its scenic values, landform character, and essential *ecological functions*, including the provision of *wildlife habitat*, and the recharge and discharge of groundwater.

3.4.21 The geographic area of the Oak Ridges Moraine as defined by the Province is identified on Maps A and H. In the event of a question regarding the limit of the boundary, a topographic survey by an Ontario Land Surveyor based on field surveys tied to Ontario Geodetic Datum shall be required.

3.4.22 The *ecological integrity* of the Oak Ridges Moraine shall be maintained and where possible improved or restored by;

- a) Maintaining, and where possible improving or restoring, the health, diversity, size, and *connectivity* of *natural heritage features*, *hydrologically sensitive features* and the related *ecological functions*;
- b) Maintaining the quantity and quality of groundwater and surface water;
- c) Maintaining groundwater recharge and discharge;
- d) Maintaining natural watercourse form and flow characteristics;

- e) Protecting *landform features*;
- f) Maintaining or restoring *natural self-sustaining vegetation* and *wildlife habitat* within the Natural Core Area;
- g) Maintaining, and where possible improving or restoring *natural self-sustaining vegetation* over large parts of the area to facilitate movement of plants and animals within the Natural Linkage Areas; and
- h) Maintaining a natural continuous east-west connection and additional connections to watercourse valleys north and south of the Oak Ridges Moraine within the Natural Linkage Areas.

3.4.23 The Ganaraska Forest and the Long Sault Forest, both of which are located partially within the Oak Ridges Moraine, are identified on Map D. This Plan also recognizes that the Forests extend beyond the Municipality's boundaries. The Forests are significant because of their size, the diversity of *wildlife habitat* they provide including large areas of interior forest *habitat*, and their important *watershed* functions of groundwater recharge and discharge and erosion control. The Ganaraska and Long Sault Forests are to be protected and managed through appropriate public acquisition and public and private land stewardship initiatives in accordance with Section 3.3.1 to enhance their natural heritage value.

3.4.24 Within the Oak Ridges Moraine applications for *development* or *site alteration* are subject to the policies of this Plan as well as the provisions within the Oak Ridges Moraine Conservation Plan.

3.4.25 Within the Oak Ridges Moraine, an application for *development* or *site alteration* with respect to land in an area of natural and scientific interest (earth science) or the related minimum area of influence identified in Table 3-1 shall be accompanied by an Earth Science Heritage Evaluation.

3.4.26 Within the Oak Ridges Moraine, major *development* for which a development application is received on or after April 23, 2007, is prohibited unless:

- a) The *watershed plan* for the relevant *watershed* has been completed;
- b) The major *development* conforms with the *watershed plan*; and
- c) A water budget and conservation plan prepared to the satisfaction of the Region of Durham demonstrates that the

water supply required for the major *development* is *sustainable*.

- 3.4.27 The Oak Ridges Moraine possesses many *landform features* including steep slopes, ravines and ridges that makes the Oak Ridges Moraine a distinctive landscape within the Municipality. The Municipality shall endeavour to maintain the form, character and variety of landscapes within the Moraine by encouraging only minimal modifications to the natural contours of the land and the retention of natural landscape features such as *woodlands*. Within the Oak Ridges Moraine, 2 categories of *Landform Conservation Areas* are identified on Map E.
- 3.4.28 Except for mineral *aggregate* extraction areas, an application for *development* or *site alteration* within a *Landform Conservation Area* (Category 1 or 2) shall identify planning, design and construction practices that will keep disturbance to landform character to a minimum and maintain significant *landform features* in their natural undisturbed form. *Development* or *site alteration* within a *landform conservation area* shall be in conformity with the Oak Ridges Moraine Conservation Plan.
- 3.4.29 An application for major *development* with respect to land in a *Landform Conservation Area* Category 1 or 2 as identified on Map E, shall be accompanied by a Landform Conservation Plan.
- 3.4.30 An application for *development* or *site alteration*, except with respect to mineral *aggregate* extraction, that does not constitute major *development*, with respect to land in a *landform conservation area* of either category, shall be accompanied by a plan that:
- a) Identifies the areas within which all building, grading, and related construction will occur;
 - b) Minimizes the amount of *site alteration* required; and
 - c) Provides for the protection of *areas of natural and scientific interest* (earth science) in accordance with the Oak Ridges Moraine Conservation Plan.
- 3.4.31 An application for a mineral aggregate operation or a wayside pit within a *landform conservation area*, shall identify approaches in the rehabilitation plans to create compatible landforms and provide continuous forest cover where reasonably practical.

Lake Iroquois Beach

- 3.4.32 The Lake Iroquois Beach is an important landform within the Municipality's landscape, as identified on Map D. The extensive *wetlands*, forested areas and *wildlife habitat* of the Lake Iroquois Beach provide an east-west natural *corridor* across the Municipality. This landform is also valued for its groundwater recharge and discharge functions, its landscape features and its *aggregate* resources.
- 3.4.33 Except for *aggregate* extraction, the Municipality shall endeavour to maintain the form, character and variety of landscapes within the Lake Iroquois Beach by encouraging only minimal modification to the natural contours of the land and the retention of natural landscape features, including *woodlands* and *wetlands*. In the case of an Aggregate Extraction Area, the extraction and rehabilitation plans for the pit shall seek to create compatible landforms and provide continuous forest cover where reasonably practical.

Lake Ontario Waterfront

- 3.4.34 The Lake Ontario Waterfront is a unique and dynamic feature and a vital public resource. The Municipality shall promote greater awareness, understanding, access and recreational use of the waterfront and encourage community pride and participation in its regeneration.
- 3.4.35 The Lake Ontario Shoreline and its *adjacent* lands are an important ecological area that includes many *natural heritage features* and *hydrologically sensitive features* and provides important natural heritage functions including:
- Coastal *wetlands*;
 - Migratory stopovers;
 - Beach/bluff communities;
 - Shoreline processes including dynamic beaches and sediment transport;
 - *Habitat of endangered species and threatened species*; and
 - A regional wildlife movement *corridor* offering unique *habitat* and movement opportunities.

- 3.4.36 Applications for *development* or *site alteration* within 120 metres of the Lake Ontario Shoreline shall require consultation with the Conservation Authority and the preparation of appropriate studies may be required to assess the potential impacts of *development*.
- 3.4.37 The creation or reclamation of additional shoreline land through lakefilling is prohibited unless approved by a Federally approved environmental assessment. Limited erosion control work to protect existing development may be permitted subject to the approval of the relevant Conservation Authority.

3.5 Watershed and Subwatershed Plans

- 3.5.1 For integrated and long term planning and to make environmentally sound decisions that consider *cumulative impacts of development*, the Municipality will continue to support the need to undertake multi-stakeholder *watershed* planning studies in order to protect the integrity of ecological and *hydrological functions*.
- 3.5.2 It is the intent of the Plan that *watershed and subwatershed plans* will be prepared and/or updated on a priority basis recognizing development pressures, environmental concerns and fiscal constraints. In this regard, the Municipality will work in partnership with the Province, the Region of Durham, Conservation Authorities and other agencies in the preparation of *watershed and subwatershed plans*.
- 3.5.3 Subject to the approval of Council, the Municipality will incorporate through an Official Plan Amendment the applicable objectives and requirements of completed *watershed plans* and *subwatershed plans* undertaken by the Region of Durham, the Municipality or the Conservation Authority, as appropriate. The recommendations contained within *watershed and subwatershed plans* shall guide the Municipality in maintaining, improving and enhancing the health of the *watersheds*.
- 3.5.4 Consideration shall be given to relevant *watershed and subwatershed plans* and the achievement of overall *watershed* targets identified in these plans during the preparation of secondary plans and during the development approval process.
- 3.5.5 *Development* and *site alteration* shall also incorporate the applicable objectives and requirements of the respective *watershed and subwatershed plan* as appropriate.
- 3.5.6 Through the preparation of a *subwatershed plan* as part of the Secondary Planning Process, the limits of the *Natural Heritage System* as depicted on Map D may be refined.

- 3.5.7 Restoration and/or regeneration areas identified in the respective *watershed and subwatershed plans* shall be addressed through the Secondary Plan process.

Linkages

- 3.5.8 Connections or *linkages* between *natural heritage features* and *hydrologically sensitive features* provide opportunities for wildlife movement, hydrological and nutrient cycling, and maintain ecological health and integrity of the overall *Natural Heritage System*. The Municipality recognizes the importance of sustaining *linkages*.
- 3.5.9 The Municipality shall support the protection of connections between *natural heritage features* and *hydrologically sensitive features* and across the *Natural Heritage System* through the identification of *linkages* in *watershed plans*, *subwatershed plans*, Environmental Impact Studies and other studies where appropriate.
- 3.5.10 *Linkages* shall be evaluated, identified and protected through the preparation of Secondary Plans.
- 3.5.11 Wherever feasible, *linkages* shall be incorporated into the design of a new *development* in order to retain and enhance the cultural, aesthetic and environmental qualities of the landscape, to the satisfaction of the Municipality.
- 3.5.12 The applicant shall prepare a *Linkage Assessment* where new *development* or *site alteration* is proposed within a *linkage* area identified in a Secondary Plan, *watershed or subwatershed plan*. On *sites* where an Environmental Impact Study is being prepared, the *Linkage Assessment* can be included as part of the Environmental Impact Study.
- 3.5.13 Approval of any development application shall maintain, and where possible, improve or restore *linkage* functions. Design and construction practices shall ensure that no buildings or other *site alterations* impede the movement of plants and animals within or adjacent to the *natural heritage system*.

3.6 Natural Resources

- 3.6.1 The Municipality will encourage the wise use and management of natural resources.
- 3.6.2 The Municipality has enacted a *site alteration* by-law to regulate alterations to grade, the excavation of material and/or the placement/depositing of fill across the Municipality with the exception of those areas regulated by the respective Conservation Authority.

Soil

- 3.6.3 Soils with a Class 1-3 rating under the Canada Land Inventory of Soil Capability for Agriculture shall generally be preserved and protected for agriculture. Land uses that are not compatible with agriculture shall be discouraged from locating on or *adjacent* to lands with Class 1-3 soils.
- 3.6.4 The removal of topsoil is prohibited except for those exemptions pursuant to the *Site Alteration* By-law.
- 3.6.5 Commercial fill operations are only permitted by amendment to this Plan and will require a permit under the Municipality's *Site Alteration* By-law and/or from the appropriate Conservation Authority where applicable.

Water

- 3.6.6 Groundwater resources are a vital component of the *ecosystem* and a source of drinking water. The Municipality does not support the removal for commercial sale of groundwater, and the uses associated with this activity shall not be permitted.
- 3.6.7 The maintenance of an abundant supply of clean water is essential to the health of *ecosystems* and the quality of life of residents. The Municipality will co-operate with other levels of government and private and public agencies to promote the conservation and wise use of potable water, surface water and groundwater resources.
- 3.6.8 The headwaters of many of the watercourses in Clarington originate within the Oak Ridges Moraine. In addition to protecting drinking water sources, protection of the quality and quantity of groundwater is key in ensuring the *ecological integrity* of natural features and functions, including hydrological features.
- 3.6.9 Maintaining, improving and restoring the water resources within the Oak Ridges Moraine is important in ensuring that the overall *ecological integrity* of the Oak Ridges Moraine is achieved. Areas of high *aquifer vulnerability* within the Oak Ridges Moraine are identified on Map E. Additional information may become available through detailed evaluation or further study.
- 3.6.10 Within five years of Provincial approval of Source Water Protection Plans, the Official Plan will be updated to incorporate any necessary recommendations from the Source Water Protection Plans, including mapping.

- 3.6.11 The boundary of areas of high *aquifer vulnerability* and areas of low *aquifer vulnerability* identified in Map E may be refined based on *site specific* studies approved by the appropriate agency.
- 3.6.12 The following uses are prohibited in areas of high *aquifer vulnerability*:
- a) Generation and storage of *hazardous waste* or *liquid industrial waste*;
 - b) *Waste disposal sites* and facilities, organic soil conditioning *sites*, and snow storage and disposal facilities;
 - c) Underground and above-ground storage tanks that are not equipped with an approved secondary containment device;
 - d) Storage of a contaminant listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990; and
 - e) Uses identified in Schedule 'E' – Table 'E5' and the applicable policies of the Region of Durham Official Plan.
- 3.6.13 In planning for the local Transportation and Roads network, the Municipality will consider restrictions on haulage routes for transportation of chemicals and volatile materials in *wellhead protection areas* and in areas of high *aquifer vulnerability* as defined by Source Water Protection Plans.
- 3.6.14 High Volume Recharge Areas are identified in respective *Watershed Plans*. Removal or disruption to these areas may impact groundwater and surface water resources as well as those *natural heritage features* and *habitat* which rely upon groundwater inputs and surface water quality and quantity. *Development* within High Volume Recharge Areas may be permitted provided a hydrogeological impact assessment is conducted which demonstrates that *development* will result in no net loss to recharge functions attributed to the High Volume Recharge Areas.
- 3.6.15 The establishment of new wells for municipal water services will require the identification of *wellhead protection areas* around the new well. Should a municipal well become established, a *wellhead protection area* shall be incorporated into this Plan by amendment.
- 3.6.16 The establishment of a new surface water intake to a surface water treatment plant will require the identification of an *intake protection zone*. Should a new surface water intake be established, an *intake protection zone* shall be incorporated into this Plan by Amendment.

- 3.6.17 New *rapid infiltration basins* and new *rapid infiltration columns* are prohibited.
- 3.6.18 Proposals for *development* that require a Permit to Take Water under the Water Resources Act, or that have the potential to impact water quantity, shall be accompanied by a hydrogeological study verifying that there is sufficient water supply to support the proposed use and, on a cumulative, *sustainable* basis, confirm that there will not be an adverse impact on surrounding water users and the natural *environment*.
- 3.6.19 On *sites* where there is an abandoned well or borehole, *development* shall only be considered if the proponent demonstrates, to the satisfaction of the Municipality, that actions have been taken to decommission the well or borehole, in accordance with provincial requirements.
- 3.6.20 The existing Orono *Wellhead Protection Area* is shown on Map E. Land uses that pose a risk to the quality and quantity of groundwater within the *wellhead protection areas* are prohibited or restricted in accordance with the Region of Durham Official Plan including 'Schedule E Table E6 *Wellhead Protection Areas-Land Use Restrictions*' of the Region of Durham Official Plan.

Woodlands

- 3.6.21 Commercial logging shall only be permitted in accordance with *good forestry practices* and the applicable Tree Preservation By-laws or on lands that are under a *forest management* plan.
- 3.6.22 Except in designated Settlement Areas and lands designated Environmental Protection Area, the clearing of *woodlands* for agriculture may be permitted provided:
- a) The land is Class 1 to 3 soils as defined by the Canada Land Inventory of Soil Capability for Agriculture;
 - b) The land is part of a farming operation;
 - c) Agricultural yield or productivity would be increased;
 - d) The removal of trees is carried out in accordance with applicable Tree Preservation By-laws;
 - e) The *woodland* is not a *wetland* as determined by the Municipality and the Conservation Authority; and
 - f) An environmental impact study or equivalent demonstrates that *connectivity* between features will be maintained, or

where possible, enhanced for the movement of native plants and animals across the landscape.

3.6.23 Notwithstanding Section 3.6.22 the clearing of *woodlands* on the Oak Ridges Moraine is not permitted within *natural heritage features*, *hydrologically sensitive features* or the related minimum *vegetation protection zone* as identified in Table 3-1 unless the land was being used for *agricultural uses* prior to and on November 15, 2001.

3.6.24 The Municipality will pursue a variety of mechanisms to achieve the preservation of *woodlands*, such as the preparation of *forest management* plans, municipal purchase, parkland dedication, gratuitous dedication, and density transfers.

Mineral Aggregate Resources

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3.6.25 The Municipality will exercise its available powers to balance the wise use and protection of the Municipality's mineral *aggregate* resources with its responsibility to protect the *ecological integrity* of the *natural heritage system*, rural landscapes and the quality of life of its residents. The Municipality shall pursue the following policies in order to achieve this balance:

- a) Ensure that *aggregate* extraction occurs in an orderly and efficient manner with a minimum of environmental, social and financial impacts. In this regard, the Municipality will be guided by applicable provincial standards;
- b) Prevent the establishment of land uses which could hinder future *aggregate* extraction in and *adjacent* to areas with an unconstrained potential for *aggregate* extraction;
- c) Plan and zone for mineral *aggregate* extraction and its associated activities as an interim land use;
- d) Discourage *aggregate* extraction in areas within the *natural heritage system*;
- e) Preclude *aggregate* extraction in areas with social-cultural constraints identified in Section 15.3.5;
- f) Undertake appropriate studies of *aggregate* extraction activities, rehabilitation and implementation within the Municipality's natural *environment*; and
- g) Seek to ensure the rehabilitation of pits and quarries occurs in a comprehensive manner which is sensitive to surrounding land uses and landscapes, mitigates *negative impacts* to the

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furthest extent possible, and reflects the underlying land use designation on Map A.

- 3.6.26 Potential Aggregate Resource Areas are identified on Map G. These areas comprise potential mineral *aggregate* reserves as identified by the Province which are generally not constrained by either *natural heritage features* identified in 15.3.9 or by significant social-cultural constraints identified in Section 15.3.5.
- 3.6.27 In known potential *aggregate* resources areas as shown on Map G and on *adjacent* lands, *development* and activities which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:
- a) Resource use would not be feasible; or
 - b) The proposed land use or *development* serves a greater long-term public interest; and
 - c) Issues of public health, public safety and environmental impact are addressed.
- 3.6.28 It is recognized that Map G may be amended from time to time to reflect updated geological and constraint information. Any change to Map G shall require an amendment to this Plan.
- 3.6.29 The information presented on Map G is not a land use designation and does not entitle a landowner to use lands identified as a Potential Aggregate Resource Area for extraction purposes, nor does it express the Municipality's intention to adopt an amendment to this Plan to permit *aggregate* extraction otherwise than in compliance with the other provisions of this Plan.

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- 3.6.30 The Municipality, in consultation with the Region of Durham, the Province and the *aggregate* industry, may prepare area-wide rehabilitation plans for the Oak Ridges Moraine and the Lake Iroquois Beach. Such plans may address the following objectives:
- a) The rehabilitation of pits and quarries shall be encouraged to provide for the creation of appropriate landforms and continuous forest cover where reasonably practicable, shall be sensitive to scenic views and vistas and surrounding land uses, and shall be consistent with the underlying land use designation on Map A;
 - b) The integration of approved rehabilitation plans for existing licensed *aggregate* extraction operations;
 - c) The rehabilitation of abandoned pits;

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- d) The protection and enhancement of the *ecological integrity* of the *natural heritage system*, including the maintenance, enhancement or establishment of *linkages*; and
- e) The identification of any lands which could be incorporated into a Conservation Area or improve the alignment of the Oak Ridges Moraine Trail and/or be dedicated to a public authority.

In conducting these studies, the Municipality may seek the financial assistance of the *aggregate* industry.

- 3.6.31 Area-wide rehabilitation plans will be reviewed periodically by the Municipality, in consultation with the Region, Conservation Authorities, the Province, and *aggregate* producers to monitor progress in achieving the objectives of the area-wide rehabilitation plans and to determine if amendments to the plans are required.
- 3.6.32 The Municipality may encourage the grouping of Aggregate Extraction Areas where appropriate in order to achieve a reduction in the number of haul routes, minimize the impact on the *natural heritage system*, the surrounding lands, and where appropriate, to implement an area-wide rehabilitation plan.
- 3.6.33 Subject to compliance with the Municipal Act, the Municipality may consider the incorporation of any road allowance connecting *adjacent* pits into an Aggregate Extraction Area provided that an area-wide rehabilitation plan has been prepared and approved by the Municipality.
- 3.6.34 The Municipality shall encourage the Ontario Aggregate Resources Corporation to rehabilitate all abandoned pits and quarries as defined in the Aggregate Resources Act, R.S.O. 1990 c.A. 8, as amended.
- 3.6.35 The Municipality, in consultation with the *aggregate* producers, shall monitor *aggregate* extraction activity in the Municipality to determine, among other things:
 - a) The status of licensed pits and quarries;
 - b) The progress of rehabilitation; and
 - c) Any other matters as deemed necessary.
- 3.6.36 Wayside pits or quarries used for the purpose of supplying *aggregate* materials to any government project may be permitted in accordance with the Aggregate Resources Act on a temporary basis in any land use designation except for those lands within an Urban Area, Rural Settlement Area, Natural Core Area or Environmental Protection

Area on Map A, or on portions of the *Natural Heritage System* as identified in Section 15.3.19. Notwithstanding the above, wayside pits may be permitted within an Urban Area or a Rural Settlement Area subject to a Zoning By-law amendment for a temporary use.

3.6.37 *Portable asphalt plants* used for the purpose of supplying materials to any government project may be permitted on a temporary basis in any land use designation except for those lands within an Urban Area, Rural Settlement Area or those lands designated Environmental Protection Area, Natural Core Area or Natural Linkage Area on Map A, or on portions of the *natural heritage system* as identified in Section 15.3.19 provided that:

- a) There is no adverse impact on groundwater and the *natural heritage system*;
- b) There is no adverse noise, odour or dust impacts on nearby sensitive lands use activities; and
- c) Appropriate screening is provided.

3.7 Hazards

3.7.1 Hazard Lands, the Regulatory Shoreline Area, and Waste Disposal Assessment Areas, as identified on Map F, and *Contaminated Sites*, are lands which possess characteristics which could pose a threat to public health and safety or property and are considered unsafe for *development*. Additional information regarding hazard land conditions may become available through the detailed evaluation of development applications or further study.

Natural Hazard Lands

3.7.2 Natural hazard lands are those lands which exhibit one or more hazards such as poor drainage, organic soils, flood susceptibility, susceptibility to erosion, steep slopes, or any other physical condition on which *development* could cause loss of life, personal injury, property damage, or could lead to the deterioration or degradation of the natural *environment*.

3.7.3 All lands, including lands that are covered in water, and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard, are considered natural hazard lands.

3.7.4 To protect people, *infrastructure*, buildings, and properties and promote a healthy and resilient Municipality in the preparation of Secondary Plans, the Municipality shall consider the potential

impacts of climate change that may increase the risk associated with natural hazards.

- 3.7.5 No new buildings or structures shall be permitted on lands identified as natural hazard lands, save and except for those buildings or structures required for flood and/or erosion control which are approved by the Conservation Authority and the Municipality.

Regulatory Shoreline Area

- 3.7.6 The Regulatory Shoreline Area as identified on Map F, is that area along the Lake Ontario Waterfront which is subject to dynamic beaches, flooding and/or erosion. The extent and exact location of the Regulatory Shoreline Area shall be identified in the implementing Zoning By-law in accordance with the detailed Lake Ontario Flood and Erosion Risk Mapping of the relevant Conservation Authority.

- 3.7.7 The construction of new buildings or structures of any type within the Regulatory Shoreline Area shall not be permitted.

- 3.7.8 Once a dwelling located in the Regulatory Shoreline Area is destroyed or demolished by whatever reason, and reconstruction is not commenced within 24 months, the existing residential use is deemed to cease.

Human Made Hazard Lands

- 3.7.9 In the vicinity of the nuclear generating station, proposed *sensitive land uses* will be reviewed in the context of emergency measures planning.

Waste Disposal Assessment Areas

- 3.7.10 Waste Disposal Assessment Areas shall include all lands that may be influenced by a *site* on which *waste* has been deposited, or by a *site* on which *waste* will be deposited under an approval issued pursuant to the Environmental Protection Act. The area of influence shall be defined as 500 metres from the lands containing wastes unless otherwise determined by the Province. *Development* within these areas shall be regulated in order to protect public health and safety and to ensure land use compatibility.

- 3.7.11 The general location of known Waste Disposal Assessment Areas is indicated on Map F, based on information provided by the Province. The location of the symbol is approximate and may be modified, without amending this Plan, as further information is provided by the Province or others.

- 3.7.12 New *development* will not be permitted within a Waste Disposal Assessment Area unless the following requirements are met:
- a) Written approval received from the Province that the provisions of the relevant legislation are satisfied;
 - b) Studies of gas, leachate, hydrogeology and structural stability, soil and groundwater contamination, presence of *hazardous wastes* and safety are completed which show that *development* is compatible and can safely take place; and
 - c) Measures are taken to the satisfaction of the Province in consultation with the Municipality to control any problems identified through the above study.

- 3.7.13 Notwithstanding the land use designations on Map A, *development* will not be allowed to proceed on lands identified as containing *wastes* until the requirements of the Province are met.

Waste Management

- 3.7.14 New *waste disposal sites* and/or the expansion or increase in capacity of *waste disposal sites* are not permitted within any land use designation without an amendment to this Plan. An application to designate lands for a new *waste disposal site* and/or expand or increase the capacity of a *waste disposal site* shall be accompanied by reports which address the requirements of the Plan, the impact on the *natural heritage system* and surrounding residents including traffic, noise and dust, and the financial implications for the Municipality. These studies shall be subject to peer review under Section 3.7.15.
- 3.7.15 Where the proponent of an application to establish, expand or increase the capacity of a *waste disposal site* has submitted studies to the Province, the Region or the Municipality, the Municipality shall select and retain qualified consultants to undertake a peer review of such studies to ensure that the requirements of Section 3.7.14 are satisfactorily addressed. The expense of the peer review shall be borne by the proponent. Where appropriate, the undertaking of the peer review shall be co-ordinated with the Region.
- 3.7.16 The Municipality supports a *waste* management strategy that emphasizes reusing, reducing, and recycling to minimize adverse impacts to the *environment*. This will include managing materials, and minimizing *waste* during construction.

- 3.7.17 *Waste* processing facilities and *waste* transfer stations may be permitted in the General Industrial designation in accordance with Section 11.7.5 and 11.7.6.
- 3.7.18 The Municipality supports the establishment of a Regionally-owned *waste* transfer station in Clarington to provide equitable access to Clarington residents for the drop-off of municipal hazardous and special *waste*, and reusable and recyclable *waste*. The *development* of the Regionally-owned *waste* transfer station should be located in the Light Industrial or General Industrial designation and shall:
- a) Be subject to *site* plan control for the *development* of the *site* and any future amendments;
 - b) Generally locate outdoor storage at the rear or interior side yard of the property to minimize visual impacts on surrounding land uses and provide appropriate screening, buffering and/or containment through the use of berms, landscaping, fencing or any other mitigative measures in accordance with Section 5 of the Plan;
 - c) Strictly prohibit the outdoor storage of *hazardous waste* or any *non-hazardous waste* that may have an adverse impact on the surrounding area or the environment;
 - d) Prepare, maintain and adhere to an Emergency Management Plan, approved by the Municipality prior to commencement of *site* operations; and
 - e) Ensure there is no adverse impact on the surrounding area, including traffic, litter, noise and dust.
- 3.7.19 *Contaminated sites* refers to lands, buildings or structures that, for reasons of public health and safety or environmental quality, may present potential health or environmental hazards as a result of past activities conducted on them, but do not include natural hazard lands. Sources of contamination can include disposal of *waste* materials, raw material storage, residues left in containers, maintenance activities and spills.
- 3.7.20 Lands previously used for *auto wreckers*, automobile repairs, service stations, fuel storage, or for the disposal of construction *waste* or debris are considered as potentially *contaminated sites*. In addition, other *sites* may be identified by the Municipality of Clarington, in consultation with the Region and the Province, through the review of development applications.

- 3.7.21 *development* shall not be permitted until the following has been submitted and found to be satisfactory to the Municipality in consultation with the Region and the Province:
- a) Documentation of present and past uses of the *site* and surrounding lands to provide initial information on the type of contaminants which may be present on the *site* and their possible location;
 - b) Analysis of soils, and ground and surface waters where required, based on all present and previous uses of the *site*, to document the presence, types and concentration of contaminants;
 - c) A remedial action plan and approvals in accordance with provincial guidelines if the *site* analysis identifies the presence of contaminants in concentrations above acceptable concentrations as established by the Province; and
 - d) The provision of necessary financial security by the proponent, if required, to ensure the decommissioning of the *site*.

Chapter 4

Managing Our Growth

Municipality of Clarington Official Plan

4 Managing Our Growth

4.1 Goal

4.1.1 To guide and manage balanced population and employment growth in a manner that is consistent with the vision and principles of this Plan.

4.2 Objectives

4.2.1 To provide for phased and sequential *development* within clearly defined urban boundaries to protect the *natural heritage system* and agricultural lands, and to maintain the long-term fiscal health of the Municipality.

4.2.2 To direct the majority of urban *development* to Clarington’s three lakeshore Urban Areas with Bowmanville as the dominant urban centre of the Municipality.

4.2.3 To accommodate increasing *intensification* within the *Built-up Area* while enhancing the built form and physical character of established residential neighbourhoods and protecting the integrity of historic downtowns.

4.2.4 To encourage *transit-supportive, mixed use and compact urban form* in Priority *Intensification* Areas.

4.2.5 To efficiently utilize and coordinate public *infrastructure*.

4.2.6 To minimize conflicts between land uses, including but not limited to conflicts between *agricultural* and *non-agricultural uses*.

4.3 General Policies

4.3.1 The Municipality will strive to meet the population and employment forecasts as shown in Table 4-1.

Table 4-1 Clarington Forecasts to 2031	
Urban Population	124,685
Rural Population	15,655
Total Population	140,340
Employment	38,420

4.3.2 The Municipality's rural population forecast will be accommodated as follows:

- a) Within the established boundaries of rural settlements identified on Map A; and
- b) On vacant *lots* of record that are in existence on the date of adoption of this Plan.

Urban Structure

4.3.3 Clarington's Urban Structure is identified on Map B and consists of *Built-up Areas*, *Greenfield Areas*, and *Priority Intensification Areas*.

4.3.4 *Development* will be focused within the *Built-up Areas* and the *Priority Intensification Areas*, and to a lesser extent within the *Greenfield Areas*.

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

- Urban and Village Centres;
- Regional and Local *Corridors*;
- Courtice and Bowmanville Transportation Hubs; and
- Port Darlington and Port of Newcastle Waterfront Places.

4.3.6 All municipal decisions, including such activities as designing the public realm and investing in the construction of *infrastructure*, will support the *development* of *Priority Intensification Areas*.

4.3.7 The Durham Region Official Plan has established the long term density and *floor space index* targets in Table 4-2. These targets will be the basis for development applications and Secondary Plans.

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General Locational Criteria	Minimum Gross Density (Units Per Gross Hectare)	Floor Space Index
Urban Centres	75	2.5
Village Centre	30	1.0
Regional <i>Corridors</i>	60	2.5
Local <i>Corridors</i>	30	2.0
Courtice and Bowmanville Transportation Hubs	75	2.5
Port Darlington and Port of Newcastle Waterfront Places	60	2.0

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4.3.8 Secondary Plans may vary the minimum *gross densities* and *floor space index* in Table 4-2 as long as it is demonstrated that policies of this Plan are implemented. The minimum *gross densities* will be measured over the entire neighbourhood or Secondary Plan area.

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4.3.9 Table 4-3 provides guidance for development applications based on their location. The predominant housing forms identified in Table 4-3 are general and do not preclude similar or innovative housing forms which meet the intent of this Plan.

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General Locational Criteria	Minimum Net Density (Units Per Net Hectare)	Standard Minimum and Maximum Height (storeys)	Predominant Residential Built Form and Mix
Urban Centres	120	4-12	Mid Rise: 4-6 storeys (40%) High Rise: 7-12 storeys (60%) Includes: <i>Mixed use buildings</i> , apartments
Village Centre	45	2-6	Low Rise: 2-4 storeys (80%) Mid Rise: 5-6 storeys (20%)

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Table 4-3 Summary of Urban Structure Typologies			
General Locational Criteria	Minimum Net Density (Units Per Net Hectare)	Standard Minimum and Maximum Height (storeys)	Predominant Residential Built Form and Mix
			Includes: <i>Mixed use buildings</i> , apartments, townhouses
Regional Corridors	85	3-12	Low Rise: 3-4 storeys (40%) Mid Rise: 5-6 storeys (40%) High Rise: 7-12 storeys (20%) Includes: <i>Mixed use buildings</i> , apartments
Local Corridors	40	2-6	Low Rise: 2-4 storeys (80%) Mid Rise: 5-6 storeys (20%) Includes: <i>Mixed use buildings</i> , apartments, townhouses
Courtice and Bowmanville Transportation Hubs	200	5-no maximum	Mid Rise: 5-8 storeys (20%) High Rise: min. 8 storeys (80%) Includes: <i>Mixed use buildings</i> , apartments
Port Darlington and Port of Newcastle Waterfront Places	40	2-12	Ground Related: 2-3 storeys (40%) Low Rise: 2-4 storeys (20%) Mid Rise: 5-8 storeys (20%) High Rise 9-12 storeys (20%) Includes: Apartments, townhouses, semi-detached dwellings, detached dwellings
Edge of neighbourhoods and <i>adjacent</i> to arterial roads	19	1-3	Ground Related: 1-3 storeys (100%) Includes: Limited apartments, townhouses, semi-detached dwellings, detached dwellings
Internal to neighbourhood	13	1-3	Ground Related: 1-3 storeys (100%) Includes: limited townhouses, semi-detached dwellings, detached dwellings

4.4 Built Up Areas

4.4.1 The Municipality will achieve a target of at least 32% of all new residential units within the *Built-up Area* up to the year 2021, and thereafter, it shall be at least 40%.

4.4.2 The lakeshore urban areas shall be planned to meet the Municipality’s minimum Residential *Intensification* Target of 7,132 new units within the *Built-up Areas* for the period between 2015-2031 as follows:

	2015-2021	2022-2031	Total Units
Courtice	620	1,890	2,510
Bowmanville	1,030	3,120	4,150
Newcastle	120	360	480
Total	1,770	5,370	7,140

4.4.3 All new residential units within the *Built-up Areas* will contribute to the Residential *Intensification* Target.

A107-17 4.4.4 Development proposals within the *Built-up Areas* will be given development priority provided that the proposal meets the urban design and sustainability policies of this Plan and any other relevant guidelines deemed applicable by the Municipality.

4.4.5 The Municipality shall encourage *development* within the *Built-up Areas* and the Priority *Intensification* Areas by:

- a) Encouraging the Region to ensure adequate services, including transit, are made available to accommodate planned *development* in Priority *Intensification* Areas;
- b) Making strategic investments in the public realm, including *active transportation* networks;
- c) Considering financial incentives for *intensification* within Centres and the *Corridors*;
- d) Supporting *intensification* through the preparation and update of Community Improvement Plans; and
- e) Phasing of *development* and prioritizing capital projects within the *Built-up Areas* ahead of *Greenfield Areas*.

4.5 Greenfield Areas

- 4.5.1 The Municipality will support the achievement of a density of 50 residents and jobs combined per gross hectare within the *Greenfield Areas*. The *Greenfield Area* density target will be achieved by a number of measures, including:
- a) Establishing minimum residential densities and employment targets in Secondary Plans;
 - b) Focusing higher densities within Priority *Intensification Areas*; and
 - c) Encouraging *mixed use developments* in *Greenfield Areas*.
- 4.5.2 *Development* of residential lands in *Greenfield Areas* shall proceed in accordance with an approved Secondary Plan.

4.6 Secondary Plans

- 4.6.1 Secondary Plans, as shown on Map C, will be prepared by the Municipality to provide for a detailed planning framework for these lands.
- 4.6.2 *Development* on future Secondary Plan area lands shall only proceed after the Secondary Plan has been approved.
- 4.6.3 To implement the growth management objectives and policies of this Plan, the Regional Official Plan, and the Provincial Growth Plan, new Secondary Plans will be prepared for the areas as shown on Map C. Secondary Plan areas may only be altered as part of a *municipally initiated comprehensive review*.

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- 4.6.4 All Secondary Plans will be reviewed and updated on a five year cycle from the time of adoption. The Municipality will update all Secondary Plans existing on October 31, 2016 to bring them into conformity with this Plan.

- 4.6.5 Preparation of the next Secondary Plan shall consider:
- a) The sequencing policies of the Durham Regional Official Plan;
 - b) Land supply and housing demand in each lakeshore urban area;
 - c) Progress on build out of existing Neighbourhoods; and
 - d) The achievement of the Municipality's Residential *Intensification Target*.

- 4.6.6 Secondary Plans shall include phasing policies that address the following:
- a) Sequential phasing of *development* within the Secondary Plan;
 - b) Efficient use and extension of all *infrastructure* and services, in particular, optimizing the use of existing *infrastructure* and services;
 - c) The attainment of Residential *Intensification* Targets and Greenfield density targets; and
 - d) Minimizing the financial implications to the Municipality of servicing, operating and cost recovery for municipal services.
- 4.6.7 New Neighbourhood secondary plan areas will be planned to address the criteria for Secondary Plans established through Clarington's Green Development Program, and are encouraged to plan for more resilient *infrastructure* and to move towards net zero communities by incorporating techniques to reduce greenhouse gas emissions. Updates of existing secondary Plans will address possible measures to address the criteria for Secondary Plans established through the Green Development Program and move future *development* towards contributing to net zero communities.

Chapter 5

Creating Vibrant and Sustainable Urban Places

Municipality of Clarington Official Plan

5 **Creating Vibrant and Sustainable Urban Places**

The Municipality of Clarington is committed to excellence in the design of public spaces and in the design of public and private buildings, and in achieving greater sustainability through community, *site* and building design practices. Urban and architectural design provides the context for the way in which people interact with the built *environment* – streets, blocks, buildings, landscaping, and open spaces. Good, *sustainable* urban and architectural design creates a comfortable *environment* for residents and establishes a positive image for our community. *Sustainable* design contributes to community and environmental health, a high quality of life, and *climate change mitigation* and preparedness.

5.1 **Goal**

5.1.1 To create a built *environment* that celebrates and enhances the history and character of Clarington, fosters a sense of place for neighbourhoods and communities, promotes a positive image of the Municipality, demonstrates a high quality of *sustainable* architectural design, and enhances the well-being of residents, both present and future.

5.2 **Objectives**

5.2.1 To create a high quality public realm and image for the Municipality in all land uses.

5.2.2 To create neighbourhoods that give priority to *sustainable* design, including environment-first principles, walkability, land efficiency, compact and connected communities, and managing resources and energy efficiently.

5.2.3 To create attractive safe communities with a sense of place and a diversity of built form that supports future *intensification* and *redevelopment*.

5.2.4 To create a built *environment* that gives priority to walkable design and facilitates an *active transportation* system including walking, biking and public transit.

5.2.5 To utilize the principle of universal design to create a built *environment* that is accessible for all residents.

5.2.6 To design buildings and space that do not negatively impact *adjacent* buildings or detract from the specific identity or character of an area.

5.2.7 To minimize light pollution from existing and new *development*.

5.3 The Public Realm

The public realm is the most highly visible portion of our community. It comprises public streets, sidewalks, *parks* and publicly accessible open spaces, trails and paths, rights-of-way, public buildings and civic facilities.

5.3.1 Public streets and rights-of-way are considered significant public places. Their design should reflect their multiple roles and functions by ensuring that:

- a) They accommodate a variety of transportation functions, including walking, transit, driving, and cycling;
- b) Street trees and landscaping provide protection for pedestrians, reduce heat island effect, and enhance the attractiveness of the street;
- c) Utilities and services are located below grade to the greatest extent possible. Where this is not possible, transformers and similar equipment are to be screened or located within buildings;
- d) In Urban and Village Centres, the streets' function as a gathering place is recognized by providing pedestrian amenities such as wide planted boulevards, attractive street furniture and "character of place" street lighting; and
- e) They accommodate street furniture appropriate to the character of the area.

5.3.2 Public streets will be designed to provide an interconnected grid-like pattern of streets and blocks that are walkable and flexible by:

- a) Having consideration for natural features and terrain;
- b) Limiting the length of streets and blocks to assist with pedestrian and bicycle circulation;
- c) Maximizing the number of street connections to arterial roads;
- d) Designing streets that are safe for cyclists;
- e) Having a convenient system of sidewalks;

- f) Limiting window streets and avoiding cul-de-sacs and street-to-street walkways; and
- g) Not incorporating measures to restrict access and circulation through neighbourhoods.

5.3.3 Public art is a distinguishing part of our public history and our evolving culture. It reflects and adds meaning to our communities. The Municipality will support:

- a) The incorporation of public art as part of public facilities;
- b) The integration of public art in new *development*, particularly Urban and Village Centres; and
- c) Public art that reflects on the community character and cultural heritage.

5.3.4 Public buildings, facilities and spaces are an important part of a community. They accommodate and facilitate the delivery of public services and enhance the quality of the urban structure and its public spaces. Generally public buildings shall:

- a) Be located on prominent *sites* such as terminal vistas or areas with high visibility view *corridors*;
- b) Be located centrally to the area they service, such as a neighbourhood;
- c) Have significant street frontage and high quality landscaping;
- d) Be oriented to the street incorporating *massing*, detailing and entrance features that support its importance to the community; and
- e) Set an example in architectural and *sustainable* design.

5.3.5 Gateways are key locations that are to be designed to serve as landmarks highlighting the arrival off Highway 401, entrance into an Urban or Village Centre, or a transition from the rural to urban or hamlet area. They may also be prominent intersections as defined in 5.4.10. Gateways shall:

- a) Include design features such as specialized landscaping, low walls, energy efficient lighting, signage and architectural elements, and upgraded pavement treatment; and
- b) Recognize that the primary focus of a gateway is oriented to vehicles with the exception of entrances to Urban or Village Centres, where pedestrian features are desirable.

5.4 Built Form

Existing Neighbourhoods

- 5.4.1 New *development* and *redevelopment* in established neighbourhoods will be designed to:
- a) Respect and reinforce the physical character of the established neighbourhood having regard to the pattern of *lots*, streets and blocks, the size and configuration of *lots*, building types of nearby properties, the height and scale of buildings and the setback of buildings from the street, rear and side yards;
 - b) In neighbourhoods of historical character, be consistent with the built form pattern of the area;
 - c) Adhere to all relevant Urban Design Guidelines and expectations for high-quality architectural design and *sustainable* building materials; and
 - d) Maximize opportunities to improve accessibility and pedestrian and cycling systems, enhance neighbourhood and transit connections, and reduce energy, water and resource use.

New Neighbourhoods

- 5.4.2 New *development* and emerging neighbourhoods will be designed to:
- a) Create a distinct neighbourhood identity;
 - b) Have an appropriate built form and design as determined through a comprehensive Secondary Planning processes having regard for consistency with overall community character. Where a previous Neighbourhood Design Process was undertaken, guidance will be provided through Community Theme and Design Plans;
 - c) Demonstrate compliance with the Municipality's General Architectural Design Guidelines or any neighbourhood specific Architectural Design Guidelines;
 - d) Provide for a variety of housing types and supportive land uses, including commercial and community facilities;
 - e) Consider noise impacts from various noise sources by using effective methods of sound attenuation;

- f) Reduce the need for noise barriers through alternate street design, such as window streets or minimizing reverse *lot* frontage along arterial roads;
- g) Achieve *sustainable*, attractive buildings, landscaping and *streetscapes*;
- h) Create accessible, walkable neighbourhoods that prioritize pedestrians over cars; and
- i) Utilize appropriate exterior materials to achieve a cohesive urban design and a consistent sense of place.

Centres, Corridors and Priority Intensification Areas

5.4.3 *Development* in Centres, *Corridors* and Priority *Intensification Areas* will be designed to:

- a) Have buildings sited near the street line to contribute to a sense of enclosure and a strong street edge;
- b) Recognize the historic context;
- c) Locate main building entrances that are visible and directly accessible from the public sidewalk of the main street;
- d) Provide active ground floor uses and avoid blank façades;
- e) Enhance the built *environment* with attention to *massing*, building articulation, exterior cladding, architectural detail, the use of local materials and styles;
- f) Enhance the pedestrian *environment* with awnings, pedestrian scale lighting, landscaping, benches and other street amenities;
- g) Provide transitions in scale to areas of lower density;
- h) Provide for adequate light and privacy for the occupants of new *development* and the occupants of *adjacent* properties;

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- i) Contain all refuse internal to the principal buildings. Where refuse and recycling cannot be contained in the principal building a separate roofed and gated enclosure may be constructed of materials and colours to match the principal buildings on the property;
- j) Optimize the use of solar energy through building orientation and design;

- k) Minimize adverse shadow and wind impacts on neighbouring properties or the public realm areas; and
- l) Enclose or screen roof top mechanicals, including the incorporation telecommunications equipment within the building.

5.4.4 In addition to the policies in 5.4.3 Gateway Commercial Centres shall be designed to:

- a) Include a variety of urban forms including plazas, and free-standing buildings;
- b) Create a consistent building setback from the road and a harmonious architectural style;
- c) Support an automobile-oriented *environment* requiring efficient and safe traffic circulation through:
 - Road improvements such as turning lanes;
 - Consolidation of vehicular access points; and
 - Provision of common internal traffic circulation between parcels.
- d) Provide safe, well-defined pedestrian walkways from the street to the store entrance and between buildings;
- e) Provide sufficient and convenient parking with surface parking *lots* screened through the use of effective buffer planting; and
- f) Locate outdoor storage and display areas to be visually acceptable and generally screened from the roads and freeways.

Drive-through Facilities

5.4.5 The following policies shall apply to the *development* of drive-through facilities where they are permitted:

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- a) Any drive-through facility must be located on a *lot* sufficiently sized to accommodate all activities associated with the drive-through facility;
- b) All buildings containing drive-through facilities shall be oriented to the primary street frontage. No portion of the stacking lane and no parking spaces or drive aisle shall be located within the setback area;

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- c) Drive-through facilities shall be sufficiently separated from residential uses to avoid issues of land use compatibility;
- d) A drive-through facility will have sufficient dedicated stacking lane to prevent vehicles from interfering with on-*site* and off-*site* vehicular circulation; and
- e) Any additional policies as may be contained in Secondary Plans.

Employment Areas

5.4.6 Employment Areas will be designed to:

- a) Provide for the highest quality and larger-sized building along Highway 401 with no outdoor storage permitted;
- b) Provide a high standard of building design and materials appropriate to the Employment Area designation; and
- c) Ensure land use compatibility between industrial buildings and residential or commercial buildings achieved through appropriate building siting, design and landscape treatment.

5.4.7 Adequate parking and loading facilities shall be provided on the *site*. To promote high quality design and urban presence, parking facilities, except for a limited amount of visitor parking, generally shall not be located between the building(s) and a public road or Highways 401 and/or 418.

5.4.8 In the review of development applications, the following *site* development criteria shall be implemented:

- a) Unobtrusive loading and refuse collection areas, screened where necessary; and
- b) Buffer and screen any outdoor storage areas, where permitted, through the use of setbacks, berms, landscaping and fencing.

Service Stations

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5.4.9 Service stations will be designed in accordance with the following design policies:

- a) High quality architectural design, landscape treatment shall be provided with particular attention to corner treatment;

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- b) *Lots* should be sufficiently large to accommodate the proposed uses and provide appropriate *buffers* to *adjacent* uses;
- c) Access points to each *site* shall be limited in number and shall not impede traffic flows. Internal access to *adjacent* commercial properties shall be provided wherever possible;
- d) Convenience *retail uses* shall be sensitively designed to the context, have high quality finishes facing the street, generally have less than 250 square metres of floor area, generally be sited on the street corner; and in urban areas provide direct pedestrian access from the sidewalk;
- e) Ancillary drive-through facilities are prohibited in Urban and Village Centres and in all other areas will be sufficiently separated from residential uses;
- f) The use of full cut-off light fixtures to prevent light trespass;
- g) Fencing, landscaping and architectural treatments, and other appropriate measures will be used to mitigate any noise impacts identified by a noise study; and
- h) Signage shall be minimized.

Prominent Intersections

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5.4.10

Prominent intersections in the Municipality are identified on Table 5-1. Additional prominent intersections may be identified through Secondary Plans. Prominent intersections may also be gateways. At prominent intersections, buildings shall be designed to provide a community focal point by having:

- a) *Massing* and height sufficient to emphasize the significance of the intersection;
- b) High quality building materials and building articulation on both street frontages;
- c) Significant areas of transparent glass;
- d) Special architectural elements such as the corner design, *massing* and height, awnings, and entrance door features;
- e) The main public entrance located at the corner; and
- f) Landscaping, street furniture and where appropriate, public art elements to complement the intersection and the building design.

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Table 5-1 Prominent Intersections	
Courtice	Newcastle
Durham Hwy. 2 and Townline Road	King Ave. West and Baldwin Street/North Street
Durham Hwy. 2 and Trulls Road	King Ave. East/King Ave. West and Mill Street
Bloor Street and Townline Road	Durham Hwy. 2 and Brookhouse Drive/Arthur Street
Bloor Street and Trulls Road	Durham Hwy. 2 /King Ave. West and Rudell Road
Bloor Street and Courtice Road	
Bowmanville	
Durham Hwy. 2 and Boswell Drive	Liberty Street and Baseline Road
Durham Hwy. 2 and Martin Road/Durham Regional Road 57	Baseline Road and Durham Regional Road 57
King Street West and Scugog Street	Longworth Avenue and Liberty Street
King Street East/King Street West and Temperance Street	Longworth Avenue and Scugog Street
King Street East and Liberty Street	Durham Hwy. 2 and Bennett Road
Durham Hwy. 2 and Lambs Road	

Signage

5.4.11 Signage is recognized as an integral component of good community design and image. Signage shall:

- a) Be designed and scaled to complement the built urban form and character and will not dominate the streetscape;
- b) Be incorporated into the building wherever possible;
- c) Not unduly detract from the overall visual attractiveness of the built *environment*; and
- d) Contribute to promote the image of special character areas such as historic downtowns.

Parking

- 5.4.12 The Municipality will minimize land consumption by encouraging shared parking, parking structures, below grade parking and *active transportation infrastructure*.
- 5.4.13 Adequate off-street parking is required for all new *development*. All parking areas shall be designed to:
- a) Minimize conflict with traffic on arterial roads;
 - b) Provide barrier-free;
 - c) Minimize the impact on the pedestrian *environment*;
 - d) Accommodate secure bicycle parking and storage areas for short term and long term visits;
 - e) Provide priority parking spaces for electric cars;
 - f) Provide landscape screening along street frontages;
 - g) Limit the number of parking spaces based on transit service and opportunities for shared parking; and
 - h) Minimize hard surface areas and replace with vegetation where possible.

Lighting

- 5.4.14 The Municipality will seek to minimize light pollution by:
- a) Developing lighting standards for all forms of *development* to ensure community safety while minimizing *negative impacts* from lighting;
 - b) Utilizing appropriate street-lighting; and
 - c) Retrofitting existing street-lighting luminaries over time.

5.5 Sustainable Design and Climate Change

- 5.5.1 Clarington will seek to address climate change and become a more *sustainable* community that minimizes the consumption of energy, water, and other resources and reduces impacts on the natural *environment*. To this end, the Municipality will:
- a) Promote energy, water and resource efficiency and conservation corporately and in existing and new *development*;

- b) Promote the reduction of greenhouse gas emissions and the adaptation of buildings and *infrastructure* to be more resilient to the potential adverse environmental impacts of climate change;
- c) Promote improved air and water quality;
- d) Promote mixed land uses at higher densities to efficiently utilize existing *infrastructure*;
- e) Promote the integration of transit and *active transportation* modes into the early stages of new *development*;
- f) Promote the reduction, reuse and recycling of *waste*, with particular attention to multi-residential housing forms, which meets applicable Provincial standards and has given consideration to the Region's *waste* collection design and servicing requirements; and
- g) Support industrial and agricultural practices that minimize greenhouse gas emissions; and
- h) Promote employment and housing in Urban and Village Centres and Regional Corridors to shorten commute times and decrease greenhouse gas emissions.

5.5.2 *Urban forests* are fundamental to address climate change. *Development* shall protect and enhance the *urban forest* to absorb carbon dioxide from the atmosphere by:

- a) Preserving mature trees and, when removal of existing mature trees is necessary as part of the *development* process, the applicant will replace the lost tree cover to the satisfaction of the Municipality;
- b) Mitigating heat island effects of *development* by ensuring an appropriate use of material and landscaping to provide shading; and
- c) Providing street trees and other landscaping as part of the *development* proposal within the public right-of-way.

5.5.3 The Municipality will implement a Green *Development* Program. The Green Development Program will:

- a) Be developed in consultation with the public and key stakeholders;

- b) Address *sustainable* development practices, including the *sustainable design* and *climate change mitigation* and *climate change adaptation* measures outlined in this Plan; and
- c) Be used to assist in evaluating development applications.

5.5.4 *Development* proposals shall incorporate *sustainable* design practices and standards such as *green infrastructure* and green building design features to reduce greenhouse gas emissions and adapt to climate change.

5.5.5 To encourage *development* that exceeds the minimum standards outlined in the Green Development Program, the Municipality in collaboration with *utilities* and other key agencies, will explore incentive programs designed to reward sustainable design and *development*. This may include giving priority to processing development applications which exceeds the minimum standards.

5.6 Implementation

5.6.1 Urban design policies will be further elaborated through:

- a) Urban design policies in other sections of the Official Plan;
- b) Urban design policies in Secondary Plans;
- c) Urban *design guidelines* adopted in relation to Secondary Plans;
- d) Urban design briefs and guidelines on specific topics/sites (i.e. landscape, lighting);
- e) The zoning by-law (*site* and building performance standards); and
- f) The sign by-law, as amended.

5.6.2 Urban Design policies have equal value to land use policies and any other policy in this plan. Both land use and urban design policies must be considered in the interpretation of the context of the *site* and building.

5.6.3 The policies contained in this chapter are intended to provide guidance for all types of *development*. For specific design requirements for residential, commercial and industrial developments refer to:

- a) Chapter 9 Livable Neighbourhoods;
- b) Chapter 10 Commercial and *Mixed Use Development*; and

c) Chapter 11 Employment Areas.

- 5.6.4 The Green Development Program may be reviewed periodically by the Municipality without amendment to this Plan to respond to scientific and technological innovations and regulatory changes.
- 5.6.5 Development applications will include a Sustainability Report indicating how the *development* meets the *sustainable* development principle and policies of this Plan, including addressing *sustainable* community, *site* and building design and *climate change mitigation* and *climate change adaptation*.

Chapter 6

Encouraging Housing Diversity

Municipality of Clarington Official Plan

6 Encouraging Housing Diversity

6.1 Goal

6.1.1 To encourage a broad range of housing types, tenure, and cost within Settlement Areas to meet the evolving housing needs for people of all ages, abilities and income groups.

6.2 Objectives

6.2.1 To maintain an adequate supply of land for housing purposes.

6.2.2 To encourage a minimum of 30% of all new housing to be *affordable* in Urban Areas.

6.2.3 To promote high quality *affordable* housing through the maintenance, improvement, and adaptation of existing housing.

6.2.4 To create complete communities that will meet the daily housing needs of residents.

6.2.5 To support the preservation of the existing rental housing stock and assist in the *development* of new rental units.

6.3 Policies

6.3.1 The Municipality, in co-operation with other levels of government, shall encourage the provision of a diverse housing stock in terms of type, size, tenure, and cost within the Municipality to provide living accommodations that address various socio-economic factors and different lifestyle choices.

6.3.2 *Affordable* housing is encouraged within Centres and *Corridors* to reduce travel needs and facilitate alternative modes of transportation such as public transit, cycling and walking.

6.3.3 The conversion of existing residential rental housing to condominium tenure is discouraged and may only be permitted in accordance with the provisions of the Durham Regional Official Plan.

6.3.4 New mobile homes for permanent habitation are not permitted in the Municipality unless otherwise specified in this Plan.

Accessory Apartments

- A107-1 6.3.5 An *accessory apartment* is permitted in Urban Areas within a detached or semi-detached dwelling subject to the following:
- a) Only one *accessory apartment* is permitted;
 - b) One additional parking space is required for the *accessory apartment* in accordance with the Zoning By-law;
 - c) Sufficient water supply and sanitary servicing capacity exists;
 - d) The *accessory apartment* complies with the provisions of the Ontario Building Code, Ontario Fire Code and any other relevant regulations; and
 - e) The *accessory apartment* is registered with the Municipality.

- A107-1 6.3.6 An *accessory apartment* is permitted outside of Urban Areas within a detached dwelling or above or within a detached accessory building, subject to the following:
- a) That the accessory building use is maintained;
 - b) That the *accessory apartment* complies with the development criteria of Section 6.3.5; and
 - c) That in the case of an *accessory apartment* above or within an accessory building, the accessory building is in close proximity to the dwelling and is clearly secondary to the principle dwelling.

Garden Suites

6.3.7 Except for areas within the Oak Ridges Moraine, one *garden suite* may be permitted in association with any *single detached dwelling*, through a temporary use by-law, subject to Section 6.3.8. The *garden suite* will be permitted for a period of no more than 20 years provided that there is an agreement between the owner and the Municipality regarding the occupant, the period of occupancy, the installation, maintenance and removal of the suite, and any financial conditions.

- 6.3.8 In applying for a temporary use by-law for a *garden suite*, the applicant shall demonstrate that:
- a) There is a need for the *garden suite* to provide supervised accommodation or care for an elderly, sick or disabled person;

- b) The *site* is adequate for the *garden suite* with regard to *lot* size, setbacks, layout and private *amenity areas*;
- c) The proposal is compatible with *adjacent* uses considering such matters as privacy, noise and appearance;
- d) There is adequate on-*site* parking;
- e) There is adequate water supply and sewage disposal services; and
- f) There is no *accessory apartment* on the *lot*.

Assisted Housing and Special Needs Housing

6.3.9 The Municipality supports the construction of assisted housing by co-operative and non-profit housing organizations. Assisted housing shall be integrated into residential areas, and conform to good planning principles. They are encouraged to locate within Centres and *Corridors* where they can benefit from being in close proximity to community facilities and every day needs.

6.3.10 *Special needs housing* are an important element of meeting the accommodation needs of Clarington residents. *Special needs housing* may include assisted housing, group homes, hospices, shelters, crisis care facilities, long term care facilities, retirement homes, and seniors housing. Ancillary medical facilities development in conjunction with a long term care facility may also be permitted.

6.3.11 *Special needs housing* may be permitted within all designations where residential uses are permitted provided that:

- a) The type of *special needs housing* conforms to the form and density provisions of the applicable designation;
- b) Larger *special needs housing* projects are generally located in close proximity to services such as community facilities, medical services, shopping areas, *parks* and recreational areas, and public transit; and
- c) All *special needs housing* shall be appropriately integrated with the surrounding area and complies with the urban design policies of this Plan.

Chapter 7

Growing a Prosperous Community

Municipality of Clarington Official Plan

7 Growing a Prosperous Community

7.1 Goal

7.1.1 To have a prosperous knowledge-based economy that attracts businesses and workers to the community.

7.2 Objectives

7.2.1 To seek to balance employment and residential growth by attaining 1 job for every 3 residents in Clarington by the year 2031.

7.2.2 To accommodate a minimum of 50% of the forecasted employment growth within designated Employment Areas by the year 2031.

7.2.3 To support the retention and expansion of small businesses, particularly in the traditional downtowns of Clarington's Urban Areas.

7.2.4 To recognize the agricultural industry as a primary contributor to Clarington's economy and ensure the continuous support of *agricultural uses* and related activities, now and for future generations.

7.2.5 To promote and facilitate the servicing and *development* of the Energy Business Park and Technology Business Park.

7.2.6 To support arts and culture as having an increasingly significant role in economic prosperity.

7.2.7 To promote Clarington's recreational and tourism opportunities.

7.2.8 To understand the important relationships between the economy and the *environment* and seek a balance that is *sustainable*.

7.3 Policies

7.3.1 The Municipality will prepare and update the economic development strategy in consultation with various stakeholders in accordance with the statutory review period of this Plan.

7.3.2 To achieve the economic goal and objectives of this Plan, the Municipality will:

- a) Encourage the retention and expansion of existing businesses and the creation of new opportunities;
- b) Encourage appropriately scaled new retail commercial developments based on population growth;
- c) Promote traditional downtown areas and Centres as distinctive and attractive locations for a mix of uses, including residential, retail, office and tourism;
- d) Promote Centres as the preferred location for major health care facilities, arts and culture and civic developments;
- e) Protect Employment Areas from conversion to non-employment uses;
- f) Support the protection of designated Employment Areas by ensuring *sensitive land uses* remain separate from industrial uses;
- g) Promote *major office* near the Courtice Transportation Hub and where appropriate;
- h) Promote prestige industrial developments in highly visible locations along Highway 401 and Highway 418;
- i) Permit a variety of *home-based occupations* while ensuring such uses are integrated into the community in keeping with the applicable policies of this Plan;
- j) Support efforts by businesses and industries to modernize and diversify, reduce the consumption of energy and resources and transition to a low carbon economy;
- k) Adopt a capital works program to enhance gateway locations by installing informative signage and landscape features;
- l) Encourage a range of parcel sizes, in particular large parcels, to provide opportunities for market choice; and
- m) Encourage efficient and coordinated telecommunications and communications *infrastructure*.

7.3.3 The Municipality shall seek the assistance of other levels of government to ensure essential business services and *infrastructure* are available to meet the economic development objectives of the Municipality, including:

- Higher education facilities;

- High calibre telecommunications and communications network;
- Sufficient and reliable electric power and natural gas, including the refurbishment and expansion of the Darlington Nuclear Generating Station;
- Expansion of quality health care facilities;
- Investment in downtown Orono;
- Water supply and sanitary sewer services;
- Regional road and Provincial highway construction including appropriate widenings and new interchanges; and
- Improvements to the public transit system, including the timely extension of the GO Rail Lakeshore East line.

7.3.4 The Municipality encourages the Region of Durham to construct municipal *infrastructure* works to service all areas within the lakeshore urban area boundaries.

7.3.5 The Municipality will, in cooperation with other government agencies, institutions and businesses, promote *development* of the Clarington Technology Business *Park* as the focus of the information and communication technology and life science sectors, and the Energy Business *Park* as the focus of the energy and *environment* sectors in the local economy.

7.3.6 The Municipality encourages innovative developments and practices that are *sustainable*, and supports the use of *green infrastructure* which minimizes the effects of human activity on the environment.

7.3.7 It is the long term policy of the Municipality to investigate the feasibility of establishing a commercial port in Clarington.

7.3.8 To assist in achieving the employment forecasts, the Municipality may use a variety of tools, including but not limited to:

- a) Strategic *infrastructure* investment;
- b) Incentives;
- c) Public-private partnerships;
- d) Joint projects with the Boards of Business Improvement Areas;
- e) Community Improvement Plans; and

f) Development permit system.

- 7.3.9 The Municipality will promote and facilitate the development of new tourism, cultural, recreational and other opportunities to make Clarington a desirable destination for visitors.
- 7.3.10 In consultation with the Boards of the Business Improvement Areas, the Clarington Board of Trade and other business groups, the Municipality shall encourage and assist in the promotion of historical downtowns as destinations for shopping, walking tours and other events.
- 7.3.11 It is recognized that for viable farming to continue, the agricultural investment climate must be stable. The Municipality will preserve farmland for *agricultural uses* and related activities that support the agricultural industry and ensure *non-agricultural uses* are compatible with, and do not hinder surrounding *agricultural uses*.
- 7.3.12 The Municipality, together with the Orono Business Improvement Area, the Region of Durham, and with the assistance of other levels of government, will prepare an economic development strategy for Orono that will not only serve the needs of the business community and its residents, but will also help achieve a complete and sustainable community in Orono.
- 7.3.13 The economic development strategy will support Orono as a centre serving the needs of its urban area residents and the surrounding rural population. The strategy will:
- a) Promote the Orono downtown businesses;
 - b) Promote *development* or *redevelopment* of the employment lands;
 - c) Increase housing options to meet the needs of all residents throughout all stages of their lives; and
 - d) Encourage government services to locate in the downtown of Orono.

Chapter 8

Celebrating Our Cultural Heritage

Municipality of Clarington Official Plan

8 Celebrating Our Cultural Heritage

8.1 Goal

8.1.1 To promote a culture of conservation that supports cultural achievements, fosters civic pride and sense of place, strengthens the local economy, and enhances the quality of life for Clarington residents.

8.2 Objectives

8.2.1 To encourage the conservation, protection, enhancement and adaptive reuse of *cultural heritage resources* including:

- Structures, *sites* and *streetscapes* of cultural heritage value or interest;
- Significant archaeological and historic resources;
- Significant landscapes, vistas and ridge-lines; and
- Landmarks and focal points.

8.2.2 To incorporate *cultural heritage resources* into community design and *development*.

8.2.3 To support community efforts and events that celebrate the culture and heritage of the Municipality.

8.3 Policies

8.3.1 In achieving its cultural heritage objectives, the Municipality shall:

- a) Promote public awareness and appreciation of *cultural heritage resources*;
- b) Encourage the private sector to support the conservation of *cultural heritage resources*;
- c) Support and promote the Clarington Museums and Archives;
- d) Restore, rehabilitate, enhance and maintain Municipally-owned *cultural heritage resources*;

- e) Encourage the reuse of architectural features;
- f) Document the features of *cultural heritage resources* in the event that demolition is inevitable;
- g) Consider in co-operation with the development industry, the preservation of heritage buildings by incorporating the buildings into new *developments*;
- h) Enhance the *streetscape* components in *cultural heritage resource* areas, such as signage, street furniture, and lighting; and
- i) Consider the interests of Indigenous communities in conserving cultural heritage and *archaeological resources*.

8.3.2 The Municipality has identified the following *cultural heritage landscapes* of importance which have been or may be considered for heritage conservation districts:

- a) Beech Avenue Heritage Conservation District, Bowmanville;
- b) Heritage downtowns of Bowmanville, Newcastle and Orono;
- c) Old Bowmanville (North of downtown);
- d) Old Bowmanville (South of downtown);
- e) Old Newcastle Village (North of downtown);
- f) Old Newcastle Village (South of downtown);
- g) Camp 30 - Boys Training School, Bowmanville;
- h) Historic areas of Enniskillen, Hampton, Newtonville, Solina, Bondhead and Tyrone; and
- i) Lake Ontario waterfront.

8.3.3 The Municipality, with the advice and assistance of the Clarington Heritage Committee (CHC), shall:

- a) Update and maintain Clarington's *Cultural Heritage Resource List*;
- b) Add properties of cultural heritage value or interest to the *Municipal Register* as appropriate;
- c) Designate any such *cultural heritage resource* pursuant to the Ontario Heritage Act;

- d) Identify and consider designation of *cultural heritage landscapes* or portions thereof identified in Section 8.3.2;
- e) Assist property owners in obtaining funding for *cultural heritage resource* conservation projects; and
- f) Undertake the periodic review of the CHC's structure and mandate.

8.3.4 Where a *cultural heritage resource* is designated under the Ontario Heritage Act or is recognized on the *cultural heritage resources list*, the Municipality shall:

- a) Allow alterations, renovations, additions or repairs provided the proposed changes are compatible and consistent with the building and the surrounding area in terms of building materials, colour, height, scale and design including windows, doors and roof lines;
- b) Discourage the demolition or the inappropriate alteration of a *cultural heritage resource*;
- c) Require *redevelopment* and infill buildings in existing built up areas to be compatible and consistent with the surrounding buildings and *streetscape* in terms of building materials, height, width, scale, colour, setback and design including windows, doors and roof lines;
- d) Require new *development* in previously non built up areas to conserve and enhance the *cultural heritage attributes* of the resource by providing an appropriate transition with regard to the scale, *massing* and character;
- e) Prepare urban *design guidelines* governing the alteration, *development* or *redevelopment* of districts or neighbourhoods; and
- f) Consider the conservation of *cultural heritage resources* in the placement or modification to *infrastructure*.

8.3.5 Wherever possible, *built heritage resources* should be retained for the original use and in their original location. Where the original uses cannot be maintained, the adaptive reuse of *built heritage resources* will be supported. If no other alternative exists for maintaining structures in their original location, consideration may be given to the relocation of the structure.

8.3.6 Should a *heritage resource* be demolished, the dismantling, salvage and reuse of materials is encouraged.

8.3.7 *Development on or adjacent to a cultural heritage resource identified on the Municipal Register may be permitted where the proposed development has been evaluated through a Heritage Impact Assessment and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

8.3.8 Without diminishing the importance of *cultural heritage resources* that are not identified on the *Municipal Register*, the Municipality will keep a *Cultural Heritage Resource List* to identify resources that have cultural value and interest. *Development* on lands identified in the *Cultural Heritage Resource List* may be subject to a Heritage Impact Assessment as determined by the Municipality.

Archaeological Resources

8.3.9 It is recognized that there are archaeological remains of prehistoric and historic habitation, or areas containing within the Municipality. *Areas of archaeological potential* shall be determined through the use of provincial screening criteria based on known archaeological records within the Municipality and studied by a licensed archaeologist.

8.3.10 Where *development* will cause an impact to *archaeological resources* or *areas of archaeological potential*, an archaeological assessment will take place in accordance with provincial guidelines.

8.3.11 *Development* shall only be permitted on lands containing *archaeological resources* or *areas of archaeological potential* if the significant *archaeological resources* have been *conserved* by preservation in-situ or by removal and documentation. Where significant *archaeological resources* must be preserved in-situ, only *development* which maintains the heritage integrity of the *site* may be permitted.

Part Three

Land Use Policies

Municipality of Clarington Official Plan

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Chapter 9

Livable Neighbourhoods

Municipality of Clarington Official Plan

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9 Livable Neighbourhoods

9.1 Goal

9.1.1 To create safe, healthy, active, resilient and vibrant neighbourhoods with a living *environment* that promotes quality of life and social interaction.

9.2 Objectives

9.2.1 To provide for a variety of housing densities, tenure, and types in neighbourhoods for all incomes, ages, and lifestyles.

9.2.2 To create walkable neighbourhoods and to provide for a variety of uses within each neighbourhood.

9.2.3 To promote subdivision and *site* design that contributes to sustainability and *climate change mitigation* and adaptation.

9.2.4 To incorporate the site's natural attributes and to restore *ecosystem linkages* in all stages of design, construction and use.

9.3 General Policies

9.3.1 The predominant use of lands designated Urban Residential shall be for housing purposes. Other uses may be permitted which by the nature of their activity, scale and design, and location are supportive of, and compatible with, residential uses. These include small scale service and neighbourhood retail commercial uses, *home-based occupation* uses, *parks*, schools, and community facilities. *Parks*, schools, and community facilities shall be permitted in accordance with Section 18 of this Plan.

9.3.2 Small scale service and retail commercial uses are intended to serve the population within the immediate area. A *site* specific zoning by-law amendment to permit such uses will be required and the rezoning application shall be evaluated based on the following criteria:

- a) The use generally contains no more than 250 square metres of gross leasable retail floor area;
- b) The use provides a limited variety of items for daily necessities, or offers services that serve the surrounding residents;

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- c) The *site* does not have direct access to a Type A arterial road;
- d) Parking shall be located at the side or rear of the building; and
- e) The use has no adverse impacts on the surrounding neighbourhood.

9.3.3 *Home-based occupation* uses are permitted as an *accessory use* to a residential dwelling subject to the following criteria:

- a) The use shall not change the residential character of the structure and is completely contained within the *dwelling unit*, excluding garage space;
- b) The use does not exceed the equivalent of 30% of the habitable area of the residence;
- c) There is no exterior display of merchandise or outside storage of goods or materials associated with the said use, and signage shall comply with the provisions of the Sign By-law, as amended from time to time;
- d) The use is not a public nuisance due to noise, glare, dust, odours, vibration, hours of operation, interruption of communication signals, or traffic generation;
- e) Employees are limited to those residing in the *dwelling unit* plus one additional person; and
- f) There is adequate off-street parking.

9.3.4 The existing and potential *negative impacts* from industrial uses, arterial roads, railways, and *agricultural uses* on Urban Residential areas and vice versa shall be mitigated to the satisfaction of the Municipality and in accordance with the applicable Provincial guidelines and regulations.

9.3.5 The Municipality will review zoning and engineering standards, including alternative development standards, to achieve a *sustainable*, compact and healthy urban *environment*.

9.4 Neighbourhood Planning Areas

9.4.1 The lakeshore urban areas are comprised of neighbourhoods and have housing unit targets attributed to each neighbourhood as indicated in Appendix B of this Plan. The housing unit targets for each neighbourhood may be altered without an amendment to this Plan. The total number of housing units may be refined through a detailed analysis of the Secondary Plan process, if applicable.

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- 9.4.2 Approved Neighbourhood Design Plans will continue to provide guidance for the development of neighbourhoods unless superseded by a Secondary Plan.
- 9.4.3 Land use designations for new residential areas will be detailed through the preparation of a Secondary Plan in accordance with Sections 4.6 and 23 of this Plan and Durham Regional Official Plan.
- 9.4.4 Prior to the completion of a Neighbourhood Secondary Plan these lands shall only be used for agricultural purposes in accordance with Section 13.3.3. However, Council may consider other interim uses provided that such uses:
- a) Are not capital intensive;
 - b) Do not require municipal services;
 - c) Do not adversely impact any *natural heritage features*; and
 - d) Do not jeopardize the orderly future *development* of the lands for urban uses.
- 9.4.5 Multi-unit residential *development* will be developed on the basis of the locational criteria of Table 4-3, the urban design policies of Chapter 5 and the following *site* development criteria:
- a) The *site* is suitable in terms of size and shape to accommodate the proposed density and building form;
 - b) The proposed *development* is compatible with the surrounding neighbourhood in terms of scale, *massing*, height, siting, setbacks, shadowing, and the location of parking and *amenity areas*;
 - c) The impact of traffic on local streets is minimized;
 - d) Multiple vehicular accesses from a public street shall generally be provided for each townhouse block and each apartment block;
 - e) Each condominium corporation block shall have direct street frontage and direct vehicular access to a public street without reliance on easements through another condominium corporation block;
 - f) In order to achieve a mixture of housing types, adjacent multi-unit residential unit types shall not replicate the same built form;

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- g) Multi-unit residential shall not be sited on opposite sides of the street unless adequate on-street parking can be provided to the satisfaction of the Municipality;
- h) Townhouses sited on blocks shall generally not exceed 50 units and apartment blocks shall not exceed 2 buildings;
- i) Street townhouses shall generally not comprise more than 6 attached units; and
- j) Where multiple mid-rise and high-rise residential developments are planned for a given area, a phasing plan shall be required to identify common *amenity areas* and shared pedestrian and/or vehicle access.

Existing Neighbourhoods

9.4.6

Recognizing that established neighbourhoods are stable but not static, the Municipality encourages limited *intensification* in accordance with the criteria in Section 5.4.1. to ensure *intensification* projects are compatible with the *adjacent* neighbourhood.

Chapter 10

Commercial and Mixed-Use Development

Municipality of Clarington Official Plan

10 Commercial and Mixed-Use Development

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10.1 Goals

- 10.1.1 To develop Urban and Village Centres as the main focal points of economic, social and cultural activities for the various communities within the Municipality.
- 10.1.2 To provide a full range of choice in goods and services for local residents and businesses.
- 10.1.3 To respond to and accommodate new trends in the commercial sector in an appropriate manner.
- 10.1.4 To protect and foster the role of historic downtowns.
- 10.1.5 To develop vibrant *Corridors* that serve not only as connections between Urban and Village Centres but also places of higher density *development and intensification*.
- 10.1.6 To develop the Transportation Hubs in Courtice and Bowmanville as a *mixed use*, higher density place to support the timely expansion of the GO train to Clarington.
- 10.1.7 To provide for the growth of the Bowmanville Urban Centres (East and West) as the predominant Regional and commercial centres in Clarington.

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10.2 Objectives

- 10.2.1 To provide for a mix of uses with a focus on higher density within Centres and *Corridors* to support the successful development of complete communities.
- 10.2.2 To develop and improve Urban and Village Centres, Waterfront Places, Neighbourhood Centres, and the Transportation Hubs with a pedestrian focus and with a high quality public realm including civic squares, *parks*, walkways and building forms and styles that reflect the character of the community.
- 10.2.3 Waterfront Places shall be planned and developed as a community focal point and part of the tourism nodes at Lake Ontario.

A107-17	10.2.4	To preserve and enhance the vitality and character of historic downtowns.
	10.2.5	To encourage the development of <i>Corridors</i> through residential <i>intensification</i> , mixed-use <i>development</i> and transit supportive <i>development</i> .

A107-17	10.3	General Policies
	10.3.1	Urban and Village Centres, Neighbourhood Centres, Gateway Commercial Centres, Regional and Local <i>Corridors</i> and Transportation Hubs are shown on Map A and B.
	10.3.2	No new, or expansions to existing Centres or <i>Corridors</i> shall be permitted unless approved as part of the <i>municipally initiated comprehensive review</i> of the Official Plan.
	10.3.3	The Municipality will encourage additional <i>development</i> and <i>intensification</i> of the Bowmanville and Courtice Urban Centres and the Courtice Main Street <i>Corridor</i> prior to consideration of the expansion of existing Centres or designating new Centres New Neighbourhood Centres may be designated through the secondary planning process and/or by amendments to this Plan.
	10.3.4	In the consideration of development applications, applicants must demonstrate how the proposal contributes towards the achievement of the <i>Floor Space Index</i> and densities established in Table 4-2 of this Plan and the Durham Regional Official Plan.

A107-15, 16, 17	10.3.5	All new Commercial Development within Urban and Village Centres, Regional and Local <i>Corridors</i> and Waterfront Places shall be a minimum height of two <i>storeys</i> .
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A107-17	10.3.6	The ongoing health and vitality of Urban and Village Centres, in particular the historic downtowns, will be encouraged by: <ul style="list-style-type: none">a) Phasing major retail growth in accordance with population growth in Clarington;b) Municipal investment in public <i>infrastructure</i>;c) Municipal programs to encourage private sector investment in <i>redevelopment</i> and the restoration and adaptive reuse of historic buildings;d) Participation in appropriate programs of senior levels of government;e) Preparation of community improvement plans and projects;
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- A107-17
- f) Fostering and assisting merchant groups and associations; and
 - g) Encouraging joint marketing efforts.
- 10.3.7 As part of the Municipality's program of *streetscape* improvements, developers or owners of commercial properties will be encouraged to assist in the creation of a high quality public realm through contributions to street tree planting and street furniture in addition to landscaping improvements on private lands.
- 10.3.8 A reduction to the parking space requirements in Priority *Intensification Areas* may be considered where it is demonstrated that:
- a) There will be minimal adverse impacts on the surrounding areas;
 - b) On-street parking can support additional parking demands;
 - c) The *site* is accessible to transit, walking and/or cycling facilities;
 - d) The *development* is for a mixture of uses; and
 - e) The reduction is offset by a payment-in-lieu of parking where appropriate.
- 10.3.9 The Municipality reserves the right to request a Retail Market Demand Study for any proposed commercial development to ensure that the size and scale of the proposed development aligns with the planned function of the designation and to also ensure that there are no *negative impacts* on the Municipality's planned commercial structure.

10.4 Urban and Village Centres

- 10.4.1 Urban and Village Centres shall be developed as the main concentrations of activity in each community. They shall provide an array of retail and personal service, office, residential, cultural, community, recreational and *institutional uses*.
- 10.4.2 Urban and Village Centres will function as the focal point of culture, art, entertainment and civic gathering, be places of symbolic and physical interest for residents, and foster a sense of local identity.
- 10.4.3 Each Urban and Village Centres will have a distinct character and function generally in accordance with the following:

- a) Urban Centres will be larger in scale, provide goods and services for a large segment of Clarington's population and will develop with a higher overall density than Village Centres;
- b) Bowmanville Urban Centres will be planned and developed as a centre of regional significance providing the highest level of retail and *service uses* and shall be the primary focal point of cultural, community, recreational and *institutional uses* in Clarington;
- c) Village Centres will be smaller in scale, be developed at similar densities as the historic downtowns and shall serve primarily local needs for goods and services; and
- d) Urban and Village Centres will maintain and enhance the historic character of each respective community.

10.4.4 Urban and Village Centres shall be comprehensively developed in accordance with their respective Secondary Plans which shall provide for:

- a) Residential and/or *mixed use developments* in order to achieve higher densities, achieve *transit oriented development* and reinforce the objective of achieving a diverse mix of land uses;
- b) *Redevelopment* and *intensification* with a wide array of uses; and
- c) Other uses that are complementary to the Urban and Village Centre's intended economic, social and cultural functions.

10.4.5 Drive-through facilities are not desirable in Urban and Village Centres. Drive-through facilities will be prohibited in certain areas and appropriately regulated in other areas to minimize impacts on roads and the pedestrian *environment*, to ensure compatibility with *adjacent* uses and to achieve the built-form objectives of this Plan and the Secondary Plans.

10.4.6 Urban and Village Centres shall be developed in accordance with the urban design policies of Chapter 5.

10.5 Neighbourhood Centres

10.5.1 Neighbourhood Centres are identified on Map A. They are to serve as focal points for residential neighbourhoods and provide a range of retail and *service uses* to meet day to day needs. They shall be planned and developed in a comprehensive manner. The maximum

Commercial and Mixed-Use Development

amount of gross leasable floorspace in any one Neighbourhood Centre shall be 5,000 square metres.

10.5.2 Neighbourhood Centres are intended to be developed with *adjacent* areas as transit nodes containing higher density residential uses and wherever possible, recreational, community, cultural and *institutional uses*.

10.5.3 An appropriate range of retail and *service uses* will be identified in the Zoning By-law in accordance with the following:

- a) Uses will be appropriate to be located in proximity to *adjacent* residential areas;
- b) With the exception of grocery store/supermarket or pharmacy any individual store shall have a maximum of 300 square metres of *gross leasable floor area*;
- c) Drive-through uses will not be permitted;
- d) *Mixed-use development* will be encouraged;
- e) Street-related building forms are preferred but as a minimum direct pedestrian access will be provided from the street to some stores within 4 metres of the streetline; and
- f) Building design of the *adjacent* and surrounding neighbourhood takes precedent over corporate character.

10.5.4 Neighbourhood Centres are "gathering places" and shall incorporate public squares. Public squares will have the right of public access and will be designed as a high quality and interactive urban *environment*. Amenities such as appropriate paving, landscaped areas, benches, refuse containers, bicycle stands, lighting, public art and other elements that enhance the social and physical *environment* are required.

10.5.5 Public squares shall be constructed either as a public parkette or as part of a commercial development with the right of the public to access the square secured by appropriate means. Public squares are required in any new Neighbourhood Centres identified by amendment to this Plan.

10.6 Corridors

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10.6.1 *Corridors* shall provide for *intensification, mixed-use development* and pedestrian and transit supportive *development*. *Corridors* are one component of Priority *Intensification Areas*. The Regional and Local *Corridors* are identified on Map B.

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- 10.6.2 *Corridors* shall be comprehensively developed to provide for:
- a) Residential and/or *mixed use developments* with a wide array of uses in order to achieve higher densities, and transit oriented *development*;
 - b) Other uses that are complementary to the intended function of the *Corridor*; and
 - c) *Site* design that is sensitive to the existing neighbourhoods.
- 10.6.3 Density and built form within *Corridors* shall:
- a) Incorporate and be sensitive to existing local character and scale to create a compatible and attractive built form with a distinctive community image;
 - b) Incorporate measures to protect and enhance the *natural heritage system* and sensitively integrate them with new *development*, streetscaping, and architectural detail; and
 - c) Create a public realm that accommodates a range of higher density residential uses, complemented by compatible retail, service and *institutional uses*.
- 10.6.4 *Corridors* will be designed to accommodate public transit and a range of alternative transportation modes, accommodating the pedestrian as a first priority.
- 10.6.5 *Corridors* are approximately 100 metres deep as measured from the extent of the ultimate road allowance.
- 10.6.6 Along Regional *Corridors*, non-residential units shall not exceed 600 square metres and the total amount of non-residential floor space shall not exceed 3,000 square metres per site. Where a Secondary Plan is in place, the more detailed policies of the Secondary Plan take precedence.
- 10.6.7 Along local *corridors*, non-residential uses are only permitted within *mixed use buildings*. The total amount of non-residential space shall not exceed 1,500 square metres per site, and individual non-residential units shall not exceed 300 square metres. Where a Secondary Plan is in place, the more detailed policies of the Secondary Plan take precedence.

10.7 Waterfront Places

- 10.7.1 Waterfront Places at Port Darlington and Port of Newcastle are identified on Map A. Waterfront Places will be high quality urban *environments* that build upon the natural setting and views of the Lake Ontario waterfront.
- 10.7.2 Waterfront Places shall be designed to;
- a) Support a mix of land uses;
 - b) Be a high quality urban *environment* that builds on the existing natural setting, marina and park development and views of the waterfront; and
 - c) Where appropriate, shall be planned to support an overall, long-term density and *floor space index* indicated in Table 4-2 of this Plan.
- 10.7.3 Around harbours in the Port of Newcastle and Port Darlington Waterfront Places a variety of uses which are compatible with a marina and the public open space system are permitted. Such uses include high-rise residential, retail and services uses, professional offices, a small hotel, places of entertainment, and recreational, cultural and community facilities. *Retail uses* will be appropriate for and scaled to meet neighbourhood or tourism needs. Hotels shall be appropriately designed and scaled based on their location.
- 10.7.4 Waterfront Places shall include an integrated system of publicly accessible walkways that will connect with the marina area, the Municipal Wide Park and the Waterfront Trail.
- 10.7.5 The Municipality encourages Marina uses to be fully integrated with the Municipal Wide Park with complementary *recreation* facilities and *amenity areas* including joint access arrangements and shared parking facilities.
- 10.7.6 The Municipality will encourage increasing public access to areas of ecological, cultural or recreational value.
- 10.7.7 The Port Darlington Waterfront Place is also defined as a tourism node and the permitted land uses are further defined in the Port Darlington Secondary Plan.

10.8 Transportation Hubs

- 10.8.1 Transportation Hubs are identified on Map A. Transportation Hubs shall provide for a mix of uses at higher densities, which are complementary in terms of scale, design and context and designed to support transit services.
- 10.8.2 The Bowmanville Transportation Hub is located within the Bowmanville West Town Regional Centre. The Bowmanville Town Centre Secondary Plan Area policies are complementary and supportive of the Bowmanville GO Transit station and collectively create the type of *development* intended by section 10.8.1.
- 10.8.3 The Courtice Transportation Hub is located within Special Study Area 4. Detailed land uses in this Transportation Hub will be further defined in the Courtice Employment Lands Secondary Plan. The Secondary Plan shall include policies for a high density, *mixed use* compact *development* within 750 metres of the GO Transit site.

10.9 Gateway Commercial Centres

- 10.9.1 The Municipality has identified Gateway Commercial Centres intended to serve the specialized needs of residents and attract tourists and visitors to the Municipality. They generally require large parcels of land to accommodate certain types of large format retailers, and benefit from direct exposure to high volumes of traffic.
- 10.9.2 The following uses may be permitted within the Gateway Commercial Centre designation:
- a) Retail and service commercial uses including hotels, warehouse-style stores excluding department stores and grocery stores, and home furnishing uses;
 - b) Financial institutions;
 - c) Business, professional and medical offices;
 - d) Restaurants;
 - e) Limited number of complementary smaller retail stores and personal use services; and
 - f) Community facilities.
- 10.9.3 Gateway Commercial Centres shall be developed in accordance with the urban design policies in Chapter 5.

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10.10 Service Stations

- 10.10.1 Service stations are establishments which primarily sell fuel and associated automotive products. A service station may include *accessory uses* such as the repair of vehicles, a car wash, restaurants, and a small convenience store.
- 10.10.2 Service stations may generally be established in any urban land use designation provided that:
- a) A maximum of one (1) service station may be permitted at any intersection, with the exception that in a Gateway Commercial Centre or Employment Area a maximum of two (2) service stations may be permitted diagonally opposite each other at any intersection;
 - b) It is not *adjacent* to or opposite schools or public *recreation* facilities;
 - c) It does not create vehicular congestion or endanger pedestrian movement;
 - d) Access points to each *site* shall be limited in number and shall not impede traffic flows. Internal access to *adjacent* commercial properties shall be provided wherever possible;
 - e) Primary access is taken from an arterial or collector road; and
 - f) It has no undue *adverse effect* on *adjacent* residential uses.
- 10.10.3 Notwithstanding Section 10.10.2 service stations will not be permitted at prominent intersections, in Urban or Village Centres or other locations which Council deems to have important visual significance for gateways to communities.
- 10.10.4 Service Stations shall be developed in accordance with the urban design policies in Chapter 5.
- 10.10.5 Abandoned service stations shall be rezoned to uses compatible with surrounding areas and in conformity with this Plan.

Chapter 11

Employment Areas

Municipality of Clarington Official Plan

11 Employment Areas

11.1 Goal

11.1.1 To provide a variety of economic and employment opportunities in Employment Areas.

11.2 Objectives

11.2.1 To provide and protect Employment Areas as strategic assets that will allow for the expansion and diversification of the employment base.

11.2.2 To encourage the timely servicing of all Employment Areas providing a minimum 5 year supply of serviced land.

11.2.3 To provide at least 50% of all jobs in Clarington within Employment Areas.

11.2.4 To require a high quality design in Prestige and Business Employment Areas.

11.2.5 To achieve increasingly higher employment densities in Employment Areas.

11.2.6 To promote high employment densities within proximity to Courtice Transportation Hub.

11.3 General Policies

11.3.1 Employment Areas consist of the following land use designations shown on Map A:

- Business *Parks*;
- Prestige Employment Areas;
- Light Industrial Areas; and
- General Industrial Areas.

11.3.2 Within Employment Areas:

- a) The minimum employment density target shall be 30 jobs per gross hectare, especially on lands designated Prestige Employment, Business Park, or Light Industrial lands *adjacent* to the Highway 401 and 418 *corridors*;

Employment Areas

- b) The attractiveness of these areas shall be established and/or enhanced through high quality design, appropriate landscaping, screening of outside storage areas and good property maintenance;
- c) The *development* or *redevelopment* of lands shall support public transit, and bicycle and pedestrian access;
- d) The sale of the goods manufactured or assembled on the premises will be permitted provided it does not exceed the lesser of 20% or 500m² of the total gross building floor area;
- e) No use shall be permitted which, by the nature of the material used, *waste* produced, or product manufactured is considered to be hazardous by Government agencies;
- f) All uses shall comply with all government health and environmental standards with respect to the emission of fumes, noise, odours, dust, vibration, or any other form of pollution;
- g) Open storage areas and industrial uses which are not compatible with sensitive land use activities or existing *agricultural uses*, shall be appropriately located and buffered so that no *adverse effects* will result on surrounding areas;
- h) *Waste* disposal and/or processing of *waste* shall conform to the policies of Section 3.7.16 to 3.7.19 and all applicable provisions of this Section; and
- i) No auto-auction facility, *auto wreckers*, asphalt/ready mix facilities shall be permitted unless they are located on a parcel of land less than 2 ha in size.

11.3.3 The following uses are not permitted in employment areas:

- a) *Sensitive land uses* such as residential, nursing and retirement homes, elementary and secondary schools and places of worship;
- b) *Major retail uses*; and
- c) *Major office uses*.

11.3.4 The conversion of lands within an employment area to a non-employment use shall only be contemplated during a *Municipally initiated comprehensive review* and based on the following criteria:

- a) The land is not required for employment purposes over the long term;

Employment Areas

- b) There is need for the conversion;
- c) There is existing or planned *infrastructure* to accommodate the proposed conversion;
- d) The conversion will not *adversely affect* the overall viability of the employment area; and
- e) The potential impacts of the conversion have been considered on a municipality wide scale.

11.3.5 All Employment Areas shall be developed on municipal water and sewer and roads shall be designed to urban standards. Prior to the introduction of full municipal services, limited *development* on private services is permissible provided:

- a) The lands are zoned to permit private services;
- b) The use does not require water consumption in the production, manufacturing, refining or assembling process;
- c) The applicant submits an engineering report demonstrating that private services can be supported on *site* without impacting ground water and soil conditions on neighbouring properties; and
- d) The applicant enters into a development agreement with the Municipality which includes, among other matters, the requirement to connect to future sanitary sewer and water supply services and the payment for the owner's share of installation and connection when such services are available.

11.3.6 *Development* of Employment Areas shall generally proceed by registered plan of subdivision. However, *development* by land severance is permitted provided it does not jeopardize the overall future development of the surrounding lands and that a cost-sharing agreement is executed with respect to the construction of arterial and collector roads, stormwater facilities and regional services.

11.3.7 *Development* in Employment Areas shall be subject to the Urban Design policies in Section 5.4.5 to 5.4.7 of this Plan.

11.4 Business Parks

11.4.1 Business *Parks* comprise the lands having prime exposure along Highway 401 and arterial roads. *Development* within Business *Parks* is intended for employment intensive uses that exhibit a high standard of building design and landscaping in order to provide an

Employment Areas

attractive appearance that reflects or takes advantage of such high visibility.

11.4.2 The goals, objectives and policies applicable to Business *Parks* shall be set out in Secondary Plans.

11.5 Prestige Employment Areas

11.5.1 Prestige Employment Areas have prime exposure along freeways and arterial roads and may be located *adjacent* to Residential Areas.

11.5.2 *Development* within this designation is intended for employment intensive uses that exhibit the highest standard of building design and landscaping in order to provide an attractive appearance that reflects or takes advantage of such high visibility.

A107-18, 19, 20 11.5.3 The predominant use of land within Prestige Employment Areas shall be professional, corporate and office buildings, research and development facilities, commercial or technical schools, and light industrial uses within enclosed buildings.

A107-18, 19, 20 11.5.4 Certain commercial, community and recreational uses, including banks, restaurants, business *service uses*, hotels, banquet halls, convention centres, day cares and athletic clubs are permitted by *site* specific zoning amendment and provided they are limited in scale and appropriately designed.

11.5.5 The following uses are not permitted within the Prestige Employment Areas:

a) Motor vehicle service stations, motor vehicle dealerships, automotive service and repairs, and car washes and other automotive uses; and

A107-18, 19, 20 b) Drive-through restaurants.

11.5.6 *Development* within Prestige Employment Areas shall:

a) Have consideration for the functional of the lands as a *buffer* and shall provide for an appropriate mix of uses that are sensitive to and compatible with abutting land uses;

b) Support planned public transit investment;

c) Allow for a variety of uses to occur in close proximity to each other in order to assist the Municipality in achieving its *intensification* objectives; and

- d) Provide for an accessible and walkable green public realm that is attractive for employees.

11.5.7 *Development* within Prestige Employment Areas shall be subject to a high level of architecture, landscaping and signage.

11.5.8 Outside storage or display of goods shall be strictly prohibited. The Municipality may develop *design guidelines* to assist in the review of development applications *adjacent* to Highway 401.

11.6 Light Industrial Areas

11.6.1 The Light Industrial Areas designated on Map A are located in places of high visibility along arterial roads and freeways and may be located *adjacent* to Residential Areas. The range of industrial uses permitted in the Light Industrial Areas shall be sensitive to and compatible with abutting uses.

11.6.2 The predominant use of land in the Light Industrial Areas shall be manufacturing, assembling, processing of raw materials, fabricating, repairing, research and development and warehousing. Certain commercial, community and recreational uses, including banks, restaurants, athletic clubs, banquet facilities, and fraternal organizations, are permitted provided they are limited in scale and provide services to employees of the Employment Area.

11.6.3 Accessory office uses will be permitted provided they are on the same *lot* and are related to and ancillary to the main industrial use to a maximum of 25% of the total gross building floor area.

11.6.4 Limited outside storage may be permitted as an ancillary use in accordance with the following criteria:

- a) Outside storage shall not exceed an area equivalent to 25% of the total gross building floor area;
- b) The materials to be stored in an outside storage area shall not exceed a height of 3 metres;
- c) Storage areas shall be located primarily in the rear of the *lot* and shall be appropriately screened so as to not have a *negative impact* on abutting properties and not be visible from freeways or roads; and
- d) For *sites* directly *adjacent* to freeways, outdoor storage is not permitted.

11.6.5 An auto-mall comprising a minimum of 3 individual motor vehicle dealerships or other dealerships, which may include recreational

vehicles/trailer sales establishments, and accessory motor vehicle *service uses* may be permitted by *site-specific* rezoning provided it is located on a Type A arterial road or on lands with exposure to Highway 401 or other major highways/freeways subject to the submission of a comprehensive *streetscape*, landscaping and signage plan is prepared to the satisfaction of the Municipality. Where Auto Malls are permitted the parking of vehicles/trailers shall not be considered as outside storage under this Plan.

A107-1	11.6.6	Notwithstanding Section 11.3.6, the Light Industrial lands identified in Orono may develop on a private water and sewer system.
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11.7 General Industrial Areas

- 11.7.1 General Industrial Areas are generally located in the interior of the Employment Areas, and shall not be located in highly visible locations or *adjacent* to sensitive land use activities.
- 11.7.2 The predominant use of land in General Industrial Areas shall be manufacturing, assembling, processing of raw materials, fabricating, warehousing, repair and servicing operations. In addition, accessory office uses will be permitted provided they are on the same *lot* and are related to and ancillary to the main industrial use to a maximum of 25% of the total gross building floor area.
- 11.7.3 Outside storage shall:
- a) Generally not exceed 100% of the total gross floor area of the building and to a maximum height of 5 metres;
 - b) Be located at the rear of the property; and
 - c) Be appropriately screened, buffered and/or contained through the use of berms, landscaping, fencing or other mitigative measure.
- 11.7.4 Freight transport or transportation facilities shall be located within the General Industrial Areas but not occupying high visibility *sites adjacent* to freeways and arterial roads or entranceways to urban areas. Parking, loading and storage facilities shall generally be located at the rear of the *lot*, adequately screened from *adjacent* land uses, have a durable, dust-free, hard surface and suitable stormwater management facilities.
- 11.7.5 Notwithstanding the provisions of Section 3.7, *waste* processing facilities for non-toxic materials such as paper, glass, metal, construction *waste* and plastics, may be permitted, provided that the operation is wholly enclosed within a building or structure.

Employment Areas

- 11.7.6 *Waste* transfer stations may be permitted by *site*-specific zoning provided it is integrated and part of a *waste* processing facility. Outside storage may be permitted in accordance with Section 11.7.3, provided that processed or unprocessed *waste* is wholly enclosed.
- 11.7.7 An asphalt or concrete batching plant or *aggregate* transfer station may be permitted in the General Industrial designation by *site* specific zoning. In the evaluation of such a rezoning, consideration shall be given to the following:
- a) Minimizing visual impacts of the *site* from major arterial roads and freeways;
 - b) Minimizing impact on abutting uses including noise and odour; and
 - c) Addressing other issues as may be required by the Municipality.

Chapter 12

Rural Settlement Areas

Municipality of Clarington Official Plan

12 Rural Settlement Areas

12.1 Goal

12.1.1 To ensure that the *development* of rural settlement areas is consistent with the principle of *sustainable development*.

12.2 Objectives

12.2.1 To preserve, enhance and promote the cultural and historical attributes of hamlets and other rural settlements.

12.2.2 To reinforce hamlets as the predominant and preferred locations for rural growth.

12.2.3 To ensure *development* in the rural areas is adequately serviced and does not impact soil, water and other natural resources.

12.3 General Policies

12.3.1 Hamlets and Estate Residential are Rural Settlement Areas designated on Map A.

12.3.2 Hamlets shall be the predominant and preferred locations to accommodate future rural population growth.

12.3.3 *Development* shall be serviced by private drilled wells and private sewage disposal systems or municipal or communal water or sewage disposal systems approved and in compliance with Provincial and Regional standards. Where a municipal or communal system exists, new *development* shall be required to connect to these systems subject to such matters as capacity, feasibility, the sequential extension of services, and financing.

12.3.4 Within the Oak Ridges Moraine, the construction or expansion of *partial services* is prohibited. However, this does not apply to prevent the construction or expansion of *partial services* that are necessary to address a serious health or environmental concern, or the expansion was approved under the Environmental Assessment Act before November 17, 2001 and the period of time during which the construction or expansion may begin has not expired. Serious health or environmental problems are to be determined by the Medical Officer of Health or an appropriate designated authority.

12.3.5 New residential *lots* in any rural settlement area with or without a municipal water system shall:

- a) Have a minimum *lot* size of 0.4 hectares;
- b) Meet the requirements of the Durham Region Health Services Department;
- c) Provide a primary and reserve conventional tile field area; and
- d) Provide a technical report that demonstrates there is no adverse impact on *adjacent* wells and septic systems and meets provincial guidelines for assessing water supply and risk of water quality impact.

12.3.6 Notwithstanding Section 12.3.5, in the event *development* is serviced by approved alternatives, the size of a residential *lot* may be reduced subject to appropriate studies.

12.3.7 *Home-based occupations* are permitted in any Rural Settlement Area in accordance with the provisions of Section 9.3.3.

12.3.8 An *accessory apartment* is permitted in accordance with Section 6.3.6.

12.4 Hamlets

12.4.1 The predominant use of lands within the Hamlet designation shall be detached residential dwellings. Other uses such as schools, community facilities, places of worship, general stores, *home-based occupations*, arts and craft shops, service stations and farm-related commercial uses are also permitted provided such uses are compatible with the surrounding uses and do not detract from the character of the hamlet. Service stations shall also be subject to the policies of Section 10.10 of this Plan.

12.4.2 *Development* within a hamlet shall:

- a) Complement and enhance the historic character of the hamlet;
- b) Provide housing designed to complement the architecture of existing buildings;
- c) Implement a grid street system; and
- d) Consider opportunities and innovations to provide a more compact settlement form.

12.4.3 Residential development shall generally proceed by an application for plan of subdivision which shall be accompanied by technical

reports to meet the requirements of this Plan and the Region of Durham Official Plan to the satisfaction of the approval authorities.

12.4.4 Individual land severances may be considered provided they do not jeopardize the future *development* of the hamlet and meet the requirements of Section 12.3.5.

12.4.5 In the Hamlet of Newtonville, the following policies apply:

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- a) All *development* shall be serviced by municipal water supply;
- b) The minimum *lot* size may be reduced provided an engineering study demonstrates to the satisfaction of the approval authorities that the soil and groundwater conditions can support reduced *lot* sizes without contaminating soil or groundwater;
- c) No further *development* shall be permitted upon reaching the capacity of the municipal water supply system, regardless of whether designated lands remain vacant; and
- d) No further *development* shall be permitted if there is evidence of soil and groundwater contamination which cannot be mitigated, until such time as the contamination is addressed to the satisfaction of the approval authorities.

12.4.6 Notwithstanding policy 3.4.3.2 of the Greenbelt Plan, minor rounding-out of the hamlet boundaries of Newtonville, Leskard, Maple Grove, Kendal, Hampton and Solina may be permitted in accordance with the relevant policies of the Greenbelt Plan and the Durham Regional Official Plan, subject to the completion of appropriate studies to justify and establish the limits of such rounding-out.

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12.5 Estate Residential

12.5.1 The only permitted use within lands designated Estate Residential shall be detached residential dwellings and *home-based occupations*.

12.5.2 Estate Residential areas that have been approved are designated on Map A. No new Estate Residential areas are permitted.

12.5.3 Estate Residential areas approved prior to Section 12.5.2 coming into effect shall:

- a) Not exceed the number of residential units planned;
- b) Be designed to be unobtrusive and blend into the Municipality's landscape, including the natural *environment*;

- c) Not have *negative impacts* on the *natural heritage system*;
- d) Contain *lot* sizes generally between 0.6 – 1 hectare; and
- e) Be serviced with an internal road system having a minimum of two access points, but shall not have direct access onto a freeway or a Type A arterial road.

12.5.4 Once an Estate Residential subdivision has been registered, no severance for an additional *lot* will be permitted.

12.6 Rural Residential Clusters

12.6.1 The permitted uses in a *Rural Residential Cluster* defined in the Zoning By-law are single detached residential dwellings including *home-based occupations*. The exact limits of the Cluster are defined in the Zoning By-law.

12.6.2 Once the limits of a Cluster have been defined in the Zoning By-law, no expansion to the Cluster shall be permitted. Infilling may be permitted subject to meeting the applicable policies of this Plan.

12.6.3 Within Zoned *Rural Residential Clusters* infilling may be permitted subject to the following criteria:

- a) The infill *lot* is privately serviced and meets the standards of the applicable agencies, or in the case of Bond Head, may be serviced by Municipal Water Supply;
- b) The infill *lot* shall have frontage upon, and access to, an open public road other than a freeway or a Type A arterial road;
- c) The infill *lot* is not located within the *natural heritage system*;
- d) It is demonstrated that surrounding agricultural operations have the ability to carry on normal farm practices;
- e) The infill lot shall conform to the *Minimum Distance Separation Formulae*; and
- f) Any new *lot* shall meet the requirements of Section 12.3.5.

Chapter 13

Countryside

Municipality of Clarington Official Plan

13 Countryside

13.1 Goals

- 13.1.1 To encourage and support the agricultural industry as an important part of the Municipality's economic base and as a valuable contribution to Ontario's food supply.
- 13.1.2 To protect and enhance the Municipality's rural character.

13.2 Objectives

- 13.2.1 To support a diversified healthy and productive agricultural industry.
- 13.2.2 To preserve high quality agricultural lands for farming purposes.
- 13.2.3 To promote stewardship of agricultural lands for future generations.
- 13.2.4 To ensure rural uses are compatible with agriculture and the natural *environment*.

13.3 General Policies

- 13.3.1 The Countryside consists of Prime Agricultural Areas and Rural Areas as designated on Map A.
- 13.3.2 On farm diversified, uses including *agri-tourism* uses, are permitted in Prime Agricultural Areas and Rural Area, subject to the provisions of the zoning by-law provided that such uses:
 - a) Are located on a farm and are secondary to the principal *agricultural use* of the property;
 - b) Are limited in area;
 - c) Are compatible with the existing and/or designated land uses in the surrounding areas and do not generate excessive amounts of odour, traffic and other nuisances; and
 - d) Do not conflict with, detract or hinder any surrounding agricultural operations from carrying on normal farm practices.
- 13.3.3 *Home-based occupations* within the Countryside shall only be permitted in accordance with Section 9.3.3.
- 13.3.4 *Home industry* uses permitted in the Countryside shall be subject to the provisions in the Zoning By-law and the following:

- a) Be clearly secondary to the *agricultural use* of the property or accessory to the residence if it is a residential property;
- b) Be carried out in a garage or accessory building, other than associated office uses which may be located within the *dwelling unit*;
- c) Be compatible with and not hinder surrounding *agricultural uses*;
- d) Not provide outdoor storage or display of goods, materials or products;
- e) Use the common driveway to the farm or residence;
- f) Meet the requirements of the Municipality and the Region of Durham for water supply and sewage disposal and where possible, share the services with the dwelling on the *lot*; and
- g) Meet the requirements of the Ministry of Environment and Climate Change for approvals related to air emissions and *waste* management if required.

13.3.5 Temporary, mobile or portable farm worker dwellings may be permitted on a farm for the purpose of accommodating persons employed full-time or seasonal on the farm. The farm worker dwelling shall:

- a) Not interfere with or hinder normal farm practices;
- b) Only be permitted where the intensity of the farm operation warrants it;
- c) Be located in close proximity with the principle farm dwelling; and
- d) The principal farm dwelling is occupied by the farmer, retired farmer and/or member of the family.

13.3.6 A permanent farm worker dwelling may be permitted subject to a *site* specific zoning by-law amendment and the provisions of Section 13.3.5.

13.3.7 The severance of a residential dwelling, including a residential farm worker dwelling permitted in Section 13.3.5 and 13.3.6 is not permitted, except as outlined in policy 13.3.8 and 13.3.9 of this Plan.

13.3.8 The Municipality encourages the consolidation of farms wherever possible. Dwellings which are rendered surplus as a result of the consolidation of abutting farms may be severed provided:

- a) The farms are merged into a single parcel;
- b) Within the Protected Countryside of the *Greenbelt Plan Area* the dwelling was in existence as of December 16, 2004;
- c) The dwelling to be severed is not required for farm employees;
- d) The surplus dwelling *lot* is generally less than 0.6 hectares; and
- e) The retained farm parcel is zoned to prohibit any further severances and the establishment of a residential dwelling.

13.3.9 Severance of a dwelling which is rendered surplus as a result of the acquisition of non-abutting farms may be permitted provided:

- a) The farm to be acquired is a minimum of 40 hectares;
- b) The dwelling to be severed is not required for farm employees;
- c) Within the Protected Countryside of the *Greenbelt Plan Area* the dwelling was in existence as of December 16, 2004;
- d) The surplus dwelling *lot* is generally less than 0.6 hectares; and
- e) The retained farm parcel is zoned to prohibit any further severances and the establishment of a residential dwelling.

13.3.10 New land uses, including the creation of *lots*, *on-farm diversified uses*, agriculture related uses and new or expanding livestock facilities, shall comply with the *Minimum Distance Separation Formulae*, but not closed cemeteries.

13.3.11 New agricultural *lots* within the Countryside will be permitted only where the severed and retained *lots* are:

- a) Intended for *agricultural use*;
- b) Sufficiently large to maintain flexibility for future changes in type or size of agricultural operation; and
- c) A minimum of 40 hectares in size.

13.3.12 The Municipality supports the expansion of the *Greenbelt Plan Area* to provide long term protection of *prime agricultural land*.

13.3.13 Prime Agricultural Areas and Rural Areas may support the wise use of mineral aggregate resources as an interim use in accordance with the policies of this Plan.

13.4 Prime Agricultural Areas

13.4.1 Prime Agricultural Areas shall predominantly be used for *agricultural uses, agriculture-related uses and on-farm diversified uses*.

13.4.2 Major *Recreation* uses are not permitted in Prime Agricultural Areas.

13.5 Rural

13.5.1 Rural areas as designated on Map A are intended to support Prime Agricultural Areas, link the components of the Municipality's Open Space System and function as urban separators and shall predominantly be used for *agricultural uses, agriculture-related uses and on-farm diversified uses*.

13.5.2 The *development* of non-*agricultural uses*, kennels, commercial or industrial agri-businesses and landscape industry uses may be considered in Rural areas subject to a *site* specific zoning by-law amendment, the provisions of sections 13.5.3 to 13.5.6 and the following:

- a) Not be located on *prime agricultural land*, unless a study has demonstrated that the soil capability is suitable;
- b) Be compatible with the existing and/or designated land uses in the surrounding areas and do not generate excessive amounts of odour, traffic and other nuisances;
- c) Not require large scale modifications of terrain, vegetation or both, or large scale buildings and structures and do not *adversely affect* the character of the area;
- d) Be located on a parcel that is of appropriate size for the use;
- e) Be in conformity with the *Minimum Distance Separation Formulae*;
- f) Not be in conflict with, detract or hinder any surrounding agricultural operations from carrying on normal farm practices; and
- g) Meet the requirements of the Regional Official Plan and applicable *Provincial Plans*.

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- 13.5.3 Major *Recreation* uses are permitted in the Rural Area, subject to the policies in Section 18.7.
- 13.5.4 Kennels are permitted on lands designated Rural, subject to a *site* specific zoning by-law amendment and subject to the following:
- a) The kennel is not *adjacent* or in close proximity to existing residential dwellings on neighbouring properties;
 - b) The *site* is large enough to accommodate extensive setbacks from *lot* lines as determined by the amending zoning by-law; and
 - c) Substantial buffering and screening are provided to reduce noise to an acceptable level.
- 13.5.5 Agri-businesses of an industrial nature, such as farm machinery services and sales establishments, feed mills and abattoirs may be permitted on lands designated Rural through a *site* specific zoning by-law amendment and subject to the following:
- a) It is demonstrated that the use directly serves the agricultural community and requires a location outside the Urban Area boundary rather than being located within an industrial area;
 - b) The use does not change the character of the rural area; and
 - c) Adequate on-site parking can be provided.
- 13.5.6 Agri-business proposals of a commercial nature are encouraged to locate within Settlement Areas. However, such uses may be permitted on lands designated Rural, subject to a *site* specific zoning by-law amendment, subject to the requirements of Section 13.5.2 and meet the requirements of the Regional Official Plan and applicable *Provincial Plans*.
- 13.5.7 Landscape industry uses, which consist of businesses associated with horticulture, are encouraged to locate on lands designated as Industrial. However, small scale landscape industry uses, may be permitted on lands designated as Rural through a *site* specific zoning by-law amendment, subject to the requirements of Section 13.5.2 and the following:
- a) The use does not include retailing products from the *site*;
 - b) The *site* is large enough to accommodate extensive setbacks from *lot* lines as determined by the amending zoning by-law; and

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- c) Buffering and screening are provided to the road and neighbouring properties to the satisfaction of the Municipality.

13.5.8 Large scale landscaping operations, including the manufacturing of garden supplies, on-site retailing, large scale modifications of terrain, vegetation or both, or large scale buildings and structures and stockpiling are encouraged to locate on Industrial lands but may be permitted on lands designated rural by amendment to this Plan.

A107-13	13.5.9	Severances for landscape industry uses, kennels and commercial agri-businesses are not permitted.
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Chapter 14

Open Space System

Municipality of Clarington Official Plan

14 Open Space System

14.1 Goals

- 14.1.1 To establish a continuous open space system throughout the Municipality from the Lake Ontario Waterfront to the Oak Ridges Moraine throughout Settlement Areas and the Countryside.
- 14.1.2 To protect, manage and enhance the Municipality's *natural heritage system*.

14.2 Objectives

- 14.2.1 To protect *natural heritage features, hydrologically sensitive features* and their *ecological functions* from the effects of human activity.
- 14.2.2 To maintain, restore and create continuous green *corridors* along stream valleys and throughout the Oak Ridges Moraine, Lake Iroquois Beach and the Lake Ontario Waterfront.
- 14.2.3 To ensure low intensity recreational activities are compatible with the natural *environment*.
- 14.2.4 To maximize connectivity of open space to residential areas through efficient and safe street networks that promotes *active transportation*.
- 14.2.5 To develop a Waterfront which is clean, green, connected, open, accessible, useable, diverse, and attractive.

14.3 General Policies

- 14.3.1 The Open Space System consists of Environmental Protection Areas, Natural Core Areas, Natural Linkage Areas, the Waterfront Greenway and Green Space, as designated on Map A.
- 14.3.2 *Development* within the designated Open Space System is generally discouraged.
- 14.3.3 Nothing in this Plan requires that private land in the Open Space System be made available for public use, nor that the Municipality will purchase these lands.

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- 14.3.4 Small-scale structures accessory to low-intensity recreational uses, such as trails, boardwalks, foot bridges, fences, docks and picnic facilities, are permitted only if the applicant demonstrates that the

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adverse effects on the ecological integrity of the natural heritage system will be kept to a minimum by:

- a) Keeping disturbed areas to a minimum; and
- b) Avoiding the most sensitive portions of the site, such as steep slopes, organic soils and *habitat of endangered species and threatened species*.

14.4 Environmental Protection Areas

- 14.4.1 Environmental Protection Areas are recognized as the most significant components of the Municipality's natural *environment*. As such, these areas and their *ecological functions* are to be preserved and protected from the effects of human activity. Environmental Protection Areas are designated on Map A.
- 14.4.2 Environmental Protection Areas include the *natural heritage features* and *hydrologically sensitive features* that comprise the *natural heritage system* as well as those lands within the *regulatory flood plain* of a watercourse.
- 14.4.3 The extent of the Environmental Protection Area designation includes a 30 metre *vegetation protection zone* from the *natural heritage system* and *hydrologically sensitive features* outside of Urban and Rural Settlement Areas.
- 14.4.4 An Official Plan Amendment is not required to modify the extent of the Environmental Protection Area if it is as a result of modifications to the *natural heritage system* as provided for in Section 3.4.4 and 3.4.5.
- 14.4.5 No *development* shall be permitted on lands designated Environmental Protection Areas, except:
 - a) Low-intensity recreation;
 - b) Uses related to forest, fish and wildlife management;
 - c) Erosion control and stormwater management; and
 - d) Agriculture, agricultural related and *on-farm diversified uses* in accordance with Section 3.4.8.
- 14.4.6 Notwithstanding Section 14.4.4 limited *development* may only be permitted in accordance with Section 3.7.
- 14.4.7 The extent of the Environmental Protection Areas designated on Map A is approximate only. The precise limits shall be detailed

through the appropriate studies as part of the review of development applications and/or in consultation with the Conservation Authority.

- 14.4.8 The setback for *development* and *site alteration* from lands designated as Environmental Protection Area shall be determined based on the sensitivity of the specific *natural heritage feature* or *hydrologically sensitive feature*. In the case of new plans of subdivision or consents, *lot* lines shall not extend beyond the established setback.

14.5 Natural Core Area, Oak Ridges Moraine

- 14.5.1 The Natural Core Area possesses a high concentration of *natural heritage features*, *hydrologically sensitive features* or *landform conservation areas* as designated on Maps A and H. The maintenance, restoration or improvement to the ecological function, size, diversity and *connectivity* of these features and areas is critical in ensuring the *ecological integrity* of the Moraine.
- 14.5.2 The Natural Core Areas shall be used only for *agricultural uses*, *low-intensity recreation*, *unserviced parks* and uses related to fish, wildlife and *forest management* conservation projects, and flood and erosion control projects having regard for the provisions of Chapter 3.
- 14.5.3 In addition to the other policies of the Plan, the Natural Core Area is subject to the policies set out in Chapters 3, 15 and 23 of this Plan.

14.6 Natural Linkage Area, Oak Ridges Moraine

- 14.6.1 The Natural Linkage Area as designated on Map A forms part of a *corridor* system that supports, or has the potential to support, the movement of plants and animals between the Natural Core Areas, Natural Linkage Areas, river valleys and stream *corridors*.
- 14.6.2 Protection of Natural Linkage Area and other *linkage* areas is critical to the health, function and resiliency of the *Natural Heritage System*.
- 14.6.3 The Natural Linkage Areas shall be used only for *agricultural uses*, *home-based occupations*, home industries, *bed and breakfast* establishments, farm vacation homes, *low-intensity recreational* uses, *unserviced parks*, and uses related to fish, wildlife and *forest management*, conservation projects, and flood and erosion control projects.
- 14.6.4 Small-scale structures accessory to *low-intensity recreational* uses may be permitted in accordance with Section 14.3.4.

14.6.5 In addition to the other policies of the Plan, the Natural Linkage Area is subject to the policies set out in Chapters 3, 15 and 23 of this Plan.

14.7 Green Space

14.7.1 Green Space lands as designated in Urban and Rural Settlement Areas on Map A are intended to link other significant components of the Municipality's Open Space System, including Environmental Protection Areas, and Waterfront Greenway.

14.7.2 Lands designated Green Space shall be used primarily for conservation and low intensity recreational uses. *Major recreational uses* may be permitted by amendment to this Plan in accordance with Section 18.7.

14.8 Waterfront Greenway

14.8.1 The Municipality shall seek to protect and regenerate the unique physical, natural and cultural attributes associated with the Lake Ontario Waterfront.

14.8.2 The predominant use of land within the Waterfront Greenway shall be low intensity *recreational* uses, compatible tourism uses, conservation, and agriculture. In addition:

- Marinas may be permitted in the Waterfront Greenway designation by amendment to this Plan;
- *Major recreational uses* may be permitted by amendment to this Plan and in accordance with Section 18.7; and
- Existing residential uses within the Regulatory Shoreline Area are permitted to continue subject to Sections 3.7.9 and 3.7.10 of this Plan.

Chapter 15

Aggregate Extraction Areas

Municipality of Clarington Official Plan

15 Aggregate Extraction Areas

15.1 Goal

- 15.1.1 To provide opportunities for the extraction of *aggregate* resources with minimal impact on the natural *environment*, landscape, local residents, and the Municipality.
- 15.1.2 To seek to have the extraction, rehabilitation and closure of licensed *aggregate* extraction operations undertaken expeditiously.
- 15.1.3 To protect mineral *aggregate* resources for long term use.

15.2 Objectives

- 15.2.1 To ensure the availability of and the orderly and efficient extraction of *aggregate* resources as an interim land use, while minimizing environmental, social and financial impacts.
- 15.2.2 To provide for *aggregate*-related industrial uses on an interim basis which are appropriate and compatible with surrounding land uses.
- 15.2.3 To ensure that as much of the mineral *aggregate* resources, as realistically possible, are made available as close to market as possible.
- 15.2.4 To ensure that extraction is undertaken in a manner which minimizes social, economic and environmental impacts.
- 15.2.5 Mineral *aggregate* operations shall be protected from development and activities that would preclude or hinder their expansion or continued use which would be incompatible for reasons of public health, public safety or environmental impact.
- 15.2.6 To seek to ensure that Aggregate Extraction Areas are appropriately and progressively rehabilitated.
- 15.2.7 To encourage the implementation of area-wide rehabilitation strategies.

15.3 Policies

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- 15.3.1 Aggregate Extraction Areas are shown as an overlay designation on Map A. At such time as the *aggregate* extraction licence applicable to an Aggregate Extraction Area is revoked or surrendered, the overlay designation will be deleted without the necessity of further amendment to this Plan leaving the land subject to only the permanent designation shown on Map A. When the overlay designation is deleted, it is the policy of the Municipality to amend the Zoning By-law to delete *aggregate* extraction and associated uses as permitted uses on the subject lands, and further to incorporate appropriate designations in the zoning of the subject lands to implement this Plan.
- 15.3.2 Aggregate Extraction Areas shall only be permitted within the Potential Aggregate Resource Areas identified on Map G. New *Aggregate* Extraction Areas and any expansion to existing Aggregate Extraction Areas shall only be permitted within the Potential Aggregate Resource Areas by an amendment to this Plan and in accordance with the following:
- a) The study requirements of Section 15.3.9, 15.3.10, 15.3.15 and 15.3.16 of this Plan have been complied with;
 - b) Any proposed amendment is generally consistent with the intent of this Plan, save and except for Section 23.2.6(e); and
 - c) The proposal takes into account the objectives of any area-wide rehabilitation plan.
- 15.3.3 Notwithstanding the policies of Section 23.2.6 and 23.5, the expansion to an existing Aggregate Extraction Area shall require an amendment to this Plan. An existing mineral *aggregate* operation within a Natural Core Area may not be expanded beyond the boundary of the area under licence or permit.
- 15.3.4 For the avoidance of doubt, *aggregate* extraction uses existing on the date of approval of this Plan which are permitted by a licence issued under the Aggregate Resources Act and by the zoning applicable to the particular Aggregate Extraction Area may continue without amendment to this Plan or to the Zoning By-law provided that all applicable laws are complied with.
- 15.3.5 The establishment of a new Aggregate Extraction Area or the expansion of an existing Aggregate Extraction Area shall also not be permitted in:
- Urban Areas as identified on Map A;

Aggregate Extraction Areas

- Hamlets as identified on Map A;
- Estate Residential; and
- Trailer parks, commercial and tourism uses existing on October 16, 1996.

15.3.6 In addition to the uses permitted by the permanent underlying designation shown on Map A, lands designated Aggregate Extraction Area may be used for the extraction of *aggregates* and the rehabilitation of the designated land. Crushing, screening, blending, washing, stockpiling and *aggregate* recycling shall be permitted as accessory to a licensed *aggregate* extraction operation.

15.3.7 Portable concrete batching and *portable asphalt plants* may be permitted on lands licensed for *aggregate* extraction on a temporary basis not exceeding 3 years by amendment to the Zoning By-law provided:

- a) There is no adverse impact on groundwater and surface water quality and quantity;
- b) There is no adverse noise, odour, or dust impacts on nearby *sensitive land uses*; and
- c) The operation of such a plant is addressed on a *site plan* approved by the Province.

15.3.8 Except as provided for in Sections 3.6.37, 15.3.6 and 15.3.7, other *aggregate*-related industrial uses such as asphalt plants and concrete-batching plants shall be permitted only by amendment to this Plan, provided:

- a) There is no adverse impact on groundwater and surface water quality and quantity;
- b) There is no adverse noise, odour, or dust impacts on nearby *sensitive land uses* and *natural heritage features*; and
- c) The operation of such a plant is addressed on a *site plan* approved by the Province.

A107-10, 11	15.3.9 An application to amend this Plan to permit a new Aggregate Extraction Area not located within a potential resource area or to expand an existing Aggregate Extraction Area shall be supported by an Aggregate Extraction Area Study prepared by the applicant. The Terms of Reference for the study shall address the matters set out in Appendix "A" unless, as a result of consultation by the applicant with the Municipality and other relevant agencies, the matters which are
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Aggregate Extraction Areas

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required to be addressed in this particular study are scoped by the Municipality. Wherever reasonably practicable, the Study required by this Plan will be coordinated with the study requirements of other agencies, including the Province and the Region.

- 15.3.10 The Municipality shall prepare guidelines for the assistance of applicants in the preparation of the Aggregate Extraction Area Study. Among other matters, the guidelines shall elaborate the requirements for the preparation of terms of reference for the content of an Aggregate Extraction Area Study. Applicants who submit a study that satisfactorily addresses the requirements of an Aggregate Extraction Area Study shall not be subject to the requirements of an Environmental Impact Study, a Hydrological Evaluation, or a Natural Heritage Evaluation.
- 15.3.11 Without altering the Municipality's authority under the Planning Act, Council shall request the Province to impose appropriate conditions to implement the objectives of this Plan on new extraction licenses or on proposed modifications to existing *site* plans or licenses subject to the Aggregate Resources Act. Where a modification is proposed to an existing *site* plan or extraction license, the Municipality will limit any request for conditions to the subject of the proposed modification. The conditions requested by the Municipality may include:
- a) The designation of haul routes;
 - b) Limitations on noise and hours of operation;
 - c) Measures to provide screening of *aggregate* extractive operations and their associated activities from *adjacent* land uses and public roads;
 - d) A rehabilitation plan which provides for the creation of appropriate landforms and restores *ecological functions*, which conforms to the permanent land use designation of this Plan, and which takes into account the objectives of any applicable area-wide rehabilitation plan approved by the Municipality, and which includes interim and/or progressive rehabilitation as described in Section 15.3.12; and
 - e) The rehabilitation of agricultural land in accordance with Section 15.3.13 of this Plan.
- 15.3.12 Rehabilitation of licensed pits and quarries shall be carried out on a progressive basis as the excavation proceeds, with final rehabilitation completed upon termination of the pit or quarry license. Slope stabilization shall be encouraged where inactive exposed pit

Aggregate Extraction Areas

faces are open to public view. In the event that a licensee is not performing rehabilitation as required by the license issued pursuant to the Aggregate Resources Act, the Municipality may request the Province to issue an order requiring the owner to perform such rehabilitation work as is necessary.

15.3.13 In areas where an Aggregate Extraction Area is located on Class 1 to 3 agricultural land as defined by the Canada Land Inventory of Soil Capability for Agriculture and within the agricultural designations of this Plan, the lands will be rehabilitated whereby substantially the same areas and same average soil capability for agriculture are restored. However, complete agricultural rehabilitation is not required if:

- a) There is a substantial quantity of mineral *aggregates* below the water table warranting extraction; or
- b) The depth of planned extraction in a quarry makes restoration of pre-extraction agricultural capability not feasible; and
- c) The other alternatives have been satisfactorily considered and found unsuitable; and agricultural rehabilitation in remaining areas will be maximized.

Natural Heritage System

15.3.14 Within the *natural heritage system* for lands outside of the Greenbelt Plan Protected Countryside Area and the Oak Ridges Moraine Conservation Plan Area, the following sections apply:

- a) No new or expansion to an existing Aggregate Extraction Area shall be permitted in:
 - a. Provincially Significant *Wetlands*; or
 - b. Coastal *Wetlands*.
- b) No new or expansions to an existing Aggregate Extraction Area shall be permitted in:

- a. *Significant Woodlands*;

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- b. *Valleylands*;

- c. *Fish habitat*, except in accordance with Provincial and Federal requirements;

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- d. *Wildlife Habitat*;

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- e. *Habitat of endangered species and threatened species*, except in accordance with Provincial and Federal requirements; and

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- f. *Areas of Natural or Scientific Interest*

and unless it has been demonstrated that there will be no *negative impact* on the *natural heritage features* or their *ecological functions*.

- c) No new expansions to an existing Aggregate Extraction Area shall be permitted on *adjacent* lands to the features identified in a) and b) above, unless the *ecological function* of the *adjacent* lands has been evaluated and it has been demonstrated that there will be no *negative impacts* on these *natural heritage features* or on their *ecological functions*.

15.3.15 Within the Oak Ridges Moraine, an application for amendment to this Plan for a proposed Aggregate Extraction Area shall not be approved unless the applicant demonstrates:

- a) That the quantity and quality of groundwater and surface water in the Oak Ridges Moraine will be maintained and, where possible, improved or restored;
- b) That as much of the *site* as possible will be rehabilitated by establishing or restoring *natural self-sustaining vegetation* or rehabilitated in accordance with Section 15.3.13 of this Plan if applicable;

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- c) If there are *natural heritage features* on the *site* or on *adjacent* land, that their health, diversity, size and *connectivity* will be maintained and, where possible, improved or restored in accordance with Chapter 3 of this Plan; and
- d) If there are *areas of natural and scientific interest* (earth science) on the *site* or on *adjacent* land, that the geological or geomorphological attributes for which they were identified will be protected.

15.3.16 Within the Oak Ridges Moraine, an application for amendment to this Plan for a proposed Aggregate Extraction Area with respect to land in a Natural Linkage Area shall not be approved unless the applicant demonstrates:

- a) That there will be compliance with Section 15.3.17 of this Plan;

Aggregate Extraction Areas

- b) That there will be no extraction within 1.5 metres of the water table;
- c) That the extraction of mineral *aggregates* from the *site* will be completed as quickly as possible;
- d) That the *site* will be rehabilitated in stages as quickly as possible; and
- e) That the entire *site* will be rehabilitated by establishing or restoring *natural self-sustaining vegetation* or rehabilitated in accordance with Section 15.3.13 of this Plan if applicable.

15.3.17 In order to maintain *connectivity*, when an Aggregate Extraction Area is located in a Natural Linkage Area, there shall at all times be an excluded area (which, for greater certainty, may contain both undisturbed land and land whose rehabilitation is complete) that:

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- a) Is at least 1.25 kilometres wide;
- b) Lies outside the active or unrehabilitated portions of the area being used; and
- c) Connects parts of the Natural Linkage Area outside the *aggregate* extraction area.

15.3.18 Within the Oak Ridges Moraine, an application for amendment to this Plan for a proposed Aggregate Extraction Area with respect to land in a *landform conservation area* (Category 1 or 2) shall not be approved unless the applicant demonstrates:

- a) That the area from which mineral *aggregates* are extracted will be rehabilitated to establish a landform character that blends in with the landform patterns of the *adjacent* land; and

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- b) In accordance with Section 3.4.19 of this Plan, that the long-term *ecological integrity* of the Oak Ridges Moraine will be maintained, or where possible improved or restored.

Oak Ridges Moraine Natural Heritage System

A107-10, 11 15.3.19

Within the Oak Ridges Moraine, the establishment of a new Aggregate Extraction Area or the expansion of an existing Aggregate Extraction Area shall not be permitted in the following portions of the *natural heritage system*:

- *Wetlands*;
- *Areas of natural and scientific interest*;

Aggregate Extraction Areas

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- *Significant woodlands*, unless the *woodland* is occupied by young *plantation* or early successional *habitat* (as defined by the Ministry of Natural Resources and Forestry);
- *Valleylands*;
- *Fish habitat* and *riparian corridors*;
- The Ganaraska Forest and the Long Sault Forest;
- Watercourses and seepage areas and springs;
- *Habitat of endangered species and threatened species* in accordance with Provincial and Federal requirements;
- Rare vegetation communities;
- *Wildlife habitat*;
- Sandbarrens and *tallgrass prairies*; and
- Natural Core Areas as identified on Map H.

15.3.20 Within the Oak Ridges Moraine, notwithstanding Section 15.3.19, the establishment of a new or an expansion to an existing *aggregate* extraction area may be permitted within the *natural heritage system* if:

- a) the identified *natural heritage feature* is a *plantation* or early successional *habitat*, and
- b) the applicant demonstrates:
 - a. The long term *ecological integrity* of the Oak Ridges Moraine Conservation Plan area will be maintained, or where possible improved or restored;
 - b. The extraction of mineral *aggregates* from the area within the key *natural heritage feature* will be completed and the area will be rehabilitated, as early as possible in the life of the operation;
 - c. The area from which the mineral *aggregates* are extracted will be rehabilitated by establishing or restoring *natural self-sustaining vegetation* of equal or greater ecological value and resulting in an overall net gain to the *natural heritage system*.

Greenbelt Natural Heritage System

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- 15.3.21 Within the *natural heritage system* in the Greenbelt Countryside no new *aggregate* extraction areas and no wayside pits and quarries, or any ancillary or *accessory use* thereto will be permitted in the following *natural heritage features* and/or hydrologic features or the minimum vegetation protection identified in Table 3-1:
- i. *Wetlands*;
 - ii. *Habitat of endangered species and threatened species* except in accordance with Provincial and Federal regulations; and
 - iii. *Significant woodlands* unless the *woodland* is occupied by young *plantation* or early successional *habitat* (as defined by the Ministry of Natural Resources and Forestry).
- 15.3.22 Within the *natural heritage system* in the Greenbelt Countryside, an application for a new *aggregate* extraction area may be permitted within other *natural heritage features* not identified in Section 15.3.21 and any associated minimum *vegetation protection zones* identified in Table 3-1, where the applicant has demonstrated conformity with the Greenbelt Plan.
- 15.3.23 Within the *natural heritage system* in the Greenbelt Countryside, any expansion of an existing Aggregate Extraction Area may be permitted in *natural heritage features* and/or hydrologic features and any associated minimum *vegetation protection zone* identified in Table 3-1, as identified in Section 15.3.21 or 15.3.22 only if the decision is consistent with the Provincial Policy Statement and in conformity with the Greenbelt Plan.
- 15.3.24 Outside of the *natural heritage system* in the Greenbelt Countryside, a new or expansion of an existing Aggregate Extraction Area may only be permitted in *natural heritage features* and/or hydrologic features and any associated minimum *vegetation protection zone* identified in Table 3-1, as identified in Section 15.3.21 or 15.3.22 only if the decision is consistent with the Provincial Policy Statement and in conformity with the Greenbelt Plan.

Chapter 16

Special Policy Areas

Municipality of Clarington Official Plan

16 Special Policy Areas

16.1 General Policy

- 16.1.1 Special Policy Areas are identified on Map A and are areas where there is a need to provide more clarity regarding the intent of the future use of these lands. This chapter provides additional direction regarding the *development* of specific *sites* and must be read in conjunction with the other policies of this plan. Where a Special Policy Area boundary is indicated on Map A, the Special Policy Area is limited to the lands shown.
- 16.1.2 Where lands also have an Environmental Protection Area designation, the permitted uses and associated policies of the Environmental Protection Area shall prevail.

16.2 Special Policy Area A - Port Granby Project and Nature Reserve

- 16.2.1 Special Policy Area A identifies lands owned by the Government of Canada and includes the Port Granby Waste Management Facility and the *site* of the new long term *waste* management facility, as well as surrounding lands not required for the Port Granby Project.
- 16.2.2 The Municipality supports the expeditious removal of the low level radioactive *waste* and contaminated soil from the Port Granby Waste Management Facility and their relocation to, and safe storage in, the new long term *waste* management facility. The existing Port Granby Waste Management facility and the new long term *waste* management facility are identified as Waste Disposal Assessment Area and are subject to Sections 3.7.12 through 3.7.15.
- 16.2.3 The Municipality's goal is to see the establishment of a nature reserve on the lands surplus to the Port Granby Project as set out in the March 2010 report of the End Use Advisory Committee and the Management Plan for the Port Granby Nature Reserve.
- 16.2.4 The Municipality encourages the Government of Canada to rehabilitate the *waste* sites in a manner that will complement the nature reserve and to dedicate the surplus lands to the Municipality and/or an appropriate public agency for the long term management of the nature reserve.

16.3 Special Policy Area B - Wilmot Creek Neighbourhood

- 16.3.1 Special Policy Area B includes an existing lifestyle residential community catering to seniors and retired residents as well as undeveloped land. It shall include various housing forms, recreational and open space areas, some limited commercial uses, and health care and continuing care services. It will be designed to allow for “aging in place” providing for a continuum of needs and interests.
- 16.3.2 Special Policy Area B has two development areas as follows:
- a) Area B1 includes the lands located south of the CN railway. A maximum of 960 *dwelling units* are permitted; and
 - b) Area B2 includes the lands located north of the CN railway. A variety of housing forms, which may include retirement and assisted living facilities, are encouraged subject to the Secondary Plan.
- 16.3.3 The following key elements will be incorporated into the design of the Wilmot Creek Neighbourhood:
- a) Parkland, open space and recreational facilities integrated into the community to serve its residents. The provision of large areas of linked open space through the clustering of the built elements of the *development* should be encouraged;
 - b) Sidewalks and multi-use paths should, wherever possible, be separated from vehicular traffic and be designed to link with the open space system and amenities on and off *site* as may be appropriate; and
 - c) Accessible design will be incorporated for all aspects of buildings, facilities and transportation systems, recognizing the needs of older adults.
- 16.3.4 Notwithstanding Section 14.7.2, the area designated Green Space within Special Policy Area B may be used for recreational purposes and other *accessory uses* to the Wilmot Creek Neighbourhood.
- ### **Special Policy Area B1**
- 16.3.5 Special Policy Area B1 recognizes an existing private leasehold community. The Municipality will not provide any *infrastructure* or facilities within this area nor will the Municipality assume any of this

infrastructure or facilities within Special Policy Area B1 in the event of default by the owner.

16.3.6 Should any portion of Special Policy Area B1 redevelop and the tenure no longer be based on private leasehold arrangements, the Wilmot Creek Neighbourhood Secondary Plan shall be amended and *redevelopment* shall include:

- a) The introduction of a public road system through phased *redevelopment* providing for an improved transportation system and connections to the rest of the community; and
- b) A public waterfront space shall be provided including the relocation of the waterfront trail.

Special Policy Area B2

16.3.7 Special Policy Area B2 is subject to the preparation of a Secondary Plan. It will include a Neighbourhood Centre. Consideration shall be given to locate high rise residential uses and commercial uses on a public road system within a plan of subdivision. A portion of the lands may be developed with private leasehold arrangements and private streets.

16.4 Special Policy Area C - St. Marys Cement

16.4.1 Special Policy Area C primarily recognizes the licensed extraction area and the cement manufacturing facility of St. Marys Cement.

16.4.2 Notwithstanding Section 15.3.1, within Special Policy Area C, where Aggregate Extraction Area is delineated without an underlying land use designation, Aggregate Extraction Area is considered the land use designation.

16.4.3 Within Special Policy Area C the permitted uses are as follows:

- a) On the lands designated General Industrial, the commercial dock facility existing on October 1, 1997 and a cement manufacturing facility;
- b) On the lands designated Aggregate Extraction Area and subject to the provisions of Section 16.4.4, *aggregate* extraction activities and ancillary uses such as a professional office building, a concrete batching plant, a truck terminal, and *aggregate* processing including the stockpiling of raw and processed materials; and
- c) On the lands designated Environmental Protection Area, no *development* except for protection, conservation and

enhancement of ecological systems, passive *recreation*, and uses related to erosion control and stormwater management.

16.4.4 *Aggregate* extraction activities and ancillary uses are subject to the following:

- a) An *aggregate* processing plant, concrete batching plant, and truck terminal shall:
 - i. Not be located within 700 metres of any residential property located south of Highway 401; and
 - ii. Not be located within 150 metres of the water's edge of Lake Ontario.
- b) Within 700 metres of any residential property, *aggregate* processing is permitted provided that any crusher is located 10.7 metres below natural grade; and
- c) For the purposes of Section 16.4.4, natural grade means the grades depicted by the contours shown on a drawing entitled "Existing Features" prepared by MacNaughton Hermsen Britton Clarkson Planning Limited for the Bowmanville Quarry (Job No. "8816'B' St. Mary's Bowm Durh") dated for submission in accordance with the Aggregate Resources Act on Nov. 9, 1990 provided that in no case shall natural grade include stockpiled material, excavated areas or be deemed to exceed 86 metres above sea level or be deemed to be less than 75.4 metres above sea level.

16.4.5 The St. Marys Cement dock is part of the Strategic Goods Movement Network for Durham Region. It shall primarily be operated as a port for the transfer of bulk goods for shipping on the Great Lakes. The following policies apply to the St. Marys dock:

- a) A *site* specific zoning will clearly identify the range and scale of uses but in no case shall a commercial fuel storage facility be permitted;
- b) The eastern perimeter of the dock shall be appropriately screened and landscaped to minimize impacts and views from the east;
- c) The height restriction of Section 11.7.3 is not applicable;
- d) St. Marys Cement shall obtain *site* plan approval for any new use or facilities on the dock and the access road to the dock; and

- e) A multi-stakeholder monitoring program shall be implemented to monitor shoreline processes as they impact properties on either side of the existing or, if approved, the expanded dock.

16.4.6 The Municipality encourages St. Marys Cement to provide opportunities for public access to the waterfront.

16.4.7 Any rehabilitation plan or amendment to a rehabilitation plan for the *aggregate* extraction area shall address, among other matters, the following:

- a) The relationship of the lands to be rehabilitated to the Westside Marsh and Westside Creek;
- b) The land uses permitted within Special Policy Area C;
- c) The provisions of this Plan dealing with Bowmanville's urban waterfront; and
- d) The provision of attractive, connected and accessible public spaces appropriately located.

16.4.8 Before submission of a rehabilitation plan or an amended rehabilitation plan to the Province for approval, the owner shall meet with the Municipality and Conservation Authority to obtain their input and comments on the matters referred to in this section. The owner shall objectively consider but not necessarily follow such comments in finalizing a rehabilitation plan or amended rehabilitation plan.

16.5 Special Policy Area D - Auto Wrecking Yard

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

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

16.6 Special Policy Area E - Wellington Enterprise Area

16.6.1 The Wellington Enterprise Area is comprised of several industrial properties located north of the CP Rail line and west of Scugog Street in Bowmanville. This area includes the Bowmanville Foundry,

- the former R. M. Hollingshead lands and a former Imperial Oil fueling yard.
- 16.6.2 The Municipality's objective is to allow for the Wellington Enterprise Area to evolve as a special economic area with the potential for incubating new businesses. The close proximity to historical Downtown Bowmanville is advantageous.
- 16.6.3 The long term heavy industrial use of these lands will require clean-up or mitigation of any contamination. *Site* remediation must be undertaken in accordance with Section 3.7.21 and comply with Provincial standards appropriate to the types of uses proposed.
- 16.6.4 The Province has identified that a portion of these lands were used to dispose *waste* and it is thus identified as a Waste Disposal Assessment Area on Map F of this Plan.
- 16.6.5 The Wellington Enterprise Area is located within the B1 Community Improvement Project Area. In the preparation of the Community Improvement Plan, considerations for the *redevelopment* of this *site* will be included.
- 16.6.6 Permitted uses within the Wellington Enterprise Area include an appropriate mix of industrial, commercial and community uses subject to *site* specific zoning provisions and to the following:
- a) No use shall create an adverse impact on the continued operation of the Bowmanville Foundry;
 - b) The original R.M. Hollingsworth building should be *conserved* and adaptively reused;
 - c) Only smaller floorplate commercial uses are permitted; and
 - d) Adequate access and off-street parking shall be provided.
- 16.6.7 Proposals for residential *intensification* may be considered provided all heavy industrial operations have ceased on the *site* and the lands are remediated to the appropriate standard for residential uses.

16.7 Special Policy Area F - Camp 30

- 16.7.1 Special Policy Area F is the *site* of the former Bowmanville Boys School and a World War II internment camp known as Camp 30. Approximately 10 hectares of this land and buildings have cultural heritage significance, including being designated by the National Historic Sites and Monument Board.

Special Policy Areas

- 16.7.2 The Municipality will work with the owners of the *site* and *adjacent* lands, the Jury Lands Foundation, other levels of government and interested parties to:
- a) Develop a community vision and Urban Design Plan, for the long term use of the lands that includes the natural and *built heritage resources*, integrates future land uses in an appropriate manner and respects the nationally designated cultural landscape;
 - b) Implement this community vision for the long term use of the lands by establishing different mechanisms including designation as a community improvement area and heritage designations under Part IV (individual) or Part V(district) of the Ontario Heritage Act; and
 - c) Prepare architectural control guidelines to ensure that development applications within this Special Policy Area will be designed to implement this community vision and Urban Design Plan for the *development* of these lands.
- 16.7.3 As part of the Urban Design Plan, a detailed Block Master Plan will be prepared for the lands designated by the National Historic Sites and Monuments Board. This Plan will:
- a) Promote the adaptive reuse of the heritage structures and the integration of future land uses; and
 - b) Ensure and promote public access to the *heritage resources* from surrounding neighbourhoods and the Soper Creek trail system.
- 16.7.4 To facilitate the adaptive reuse of the National Historic Sites and Monuments Board designated area, the Municipality will work with the owners, the Jury Lands Foundation, other levels of government and interested parties to:
- a) Assist the Jury Lands Foundation in developing a strategic plan to implement the community vision;
 - b) Facilitate the transfer of key lands and buildings to the Jury Lands Foundation and/or the Municipality;
 - c) Encourage other levels of government to support the conservation of the *heritage resources*; and
 - d) Promote public awareness and appreciation of the area's heritage.

- 16.7.5 The residential portions of Special Policy Area F shall be developed as a historically-themed residential neighbourhood focused around a public *park* and the adaptive reuse of the buildings of primary historical significance in accordance with the community vision of the area.

Chapter 17

Special Study Areas

Municipality of Clarington Official Plan

17 Special Study Areas

17.1 General Policy

17.1.1 Special Study Areas identified on Map A are subject to comprehensive planning studies to determine future land uses which will be incorporated into the Official Plan by amendments and/or by the addition of Secondary Plans. Until such time as appropriate land use designations and planning policies are determined, the use of land within the Special Study Areas shall be limited to existing uses.

17.2 Special Study Area 1 - Hancock Neighbourhood

17.2.1 This special study area is the location of a tributary together with surrounding lands north of the Courtice Road and Nash Road stormwater management facility. This tributary is considered indirect *fish habitat*, lies *adjacent* to a part of the Provincially Significant Wetland and forms part of the *hydrological function* of the neighbourhood. Existing conditions have been studied through the Black/Harmony/Farewell Creek Watershed Existing Conditions Report and Plan.

17.2.2 The exact alignment of this tributary may be the subject of further study at the landowner's expense. The Terms of Reference for any study shall be approved by the Municipality of Clarington and the Central Lake Ontario Conservation Authority. The further study may determine that some of the lands identified as "Environmental Protection Area" within Special Study Area 1 may be developed for residential uses subject to the study defining feature limits and appropriate *buffers*. Until any study determines otherwise, the lands may only be used and zoned in accordance with the Environmental Protection Area policies of this Plan. Upon the completion and submission of a satisfactory study demonstrating that the *ecological function* will not be negatively impacted a portion of the lands may be used in accordance with the Urban Residential Area policies of this Plan, subject to the approval of a rezoning application and without an amendment to this Plan.

17.2.3 The Special Study Area lands north of George Reynolds Drive may be studied independently of the lands south of George Reynolds Drive.

17.3 Special Study Area 2 - Greenbelt Expansion

- 17.3.1 Special Study Area 2 is all of the lands east of Highway 418 south and east of the Greenbelt boundary, north of Highway 401 and outside of the urban area boundaries in Clarington.
- 17.3.2 In May 2015, Clarington Council requested that the Province undertake an appropriate science-based study of agricultural capability to identify high yielding agricultural lands to be added to the Greenbelt for permanent protection.
- 17.3.3 The draft Greenbelt Plan (2016) identifies that the Government of Ontario will lead a process to identify potential areas to be added to the Protected Countryside of the Greenbelt. The Province will work with municipalities and others using a systems approach considering the connections with the Agricultural, Natural Heritage and Water Resource systems of the plan. Where it is determined that identified areas would benefit from Greenbelt protection, the Province may initiate amendments to the Greenbelt Plan.
- 17.3.4 Special Study Area 2 identifies the lands which the Municipality considers appropriate as an area for the future Greenbelt expansion study.

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17.4 Special Study Area 3 - Goodyear Redevelopment Area

- 17.4.1 The Goodyear Redevelopment Area is approximately 23 hectares of land south of downtown Bowmanville. It is the *site* of the former Goodyear Tire and Rubber Company plant that has operated since 1906 under different ownerships. The closure of the plant provides the opportunity for *redevelopment* of the *site* for non-industrial uses.
- 17.4.2 The Goodyear Redevelopment Area shall be planned as a mixed-use residential area taking full advantage of its proximity to downtown Bowmanville and the Bowmanville Creek. Prior to any *redevelopment*, a comprehensive *redevelopment* plan shall be prepared and adopted as an amendment to the Bowmanville East Town Centre Secondary Plan.
- 17.4.3 The long term heavy industrial use of these lands will require clean-up or mitigation of any contamination prior to *redevelopment*. *Site* remediation must be undertaken in accordance with Section 3.7.21 and comply with provincial standards appropriate to the types of uses proposed.

- A107-21
- 17.4.4 In preparing the comprehensive *redevelopment* plan, the following principles shall be applied:
- a) The existing street grid network will be extended to form the streets and future *development* blocks;
 - b) Consideration will be given to the adaptive reuse of portions of the existing plant buildings;
 - c) Generous physical and visual access to the Bowmanville Creek valley will be created;
 - d) A mix of residential, commercial, and *park* uses will be considered;
 - e) High and mid-rise residential areas will transition to lower density residential areas to the south and east;
 - f) The area will be planned to the highest standards of sustainability, potentially including district energy; and
 - g) The lands within the *natural heritage system* and the *flood plain* will be dedicated to the Municipality of Clarington.
- 17.4.5 The Goodyear Redevelopment Area is located within the B3 Community Improvement Project Area. In the preparation of the Community Improvement Plan, considerations for the *redevelopment* of this *site* will be included.

17.5 Special Study Area 4 – Courtice Employment Area

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

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

17.5.2 The Municipality will prepare a Secondary Plan for the area that would create the policy framework to guide the *development* of these lands, with particular attention to develop transit supportive uses

around the future Courtice GO Rail Station. In preparing the Secondary Plan, the Municipality will examine:

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

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

17.6 Special Study Area 5 – Orono

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17.6.1 Orono is identified as a Special Study Area for the purpose of a possible future Urban Boundary expansion. Notwithstanding Section 17.1, development in Orono shall be governed by the land use designations and all applicable policies of this Plan.

17.6.2 Urban Area expansions in Orono may be considered through the next comprehensive review of the Durham Region Official Plan, subject to the following matters being addressed and evaluated:

- a) The availability of municipal services and an analysis of alternative servicing strategies, including the possible extension of lake-based sanitary sewer and water supply services to Orono;
- b) The amount and rate of development that has occurred in both the urban and rural areas of Clarington;
- c) The supply of different housing types to give consideration to a variety of housing needs; and
- d) The need for economic support for the downtown area of Orono.

17.6.3 Expansion to the Orono Urban Boundary beyond that shown on the Land Use Schedule shall only occur in accordance with Section

Special Study Areas

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23.17.6 and after the Durham Regional Official Plan recognizes the Urban Area expansion.

Part Four

Infrastructure and Services

Municipality of Clarington Official Plan

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Chapter 18

Community Amenities

Municipality of Clarington Official Plan

18 Community Amenities

18.1 Goal

18.1.1 To provide for a range of activities, facilities and services to meet the evolving needs of Clarington residents.

18.2 Objectives

18.2.1 To create an interconnected system of community amenities like *parks*, schools, facilities and tourism nodes linked by open spaces, natural areas and trails which will provide for a range of activities, facilities and services to meet the evolving needs of a variety of users.

18.2.2 To collaborate with education, health, religious, cultural, non-profit organizations and social service providers to meet the needs of our growing community.

18.2.3 To plan and deliver services in a manner which focuses on higher order institutions and community facilities in Bowmanville.

18.3 Parks

18.3.1 The *parks* system is comprised of the following:

- Municipal Wide *Parks*;
- Community *Parks*;
- Neighbourhood *Parks*;
- Parkettes;
- Public Squares; and
- Hamlet *Parks*.

18.3.2 The Municipality's overall per capita parkland standard is 1.8 hectares per 1,000 persons.

18.3.3 The following per-capita target by *park* type is intended to implement this standard:

- **Municipal Wide and Community Parks** shall have a combined target of 1.0 hectare per 1,000 persons; and

- **Neighbourhood Parks, Parkettes, and Public Squares** shall have a combined target of 0.8 hectares per 1,000 persons.
- 18.3.4 Municipal Wide and Community *Parks* may incorporate functions of neighbourhood *parks*, and contain facilities and features that serve the *adjacent* neighbourhood, in addition to the broader community.
- 18.3.5 The predominant use of lands within the *parks* system shall be *low intensity recreation* uses and conservation uses however major *recreation* uses are permitted. Buildings and structures are an integral element of the *parks* system.
- 18.3.6 The following policies apply to the provision of parkland throughout the Municipality:
- a) The *parks* system will include urban design elements to improve thermal comfort and connect with the Open Space System wherever possible utilizing trails, bicycle paths, walkways, sidewalks, and *utility* corridors;
 - b) *Parks* will be located as central as possible to the areas which they serve and physical means of access shall generally be provided on two sides of all *parks*;
 - c) Street frontage shall not be less than 30% of the *park* perimeter;
 - d) *Parks* will be designed to be accessible and inclusive to encourage enjoyment by all users;
 - e) Where *major recreational uses* are *adjacent* to residential areas, consideration should be given to alleviating adverse noise, visual and lighting impacts including the location and buffering of buildings and parking facilities; and
 - f) The development of new *parks* may be considered in association with proposed school *sites* in order to facilitate the joint use of parking *lots* and sports fields in consultation with the developing school board.
- 18.3.7 The *park* functions and facilities shall be based on the following classifications and definitions:
- **Municipal Wide Parks** specialized *parks* designed to serve the entire Municipality. Municipal Wide *Parks* are designated on Map A. They may be developed to support *recreation* or cultural facilities that are one of a kind and have specialized location requirements, or take advantage of specific attributes

such as natural or cultural heritage features. The size and shape of Municipal Wide *Parks* shall depend on the attributes of the property and the specific program for the *park*.

- **Community Parks** are designed to serve the recreational needs of several neighbourhoods, providing outdoor and indoor recreational facilities, non-programmed open space and *linkages* to the Regional and Municipal trail system. Community *Parks* shall have a size of between 6 to 12 hectares.
- **Neighbourhood Parks** are to serve the basic *active and low intensity recreational* needs of the surrounding residents. Neighbourhood *Parks* shall be of a size between 1.5 to 3 hectares depending on the area served and the activities to be provided.
- **Parkettes** are intended to augment the *recreation*, leisure and amenity needs of a neighbourhood but will not contain sports fields. They shall be between 0.5 ha and 1 ha in size. They are required wherever the Municipality deems it necessary to augment or adjust the *park* requirements of any neighbourhood.
- **Public Squares** are intended to enhance the public realm by providing defined spaces for social interaction and are generally incorporated within Priority *Intensification Areas* or other high traffic areas. They shall be up to 1 ha in size and can be used for cultural events, public art, farmer's markets, and small scale outdoor activities/games. They shall be highly visible from the dominant street frontage and shall be designed to support activity year round.
- **Hamlet Parks** shall provide *active and low intensity recreation* facilities for hamlets and the surrounding rural community. Generally, Hamlet *Parks* shall have a minimum size of 4 hectares.

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

18.4 Trails

18.4.1 The Municipality will seek to develop an integrated trail network. Wherever possible the trail network system should be accessible to all and contribute to an age and child friendly community.

18.4.2 The Municipality will support the integration of its trails with other partner agencies to create a seamless trail network.

- 18.4.3 Municipal trails will be developed within two classifications systems:
- **Primary Trails** are paved multi-use trails to provide a variety of recreational uses and occasional vehicular traffic for maintenance purposes; and
 - **Secondary Trails** provide access to natural areas such as creek edges, woodlots or *wetlands*. They are intended to keep users on a designated path to minimize disruption to the surrounding landscape. These trails are narrower than primary trails and usually have a surface of crushed *aggregate* or woodchip.
- 18.4.4 Primary Trails shall generally follow the alignment indicated on Map K. The precise implementation and location of Primary trails shall be determined through further study. The location of Secondary Trails may be determined through the development approval process.
- 18.4.5 The trail network shall be designed to include parking, signage, washrooms and interpretive facilities to support access to the trail system.
- 18.4.6 The trail network shall be designed to minimize impacts on the *natural heritage system*.
- 18.4.7 The Municipality will establish a continuous Waterfront Trail for such purposes as walking and cycling along the Lake Ontario Waterfront. From Courtice to Newcastle, the Municipality intends to relocate and improve the alignment of the Waterfront Trail to areas along the water's edge where possible. The Waterfront Trail shall connect, wherever reasonably practicable, to other trails, *corridors* and natural areas within the Municipality and *adjacent* municipalities.
- 18.4.8 The Municipality recognizes that the completion of a Waterfront Trail may exceed the time horizon of this Plan. However, the Municipality will endeavour to implement the trail in phases having regard to the need and the financial capability of the Municipality.
- 18.4.9 The Municipality will develop a Trails Network Implementation Plan to design, finance and construct extensions to the existing trail network and to connect Clarington's communities and neighbourhoods.

18.5 Schools

- 18.5.1 Elementary and Secondary Schools are permitted in any Residential area. The minimum *site* area for future schools should be approximately as follows:

- 2.5 hectares for elementary school *sites*; and
- 8 hectares for secondary school *sites*.

Or in accordance with the respective school board policy or Ministry of Education guidelines.

18.5.2 Schools will be sited and designed to provide a visual and functional focus for neighbourhood activity. Schools shall be sited in consideration of the following:

- a) Elementary schools generally located on collector roads and secondary schools generally located on arterial roads but in no case will a school have frontage on or access to a Type A arterial road;
- b) Located centrally and with access to *multi-modal transportation* connectivity to the planned catchment area;
- c) Adequate drop off and pick up zones within the *site* that minimizes traffic congestion and accommodate all modes of transportation;
- d) Safe pedestrian and bicycle routes for students which minimize the need for school crossing guards;
- e) Sidewalks will be provided by the developer along the street frontage of the school *site* prior to the construction of the school; and
- f) As a minimum, the provision of 25% of the *site* perimeter or 140 meters of frontage on a continuous collector roadway, whichever is greater.

18.5.3 In the event of a school board not proceeding to acquire an identified school *site* that is *adjacent* to a *park*, the proponent developing the *site* shall provide to the Municipality:

- a) The intended pedestrian or trail connections within the *adjacent* neighbourhoods; and
- b) Any additional lands required for *park* purposes as a result of the school not being constructed.

18.6 Community Facilities and Institutions

18.6.1 Institutions and Community Facilities are encouraged to locate in close proximity to centres of activity to enable joint use of facilities.

Wherever possible, civic open space areas shall be provided and incorporated in the planning and design of these facilities.

Institutions

- 18.6.2 Institutions include uses such as government offices, post-secondary educational institutions, and hospitals. These uses are encouraged to locate within Urban and Village Centres to create an urban focus for institutional activity and to facilitate public accessibility.
- 18.6.3 The Municipality supports the expansion of Lakeridge Health Bowmanville as required to meet the needs of existing and future residents.
- 18.6.4 The Municipality, in conjunction with the efforts of Regional Council, shall encourage the establishment of higher level educational facilities such as a satellite campus of Durham College or UOIT in Bowmanville.

Community Facilities

- 18.6.5 Community facilities include uses such as post offices, places of worship, cemeteries, *supervised residences*, community centres, fire and police stations, *correctional residences*, correctional facilities, libraries, art and cultural facilities, and day care centres. They are encouraged to locate in Urban Areas and hamlets to enable easy accessibility by the majority of the population and, where possible, to utilize full municipal services. Community facilities are subject to the policies of the land use designations where these facilities are located.
- 18.6.6 Day care centres may be incorporated within any place of worship, public or private school, or public assembly hall provided each *site* can demonstrate the ability to accommodate the additional use. Private home day care facilities shall be subject to the Official Plan provisions governing *home-based occupations*. All day care facilities shall conform to applicable provincial legislation.
- 18.6.7 Correctional facilities are not permitted within any land use designation without an amendment to this Plan.
- 18.6.8 *Correctional residences* and *supervised residences* are permitted in the Urban Residential designation and the Urban and Village Centre designation subject to a rezoning application and the following:
- a) Appropriateness of the location with respect to the needs of the residents;
 - b) Availability of services;

- c) *Site* development criteria of Section 18.6.9; and
- d) Other criteria as may be deemed necessary by the Municipality.

18.6.9 The *site* development criteria for community facilities are:

- a) Sufficient parking and loading areas;
- b) Safe and convenient access;
- c) High quality landscaping;
- d) Visual integration of the facility within the existing or planned surrounding uses; and
- e) Fencing, screening and buffering from *adjacent* lands where appropriate and necessary.

18.6.10 The establishment of a new cemetery and/or crematorium shall require an amendment to this Plan. In the consideration of such an application, the following matters will be addressed:

- a) The suitability of the location and compatibility with *adjacent development*;
- b) The street network and the orderly extension of urban services will not be impacted;
- c) The proposed use will not impact upon, detract from or propose any significant alterations to the *natural heritage features* as identified on Map D;
- d) The suitability of soil and ground water conditions;
- e) Landscaping and other urban design requirements;
- f) Other issues as may be deemed necessary by the Municipality; and
- g) The provisions of the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan.

18.7 Major Recreational Uses

18.7.1 *Major recreational uses* and accessory facilities are permitted in the Rural Area designation and are subject to the requirements of Section 18.7.3.

- 18.7.2 *Major recreational uses* may also be permitted in the Green Space and Waterfront Greenway designation by amendment to this Plan and are subject to the requirements of section 18.7.3.
- 18.7.3 The *development of major recreational uses* and accessory facilities shall:
- a) Not locate on Class 1, 2 or 3 soils, as demonstrated by a soil capability study;
 - b) Prepare a Best Management Practice report that addresses:
 - Design, construction and operational considerations, including traffic,
 - How the use of water, fertilizers and pesticides will be kept to a minimum,
 - The establishment and monitoring of targets;
 - c) Not adversely impact the ability of surrounding agricultural operations to carry on normal agricultural practices;
 - d) Not impact the *natural heritage system or linkages* and minimize impacts on groundwater resources or other environmentally sensitive features;
 - e) Not use quantities of ground or surface water for irrigation purposes that exceed the standards of the Province and the Conservation Authority;
 - f) Provide new *natural self-sustaining vegetation* in areas that maximize the *ecological value* of the area;
 - g) Not preclude or hinder access to Potential Aggregate Resource Areas identified on Map G;
 - h) Be serviced with a private *waste* disposal system and a private drilled well which meets Provincial and Regional standards;
 - i) Be compatible with *sensitive land uses* in compliance with Provincial Land Use Compatibility guidelines, particularly issues of noise and dust must be addressed;
 - j) Locate on an existing opened public road and shall not compromise the design and function of the road; and
 - k) Meet the requirements of the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan, where applicable.

18.7.4 Existing and approved golf courses are identified on Map A. In addition to the requirements of 18.7.3, a golf course shall require:

- The maintenance and management program for the golf course adheres to sustainability principles; and,
- The design and maintenance shall adhere to recognized industry standards for “net environmental gain” such as the Audubon Cooperative Sanctuary Program Standards.

18.7.5 Golf driving ranges are permitted without amendment to this Plan in Rural Areas and Green Space designations. Any application for a golf driving range will consider the policies of Section 18.7.3 of this Plan.

18.8 Tourism Nodes

18.8.1 Tourism Nodes shown on Map A are areas of major tourism and recreational potential. The limits of the tourism node will be defined in the Zoning By-law.

18.8.2 The expansion of existing Tourism Nodes shall be permitted subject to the policies of this Plan. The introduction of new related uses may be permitted provided that they:

- a) Do not adversely impact *natural heritage features* and functions, heritage structures or significant vistas, views or ridge-lines;
- b) Are compatible with *adjacent* lands with respect to noise, traffic, and visual impact;
- c) Do not include any form of new residential use;
- d) Are adequately serviced in compliance with provincial and regional standards; and
- e) Meet all other requirements and policies of this Plan.

18.8.3 Tourism Nodes include the following:

- Canadian Tire Motorsport Park;
- Brimacombe;
- Waterfront Places;
- Cedar Park;
- Bowmanville Zoological Park; and
- Exotic Cat World.

Community Amenities

- 18.8.4 The Tourism Node at Canadian Tire Motorsport *Park* recognizes the tourism potential associated with the existing auto racing use and music festivals.
- 18.8.5 Tourism Nodes are identified as catalysts for economic development that promotes the image of the Municipality.
- 18.8.6 The Municipality will work in cooperation with others to explore tourism and *recreation* opportunities on the Lake Ontario Waterfront.

Chapter 19

Connected Transportation Systems

Municipality of Clarington Official Plan

19 Connected Transportation Systems

19.1 Goal

19.1.1 To facilitate the movement of people and goods by means of an integrated, accessible, safe, and efficient transportation system providing a full and practical range of mobility options.

19.2 Objectives

19.2.1 To develop an interconnected transportation system that connects to community amenities and facilitates economic activity.

19.2.2 To optimize the use of existing transportation *infrastructure* before constructing new *infrastructure*.

19.2.3 To support and connect Clarington to the Go Regional Express Rail and the bus rapid transit systems in the Greater Toronto Area.

19.2.4 To give priority to *Built-Up Areas* for investments in transportation options, such as public transit, cycling and walking.

19.2.5 To improve the public realm and establish walkable, *transit-supportive Centres* and *Corridors* through high quality streetscaping and built form.

19.2.6 To encourage *multi-modal transportation* options to and within Employment Areas.

19.3 General Policies

19.3.1 The transportation system is shown on Map J and comprises existing and future freeways and interchanges, arterial and collector roads, railways, grade separations, a freeway bus rapid transit line, rail transit line, transportation hubs, and the regional transit spine.

19.3.2 The Municipality, in co-operation with other authorities and senior levels of governments, will plan for and protect for future Regional and Provincial transportation *corridors* and facilities that support the future growth of the Municipality.

19.3.3 Roads in the Municipality shall be classified and maintained on the basis of their function and design as freeways, arterial roads,

collector roads, local roads and lanes. The right-of-way width for a public road shall allow for the placement of utilities, municipal services, and be designed to accommodate the components of a complete street.

19.3.4 The Municipality recognizes the importance of integrating *complete streets* principles into the planning and design of urban streets, particularly new and reconstructed roads, particularly within Priority *Intensification* Areas and new neighbourhoods.

19.3.5 To implement this Official Plan, the Municipality will prepare a Transportation Master Plan to identify policies, programs, and *infrastructure* improvements required to serve the mobility needs of the Municipality. The Transportation Master Plan will be updated to reflect the changes as a result of a comprehensive review of the Official Plan or when new secondary plans are adopted by Council.

19.3.6 To protect future options, the Municipality shall generally not close and convey any road allowance. Notwithstanding, the Municipality may consider an application for closure if the road allowance is located within or *adjacent* to a draft approved plan of subdivision provided satisfactory compensation is made to the Municipality.

19.3.7 An application for a transportation use with respect to land in a Natural Linkage Area or Natural Core Area shall be in conformity with the Oak Ridges Moraine Conservation Plan.

19.4 Public Transit Network

19.4.1 The public transit network is the responsibility of the Province and the Region of Durham. It is essential *infrastructure* for the future economic development and transportation needs of Clarington, supporting the objectives of the Provincial, Regional and Municipal Plans. The Municipality will work in cooperation with the Province, Metrolinx, the Region and neighbouring municipalities to plan for the future enhancements of the public transit network.

19.4.2 The Municipality supports and encourages the Province and the Region of Durham to make timely investments to enhance public transit service for Clarington residents and businesses.

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

- a) Implement the approved eastern extension of GO Rail service to the Courtice and the Bowmanville Transportation Hubs by 2024, recognizing that GO Rail service is critical to achieving

many of the land use objectives of *Provincial Plans* and the Durham Regional Official Plan and this Plan;

- b) Introduce higher order transit along the Regional Transit Spine to Bowmanville;
- c) Increase the frequency and extend the routing of local transit service in Courtice, Bowmanville, and Newcastle connecting with Employment Areas;
- d) Introduce local transit service to newly developing neighbourhoods as early as possible; and
- e) Implement Freeway Transit Stations along freeway *corridors*.

19.4.4 To work in partnership with the Province and the Region to provide a *transit supportive* environment, the Municipality will:

- a) Direct higher density *development* and economic activity around the Transportation Hubs, along or near the Regional Transit Spine, and along Regional and Local *Corridors*;
- b) Require buildings to be oriented towards the street frontage in Centres and along *Corridors* to reduce walking distances to transit and enhance the pedestrian *environment*;
- c) Develop an *active transportation* network that supports transit use;
- d) Improve pedestrian access from the interior of neighbourhoods to arterial streets; and
- e) Facilitate the securement of lands required for public transit right-of-ways.

19.5 Active Transportation Network

19.5.1 *Active transportation* refers to all human powered forms of transportation, in particular walking and cycling. It includes the use of mobility aids such as wheel chairs, and can also encompass other active transport variations such as in-line skating, skateboarding, and cross-country skiing. *Active transportation* can also be combined with other modes, such as public transit. The *active transportation* network is the foundation to creating a walkable community and an efficient public transit system.

19.5.2 The Municipality will prepare and update an Active Transportation Master Plan to create a coordinated *active transportation* network,

which will serve the mobility needs of Clarington residents in a healthy and *sustainable* manner.

19.5.3 The Active Transportation Master Plan will provide for an extensive network of on-road and off-road facilities designed to efficiently move a range of *active transportation* users and that is accessible to all abilities. The Active Transportation Master Plan will address safety issues, environmental benefits, education, *infrastructure*, design standards and a capital program that is part of the Municipality's overall transportation program.

19.5.4 To support the development of a complete and interconnected *active transportation* network, the Municipality will:

- a) Design and construct streets in accordance with the *complete streets* principles outlined in Section 19.6.4;
- b) Maintain and improve the connections of sidewalks and multi-use paths to major destinations, neighbourhood facilities and transit stops, where feasible, especially during the winter in order to encourage year-round usage;
- c) Implement wayfinding signage that directs users to and from key locations, including Urban Centres and the Waterfront Trail;
- d) Promote *active transportation* in coordination with Smart Commute Durham and the Region of Durham;
- e) Ensure that development proposals are designed to connect with the *active transportation* network;
- f) Support increased network connectivity by prioritizing pedestrian and cyclist crossings across key barriers, including major arterial roadways, Provincial freeways, watercourses and railways;
- g) Securing the dedication of lands through the development approval process; and
- h) Support and promote cycling as a safe mode of transportation by:
 - i. Designing municipal standards for on-road cycling facilities in accordance with Provincial standards;
 - ii. Supporting the Regional Cycling Plan by prioritizing network components that are under the jurisdiction of the Municipality;

- iii. Requiring the provision of bicycle parking and storage facilities as a condition of approval of development applications;
- iv. Providing exclusive bicycle parking and storage facilities at primary destinations in the Urban Centres, including major *parks* and community facilities; and
- v. Continuing to promote cycle tourism and recreational cycling in the Municipality.

19.5.5 Over the long term, it is the Municipality's objective to create an accessible Waterfront Trail that is located in close proximity to the shoreline of Lake Ontario.

19.6 Road Network

19.6.1 The road network will be based on a grid system of walkable streets which reinforces and complements the land use patterns of this Plan. The location of future arterial roads and collector roads shown on Map J are approximate. The final alignment shall be determined either through further studies or the consideration of development applications.

Complete Streets

19.6.2 Streets in the Official Plan are classified on the basis of their vehicular function but will be designed on the basis of the land use context and the provision for all appropriate mobility options. The street network is the backbone upon which the transit network and the *active transportation* network is to be built, balancing the needs for all mobility options.

19.6.3 The Municipality recognizes the importance of integrating *complete streets* principles in the planning and design of urban streets, particularly in Priority *Intensification Areas* and new neighbourhoods. *Complete streets* are designed and operated to enable safe access for all users. Pedestrians, cyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street.

19.6.4 The following principles will be considered to implement *complete streets* in secondary plans and new capital projects:

- a) A context-based approach shall be used to consider character of the planned land uses with the appropriate street design;

- b) Street design elements shall improve the quality of service for pedestrians, cyclists and transit users in addition to the level of service for vehicles;
- c) Safe and convenient access to transit stops shall be provided;
- d) Local streets shall provide multiple points of access and limited block lengths;
- e) Intersections shall be designed not only to meet the desired level of service for vehicles but the desired level of service for pedestrians and cyclists, implementing measures such as minimizing crossing distances; and
- f) Streets will be designed with integrated accessibility features.

Provincial Freeways

- 19.6.5 Freeways are access-controlled roads that are under the jurisdiction of the Ministry of Transportation, are controlled access roads. They accommodate large volumes of inter-regional and regional traffic and include Highway 401, Highway 407, and Highway 418.
- 19.6.6 The Municipality recognizes the importance of freeways to support future growth and economic prosperity in Clarington. In particular, the Municipality encourages provincial investment to:
- a) Implement the planned widening of Highway 401 to Highway 35/115;
 - b) The complete Highway 407 and Highway 418;
 - c) Improve key Highway 401 interchanges at Waverly Road and Liberty street in Bowmanville;
 - d) Construct a new interchange at Lambs Road in Bowmanville and, if necessary, the conversion of Bennett Road to a partial interchange; and
 - e) Construct a new interchange at future extension of Townline Road (Regional Road 55) in Courtice.
- 19.6.7 The Municipality encourages the implementation of grade-separated crossings for roads and *active transportation infrastructure* for existing freeways and with future freeways to minimize the disruption of local traffic and agricultural operations and to provide quick access for emergency vehicles.
- 19.6.8 The Municipality will work with the Province and the Region to identify opportunities to accommodate the following:

- a) The freeway bus rapid transit line on and the freeway transit stations on Highway 407 and Highway 418; and
- b) Carpool *lots* and freeway transit stations.

19.6.9 Freeways are primary *corridors* through the Municipality. In this regard, a high quality visual *environment* shall be maintained for users of the highway. This shall be achieved through the protection of prominent landscape features and the provision of treed and landscaped *buffer* strips along each side of the highway and within interchanges compensating for lost *habitat* and tree cover.

19.6.10 The Provincial government is encouraged to implement measures to facilitate the movement of wildlife across freeways.

Arterial Roads

19.6.11 Arterial roads are under the jurisdiction of the Ministry of Transportation, the Region of Durham or the Municipality. The arterial roads shown on Map J are classified as follows:

- **Type A Arterial Roads** are designed to efficiently move large volumes of traffic at moderate to high speeds over relatively long distances.
- **Type B Arterial Roads** are designed to move significant volumes of traffic at moderate speeds from one part of the municipality to another.
- **Type C Arterial Roads** are designed to move moderate volumes of traffic at slower speeds over relatively short distances.

19.6.12 Arterial roads shall be designed in a context sensitive manner in accordance with the requirements of the Durham Regional Official Plan, the Durham Region Arterial *Corridor* Guidelines, and Appendix C to this Plan.

19.6.13 Durham Highway 2/King Street/King Avenue is the primary commercial street of the urban communities of Courtice, Bowmanville and Newcastle Village. Main Street is the primary commercial street of Orono.

19.6.14 Design standards of arterial roads within Urban and Village Centres shall:

- a) Be consistent with urban design objectives of this Plan;
- b) Provide a high quality urban *environment* for pedestrians;

- c) Have an operating speed of 50 km per hour; and
- d) On-street parking will be included in future road improvements.

The exceptions to the right-of-way width requirements are identified in Appendix C, Table 3-C.

- 19.6.15 The access requirements in Appendix C do not apply in the Courtice Main Street Secondary Plan Area, Urban Centres, the Newcastle Village Centre and the Orono Village Centre.
- 19.6.16 Right-of-way width exceptions are identified in Appendix C, Table C-3.
- 19.6.17 The Municipality will undertake a *streetscape* improvement program with particular attention to Urban and Village Centres, Regional *Corridors*, local *corridors*, the Regional Transit Spine on Highway 2, and gateway locations to each urban community.
- 19.6.18 Within established Hamlets, it is recognized that the arterial road standards established in Appendix C, Table C-2 may not be practical or implemented precisely. In this regard, the desired operating speed and the access requirements of arterial roads shown in Appendix C, Table C-2 do not apply. The exceptions to the right-of-way width requirements are identified in Appendix C, Table C-3.
- 19.6.19 The Municipality requests the Region to examine the need for and the feasibility of a Taunton Road (Regional Road 4) by-pass for Mitchell Corners.

Collector Roads

- 19.6.20 Collector roads, shown on Map J, are under the jurisdiction of the Municipality and are designed to move moderate volumes of traffic over short distances. The primary function of a collector road is to collect and distribute traffic from neighbourhoods.
- 19.6.21 Collector roads shall be designed in accordance with the road classification criteria in Appendix C, Table C-2.

Local Roads

- 19.6.22 Local roads carry lower volumes of vehicular traffic, facilitate access to individual properties, and promote walking and cycling.
- 19.6.23 Local roads shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 and the following principles:

- a) Designed on the basis of a modified grid street system recognizing topographic and environmental constraints;
- b) Direct connection to Type B and C arterial roads may be permitted provided such intersections do not affect the operating conditions of the arterial road;
- c) Cul-de-sacs are generally not permitted;
- d) Sidewalks on both sides of local roads are encouraged where warranted particularly within Urban Areas and for roads that provide connections to schools, community *parks* and facilities, transit stops and trails;
- e) The right-of-way width shall generally be between 18 and 20 metres; and
- f) Generally avoid long block lengths (over 400 metres) in Urban Areas to facilitate walkability.

19.6.24 In Hamlets, and Estate Residential areas, local roads may be constructed to a modified urban standard.

Rear Lanes

19.6.25 Public and private rear lanes shall be developed in accordance with the criteria in Appendix C, Table C-2. Rear Lanes shall be used on a limited basis to access a private garage or parking space and to promote through traffic movements on Arterial and Collector Roads, where individual access is limited.

Parking

19.6.26 Vehicle parking shall be managed to minimize adverse impacts including:

- a) Inefficient use of serviced land, gaps in the urban fabric;
- b) Contribution to unattractive urban places;
- c) High rates of stormwater runoff;
- d) Encouraging single occupant vehicle use over other modes of travel; and
- e) Urban heat island impacts.

19.6.27 The Municipality will permit, where appropriate, on-street parking on arterial roads under the Municipality's jurisdiction, in the Bowmanville

Town Centre and the Courtice Town Centre in order to support *mixed use development* and to contribute to an active street life.

19.6.28 All new *development* shall provide adequate off-street parking having consideration for the following:

- a) Safe access and egress;
- b) Provision of accessible parking spaces and minimizing surfaces that create barriers for people with disabilities;
- c) The use of landscaping to screen parking areas and to provide a hard street edge;
- d) Use low impact development techniques to reduce stormwater runoff and long term maintenance requirements; and
- e) Support for carpool, carshare and zero emission vehicles through preferential parking or reduced parking rates.

19.6.29 The Municipality will seek to reduce parking area land needs and their *negative impact* on the urban *environment* by:

- a) Consideration of variable public or private price parking for peak parking periods;
- b) Developing innovative parking standards;
- c) Construction of municipal parking garages in historic downtowns and the Bowmanville West Town Centre;
- d) Allowing for reduced parking requirements when shared parking areas are provided with appropriate laneway or cross-access easements;
- e) Allowing for reduced parking requirements when land uses have off-setting peak parking periods;
- f) Allowing for reduced parking requirements in the historic downtowns of Bowmanville, Newcastle and Orono;
- g) Consideration of incentives for the provision of underground or decked parking facilities; and
- h) Construction of municipal parking garages in historic downtowns and the Bowmanville West Town Centre.

19.6.30 The Municipality will develop guidelines for payment-in-lieu of parking to be utilized in Centres where the Municipality has developed plans to construct or expand public parking facilities.

Revenues generated through payment-in-lieu of parking will be used to support expansion of parking facilities including bicycle parking.

- 19.6.31 The Municipality will periodically review off-street and on-street parking regulations to provide flexibility for areas with frequent transit service and to reflect evolving motor vehicle use.

19.7 Railways

- 19.7.1 The Municipality shall ensure the continued viability and ultimate capacity of the rail *corridors* are protected and shall identify and support strategic *infrastructure* improvements such as grade separations.

- 19.7.2 The Municipality will seek to minimize and alleviate wherever possible, the conflicts of railway *infrastructure* with *adjacent* land uses and with roads through the following:

- a) The siting of uses which are less sensitive to noise and vibration *adjacent* to railway *corridors*;
- b) The provision of noise, vibration and safety impact mitigation measures as they pertain to new *development* in proximity to railway *corridors*; and
- c) The construction of future grade separations for arterial or collector roads or the improvement of existing grade separations as shown on Map J. These works shall be constructed on a priority basis considering need and financing.

- 19.7.3 The following studies shall be undertaken by the proponent, to the satisfaction of the Municipality in consultation with relevant agencies, prior to Council's decision on any development application:

- a) A noise study shall be undertaken for any residential or other noise sensitive *development* proposed within 300 metres of a railway *corridor* and shall address, among other matters, the feasibility of achieving acceptable levels of noise impact; and
- b) A vibration study shall be undertaken for any *development* within 75 metres of a railway *corridor*.

- 19.7.4 All proposed *development adjacent* to railway *corridors* shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the Municipality in consultation with the appropriate rail authority.

- 19.7.5 The Municipality may require warning clauses related to railway operations, to be registered on title, for new residential developments or within the lease agreements for non-residential developments which are located in close proximity to a railway.

19.8 Transportation System Implementation

Capital Planning

- 19.8.1 The Municipality will consider the use of *complete streets* principles in all new capital projects and planning initiatives, particularly within Centres and *Corridors*. *Complete streets* shall include integrated accessibility features within the design.
- 19.8.2 The Municipality recognizes transportation systems as important economic catalysts that support the movement of goods and people and will promote investment in these connections by the appropriate agency.
- 19.8.3 Construction of any part of the transportation system shall be in accordance with the ability of the authority having jurisdiction to finance such *infrastructure*. In addition, road construction shall meet the overall growth management policies of this Plan and shall be in accordance with the Municipality's Capital Works Program and Development Charges Policies.

Environmental Impacts

- 19.8.4 Transportation systems may be permitted to cross a *natural heritage feature* or a *hydrologically sensitive feature* only if the applicant demonstrates that:
- a) The need for the project has been demonstrated and there is no reasonable alternative; (for municipal *infrastructure* projects, need shall be determined through an *environmental assessment process* under the Environmental Assessment Act, where applicable. Where these projects are not subject to an Environmental Assessment, they will be dealt with under the Planning Act or Local Improvement Act, etc.);
 - b) The planning, design and construction practices adopted will keep any *adverse effects* on the *ecological integrity* of the *natural heritage system* to a minimum;
 - c) The design practices adopted will maintain, and where possible improve or restore, wildlife movement *corridors* and ecological and recreational *linkages*, including the trail system referred to Section 18.4;

- d) The landscape design will be adapted to the circumstances of the *site* and use native plant species as much as possible, especially along rights of way; and
- e) The long-term landscape management approaches adopted will maintain, and where possible improve or restore, the health, diversity, size and *connectivity* of the *natural heritage feature* or *hydrologically sensitive feature*; and
- f) The policies of the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan have been adhered to.

19.8.5 Service and *utility* trenches for transportation uses shall be planned, designed and constructed so as to keep disruption of the natural groundwater flow to a minimum.

Traffic Calming

19.8.6 The Municipality will design streets appropriate to their context to avoid the need for secondary traffic calming measures.

19.8.7 If warranted, traffic calming measures will be designed and constructed to:

- a) Support the *active transportation* system;
- b) Ensure that transit use is not negatively impacted; and
- c) Allow for the diffusion of traffic and not impact the efficiency of the grid street system.

Transportation Demand Management

19.8.8 *Transportation Demand Management* is a means to promote a more efficient use of existing transportation *infrastructure* by reducing peak-hour single-occupancy vehicle trips and promoting increased transit use. To reduce traffic congestion the Municipality, in support of the Region of Durham's Smart Commute Durham program, will consider the following initiatives:

- a) A travel demand management program for the Municipality of Clarington's employees;
- b) Work with school boards, health units and residents to implement a program which encourages school aged children to walk and cycle to school; and
- c) Provide residents with information on transit, cycling and pedestrian options within the community.

- 19.8.9 The Municipality may require community-wide and area-specific *Transportation Demand Management* Plans for major employment, commercial and residential developments that are subject to a development application.

Strategic Goods Movement

- 19.8.10 The Municipality will support the implementation of the Region's Strategic Goods Movement Network in the Durham Region Official Plan which identifies the preferred haul routes to accommodate commercial vehicles.

Chapter 20

Stormwater Management

Municipality of Clarington Official Plan

20 Stormwater Management

20.1 Goal

20.1.1 To implement measures into the stormwater management system to address impacts from *development* and climate change.

20.2 Objectives

20.2.1 To manage *development* impacts on watercourses in order to enhance water quality, protect *fish habitat* and to prevent increases to flood and erosion hazards.

20.2.2 To promote *green infrastructure* measures, including low impact development, as part of the overall stormwater management strategy.

20.3 Policies

20.3.1 Unless otherwise approved by the Ministry of Natural Resources, the Conservation Authority or the Municipality, uncontrolled direct stormwater discharge into any watercourse as a result of *development* is strictly prohibited.

20.3.2 Stormwater management plans shall be prepared in accordance with the applicable *watershed or subwatershed plan* and shall provide for an integrated approach that protects the ecological health of *watersheds*, improves resiliency, and contributes to the protection of human life and property during storm events.

20.3.3 *Green infrastructure*, *lot level controls*, and Low Impact Development techniques, in addition to traditional end of pipe facilities are encouraged as part of a treatment train approach to stormwater management.

20.3.4 Prior to municipal approval of any draft plan of subdivision, the Municipality will prepare a *subwatershed plan* in consultation with the appropriate agencies. Where a master drainage plan has been approved, the master drainage plan will substitute for the requirement to prepare a *subwatershed plan*.

20.3.5 Any development application for a plan of subdivision or *site plan* shall be accompanied by a stormwater management implementation report. The report will indicate how the approved *subwatershed plan* or master drainage plan will be implemented on the *site* of the

- proposed *development* in accordance with Best Management Practices.
- 20.3.6 For infill locations, where a *subwatershed plan* or a Master Drainage Plan has not been prepared, the Municipality may require a Stormwater Management Report to address the impact of *development* on flooding, erosion, stormwater quality and quantity, and system capacity.
- 20.3.7 Stormwater management facilities may be located in any land use designation, but generally shall not be permitted on lands within the *natural heritage system*, identified as *flood plain* or Regulatory Shoreline or designated as Environmental Protection Area. However, the exact location of stormwater management facilities shall be approved by the Municipality in consultation with the Province and the Conservation Authority.
- 20.3.8 The design of stormwater management facilities, including ponds and channels, shall be constructed in accordance with the Municipality's Engineering Design Guidelines and shall use the following principles:
- a) Stormwater is considered a valuable water resource to be retained and infiltrated into the land to the fullest extent possible to maintain the natural hydrology of the *site*;
 - b) Stormwater shall be discharged into watercourses and the waterfront in a manner that does not cause additional flooding, erosion, slope instability, and/or reduced water quality;
 - c) Stormwater management techniques shall contribute to reducing or mitigating the risk to people and damage to property, buildings, *infrastructure* and the *environment* due to actual or predicted impacts of climate change;
 - d) The use of passive and active renewable energy sources is encouraged;
 - e) Facilities shall include the installation of high quality landscaping including, where possible, enhancement of *natural heritage features*, permeable surfaces and the use of natural design; and
 - f) Facilities will be integrated into the open space system and shall incorporate high quality landscaping, permeable surfaces enhancement of *natural heritage features*, include

Stormwater Management

community amenities and where appropriate, provide opportunities for *low intensity recreation*.

- 20.3.9 In addition to the preceding policies, stormwater management facilities within the Oak Ridges Moraine are also be subject to the provisions of the Oak Ridges Moraine Conservation Plan.

Chapter 21

Municipal Infrastructure and Utilities

Municipality of Clarington Official Plan

21 Infrastructure and Utilities

21.1 Goals

- 21.1.1 To provide adequate *infrastructure* and utilities required for the residents and businesses of the Municipality in an economically and environmentally responsible manner.
- 21.1.2 To protect major *infrastructure* and utilities from incompatible *development* and minimize the adverse impacts on the community.

21.2 Objectives

- 21.2.1 To integrate *infrastructure* and utilities into the public realm with a high priority for aesthetics, including anti-graffiti measures, and minimize maintenance requirements.
- 21.2.2 To allocate appropriate opportunities within public rights of way for *infrastructure*, utilities, and landscaping.
- 21.2.3 To provide for adaptability and flexibility in public rights of way.
- 21.2.4 To promote coordinated public and private *utility* planning and *infrastructure* design.

21.3 Policies

- 21.3.1 Major *infrastructure* and *utility* facilities and *corridors* are shown on Map A and include existing and planned facilities such as water supply plants, water pollution control plants, electricity generation facilities and transmission and distribution systems, hydro corridors, and pipeline *corridors*.
- 21.3.2 New *infrastructure* and *utility* facilities and/or *corridors* are generally permitted within any land use designation provided:
 - a) Not adversely impact any *adjacent* use;
 - b) *Adjacent* to existing *utility* and/or transportation *corridors*, wherever possible;
 - c) The impact of telecommunication/communication towers is minimized;

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- d) It complies with the policies of Section 3.6.13, 19.3.7, 19.8.4, and 19.8.5 as appropriate and relevant for the proposed *utility*, facility or *corridor*, and
- e) It complies with the relevant policies of the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan.
- 21.3.3 Telecommunications/communications utilities, electrical stations or sub-stations, mail boxes or super mail boxes and similar facilities should be incorporated and built into architectural and landscaping features, rather than being freestanding. They shall be compatible with the appearance of *adjacent* uses and include anti-graffiti initiatives.
- 21.3.4 To improve the visual appearance of the *streetscape*, local distribution systems such as electricity, telecommunications/communications and cable television shall be provided in-ground using a common trench, within all new *development* and within the road allowances abutting the external limit of the new *development*. Where in-ground services are not possible, public and private above ground *infrastructure* will be integrated, grouped or combined, where feasible, in order to reduce the *streetscape* clutter.
- 21.3.5 In the case of *redevelopment*, conversion of overhead service to in-ground service shall be provided wherever technically and economically feasible.
- 21.3.6 Subject to approval of Hydro One Networks Inc., the Municipality encourages the use of lands within hydro corridors for:
- Recreational uses such as *parks*, hiking trails and bicycle paths;
 - Community or allotment gardens;
 - Underground utilities;
 - Agricultural cultivation; and
 - Other uses compatible with *adjacent* land uses and consistent with the intent and policies of this Plan.
- 21.3.7 In the planning of any major new *utility* or *utility* corridor, including expansions, the proponent shall:
- Satisfy the Municipality with respect to possible impacts as related to environmental, economic, social, transportation and other concerns as determined by the Municipality.;

- Provide peer review funding to the Municipality for the review of any requisite studies; and
- Enter into an agreement with the Municipality which includes but is not limited to such matters as compensation and mitigation of adverse impacts.

21.3.8 The design and location of local distribution services and utilities within or outside the Municipal right-of-way will require approval from the Municipality.

Major Pipelines

21.3.9 For development applications within 200 metres of a major pipeline right-of-way identified on Map A, the proponent will be required to consult with the Municipality and other applicable agencies prior to any *development* in order to protect the safety and integrity of the pipeline.

21.3.10 For development applications within 750 metres of a major pipeline compressor station, the proponent will be required to consult with the Municipality and other applicable agencies prior to any development and may be required to undertake studies to assess possible impacts and required mitigation.

21.3.11 The Municipality will encourage the use of pipeline rights-of-way for low intensity recreation activities, subject to easement rights.

Telecommunications

21.3.12 The development of telecommunications/communication networks is encouraged to contribute to economic competitiveness and support efficient access to information for residents and businesses within Clarington.

21.3.13 The Municipality supports shared telecommunications/communications towers, where feasible, to minimize adverse impacts, including visual impacts of multiple towers.

21.3.14 Council has adopted a Telecommunication Antenna Systems Protocol to provide direction for the development of wireless communications *infrastructure*. The Municipality will review and update this protocol as new technological advances emerge and as Federal protocol and procedures change from time to time.

21.3.15 Municipal review of the location of proposed antenna systems will take into consideration the following:

Infrastructure and Utilities

- a) Locating telecommunication/communication towers and *infrastructure* in strategic locations to minimize the view from the public;
- b) Integrating telecommunication/communication structures into new or existing buildings and structures or landscaped areas to ensure *infrastructure* blends in with the existing built and natural landscape;
- c) Engaging operators early in the development process to facilitate integration of wireless telecommunications/communications *infrastructure* into *development*; and
- d) Encouraging towers to be camouflaged where they are located in sensitive areas, including rural and residential areas.

21.3.16 The Municipality will initiate discussions with *utility* providers to consider opportunities for the enhancement and/or replacement of existing utilities as part of street construction improvements and maintenance.

Chapter 22

Community Improvement

Municipality of Clarington Official Plan

22 Community Improvement

22.1 Goal

22.1.1 To provide for and encourage public and private sector activities for the purpose of the maintenance, enhancement and *redevelopment* of the existing built *environment* of the Municipality.

22.2 Objectives

22.2.1 To maximize the efficient use of existing public services and facilities.

22.2.2 To improve the public *infrastructure* where deficiencies or deteriorating conditions exist.

22.2.3 To provide guidance to Council in setting priorities for municipal spending with respect to community improvement projects.

22.2.4 To encourage activities that are accessible for all ages and levels of abilities, promote equity and contribute to healthy and *sustainable* development.

22.3 Policies

22.3.1 Community Improvement Project Areas and Subareas are shown on Map I of this Plan. It is the intent of the Municipality to prepare community improvement plans for each of the Community Improvement Project Areas, or parts thereof. These project plans shall serve as the basis for community improvement works.

22.3.2 The Community Improvement Project Areas and Subareas are prioritized as follows:

Table 22-1 Community Improvement Areas	
Completed	First Priority
Bowmanville B2 Newcastle N1 Orono	Bowmanville B6 Bowmanville B7 Courtice C1 Courtice C2 Bowmanville B8

Table 22-1 Community Improvement Areas	
Second Priority	Third Priority
Bowmanville B3 Bowmanville B4 Bowmanville B5	Bowmanville B1 Newcastle N2 Hampton Mitchell Corner's Newtonville

22.3.3 Section 22.3.2 is to be used only as a guide in the preparation of community improvement plans. Program choices, financial constraints, on-site project necessities, and funding criteria may change the priorities. The Municipality may revise its priorities without the necessity of an amendment to this Plan.

22.3.4 The community improvement plans will be implemented by means of powers conferred upon Council under the Planning Act, the Municipal Act, and other applicable statutes including:

- a) Municipal and private sector participation in available Federal, Provincial and Regional programs;
- b) The acquisition, improvement and disposal of land and buildings;
- c) Agreements with any government authority or agency for the preparation of studies, plans and programs;
- d) The integration of community improvement projects with the ongoing maintenance and improvements of municipal *infrastructure* and programs;
- e) Encouraging public participation in the preparation of community improvement project plans;
- f) Encouraging infilling, *redevelopment* and other land use *intensification* activities;
- g) Supporting the preservation of buildings with cultural heritage value or interest and the use of funding programs under the Ontario Heritage Act;
- h) Supporting local service clubs and other organizations in the *development* of recreational and other facilities and services that are accessible to persons of all ages and abilities; and
- i) Encouraging healthy and *sustainable* development measures.

Community Improvement

- 22.3.5 The Municipality will consult with the Region of Durham when community improvement plans are being prepared to ensure coordination with the Regional Revitalization Program.

Part Five

Implementation and Interpretation

Municipality of Clarington Official Plan

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Chapter 23

Implementation

Municipality of Clarington Official Plan

23 Implementation

23.1 Plan Review and Updating

- 23.1.1 This Plan will be implemented by the Council of the Municipality of Clarington in accordance with the authority vested under the provisions of the Planning Act, the Municipal Act 2001, and other applicable Statutes.
- 23.1.2 The Official Plan shall be reviewed every five years as required by the Planning Act to ensure that it conforms with Provincial Plans, has regard to matters of Provincial interest, is consistent with the Provincial Policy Statement, and continues to embody the policies of the Municipality, enhancing the achievement of the principles, goals and objectives of this Plan.
- 23.1.3 Prior to revising the Official Plan under Section 23.1.2, the Municipality shall hold a special meeting of Council, open to the public, to discuss the revisions that may be required in accordance with the provisions of the Planning Act.

23.2 Public Notice and Amendment Procedures

- 23.2.1 Prior to passing or adopting an Official Plan, Secondary Plan, Community Improvement Plan or Zoning By-law, or amendments thereto, the Municipality shall ensure that adequate information is made available to the public. For this purpose, the Municipality shall hold at least one statutory public meeting, at which time any person in attendance shall be afforded the opportunity to address Council the matter.
- 23.2.2 In order to provide ample opportunity for the public to review and discuss the proposed Plans, By-laws or amendments, notification of any statutory public meeting as required under Section 23.2.1 shall be given at least 18 consecutive days prior to the date of the public meeting and will be given in accordance with the Planning Act.
- 23.2.3 The following changes may be made to the Official Plan and Zoning By-law without an amendment:
- a) Changes or corrections to format, wording or reference errors;
 - b) Alterations in the numbering and arrangement of any provisions; and

- c) Adjustments to base information on any Map with the exception of the South limit of the Oak Ridges Moraine and the *Built Boundary* which have been established by the Province of Ontario.

23.2.4 The Municipality may initiate amendments to this Plan in response to significant changes to the planning and *development* environment in the Municipality and, in particular:

- a) As a result of the 5 year review set out in Section 23.1.2;
- b) To implement the strategic policies set out in Part II of this Plan;
- c) In response to new Provincial Legislation, Policies or Guidelines; and
- d) Due to changes to the Durham Regional Official Plan.

23.2.5 Unless otherwise indicated in this Plan, privately initiated amendments prior to the *municipally initiated comprehensive review* are generally discouraged. However, if a request for amendment is received, the Municipality may consider such a request which must include sufficient information and justification to enable the requested amendment to be evaluated.

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23.2.6 The following general criteria shall apply to the review of all Official Plan Amendment applications, and the proponent of an amendment may be required to submit reports from qualified professionals to address such matters, including but not necessarily limited to:

- a) Conformity to the goals, objectives and policies of this Plan, the Durham Regional Official Plan, and Provincial policies and plans;
- b) Suitability of the location for the proposed use;
- c) Compatibility with existing and planned land uses in the surrounding area;
- d) The impact on the natural *environment*;
- e) Need for the proposed use;
- f) Availability of supporting capital works and services;
- g) Fiscal impact on Municipal capital works and services;
- h) Comments of public agencies;

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- i) Any other specific requirements of the Municipality; and
- j) Contribution or enhancement toward healthy neighbourhood design.

23.3 Secondary Plans

- 23.3.1 Secondary Plans shall conform to and implement the principles, goals, objectives, policies and land use designations of this Plan. Upon approval by the Region of Durham, the Secondary Plan shall be incorporated under Part VI of this Plan.
- 23.3.2 The Municipality will prepare Secondary Plans in cooperation with area landowners, the Region of Durham, private and public sector agencies. The process for preparing, adopting or amending Secondary Plans is subject to the procedures contained in this section and under Section 23.2 and other applicable policies of this Plan.
- 23.3.3 During the review and update of an approved Secondary Plans, the Secondary Plans will be amended to conform to the policies of this Plan.
- 23.3.4 Where there is a conflict or inconsistency with the parent Plan, the Secondary Plan will prevail, unless the conflict is associated with the density and *intensification* policies of the parent Plan, in this case, the parent Plan shall prevail.
- 23.3.5 Any landowner or group of landowners who wish to fund the preparation of a Secondary Plan in order to advance to timing of the plan's preparation shall provide the Municipality with proposed terms of reference. It shall address matters relating to the proposed scope of work, public consultation process, funding of supporting studies, cost sharing principles and other considerations described in Section 23.13.1. Within 90 days of receipt of a proposed terms of reference, Council shall determine whether to proceed under Section 23.3.8.
- 23.3.6 Where private funding is provided in accordance with Section 23.13 by a landowner or a landowner's group, generally they must own a minimum of 75% of the developable area within the Secondary Plan area prior to Council considering whether to initiate a Secondary Plan.
- 23.3.7 Prior to the Municipality initiating a privately-funded Secondary Plan study, Council shall hold a public meeting inviting all landowners within the Secondary Plan Area to advise them of the proposed Secondary Plan study and the terms of reference.

Implementation

- 23.3.8 Council shall approve the Terms of Reference, and, if applicable, cost sharing agreements and any other necessary agreements prior to the Secondary Plan study being initiated.
- 23.3.9 Secondary Plans shall implement the policies of this Plan and the Durham Regional Official Plan policies for Secondary Plans, in particular:
- a) The growth management objectives of sequential development, full municipal water and sanitary systems, a minimum density of fifty residents and jobs per gross developable hectare, and a variety of housing types and densities;
 - b) The financial capacity of the Municipality to provide for the capital and operating costs of municipal services and facilities required to support the *development*;
 - c) The provision of a diverse and compatible mix of land uses to support vibrant neighborhoods and *active transportation*, and the use of urban design principles to create high quality public open spaces and achieve an appropriate level of connectivity and transition to *adjacent* areas;
 - d) The design of a connected system of grid streets and an *active transportation* network as the key design element of the public realm with safe and accessible pedestrian and cycling connections to transit, community facilities, schools, and *parks*. Higher density housing will be strategically located along or within Priority *Intensification* Areas to create a transit supportive development pattern;
 - e) The integration into the design of the *site* and buildings of this Plan's policies for *Sustainable* Design and Climate Change and related standards/guidelines adopted by the municipality including *green infrastructure* and low impact development measures;
 - f) The protection and incorporation of *natural heritage* and *hydrologically sensitive features* including surface and *ground water features*, as well as the connections among these natural features in order to inform the location, type, and amount of development;
 - g) Residential neighbourhoods will be "designed with nature" to minimize grade changes, preserve mature trees and enhance open space *linkages*;

- h) The measures to mitigate the potential conflicts between the development and existing *agricultural uses*;
- i) Level of visual interest achieved by incorporating different built forms, landscaping, open space and environmental and natural and *cultural heritage resources* and the creation of view *corridors* and vistas of significant natural areas and public buildings;
- j) The location of prominent public buildings, including schools and spaces on prominent *sites* with significant street frontage and oriented to the street;
- k) *Cultural heritage resources* will provide the context for new *development*. New *development* will be compatible with and complementary to its context with regard to siting, height, scale and design. In new areas, heritage buildings will be incorporated in a sensitive manner;
- l) The principles of *Crime Prevention Through Environmental Design (CPTED)* will be used; and
- m) Inclusive lifetime neighbourhoods where the built *environment* promotes a safe inclusive space with access to services and amenities and a range of housing choices to meet the needs of residents of all abilities and income levels throughout all phases of their lifetime.

23.3.10 The following background studies and analyses are generally required in support of new Secondary Plans:

- a) A *Subwatershed* study including natural heritage, fisheries, hydrogeology, and hazard lands;
- b) A municipal-wide *financial impact analysis* of growth and development;
- c) A Landscape Analysis;
- d) A Planning Background Report
- e) A Master Drainage Plan;
- f) A Water and Wastewater Servicing Plan;
- g) A Transportation Master Plan;
- h) An assessment of potential impact on *adjacent* agricultural operations and recommendations for mitigation;

- i) A Sustainability Plan addressing *Green Infrastructure* and Net Zero development and building practices;
- j) A Commercial needs and impact analysis when a commercial uses are proposed;
- k) An Urban Design Report;
- l) A Cultural and built heritage assessment including archaeology;
- m) A housing needs analysis (including affordable housing); and
- n) An integrated Environmental Assessment for municipal public works as may be appropriate.

23.4 Zoning By-laws

23.4.1 The Municipality shall amend its Zoning By-laws as soon as possible to conform with and to give effect to the provisions of this Plan.

23.4.2 The Municipality, where deemed necessary, may apply holding provisions pursuant to the Planning Act. The holding provision will be identified by the symbol "H" as a prefix to the zone described in the Zoning By-law. Such holding provisions shall assist The Municipality in achieving its specific planning objectives, and ensure that any *development* or *redevelopment* proceeds in accordance with the policies of this Plan.

23.4.3 Holding provisions may be used to ensure, that prior to *development* or *redevelopment*, the following matters have been addressed and approved to the satisfaction of the Municipality:

- a) Services and municipal works including roads;
- b) Measures to protect natural areas;
- c) Measures to mitigate the impact of *development*;
- d) Submission of technical studies;
- e) In a Waste Disposal Assessment Area, the matters referred to in Sections 3.7.12 to 3.7.15;
- f) Execution of appropriate agreements; and/or
- g) Any other requirements as may be deemed necessary by the Municipality including the implementation of the policies of this Plan.

- 23.4.4 Temporary use by-laws may be passed to permit the use of lands, buildings or structures, on a temporary basis, for any purpose provided that:
- a) The proposed use is temporary in nature;
 - b) The proposed use is compatible with *adjacent* existing land uses, there is minimal impact on the *Natural Heritage System*, or satisfactory measures to mitigate any adverse impacts will be applied;
 - c) There will be no adverse impacts on traffic or transportation facilities or services in the area;
 - d) Adequate access and parking are provided;
 - e) The use can be removed and the *site* can be restored to its original condition;
 - f) Adequate sewage disposal and water services are available in compliance with provincial and regional standards; and
 - g) It does not jeopardize the long term implementation of this Plan.
- 23.4.5 Generally, the Municipality will not permit the extension of any temporary use by-law beyond a period of 10 years.
- 23.4.6 In accordance with the Planning Act, Interim Control By-laws may be used to limit the use of lands, buildings, or structures in an area where the Municipality has initiated a land use planning study.

23.5 Non-Conforming Uses

- 23.5.1 It is not possible or desirable to recognize all existing uses in the Official Plan. An existing use of land, building or structure which is lawfully in existence prior to the passage of the relevant Zoning By-law and which does not conform to this Plan, but continues to be used for such purposes, shall be deemed to be legal non-conforming.
- 23.5.2 Non-conforming uses, legal or otherwise, shall be encouraged to relocate or redevelop so that the subject land may be used in conformity with the policies of the Official Plan and the provisions of the implementing Zoning By-law.
- 23.5.3 This Official Plan shall not limit the authority of Council to pass a by-law permitting the extension or enlargement of legal non-conforming uses, buildings or structures. Prior to passing a by-law to recognize

the continuation, expansion or enlargement of the legal non-conforming use, or the variations to similar uses, Council shall be satisfied that:

- a) It is not feasible to relocate the existing use;
- b) It does not aggravate the situation created by the existence of the use, especially in regard to the policies of this Plan and the requirements of the implementing Zoning By-law;
- c) The size is appropriate in relation to the existing legal non-conforming use;
- d) It does not generate noise, vibrations, fumes, smoke, dust, odours, or lighting so as to create a public nuisance or health hazard;
- e) The neighbouring conforming uses are protected, where necessary, by the provision of landscaping, buffering, screening and other measures; and
- f) It shall not *adversely affect* traffic, access or parking conditions in the vicinity.

23.5.4 Notwithstanding 23.5.3 within the Oak Ridges Moraine, the expansion of an existing building or structure on the same *lot* or expansion of an existing *institutional use* or the conversion of an existing use to a similar use that legally existed on November 15, 2001, may only be considered if:

- a) The applicant demonstrates that the criteria of Section 23.5.3 can be satisfied;
- b) Here will be no change in use; and
- c) The applicant demonstrates that the expansion will not *adversely affect the ecological integrity* of the Oak Ridges Moraine.

23.5.5 Within the Oak Ridges Moraine nothing in this Plan shall prevent the reconstruction within a reasonable time frame, within the same location and dimensions, of an existing building or structure that legally existed on November 15, 2001 that is damaged or destroyed by causes beyond the owner's control, and the reconstructed building or structure shall be deemed to be an existing building or structure if there is no change in use and no *intensification* of the use.

23.5.6 Within the Oak Ridges Moraine, if an existing use (legally existed on November 15, 2001) has *adverse effects* on the *ecological integrity* of the Oak Ridges Moraine or a natural heritage feature, any application to expand the building, structure on the same *lot* or use (*institutional uses* only) or to convert the existing use to a similar use shall be considered with the objective of bringing the use into closer conformity with this Plan.

23.6 Subdivision and Condominium Approval

23.6.1 The Municipality, through the subdivision and/or condominium plan approval process, will ensure that the policies of the Plan are complied with and that a high standard of design is maintained.

23.6.2 Where a plan of subdivision has been granted approval prior to the approval of this Plan by the Region, it is not the intention of the Municipality to apply the policies of this Plan retroactively. However, in the event of major revisions, or if the approval of a draft plan of subdivision lapses, the entire plan of subdivision will be subject to review and the growth management objectives of this Plan and the Region of Durham Official Plan shall be considered as a key component of the development review process.

23.6.3 In considering an application for approval and phasing of residential development in urban areas, including draft plans of subdivision, the Municipality shall seek to ensure:

- a) The sequential development of neighbourhoods and the prevention of "leap-frogging" of vacant lands;
- b) The proposed *development* is in or *adjacent* to Centres or *adjacent* to the *Built-up Area*;
- c) The economical use and extension of all *infrastructure* and services;
- d) *Intensification* to implement Sections 6.3.1 and 4.4; and
- e) Increased density for new neighbourhoods having regard for proposed measures to integrate into existing stable residential areas.

23.6.4 In the evaluation of a subdivision proposal, the Municipality shall require all applicable policies of this Plan to be complied with and shall impose conditions of approval, require financial guarantees and a development agreement to include, but not necessarily be limited to, the following matters:

- a) *Site alteration*, including the stockpiling of soil;

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- b) Preservation of trees in accordance with an approved tree preservation plan;
- c) Preservation of the *natural heritage system* in accordance with an approved Environmental Impact Study;
- d) Preservation and/or relocation of heritage buildings;
- e) Proper construction management methods, particularly with respect to stormwater run-off, recycling of construction refuse, dust and debris control; and
- f) Routing of construction traffic.

23.6.5 In the approval of a draft plan of subdivision, the Municipality will recommend appropriate conditions to implement the policies of Section 23.6.3. In addition, final approval for registration of any plan of subdivision, in whole or in part, may not be granted unless the Municipality is satisfied that the principles of Section 23.6.3 have been met.

23.6.6 The Municipality may declare a residential draft plan of subdivision to be premature and recommend that it not be approved if any of the following circumstances apply:

- a) The plan does not implement the principles contained in Section 23.6.3;
- b) The municipal wide non-residential assessment is less than 15 percent of total assessment;
- c) The capital works and services required to service the lands and the future residents are not within the Municipality's current capital budget or 10 year capital works forecast as updated from time to time; or
- d) The Municipality is of the opinion that the Municipality's administrative and financial resources are not sufficient to provide an adequate level of services for those residents who would be accommodated in the proposed plan of subdivision as well as to provide and maintain an adequate level of services for existing residents and residents who will live in developments which have been approved by the Municipality.

23.6.7 Where the *development* of a subdivision is being phased, the Municipality will generally require not less than 75% completion of building construction of a phase before the issuance of building permits for the subsequent phase.

- 23.6.8 If a plan of subdivision or part thereof has been registered for eight years or more, and building permits have not been issued, the Municipality may use its authority under Section 50(4) of the Planning Act to deem it not be a registered plan of subdivision.
- 23.6.9 The Municipality shall require that approvals of draft plans of subdivisions include a lapsing date in accordance with Section 51(32) of the Planning Act.
- 23.6.10 Common element condominiums and vacant land condominiums shall not be permitted if the Municipality requires public ownership of the lands for pedestrian or vehicular access to create local road connections to existing developed or undeveloped land.

23.7 Severances

- 23.7.1 The creation of individual parcels of land by severance will only be permitted in conformity to the policies of this Plan and the regulations of the implementing Zoning By-law, and shall be subject to the following criteria:
- a) Scattered residential development throughout the Municipality shall be prohibited;
 - b) Ribbon development along arterial roads shall be prohibited and direct access from arterial roads shall generally be restricted;
 - c) Severances shall meet the requirements of the Region of Durham and applicable provincial agencies, regarding the provision of sewage disposal and water services, and may include entering into an agreement with the Region of Durham;
 - d) Severances shall only be given when land fronts on an open and maintained public road. Notwithstanding, a landlocked parcel related to a land assembly for future *development* in conformity to this Plan may be created;
 - e) The size of any parcel of land created by severance should be appropriate for the use proposed in keeping with the character of the surrounding neighbourhood and no parcel should be created which does not conform to the provisions of this Plan and the implementing Zoning By-law;
 - f) Severances shall not be granted for land *adjacent* to a road from which access is to be obtained if a traffic hazard would be created because of limited sight lines on curves or grades;

- g) Severances to be granted shall be conditional upon the applicant meeting all requirements of the Municipality, financial and otherwise, and may include an agreement being entered into with the Municipality;
- h) The Municipality is satisfied that a plan of subdivision is not required. Generally, 3 *lots* is considered the maximum number of new *lots* that may be created by severances from a parcel of land;
- i) Where a property has more than one land use designation, a land severance along the boundary of two different designations is permissible provided the severance does not contravene any applicable policies of this Plan;
- j) In the Agricultural and Rural designations, any severance applications for agricultural, farm-related uses, and farm-related industrial/commercial uses shall only be permitted in accordance with Sections 13.3.7, 13.3.8, 13.3.9, 13.3.11 and 13.3.12; and
- k) The severance shall be in compliance with the provisions of any *site* plan, subdivision or any other development agreements registered against the title of the subject lands.

23.7.2 Severances to facilitate conveyances to public bodies or non-profit entities for natural heritage conservation are permitted.

23.7.3 Creation of individual parcels of land by severance in the Oak Ridges Moraine are subject to Sections 23.7.1, 3.4.18 and Table 3-1 of this Plan and the following where applicable:

- a) Severance from a *rural lot* or a *lot* for a *residence surplus to a farming operation* only, a cumulative total of one such severance for each *rural lot* may be permitted. All consents granted on or after January 1, 1994 are included in the calculation of the cumulative total;
- b) Severance from each other of two or more *rural lots* that have merged in title, the severance shall follow the *original lot* lines or *original half lot* lines;
- c) Severance facilitating land acquisition for transportation, *infrastructure*, and utilities, but only if the need for the project has been demonstrated and there is no reasonable alternative;
- d) Severance facilitating the addition of *adjacent* land to an existing *lot*, but only if the adjustment does not result in the

creation of a *lot* that is undersized for the purpose for which it is being or may be used; and

- e) Severance from each other of parts of a *lot* that are devoted to different uses, but only if the uses are legally established at the time of the application for severance.

23.7.4 Notwithstanding Section 23.7.3 a *lot* may be created in the Oak Ridges Moraine only if there is enough *net developable area* on both the severed *lot* and the retained *lot* to accommodate proposed uses, buildings and structures and *accessory uses* without encroachment on any *natural heritage features* or *hydrologically sensitive features*.

23.7.5 When a *lot* is created in accordance with Sections 23.7.1 and 23.7.3 the Municipality shall enter into a *site plan* agreement or other agreement with the applicant to establish conditions requiring that *natural self-sustaining vegetation* be maintained or restored in order to ensure the long-term protection of any *natural heritage features* and *hydrologically sensitive features* on the *lot*.

23.7.6 A *lot* shall not be created if this would extend or promote strip *development*.

23.7.7 The division of land by severance in Employment Areas shall be discouraged unless there exists an agreement between the owner and the Municipality registered on title of the subject lands, indicating among other things, the subdivision design and the provision of services for the lands affected. This policy does not apply to infilling.

23.8 Site Plan Control

23.8.1 All *development* shall be subject to *site plan* control, with the following exceptions:

- a) Any building or structure within a public park;
- b) Any structure erected for the purpose of flood or erosion control;
- c) Any permitted agricultural building or structure;
- d) Any temporary structure as defined by the Ontario Building Code;
- e) A residential building containing less than 3 *dwelling units*;
- f) Alterations to buildings or structures which do not alter the nature of the existing use;

- g) *Aggregate* extraction activities which do not include permanent buildings or structures;
- h) Any expansion or enlargement of a building or structure that is less than 20 square metres or less than 10% of the total floor area of the building, whichever is less; and
- i) The placement of a portable classroom on a school *site* of a district school board if the school *site* was in existence on January 1, 2007.

23.8.2 Notwithstanding Section 23.8.1, agricultural buildings or structures and residential buildings containing less than 3 *dwelling units* may be subject to *site* plan control for the purposes of implementing requirements from an environmental impact study, a natural heritage evaluation or a hydrological evaluation.

23.8.3 As part of a submission for *site* plan approval, the Municipality requires that the proponent demonstrate how the proposed design and the organization of the *site* and buildings will:

- a) Implements the urban design policies of the Official Plan and any relevant Secondary Plans;
- b) In Urban and Village Centres, *Corridors*, Waterfront Places and in Urban Residential areas, contribute to compact, urban and pedestrian-oriented form and function that enhances pedestrian and transit accessibility;
- c) Safely addresses vehicular traffic impacts;
- d) Implement *sustainable* development objectives including the *Sustainable* Design and Climate Change policies of the Plan, not limited to the protection of the *natural heritage system*, energy efficiency, minimizing light pollution and water consumption, stormwater management controls, tree planting and other enhancements to the natural *environment*;
- e) Protects, enhances or restores the Municipality's *cultural heritage resources*;
- f) Demonstrates the relationship of the proposed building to *adjacent* buildings, streets and exterior areas to which members of the public have access;
- g) Provides landscaped areas and urban amenities consistent with the context of the planned land uses and the Municipality's landscaping, urban design and amenity requirements;

- h) Makes appropriate provision for sequential staging of services including the construction of *infrastructure* to service the site;
- i) Provide facilities designed for accessibility for persons with disabilities; and
- j) Implements any other relevant policies of this Plan.

23.8.4 To achieve the intent of Section 23.8.3, the Municipality, shall as part of the *site* plan approval:

- a) Consider matters related to exterior design, including without limitation the character, scale, materials, colours and design features of all building exteriors, exterior signage and lighting, and the *sustainable* design but only to the extent that it is a matter of exterior design; and
- b) Require the inclusion of *sustainable* design elements on any adjoining right of way under the Municipality's jurisdiction, including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, *waste* and recycling containers and bicycle parking facilities.

23.8.5 As a condition of site plan approval the Municipality may require the owner of the land to:

- a) Provide and maintain, to the satisfaction of and at no expense or risk to the Municipality, the facilities, works or matters set out in Section 41(7) (a and b) of the Planning Act; and
- b) Enter into one or more agreement(s) to ensure that *development* proceeds in accordance with the approved plans and drawings as required as set out in Section 41 (7).

23.9 Existing Lots

23.9.1 Where a legally conveyable *lot* existed prior to the approval of this Plan one *single detached dwelling* is permitted subject to the following:

- a) Drilled wells and private sewage disposal systems can be provided in accordance with the requirements of the Ministry of the Environment and the Region of Durham, if the *lot* is located outside any designated urban area;
- b) The *lot* having frontage on an open public road allowance fully maintained on a year round basis;

- c) It is not located on lands designated Environmental Protection Area however if this is unavoidable the applicant must demonstrate in accordance with Section 3 of this Plan, to the extent possible, that the use, erection and location will have the least amount of impact on the *natural heritage system*; and
- d) It conforms to all provisions of the Zoning By-law in effect at the time of a building permit application.

23.9.2 Within the Oak Ridges Moraine, the use, erection or location of a *single detached dwelling* may be considered if:

- a) The use, erection and location would have been permitted by the Zoning By-law on November 15, 2001;
- b) The location has frontage on an open and maintained public road;
- c) Authorization from the Conservation Authority is provided; and
- d) The applicant demonstrates, in accordance with Section 3.4.18 of this Plan, to the extent possible, that the use, erection and location will not *adversely affect* the *ecological integrity* of the Oak Ridges Moraine.

23.9.3 Within the Greenbelt Plan area, *single detached dwellings* are permitted on existing *lots* of record, provided they were zoned for such as of December 16, 2004, or where an application for an amendment to a zoning by-law is required as a condition of a severance granted prior to December 14, 2003 but which application did not proceed and meets the provisions of Section 23.9.1.

23.10 Park Land Dedication

23.10.1 It is the Municipality's policy to require that, as a condition of *development* or *redevelopment* or the approval of a plan of subdivision of land in the Municipality, land shall be conveyed or dedicated to the Municipality for *park* or other public recreational purposes in accordance with Section 23.10.2. All parkland and Environmental Protection Areas conveyed to the Municipality shall be free of all encumbrances, except as identified in Section 21.3.2. In addition, all land to be conveyed shall not be contaminated.

23.10.2 The Municipality, in conjunction with the Regional Municipality of Durham, will endeavour where feasible, to reserve or obtain the necessary rights-of-ways indicated in this Plan. Privately owned land required to meet the desired right-of-way widths shall generally be

acquired by the Municipality will require, as necessary, the through dedication of land as a condition of the relevant planning approval for new roads, road widenings, pedestrian and cycle pathways, and public transit right-of-ways identified in *Provincial Plans*, the Region of Durham Official Plan, the Region of Durham Transportation Master Plan, and in the Clarington Official Plan and the Clarington Transportation Master.

- A107-17 23.10.3 The conveyance or dedication of land to the Municipality for *park* or other public recreational purposes shall be in accordance with the following:
- a) For residential *development, redevelopment* or plans of subdivision providing for low, medium and/or high density uses, conveyance or dedication shall be either equal to 5% of the land proposed for *development, redevelopment* or subdivision or 1 hectare per 300 *dwelling units*, whichever is greater;
 - b) For industrial or commercial *development, redevelopment* or subdivision, a conveyance or dedication based on 2% of the land;
 - c) For *mixed use development*, conveyance or dedication requirements will only apply to the residential portion of the *development* proposal in the amount equal to 1 hectare per 300 *dwelling units*. However, in no instance shall the contribution be less than 2% of the land area or the equivalent payment-in-lieu value;
 - d) For conversion of non-residential buildings to residential uses, dedication will be in accordance with Subsection (a) with appropriate credit to be made for any previous dedication; and
 - e) For residential plans of subdivision, the standard of 1 hectare per 300 *dwelling units* may be applied to blocks within the plan of subdivision, provided such blocks are excluded from the calculation for the 5% of the land proposed for subdivision.

- A107-17 23.10.4 Council may waive the land conveyance requirement in favour of payment-in-lieu of parkland dedication or require a combination of cash and land where:
- a) The use of the alternative parkland dedication policy consumes more than 10% of the *site* area thereby rendering the *site* undevelopable; or

A107-17		<p>b) The amount of land for parkland dedication does not result in a sufficient area for <i>park development</i>; or</p> <p>c) The dedication of land is not deemed necessary.</p> <p>In all cases, the value of the land shall be determined in accordance with the provisions of the <i>Planning Act</i>.</p>
A107-12	23.10.5	<p><i>Valleylands</i>, lands required for drainage purposes, and lands susceptible to flooding or otherwise unsuitable for <i>development</i> will not be accepted as statutory parkland dedication.</p>
	23.10.6	<p>Lands to be dedicated for <i>park</i> purposes shall be in a condition acceptable to the Municipality. The timing of such conveyance shall be determined by the Municipality.</p>
A107-5, 6, 7	23.10.7	<p>Where a <i>development</i> or <i>redevelopment</i> proposal includes non-developable land or land designated as Environmental Protection Area, the Municipality may require that such land be dedicated to the Municipality.</p>

23.11 Public Land Acquisition

- 23.11.1 Where lands are designated Environmental Protection Area, Green Space, Waterfront Greenway, Natural *Linkage* or Natural Core, it does not necessarily mean the Municipality will acquire private lands for public use.
- 23.11.2 The Municipality shall update its public land acquisition program on a periodic basis which, among other matters, shall identify priorities for areas of acquisition, including parkland. The Municipality shall set aside funds annually in a Special Reserve Account in order to implement the policies of this Plan.

23.12 Capital Works and Development Charges

- 23.12.1 Settlement areas will be developed in accordance with the Growth Management policies contained in this Plan. All *development* shall be consistent with the Municipality's objective of providing municipal services in a cost-effective manner that shall ensure that *development* is not approved prematurely so as to jeopardize the Municipality's financial ability to provide the capital works and services.
- 23.12.2 Where a *development* proposal is contemplated to be serviced within the 10 year capital works and services program for *development* charge purposes, it does not necessarily mean the Municipality shall provide the said services or works to facilitate any *development*.

Implementation

- 23.12.3 The Municipality may consider the provision of capital works and services by the proponents of *development* where such works are not in the 10 year capital works forecast provided that:
- a) It does not affect the *development charge* quantum;
 - b) It is permissible under all Provincial legislation and the *Development Charges Act*; and
 - c) There are no *development charge* credits given to the proponent.
- 23.12.4 The Municipality shall regularly, and not less than once every 5 years, review the *Development Charges* Policy and capital works forecast and amend the *Development Charges* By-law, if necessary, to ensure *development* pays its growth-related share of services.
- 23.12.5 Capital works for roads, piped services and *utility* corridors undertaken by the Federal, Provincial or Regional governments or by the Municipality are permitted within any land use designation subject to the provisions of the Environmental Assessment Act and any other statute, where applicable.
- 23.12.6 A Financial Impact Analysis is a requirement for Secondary Plans and may be required for other projects to evaluate the impact of the proposed *development* on the operating and capital budget of the Municipality. The Municipality shall select and retain qualified professional expertise to undertake such a study but the expense of the study shall be borne by the proponent. Where such an analysis demonstrates that the *development* will have an *adverse effect* on the Municipality's financial situation, then the *development* will be considered to be premature and contrary to the intent of this Plan.
- 23.12.7 Prior to *development* approvals within a Secondary Plan area, landowners may be required to enter into a developer's group agreement(s), or implement other alternative arrangements to ensure the equitable distribution of the cost of community infrastructure, facilities such as public schools, *parks*, roads, etc. within a Secondary Plan area. The agreements(s) shall distribute, in a fair and equitable manner, the costs of community infrastructure and facilities to ensure an orderly sequence of *development*, and shall address matters related to non-participating landowners.

23.13 Studies

- 23.13.1 Where this Plan identifies Special Study Areas or requires studies or plans (including Secondary Plans) to be undertaken, it does not necessarily obligate the Municipality, the Region of Durham and any

other governing agency to expend public funds to finance such reports, studies or plans. The Municipality shall determine whether or not it will commence the preparation of any such report, study or plan based on Municipal priorities, and available financial and staff resources.

This Plan, however, allows for and contemplates the possibility that funding for any required report, study or plan may come from landowners who may be impacted provided such landowners enter into an agreement with the Municipality. Such agreement shall, amongst other matters, specify the scope of work to be undertaken, the means of procuring the work, ensure study objectivity, and cover project management and administrative costs incurred by the Municipality. Such agreement shall also address matters relating to non-participating landowners, and may allow for *development charge* credits. The decision to enter into any such agreement shall be at the discretion of the Council.

A107-12, 14 23.13.2 The Terms of Reference for any study identified in this Plan, or as a result of a development application, shall be approved by the Municipality in consultation with the Region of Durham, the appropriate Conservation Authority, or agency prior to the preparation of the Study.

23.13.3 The Municipality reserves the right to select and retain qualified consultants to undertake a peer review of any studies to ensure that the requirements of Municipality, the Region of Durham or another government agency, as well as the terms of reference for the study are satisfactorily addressed. The expense of the peer review shall be borne by the proponent.

23.14 Community Benefits

23.14.1 In accordance with the Planning Act, within designated Village or Urban Centres, Council may in a Zoning By-law authorize increases in the height and/or density of *development* for a *site specific development* proposal beyond that permitted in the Zoning By-law, in return for the provision of such facilities, services, or matters that include a significant public benefit in accordance with the Community Benefits section of the implementing Zoning By-law.

23.14.2 Increases in height and/or density may be considered in order to obtain the following community benefits:

- a) The preservation of *cultural heritage resources*;
- b) The provision of major cultural or arts facilities;

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- c) The provision of public squares, arcades and walkways within the *development* otherwise not required by the policies of this Plan that have functional benefits;
 - d) The provision of assisted or *special needs housing*;
 - e) The provision of daycare facilities;
 - f) The provision of community facilities; and
 - g) Any other public benefit deemed suitable by the Municipality.
- 23.14.3 The Municipality may also consider a Community Benefits by-law outside of Centres for the protection of *cultural heritage resources* and/or natural features beyond the parklands dedication requirements of the *Planning Act*, in accordance with the Community Benefits section of the implementing Zoning By-law.
- 23.14.4 The use of Community Benefits zoning shall be carefully controlled, and shall only be undertaken after a thorough site-specific Community Benefits study.
- 23.14.5 The site-specific Community Benefits study referred to in subsection 23.14.4 shall assess the extent of the permitted height and/or density bonuses that shall be established based on:
- a) The proposed *development's* compatibility with existing *adjacent development*;
 - b) The extent to which the proposed *development* is consistent with the stated goals and objectives of the Municipality;
 - c) Conformity to the general intent of the relevant land use designation of this Plan; and
 - d) The adequacy and impact of *infrastructure* and community services.
- 23.14.6 When considering Community Benefits, and allowing the provisions of benefits off-site, the positive impacts of the exchange should benefit the surrounding areas experiencing the increased height and/or density.
- 23.14.7 The Community Benefits Zoning By-law shall set out areas where the height and/or density of *development* would be permitted to increase, as well as the extent of the height and/or density bonus.
- 23.14.8 As a condition of the Community Benefits Zoning By-law, the Municipality will require the proponent to enter into one or more agreements registered against the lands to which it applies, and

dealing with the provision and timing of facilities, services or matters that are to be provided, and the height and/or density bonus to be given.

23.15 Community Planning Permit System

23.15.1 The Community Planning Permit System is an additional implementation tool that may be used to ensure the Municipality's goals, objectives and policies of this Plan such as *sustainable* economic development are realized. The Community Planning Permit System is intended to be a planning tool which combines zoning, minor variance and *site* plan control into one process.

23.15.2 The Municipality may investigate the development of a Community Planning Permit System for use in specific geographic areas of the municipality such as revitalization areas, *brownfields*, or *intensification* areas.

23.16 Pre-consultation and Complete Applications

23.16.1 The Planning Act permits the Municipality to require an applicant to pre-consult with the Municipality prior to submitting an application and to require an applicant to provide, at the time of the application submission, any information determined as necessary to properly assess the application. The purpose of the following Pre-consultation and Complete Application policies is to outline what is required for a particular application and to ensure that applications are comprehensive and can be processed expeditiously:

- a) Prior to the submission of a complete application for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, or *Site* Plan the applicant shall consult with the Municipality in accordance with this Plan and the Municipality's Pre-consultation By-law.
- b) Pre-consultation meetings shall be held with the Municipality and any other external agency as deemed appropriate by the Municipality.
- c) Studies, reports and other information outlined as necessary for the proper evaluation of a complete application for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium or *Site* Plan will be determined by the Municipality in consultation with external agencies as deemed necessary by the Municipality.
- d) In addition to the studies, reports and information specified during the pre-consultation process, the applicant shall be

required to submit any other studies and reports relevant and necessary to the evaluation of the particular applications as deemed appropriate by the Municipality in consultation with the applicant, and any other external agency during the application review process or peer review process.

- e) All studies, reports and information specified shall be prepared in accordance with any standards or specifications applicable within the Municipality or the Region, and may at the Municipality's discretion, require a peer review by a qualified consultant retained by the Municipality at the applicant's expense.
- f) General descriptions of studies, reports and information that may be required are outlined in Appendix A which may be modified without amendment to this Plan.

23.16.2 In addition to the prescribed information required by the Planning Act, and the other information outlined in Section 23 of this Plan, the Municipality may, through the pre-consultation meeting, identify other planning applications that are required to be submitted concurrently, to ensure that the Municipality and its delegated approval authorities can properly evaluate the applications and make consistent and appropriate decisions.

23.16.3 A landscape analysis shall be required as part of the information requirements for a complete application.

23.17 Monitoring Growth and Development

23.17.1 The Municipality will produce a periodic monitoring report that uses the targets in this Plan and the key "quality of life" indicators to assess the success of the policies in this Plan.

23.17.2 The Municipality will monitor its *intensification* rate on an annual basis. The *intensification* rate will be calculated based on the number of building permits issued for all new housing units within the *Built-up Areas*.

23.17.3 On an annual basis, in order to monitor Greenfield *development* and conformity with the density targets of this Plan, the Municipality will:

- a) Develop a monitoring program for its *Greenfield Areas* to track the density of development and housing mix targets; and
- b) Work with the Region of Durham to ensure that *infrastructure* phasing is aligned to reflect this balanced approach to development.

Implementation

- 23.17.4 The Municipality will review development activity on a regular basis to assess its progress towards the growth management objectives and the implementation of the policies contained in this Plan.
- 23.17.5 Development applications received prior to June 16, 2006 and not approved before June 17, 2016 must meet the policies of the Growth Plan and the Durham Regional Official Plan. By June 17, 2016, applications that have not advanced to the next level of approval, will be closed and a new application will be required to meet the policies of the Growth Plan and Regional Plans, as well of this Plan.
- 23.17.6 Expansions to any Settlement Area Boundary may only be considered through a *municipally initiated comprehensive review* of the Official Plan and in accordance with the Durham Regional Official Plan.
- 23.17.7 The Municipality will ensure an adequate supply of housing on a municipal wide basis by maintaining:
- a) A minimum of a 3 year supply of residential land in a combination of draft approved and/or registered plans of subdivision and condominium;
 - b) A minimum of a 2 year supply of land zoned for medium and high density housing throughout all the urban areas; and
 - c) A 10 year supply of serviceable residential land to meet future housing requirements subject to the financial capability of both the Region and the Municipality to provide the necessary services.
- 23.17.8 The Plan recognizes that comprehensive planning requires the equitable sharing amongst landowners of costs associated with the *development* of land. It is a policy of this Plan that prior to the approval of any draft plan of subdivision, applicants/landowners shall have entered into appropriate cost sharing agreements which establish the means by which the costs (including Region of Durham costs) of developing the property are to be shared. The Municipality may also require, as a condition of draft approval, that proof be provided to the Municipality that landowners have met their obligations under the relevant cost sharing agreements prior to registration of a plan of subdivision.

23.18 General

- 23.18.1 The Municipality encourages proponents of residential development to concurrently develop Employment Area lands.

Implementation

- 23.18.2 The Municipality will utilize its *development charges* by-law and may initiate other growth management strategies to implement this Plan.
- 23.18.3 New land uses, including the creation of *lots, on-farm diversified uses*, agriculture related uses and new or expanding livestock facilities, shall comply with the *Minimum Distance Separation Formulae*, but not closed cemeteries.
- 23.18.4 The Municipality will partner with conservation authorities, the provincial government and other appropriate stakeholders, to develop and maintain a data management system to collect, store, update and share natural heritage, water resources and geotechnical information needed to interpret, apply and monitor the policies within the Oak Ridges Moraine.

23.19 Exceptions

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23.19.1 Residential Exceptions

- i. An apartment-in-house shall be permitted within a *single detached dwelling* on those lands identified by Assessment Roll Number 1817-010-010-13850 located in Part Lot 6, Concession 3, Former Township of Darlington having a municipal address of 2898 Concession Road 3, Darlington, subject to the following:

One parking space per apartment;

 - a. Structural suitability of building to accommodate alterations for an additional unit;
 - b. Compliance with building and fire regulations and other municipal regulations, including registration; and
 - c. Meet the requirements of the Durham Region Health Department with respect to servicing.
- ii. Notwithstanding Section 9.3.1, in addition to a permitted residential use, an office not exceeding 120.0 square metres in gross floor area is permitted on those lands identified by Assessment Roll Number 1817-030-090-15200 located in Part of Lot 28, Concession 5, former Township of Clarke, 5221 Main Street Orono.
- iii. Notwithstanding Section 9.3 of the Clarington Official Plan and Section 4.1 of the Newcastle Village Centre Secondary Plan the lands located at 80 King Ave. W. and described by Assessment Roll Number 1817-030-130-08000 shall be re-designated to Street Related Commercial Area.

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- iv. Notwithstanding Section 9.3.1, an outdoor recreational vehicle storage business is permitted on the lands identified by Assessment Roll Number 1817-010-090-14800 located in part of Lot 29, Concession 3, former Township of Darlington having a municipal address of 3424 Courtice Road on a temporary basis until such time as sanitary sewer service is available.
- v. A 0.608 ha parcel at 2349 Highway 2 Bowmanville, identified by Assessment Roll Number 1817-010-020-17601 may have a *net density* not exceeding 206 units per hectare.
- vi. A 1.52 ha parcel at 43 Darlington Boulevard, identified by Assessment Roll Number 1817-010-070-04300 may have a maximum *net density* not exceeding 121 units per net hectare and a maximum height of 8 *storeys*.
- vii. Notwithstanding Section 9.3.1, in addition to permitted Urban Residential uses, the lands located at 10 Aspen Springs Drive and identified by Tax Assessment Roll Number 1817-010-020-16104, located on the northwestern corner of Aspen Springs Drive and Regional Road 57, Bowmanville may be used as a restaurant with a drive-through facility.

A shared entrance off Regional Road 57 will be provided to the lands located at 10 Aspen Springs Drive and identified by Tax Assessment Roll Number 1817-010-020-16104 and the *adjacent* GO station lands identified by Tax Assessment Roll Number 1817-010-020-16102, and shall be restricted to a single right-in/right-out access.

A shared internal driveway with a minimum width of 11 metres, which extends westward from the shared entrance on Regional Road 57 for at least 72 metres and which straddles the common boundary between the lands located at 10 Aspen Springs Drive and identified by Tax Assessment Roll Number 1817-010-020-16104 and the *adjacent* GO station lands identified by Tax Assessment Roll Number 1817-010-020-16102, shall be provided and maintained by the respective land owners, subject to appropriate agreements and conveyances.

The restaurant building shall be designed for visual prominence, incorporating architectural design features, height and *massing* that complements the corner *site* and containing elements such as horizontal and vertical articulation, coordinated materials, an articulated roof line and prominent entrance features.

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viii. Notwithstanding Section 12.6.2 and any other provisions of this plan to the contrary, the property north of Boulton Street, west of Parklane in Bond Head may be rezoned to permit a minor expansion of the Rural Residential Cluster Zone.

23.19.2 Commercial Exceptions

- i. Notwithstanding Section 10.8.1, in addition to permitted Highway Commercial uses, on the lands located east of Waverly Road, south of Baseline Road legally described a Part of Lots 12 and 13, Broken Front Concession, Former Town of Bowmanville the following uses shall be permitted:
 - a. Limited retail stores less than 500 m²;
 - b. One credit union not present in the Bowmanville Urban Area on November 10, 2008; and
 - c. Private open space *amenity area* for use in conjunction with a hotel and/or other land use permitted by the Zoning By-law and approved by the Municipality in its discretion as appropriate for the use in conjunction with the private open space *amenity area*, provided that a building permit is issued for the construction of either the hotel or such other approved land use within ten years following the day on which the Zoning By-law Amendment under File No. ZBA 2005-0058 is approved by the Ontario Municipal Board, and provided further that if a building permit is not so issued, the Municipality may amend the Zoning By-law by deleting the private open space *amenity area* zone designation.
- ii. Notwithstanding Sections 10.5.1 and 10.5.3, the lands located at 680 Longworth Avenue and described by Assessment Roll Number 1817-020-020-15000 shall be developed with:
 - A grocery store having a maximum gross floor area of 3,100 m² with the main pedestrian access within 18.5 metres of Scugog Street;
 - A public square in accordance with the policies of Section 10.5.4, which shall be located *adjacent* to the intersection of Scugog Street and Longworth Avenue;
 - A use intended to complement and interact with the public square having a maximum gross floor area of 200 m², either as part of the food store or as an independent business establishment. Said use shall

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face Scugog Street and have the main pedestrian access at the Longworth Avenue and Scugog Street intersection;

- A multi-tenant building for retail, personal services and business, professional and/or administrative offices, with a minimum gross floor area of 700 m² and a maximum gross floor area of 790 m². The maximum size of an individual business establishment shall not exceed 250 m², with the exception of an eating establishment of which the gross floor area shall not exceed 350 m² and a financial office of which the gross floor area shall not exceed 450 m²; and
- Residential *dwelling units* are encouraged as an *accessory use* either as stand alone or part of a *mixed use building*.

The *site* specific Zoning By-law associated with the *development* of this *site* shall only be considered after *site* plan and elevation drawings for this Neighbourhood Centre have been prepared to the satisfaction of the Municipality.

The *site* plan and elevation drawings shall address the following urban design principles:

- a. Compatibility: The commercial development shall be compatible with the established neighbourhood.
- b. Focal Point: The commercial buildings located at the intersection of Scugog Street and Longworth Avenue should be treated as a focal point. It shall include articulated building elements that emphasize the focal point nature of these buildings.
- c. Building Design: The commercial development should incorporate high quality architectural treatments, building materials that provide visual interest at the scale of pedestrians, reduces building mass impacts, and respects the character of the established neighbourhood.
- d. Landscaping: Landscaping will be integrated in the *development* to visually enhance the site, to soften hard edges, to screen parking and loading areas, to mitigate potential conflicts arising from noise, emissions and visual impacts and to contribute towards environmental sustainability.

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- e. Active Street Life: The commercial building located at the intersection of Scugog Street and Longworth Avenue shall include a specific area dedicated to contribute to an active street life and public square.
- f. Pedestrian Network: Interior walkways and private connections will be designed to complement and extend, but not replace, the role of the street as the main place for pedestrian activity. They should be accessible, comfortable, safe and integrated into the local pattern of pedestrian movement with direct, universal physical and visual access from the public sidewalk and clear path-finding within the site.

The developer will be required to provide off-site landscape buffering to address compatibility with the *adjacent* residential neighbourhoods.

The implementing Zoning By-law will contain performance standards to ensure that the new *development* will be compatible with the physical character of the established residential neighbourhood.

23.19.3 Employment Exceptions

- i. Notwithstanding Sections 11.7.6, 11.6.4, and 19.3.2, a *waste* transfer station and material recovery and recycling facility for solid non-*hazardous waste* shall be permitted on lands designated "Light Industrial Area" in Part of Lot 26, Broken Front Concession, former Township of Darlington. The land subject of this amendment is a 7.5 hectare portion of the property known municipally as 1 McKnight Road (Assessment Roll Number 1817-010-050-00110) and more specifically described in the implementing Zoning By-law.

The truck transport depot, maintenance facility and business and administrative offices shall be permitted as ancillary uses to the *waste* transfer station and material recovery and recycling facility, and shall not function independently from these uses. The outside storage of *waste* containers and receptacles shall be permitted as an *accessory use* to a maximum *site* area equivalent of 8,200 square metres. The outside storage area shall not be used for the storage of *waste* or recyclable materials of any kind either within or outside a *waste* receptacle or container, and shall be visually screened from Highway 401 by a landscaped berm satisfactory to the Municipality of Clarington.

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The Municipality shall zone the lands with an appropriate *site* specific zone and shall implement a Holding (H) provision in accordance with Section 36 of the Planning Act, R.S.O. 1990 as amended. In addition to the requirements set out in Section 23.4.3 of this Plan regarding the Removal of Holding provisions, the Holding provision shall not be removed and a conditional or full building permit shall not be issued by the Municipality of Clarington until:

- a. The Owner has executed an agreement with the Province of Ontario concerning the Owner's commitment (at their cost) to dismantle, demolish and remove the *waste* transfer station and material recovery and recycling facility for solid non-*hazardous waste* and the removal of any associated approvals necessary to operate the facility, and any associated impacts, when necessary for the Province of Ontario to proceed with the Highway 407 East Clarington Highway Link once it has received environmental approval as an Undertaking;
 - b. The agreement has been registered against the title of the lands to which it applies;
 - c. The Municipality has received written confirmation from both the Province of Ontario and the Owner that the agreement has been executed to the satisfaction of both parties; and
 - d. The Municipality has received written confirmation from the Region of Durham Health Department that its conditions have been satisfied.
- ii. Notwithstanding Section 11.6.2, the sale, repair, and outdoor display and storage of commercial motor vehicles may be permitted in addition to other permitted uses on land located at 122 Lake Road within Part Lot 9, Broken Front Concession, Bowmanville, identified by Assessment Roll Number 1817-020-130-02600.

23.19.4 Agriculture Use Exceptions

- i. Notwithstanding Section 13.5.2, a place of worship is permitted at the northeast corner of Bloor Street and Hancock Road.
- ii. Notwithstanding Section 13.5.2 a golf driving range, mini-putt, associated storage facility and clubhouse, in addition to the

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existing residential dwelling, are permitted at the northeast corner of Holt and Taunton Roads, known as 5075 Holt Road, Assessment No. 181701013017700 within the Municipality of Clarington.

- iii. The following surplus dwelling *lots* have been approved by amendment to this Plan:

Table 23-1 Surplus Farm Dwelling Lot Exceptions				
Exception No.	Assessment No.	Legal Description	Area of Surplus Dwelling Lot (ha)	Area of Remainder of Land (ha)
1	030-020-03600-0000 (1998)	Pt. Lot 16, Conc. 1, former Twp. of Clarke	0.6	26.9
2	010-160-14300-0000 (1998)	Pt. Lot 25, Conc. 7, former Twp. of Darlington	0.6	40.65
3	030-030-30100-0000 (1999)	Pt. Lot 18, Conc. 4, former Twp. of Clarke	0.8	77.3
4	010-080-083-50 (2000)	Pt. Lot 9, Conc. 4, former Twp. of Darlington	0.41	45.2
5	030-050-21500-0000	Pt. Lot 35, Conc. 5, former Twp. of Clarke	0.42	56.4
6 ¹	010-160-12700-0000 (2007)	Part Lot 34, Conc. 6, former Twp. of Darlington	0.89	30.81
7	010-130-03800 (2010)	Part Lot 24, Conc. 4, former Twp. of Darlington	0.5	34.74

¹ The severance is conditional upon the owner providing a 0.3 metre reserve along the road frontage of the properties and rezoning the properties to prohibit residential uses. This is applicable to both parcels 1817-010-160-13300 and 1817-010-12700 that were considered for this amendment.

Implementation

8	030-010-03300 (2017)	Part Lot 8, Conc. B.F former Twp. Of Clarke	1.2	24.1
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iv. *Agri-tourism* uses shall be permitted as an *accessory use* to a farm operation on the subject property identified by assessment roll 1817-030-020-12450 and municipally known as 3745 Highway 2, subject to *Site Plan Control*. Before an *agri-tourism* use shall be permitted, it must satisfy all of the following criteria:

- a. The use is small in scale and clearly associated with a farm operation on the subject property;
- b. The proposed use shall not have a *negative impact* on the enjoyment and privacy of neighbouring properties;
- c. Adequate on-site parking area is provided for the use;
- d. The proposed access to the *site* will not cause a traffic hazard;
- e. Measures are in place to mitigate noise levels wherever possible; and
- f. The proposed use can be serviced with appropriate water and wastewater systems.

For the purpose of this amendment, *agri-tourism* shall be defined as:

Agri-tourism: means an activity or use which is small in scale, which promotes and educates public about farming and agricultural activities, and is directly related to the farm operation. Such uses may include farm tours, seasonal festivals and social events (charity events and wedding receptions) that benefit from the farm/rural setting.

- v. Notwithstanding Section 13.3, a nine hole *pitch and putt golf course* is permitted as accessory to a farm winery on those lands identified by Assessment Roll Number 1817-010-110-08600 located in Part of Lot 10, Concession 6, Former Township of Darlington, 6275 Liberty Street North. Zoning and *site plan* requirements will ensure that:
- a. The *pitch and putt golf course* will not occupy more than 10% of the total *lot* area;

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- b. Appropriate *buffers* and fencing will be incorporated into the design;
 - c. Permanent washroom facilities will be provided to the satisfaction of the Region of Durham;
 - d. The *site* plan and design incorporate best management practices; and
 - e. Appropriate monitoring and mitigation measures be taken.
- vi. Notwithstanding Section 13.5.2, an organic *waste* composting and wood *waste* processing facility shall be permitted on lands designated “General Agricultural Area” in Part Lot 27, Concession 1, former Township of Darlington. The bulk wholesale of compost and other materials produced on-site is permitted as an *accessory use*.

23.19.5 Environmental Protection Exceptions

- i. The property with Tax Assessment Roll Number 1817-010-040-01900, the retail sales of arts, crafts, antiques and/or other hobby items in addition to already permitted uses shall be permitted.
- ii. A 0.5 hectare parcel of land located within Part of Lot 29, Concession 3, former Township of Darlington as identified by Assessment Roll Number 1817-010-090-13900, 3872 Courtice Road, may also be used for the purposes of an existing automotive body shop.
- iii. A crematorium, chapel and ancillary uses may be permitted on land located within Part Lot 8, Concession 1, former Town of Bowmanville, identified by Assessment Roll Numbers 1817-020-120-08401 and 1817-020-120-19855.
- iv. Notwithstanding any other provision of this Plan, a hamlet residential use may be permitted on lands designated Environmental Protection Area on lands in Part Lot 20, Concession 8, former Township of Darlington having a municipal address of 2160 Regional Road 3, Enniskillen, identified by Assessment Roll Number 1817-010-150-15902.
- v. Notwithstanding Section 3.7, Section 14.4, and Section 23.9.1, the construction of a *single detached dwelling* and related accessory buildings shall be permitted on each of the properties identified by roll numbers 1817-030-080-10265 (4504 Regional Road 18) and 1817-030-080-10225 (4460

Regional Road 18) in Part Lot 9, Concession 4, former Township of Clarke. The developable area shall be defined in the implementing Zoning By-law.

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23.19.6 Other Site Specific Policies

i. Kovacs Pit

The Kovacs Pit is located in Part Lots 1 and 2, Concession 9, former Township of Darlington and is identified on Map A1 (Darlington) by an overlay “Aggregate Extraction Area” designation. The following additional policies shall apply to these lands:

- a. A maximum of 45 ha may be disturbed by extraction and *aggregate* processing activities at any time. Inactive pit areas are considered disturbed until final rehabilitation is completed;
- b. Notwithstanding 15.3.6 and 15.3.7, a maximum of 50,000 tonnes per year of limestone may be imported and temporarily stored on-site for resale or blending with material extracted on-site as an *accessory use* to the licensed *aggregate* extraction operation, provided that a minimum of 100,000 tonnes of *aggregate* had been extracted from the Aggregate Extraction Area in the previous year;
- c. Crushing and other processing equipment shall be located below natural grade and setback from residences as defined in the implementing zoning by-law;
- d. A well monitoring program shall be undertaken to the satisfaction of the Ministry of the Environment and the Region of Durham;
- e. A minimum 100 m wide natural heritage *corridor* shall be created through the rehabilitation plan to connect the woodlots on the east and west sides of the site; and
- f. In addition to perimeter tree planting, enhanced tree plantings shall be provided in the areas buffering the *adjacent* residences and woodlot, and shall be defined in a *site* plan approved by the Municipality.

- ii. Notwithstanding the policies contained in this Plan, the lands located at 35 and 45 Church Street in Bowmanville and described by numbers on the 2002 Assessment Roll as 1817-

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020-080-071 and 1817-020-080-09600 may be used as a parking *lot* in association with an existing motor vehicle sales establishment.

- iii. Notwithstanding section 3.4.21, lands located in Part of Lot 15 Concession 7, former Township of Clarke and described by numbers on the assessment role as 18-17-030-070-002 and further described as 4170 Regional Road 9 are located on lands below the 245 ASL CGD contour line and in accordance with Ontario Municipal Board decision dated June 12, 1992 (OMB Files O910036, S900044, and Z900131), these lands are exempt from any Clarington Official Plan policy dealing with lands situated within the Oak Ridges Moraine as identified on Maps A, C, D, E, F and G of this Plan.
- iv. Notwithstanding any other provision of this Plan, a new *lot* may be created for the existing *single detached dwelling* located on lands in Part Lot 18, Concession 5, former Township of Darlington having a municipal address of 28 Millstream Lane, Hampton, identified by Assessment Roll Number 1817-010-120-15650.
- v. Notwithstanding any other provision of this Plan, a place of worship, associated day care facilities and playing fields shall be permitted on the property known municipally as 1437 Taunton Road and identified by Tax Assessment Roll Number 1817-010-14009-200.
- vi. The permitted uses on the property with Assessment Roll Number 1817-010-110-18500 (5216 Darlington-Clarke Townline Road), also include unserviced camping and ancillary uses such as portable washrooms and day parking, as an intermittent and temporary use, accessory to *adjacent* lands that permit motor race events and music festivals, subject to the following:
 - Permanent buildings and/or structures related to the temporary use are prohibited;
 - Alteration to grades is prohibited;
 - *Natural heritage features* will be appropriately buffered; and
 - *Site Plan* approval will be obtained to address such matters as *site* layout; access; temporary fencing, signage and lighting; and monitoring of measures to mitigate environmental impacts.

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vii. The permitted uses on the property with Assessment Roll Number 1817-010-110-19100 (3061 Regional Road 20), also include unserviced camping, ticket booths and ancillary uses such as portable washrooms and day parking, as accessory to nearby lands that permit music festivals, subject to the following:

- Permanent buildings and/or structures related to the temporary use are prohibited;
- Alteration to grades outside of the licensed area or fill area is prohibited;
- *Natural heritage features* will be appropriately buffered; and
- *Site Plan* approval will be obtained to address such matters as *site* layout; access; temporary fencing, signage and lighting; and monitoring of measures to mitigate environmental impacts.

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viii. The permitted uses on the property with Assessment Roll Number 1817-010-110-13500 (7716 Bethesda Road), also include parking, temporary ticket processing booths and ancillary uses such as bus loading and parking areas, accessory to nearby lands that permit music festivals, subject to the following:

- Permanent buildings and/or structures related to the temporary use are prohibited;
- Alteration to grades is prohibited;
- *Natural heritage features* will be appropriately buffered; and
- *Site Plan* approval will be obtained to address such matters as *site* layout; access; temporary fencing, signage and lighting; and monitoring of measures to mitigate environmental impacts.

Chapter 24

Interpretation

Municipality of Clarington Official Plan

24 Interpretation

24.1 General

- 24.1.1 All Maps must be read in conjunction with the applicable policies of the text. All policies must be considered together to determine conformity. Individual policies shall not be read or interpreted in isolation. Unless otherwise specified, deviation from the provisions of the text and Maps will require an amendment to this Plan.
- 24.1.2 Where examples of permitted uses are listed under any specific land use designation, they are intended to provide examples of possible uses. Other similar uses may be permitted provided they conform to the intent and all applicable provisions of this Plan.
- 24.1.3 Where the boundaries of various land use designations as shown on Map A coincide with physical features such as creeks, rail lines, roads and *utility* lines, or instruments such as *lot* and concession lines or property limits, these boundaries are meant to be exact. In the absence of any of the above, minor deviations to the boundary may be permitted without amendment provided such deviations do not alter the intent of this Plan.
- 24.1.4 Unless otherwise specified, detailed policies, including secondary plan policies prevail over the general policies or strategic policies in the event of conflict.
- 24.1.5 Figures, measurements, and quantities contained in this Plan are meant to be approximate unless otherwise specified. A flexible interpretation shall not be allowed for the purpose of convenience but may only be considered if warranted on valid planning grounds. However any deviation shall be minor and in no case, shall exceed 10%.
- 24.1.6 The information shown on Maps D and F are not land use designations. The Maps show the general location of the identified features and should be read in conjunction with the applicable policies. Minor deviations to the boundaries of the identified features may be permitted without amendment provided such deviations do not alter the intent of this Plan.
- 24.1.7 *Development* proponents shall be responsible for fulfilling all applicable requirements of other regulatory agencies, including but not limited to Environmental Compliance Approvals issued under the Environmental Protection Act.

Interpretation

- 24.1.8 Where the policies of this Plan contradict the policies of the Oak Ridges Moraine Conservation Plan, the policies of the Oak Ridges Moraine Conservation Plan shall prevail.
- 24.1.9 In those cases where the provisions of this Official Plan are more restrictive, such restrictive provisions shall apply with the exception of policies related to agriculture and *aggregate* extraction areas.
- 24.1.10 In the event any provision of this Plan is in conflict with the Durham Regional Official Plan, the latter shall prevail to the extent of the conflict. In those cases where the provisions of this Plan are more restrictive, such restrictive provisions shall prevail.
- 24.1.11 In the event the Durham Regional Official Plan is silent or there is an absence of detailed policy, the provisions of this Plan shall prevail provided they do not contravene the intent of the Durham Regional Official Plan.
- 24.1.12 It is recognized that various provisions of the existing Zoning By-law 84-63 as amended, are not in conformity to this Plan. It is the intent of Council to amend the said by-law or to prepare a new Zoning By-law so as to ensure the provisions of this Plan are properly implemented.
- 24.1.13 The indication of roads, *parks*, schools and other services shall not be interpreted as being a commitment by the Municipality or other Authority having jurisdiction to provide such services at the planned location by a certain point in time. They are subject to detailed design and capital budget approval by Council on an annual basis.
- 24.1.14 Where a property is covered by an amendment to the Official Plan of the former Town of Newcastle duly approved by the Minister of Municipal Affairs or the Region of Durham, it is not the intention of Council to apply the policies of this Plan retroactively. However, if *development* does not proceed within 5 years from the date of adoption of this Plan by Council, it is Council's intention to review the appropriateness of such amendments at the next official plan review.
- 24.1.15 All references to a chapter, section or subsection are implied to mean this Plan.
- 24.1.16 This Plan has been prepared in accordance with relevant Provincial Policies and/or Plans. Specific terms appearing in italics are defined in this Plan and these definitions are consistent with the definitions provided in the Provincial Policy Statement (PPS), Oak Ridges Moraine Conservation Plan, Greenbelt Plan, and Growth Plan for the Greater Golden Horseshoe. For specific applicability to any

respective Provincial Policy or Plan regard should be given to that document.

For specific applicability to lands located within the Oak Ridges Moraine as shown on Map H, reference shall be made to Section 3 of the Oak Ridges Moraine Conservation Plan for detailed definitions of terms used in the relevant policies of this Plan.

24.1.17 Technical changes to the base information on Maps A through J shall be made without amendment to this Plan.

24.2 Definitions

24.2.1 The **definitions** of terms contained in this Plan are as follows:

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Accessory Apartment: a self-contained second *dwelling unit* within a permitted residential dwelling or a permitted detached garage that is clearly secondary to the principle dwelling.

Accessory Use: the use of any land, building or structure which is subordinate or incidental to the principal use located on the same *lot*.

Active Transportation: *Active transportation* refers to all human powered forms of transportation, in particular walking and cycling. It includes the use of mobility aids such as wheel chairs, and can also encompass other active transport variations such as in-line skating, skateboarding, and cross-country skiing. *Active transportation* can also be combined with other modes, such as public transit.

Adjacent: means

- a) In relation to natural features identified on Map D, means contiguous to a natural feature where there is a probability that *development* may have a *negative impact* on that feature. Generally *adjacent* lands are considered to be within 120 metres from any part of the feature.
- b) In regard to cultural heritage and archaeology, those lands contiguous to, or located within 50 m of a *protected heritage property*; and
- c) In regard to High Potential Aggregate Resource Areas, those lands are determined to be within 300 metres of the resource.

Adverse Effect: as defined in the Environmental Protection Act, means one or more of:

- a) Impairment of the quality of the natural *environment* for any use that can be made of it;

- b) Injury or damage to property or plant or animal life;
- c) Harm or material discomfort to any person;
- d) An *adverse effect* on the health of any person;
- e) Impairment of the safety of any person;
- f) Rendering any property or plant or animal life unfit for human use;
- g) Loss of enjoyment of normal use of property; and
- h) Interference with normal conduct of business.

Adversely Affect: means to have an *adverse effect* on.

Affordable: means

- a) In the case of ownership housing, the least expensive of:
 - 1. Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for *low and moderate income households*; or
 - 2. Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area;
- b) In the case of rental housing, the least expensive of:
 - 1. A unit for which the rent does not exceed 30 percent of gross annual household income for *low and moderate income households*; or
 - 2. A unit for which the rent is at or below the average market rent of a unit in the regional market area.

Aggregate: means sand, gravel, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite and other non-metallic ores.

Agricultural Uses: means

- a) Growing crops, including nursery, biomass and horticultural crops;
- b) Raising livestock and other animals;

- c) Raising of other animals including poultry and fish for food, fur or fibre;
- d) Apiaries;
- e) Aquaculture;
- f) Agro-forestry and maple syrup production;
- g) Associated on-farm buildings and structures, including but not limited to livestock facilities, manure storages, value-retaining facilities; and
- h) Accommodation for full-time farm labour when the size and nature of the operation requires additional employment (in accordance with section 13.3 of this Plan).

Agriculture-Related Uses: means those farm related commercial and industrial uses that generally small in scale:

- a) Support agriculture;
- b) Are directly related to a farm operation;
- c) Are required in close proximity to the farm operation;
- d) Provide direct products and/or services to farm operations as an exclusive activity; and
- e) Process agricultural commodities into new forms that enhance their value and may include off-farm inputs.

Agri-Tourism: means those farm-related tourism uses, such as farm tours, education courses, wineries, including limited accommodation such as a *bed and breakfast* and farm vacation homes that promote the enjoyment, education or activities related to the farm operation.

Amenity Area: an interior area within a building or an outdoor area exterior to a building which is designed and intended primarily for the leisure and *recreation* of the occupants.

Aquifer Vulnerability: means an aquifer's intrinsic susceptibility, as a function of the thickness and permeability of overlying layers, to contamination from both human and natural impact on water quality.

Archaeological Resource: means the remains of any building, structure, activity, place, cultural feature or object which, because of the passage of time, is on or below the surface of land or water, and is of significance to the understanding of the history of a people or

place. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the Ontario Heritage Act.

Areas of Archaeological Potential: means areas with the likelihood to contain *archaeological resources*. Archaeological potential is confirmed through archaeological fieldwork undertaken in accordance with the Ontario Heritage Act.

Areas of Natural and Scientific Interest (ANSI): means areas of land and water containing natural landscapes or features which have been identified by the Ministry of Natural Resources as having values related to natural heritage protection, scientific study, or education.

Auto Auction Facility: means a building, structure or lands used for the storage of used vehicles which are to be sold on the premises by public auction, and for the sale of the said vehicles by public auction on an occasional basis.

Auto Wrecker/Auto Dismantler/Recycler: means a building, structure or lands uses for the storage of used vehicles which are to be dismantled on the premises and for the sale of parts of the said vehicles on site.

Bed and Breakfast: means an establishment that provides sleeping accommodation (including breakfast and other meals, services, facilities and amenities for the exclusive use of guests) for the travelling or vacationing public in up to three guest rooms within a *single detached dwelling* that is the principal residence of the proprietor of the establishment.

Brownfield: means undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.

Buffer: an area intended to minimize potential conflict between land uses.

Built-up Area: means all land within the *Built Boundary*. *Development* located within the *Built-up area* contributes towards the Provincial and Regional *intensification* target. The *Built-up area* is identified on Map B Urban Area Structure.

Built Boundary: means the limits of the developed urban area as defined by the Ministry of Public Infrastructure Renewal.

Built Heritage Resources: means a building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest by a community, including Aboriginal community. These resources may be identified through designation or heritage conservation easement under the Ontario Heritage Act, or listed by local, provincial or federal jurisdictions.

Climate Change Adaptation: refers to actions that respond to the actual or predicted impacts of climate change which also take advantage of opportunities or reduce associated risks.

Climate Change Mitigation: refers to actions taken to eliminate or reduce factors that negatively contribute to climate change, including strategies to reduce greenhouse gas sources and emissions and enhance greenhouse gas sinks.

Compact Urban Form: A land-use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional all within one neighbourhood), proximity to transit and reduced need for *infrastructure*. *Compact urban form* can include detached and semi-detached houses on small *lots* as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail.

Complete Streets: means the roadways and *adjacent* public areas that are designed to accommodate users of all ages and abilities, including pedestrians, cyclists, transit users, and motorists.

Connectivity: means the degree to which *natural heritage features* are connected to one another by links such as plant and animal movement *corridors*, hydrological and nutrient cycling, genetic transfer, and energy flows through food webs.

Conserved: means the identification, protection, management and use of *built heritage resources*, *cultural heritage landscapes* and *archaeological resources* in a manner that ensures their cultural heritage value, or interest is retained. This may be addressed through a heritage impact assessment.

Contaminated Sites: refers to lands, buildings or structures that, for reasons of public health and safety or environmental quality, may present potential health or environmental hazards as a result of past activities conducted on them, but do not include natural hazard lands. Sources of contamination can include disposal of *waste* materials, raw material storage, residues left in containers, maintenance activities and spills.

Conversion of Employment Lands: means redesignation from employment area to another urban designation, or the introduction of a use that is otherwise not permitted in the employment areas designation.

Correctional Residence: means a residence for the accommodation of up to eight persons, excluding staff that is maintained and operated primarily for persons who have been placed on probation or released on parole under provincial or federal statute; or youth who have been charged under provincial or federal statute and who have been placed in detention or custody.

Corridor: is a Regional or Local *corridor* which provides connections between Centres and between residential and employment uses and is not a *utility* corridor or hydro corridor. *Corridors* are considered the main artery of the Municipal urban structure and support the movement of people and goods. *Corridors* are measured 100 metres back from the edge of the street right-of way and are intended to function as *complete streets*, be pedestrian friendly and incorporate sidewalks, street trees, building entrances, and transit and bicycle routes.

Crime Prevention Through Environmental Design (CPTED): means the use of design principles and effective use of the built *environment* which may lead to a reduction of the opportunities for crime, and an improvement of the quality of life. CPTED emphasizes modifications to the physical *environment* as a way to complement community-based policing, neighbourhood watch, and social programs that aim to reduce some of the root causes of criminal behaviour.

Cultural Heritage Landscape: means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community including an aboriginal community. The area may involve features such as structures, spaces, archaeological *sites* or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act and villages, *parks*, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas, and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities.

Cultural Heritage Resource: means man-made or natural features, including structures, objects, neighbourhoods, landscapes and archaeological *sites* that have been identified as significant by the

local municipality or the province for being meaningful components of a community's cultural heritage or identity.

Cultural Heritage Resources List: means the list or inventory of properties that the Municipality has identified as having cultural heritage value or interest. There are three categories of properties on the list including Primary, Secondary and Heritage Merit, and it is maintained by the Planning Services Department.

Cumulative Impact: the combined effects or potential effects of one or more *development* activities in a specified area over a particular time period which may occur simultaneously, sequentially, or in an interactive manner.

Design Guidelines: a set of discretionary statements and/or plans to guide land *development* to achieve a high quality physical *environment*.

Development: means any of the following events:

- The construction, erection, or placing of a building or structure;
- The addition to or alteration of a building or structure;
- The creation of a new *lot* and/or increase in the number of permitted units on a lot;
- The change in use or the increase in intensity of use of any building, structure, or premises;
- Activities such as site-grading, excavation, removal of topsoil or peat, the placing or dumping of fill, or the extraction of mineral *aggregate*; or drainage works, except for the maintenance of existing municipal and agricultural drains.

But does not include:

- Activities that create or maintain *infrastructure* authorized under an *environmental assessment process*;
- Works subject to the Drainage Act.

Development Charges: refers to charges levied by the Municipality under the authority of the Development Charges Act on '*development*' as defined under the Act and the Municipality's by-law.

Dwelling Unit: means one or more habitable rooms, occupied or capable of being occupied as an independent and separate

housekeeping establishment, in which separate kitchen and sanitary facilities are provided for the exclusive use of the occupants.

Ecological Features: means naturally occurring land, water and biotic features that contribute to *ecological integrity*.

Ecological Functions: in regards to natural features and functions, means the natural processes, products or services that plant and animal species and the non-living *environment* provide or perform that are necessary to the maintenance of the integrity of *ecosystems*.

Ecological Integrity: which includes *hydrological integrity*, means the condition of *ecosystems* in which:

- a) The structure, composition and function of the *ecosystems* are unimpaired by stresses from human activity;
- b) Natural ecological processes are intact and self-sustaining;
and
- c) The *ecosystems* evolve naturally.

Ecological Value: means the value of vegetation in maintaining the health of the *natural heritage feature* and the related *ecological features* and *ecological functions*, as measured by factors such as the diversity of species, the diversity of *habitats*, and the suitability and amount of *habitats* that are available for *rare, threatened and endangered species*.

Ecosystem: a system in which living organisms, including humans, interact with each other and their non-living physical *environment* in a series of complex and inter-related relationships. *Ecosystems* exist at different scales, including *site*, local, regional, provincial, national and global scales.

Endangered Species: means any native species, as listed in the regulations under the *Endangered Species Act* that is at risk of extinction throughout all or part of its Ontario range if the limiting factors are not reversed.

Environment: refers to both the natural and man-made *environments*, which include air, soil, water, plant and animal life, social and cultural conditions, buildings or structures, or any combination thereof.

Environmental Assessment Process: refers to a process for approving, modifying or denying an undertaking under either the Canadian Environmental Assessment Act or the Ontario Environmental Assessment Act.

Farm Produce Outlets: means a building in which farm produce, is offered for sale, and may include the limited sale of farm produce which has been reprocessed.

Fish Habitat: the spawning grounds and nursery, rearing and food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes as further identified by the Department of Fisheries and Oceans (Canada).

Flood Plain: the area of land *adjacent* to a watercourse that may be subject to flooding.

Floodway: the channel of a stream and the inner portion of the *flood plain* where the severity of flood depths and velocities would pose a threat to life or cause property damage.

Floor Space Index (FSI): the ratio of the total floor area of a building or buildings excluding enclosed parking areas, loading facilities and garbage rooms to the area of the *lot* on which the building or buildings are located. For example, a *floor space index (FSI)* of 2.0 would indicate that the total floor area of a building could be up to two times the area of the *lot* on which it is located. Floor space indices are meant to be exact.

Forest Access Road: means a one or two -lane unpaved road that is designed to provide access to and within a *woodland* for wildlife, fish and *forest management* purposes.

Forest Management: means the management of *woodlands* in a *sustainable* manner which may include *accessory uses* such as the construction and maintenance of *forest access roads* and maple syrup production facilities:

- a) For the production of wood and wood products, including maple syrup;
- b) To provide outdoor *recreation* opportunities;
- c) To maintain, and where possible improve or restore, conditions for wildlife; and
- d) To protect water supplies.

Garden Suite: a self-contained, portable *dwelling unit* located in a side or rear yard of an existing residential property.

Good Forestry Practices: means the proper implementation of harvest, renewal and maintenance activities known to be appropriate for the forest and environmental conditions under which it is being

applied and which minimize detriments to forest values, including: significant *ecosystems*, important fish and *wildlife habitat*, soil and water quality and quantity, forest productivity and health; and the aesthetic and recreational opportunities of the landscape. *Good forestry practices* include the cutting and removal of hazardous, severely damaged, diseased and insect infested trees which must be removed in order to prevent contamination or infestation of other trees, or which no longer contribute to the achievement of forest values.

Green Development Standards: refers to a collection of criteria or metrics that may be used for evaluating the environmental sustainability of a proposed development.

Green Infrastructure: refers to natural and semi-natural systems that perform an *infrastructure* function, provide more opportunities to contribute to improved air and water quality, energy and water efficiency and conservation, and *climate change mitigation* and adaptation than traditional *infrastructure*.

Greenfield Area: means the area within the Urban Area boundary and outside the *Built-up Area* that have not been developed, as identified on Map B.

Gross Density: is calculated by dividing the number of people, jobs or units by the *gross developable area*.

Gross Developable Area: means the area of the *site* or *lot* less the area designated Environmental Protection, and major *infrastructure* that is built or approved under the Environmental Assessment Act (Provincial 400 series highway rights of way, hydro corridors, and hydro generation stations).

Gross Leasable Floor Area: means the total floor area, measured from exterior walls, excluding areas for mechanical services, public common areas, interior pedestrian walkways, enclosed parking areas and areas associated with institutional and residential uses.

Ground Water Discharge: the significant addition of ground water to surface water systems.

Ground Water Features: means water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations.

Ground Water Recharge: the significant addition of water by natural processes to the ground water regime.

Habitat: means areas of the natural *environment* upon which animal or aquatic wildlife, and plants depend for survival as self-sustaining populations, including land and water needed for protection, breeding, or food supply.

Habitat of Endangered Species and Threatened Species: means

- a) With respect to a species listed on the Species at Risk in Ontario List as an endangered or *threatened species* for which a regulation made under clause 55(1)(a) of the Endangered Species Act, 2007 is in force, the area prescribed by that regulation as the *habitat* of the species; or
- b) With respect to any other species listed on the Species at Risk in Ontario List as an endangered or *threatened species*, an area on which the species depends, directly or indirectly, to carry on its life processes, including life processes such as reproduction, rearing, hibernation, migration or feeding, as approved by the Ontario Ministry of Natural Resources; and
- c) Places in the areas described in clause (a) or (b), whichever is applicable, that are used by members of the species as dens, nests, hibernacula or other residences.

Hazardous Waste: has the same meaning as in Regulation 347 of the Revised Regulations of Ontario, 1990.

Heritage Attributes: means the principal features or elements that contribute to a *protected heritage property's* cultural heritage value or interest, and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (including significant views or vistas to or from a *protected heritage property*).

Heritage Resource: property of cultural or natural heritage importance, that being natural and cultural lands, areas and *corridors* and the features thereof, including buildings and other structures, archaeological and paleontological *sites*, cemeteries and other burial places.

Home Industry: a small scale industrial use primarily serving the agricultural community which is an *accessory use* to a farm or rural residential *lot* and includes such uses as furniture restoration, small engine repair, welding, crafts, which is accessory to a *single detached dwelling*. It shall not include auto repair, furniture stripping or outside storage of materials or the storage of commercial motor vehicles. A *home industry* may be conducted in whole or in part in an accessory or farm building.

Home-based Occupation: use of a residential dwelling for the purpose of conducting businesses including professional offices, personal services, instructional services, homecraft business, private day care, *bed and breakfast*, and repair services excluding small engines and vehicles.

Hydrological Cycle: means the circulation of water from the atmosphere to the earth and back through precipitation, runoff, infiltration, groundwater flow and evapotranspiration, including the occurrence, circulation, distribution, and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the *environment* including its relation to living things.

Hydrological Functions: means the functions of the *hydrological cycle* that include the occurrence, circulation, distribution, and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the *environment* including its relation to living things.

Hydrological Integrity: means the condition of *ecosystems* in which hydrological features and *hydrological functions* are unimpaired by stresses from human activity.

Hydrologically Sensitive Feature: *hydrologically sensitive features* include the following:

- a) *Wetlands*;
- b) *Watercourses*;
- c) *Seepage areas and springs*;
- d) *Aquifers*;
- e) *Recharge areas*;
- f) *Groundwater features*; and
- g) *Lakes and their littoral zone*.

Impervious Surface: means a surface that does not permit the infiltration of water, such as a rooftop, sidewalk, paved roadway, driveway or parking *lot*.

Infrastructure: the combination of public works and facilities including roads, transit terminals, municipal water and sewage systems, stormwater systems, schools, hospitals, libraries, *parks*, community and *recreation* centres, and any other public projects.

Institutional Use – (Oak Ridges Moraine): includes, without limitation, a long-term care facility, hospital, school, university or college.

Intake Protection Zone: The contiguous area of land and water immediately surrounding a surface water intake, which includes:

- The distance from the intake;
- A minimum travel time of the water associated with the intake of a municipal residential system or other designated system, based on the minimum response time for the water treatment plant operator to respond to adverse conditions or an emergency; and
- The remaining watershed area upstream of the minimum travel time area (also referred to as the Total Water Contributing Area) – applicable to inland water courses and inland lakes only.

Intensification: means the *development* of a property, *site* or area at a higher density than currently exists through:

- a) *Redevelopment*, including the reuse of *brownfield sites*;
- b) The *development* of vacant and/or underutilized *lots* within previously developed areas;
- c) *Infill development*; and
- d) The expansion or conversion of existing buildings.

Kame: means a mound, hummock or conical hill of glacial origin.

Landform Conservation Area – (Oak Ridges Moraine): is an area possessing significant *landform features* such as step slopes, *kames*, kettles, ravines and ridges.

Landform Feature: means distinctive physical attributes of land such as slope, shape, elevation and relief.

Linkage: means natural areas within the landscape that ecologically connect the *Natural Heritage System*. They are avenues along which plants and animals can propagate, genetic interchange can occur, populations can move in response to environmental changes and life cycle requirements, and species can be replenished from other natural areas. Conserving *linkages* also protects and enhances the *Natural Heritage System*.

Liquid Industrial Waste: has the same meaning as in Regulation 347 of the Revised Regulations of Ontario, 1990.

Lot: means a parcel of land that is:

- a) Described in a deed or other document legally capable of conveying an interest in the land; or
- b) Shown as a *lot* or block on a registered plan of subdivision.

Low and Moderate Income Households: means

- a) In the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the regional market area; or
- b) In the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the regional market area.

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Low Intensity Recreation: means uses that have minimal impact on the natural *environment*, and require very little terrain or vegetation modification and few, if any, buildings or structures, including but not limited to the following uses: non-motorized trail uses; natural heritage appreciation, unserviced camping on public and institutional land.

Major Development – (Oak Ridges Moraine): means *development* consisting of:

- a) The creation of four or more *lots*;
- b) The construction of a building or buildings with a ground floor area of 500 m² or more; or
- c) The establishment of a *major recreational use* such as a ski hill, golf course or serviced campground.

Major Office: means freestanding office buildings of 10,000 m² or greater or with 500 or more jobs.

Major Recreational Uses: means recreational uses that require large-scale modification of terrain, vegetation or both and usually also require large-scale buildings or structures, including but not limited to golf courses; serviced playing fields; serviced campgrounds; and ski hills.

Major Retail Use: means large-scale retail operations and commercial facilities with a *gross leasable floor area* of 2,000 m² or greater.

Massing: the overall bulk, size, physical volume, or magnitude of a building or structure.

Meander Belt: means the area within which a stable river channel can be expected to move laterally back and forth over a given stream reach during the next 100 years.

Minimum Distance Separation Formulae: means formulae and guidelines developed by the Province as amended from time to time to separate land uses so as to reduce incompatibility concerns about odour from livestock facilities.

Mixed Use: a *development* comprised of a mix of land uses either in the same building or in separate buildings. The mix of land uses may include commercial, industrial, and/or *institutional uses* but must include residential dwellings.

Mixed Use Building: means a building containing residential apartments and at least one non-residential use.

Mixed Use Development: a *development* comprised of a mix of land uses in addition to residential, either in a mixed-use building or in separate buildings located along a *Regional Corridor*.

Multi-Modal Transportation: means several forms of transportation such as automobiles, walking, trucks, cycling, buses, rapid transit, rail (such as commuter and freight), air and marine.

Municipal Register: means the listing of heritage properties which Council has after consultation with the Clarington Heritage Committee (CHC)

- a) Individually designated under Part IV of the Ontario Heritage Act;
- b) Designated as part of a heritage conservation district under Part V of the Ontario Heritage Act; or
- c) Included due to concern for the future of the property.

The *Municipal Register* is maintained by the Municipal Clerk.

Municipally Initiated Comprehensive Review: means an Official Plan review, initiated and undertaken by the Municipality that comprehensively considers the Provincial and Regional policies. It can be undertaken on specific land use components, such as residential, employment, or undertaken as one comprehensive plan.

Natural Heritage Features: includes, but is not limited to features and areas, including *Wetlands, Woodlands, Wildlife Habitat, Fish*

Habitat and Riparian Corridors, Valleylands, Areas of Natural and Scientific Interest (ANSI), rare vegetation communities, Habitat of Endangered Species or Threatened Species, which are important for their environmental and social values as a legacy of the natural landscape.

Natural Heritage System: means a system made up of *natural heritage features* and areas, *hydrologically sensitive features* and *linkages* intended to provide *connectivity* (at the regional or *site* level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and *ecosystems*. These systems can include *natural heritage features* and areas, *hydrologically sensitive features*, federal and provincial *parks* and conservation reserves, other *natural heritage features*, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrologic functions, and working landscapes that enable *ecological functions* to continue.

Natural Self-Sustaining Vegetation: means *self-sustaining vegetation* dominated by native plant species.

Negative Impact: as it relates to *natural heritage features*, the feature or the *ecological functions* for which the feature is identified are either lost or significantly impaired.

Net Density: is calculated by dividing the number of people, jobs or units by a *net developable area*.

Net Developable Area: means the *gross developable area* less any public roads and widenings, public *parks*, stormwater ponds, non-developable land, schools and similar public land areas.

Old Growth Woodland: means any *woodland* or stand, whether natural or planted, within which trees 100 years or older predominate.

On-farm Diversified Uses: means uses that are secondary to the principal *agricultural use* of the property and are limited in area. Uses include, but are not limited to, farm gate sales and seasonal *farm produce outlets*, and uses that produce value added agricultural products from the farm operation.

Original Half Lot – (Oak Ridges Moraine): means half of an *original lot* that contained 80.9 hectares (200 acres), more or less.

Original Lot – (Oak Ridges Moraine): means a township *lot* shown on a plan certified by the Surveyor General of Ontario as being the original plan of an original survey.

Partial Service – (Oak Ridges Moraine): means connections linking a building to:

- a) A communal sewage or water service or a full municipal sewage or water service; and
- b) An individual on-site sewage or water system.

Park: means municipally owned or leased *sites* that are designated, and appropriately developed (including un-serviced *sites*), for community use for indoor and/or outdoor, programmed and/or self-directed sport, fitness, physical activity, culture, leisure and social pursuits.

Pitch and Putt Golf Course: an area of land operated for the purpose of a par 3 golf course in which the maximum distance from the tee to hole shall be 160 metres. A *pitch and putt golf course* shall not include *accessory uses* such as a golf driving range, a mini-putt, a club house, a restaurant or a bar. A *pitch and putt golf course* shall be designed with no changes to existing natural grade with the exception of minimal changes for tees and greens.

Plantation: shall mean a *woodland* or portion of a *woodland* in which the majority of trees have been planted.

Portable Asphalt Plant: means a facility

- a) With equipment designed to heat and dry *aggregate* and to mix *aggregate* with bituminous asphalt to produce asphalt paving material, and includes stockpiling and storage of bulk materials used in the process; and
- b) Which is not of permanent construction but which is to be dismantled at the completion of the construction project.

Prime Agricultural Land: means Canada Land Inventory Class 1, 2, and 3 lands, as amended from time to time, in this order of priority for protection.

Protected Heritage Property: means real property designated under Parts IV, V or VI of the Ontario Heritage Act, property subject to a heritage conservation easement property under Parts II or IV of the Ontario Heritage Act, property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage

Properties; property protected under federal legislation, and UNESCO World Heritage Sites.

Provincial Plan: means a *provincial plan* within the meaning of Section 1 of the Planning Act.

Rapid Infiltration Basin: means a basin or system of basins at or below surface grade that is constructed in porous soil and punctures through a relatively impermeable layer to gain access to a more permeable sand or gravel layer, so as to rapidly infiltrate into the ground, at a single point or area of concentration, surface runoff collected from *impervious surfaces*.

Rapid Infiltration Column: means a column or system of columns at or below surface grade that is constructed in porous soil and punctures through a relatively impermeable layer to gain access to a more permeable sand or gravel layer, so as to rapidly infiltrate into the ground, at a single point or area of concentration, surface runoff collected from *impervious surfaces*.

Rare Vegetation Community: means either a provincially rare community or a vegetation community that is poorly represented in the Region of Durham as identified by the Natural Heritage Information Centre (NHIC), or local conservation authority having jurisdiction.

Recreation: means leisure time activity undertaken in built or natural settings for arts and cultural pursuits, purposes of physical activity, health benefits, sport participation and skill development, personal enjoyment, positive social interaction, and the achievement of human potential.

Redevelopment: the creation of new units, uses or *lots* on previously developed land in existing communities.

Regulatory Flood: the standard used to define the *flood plain* limits for regulatory purposes based on Hurricane Hazel, a one hundred year flood, or subject to the approval of the Minister of Natural Resources, an observed flood event.

Residence Surplus to a Farming Operation: means

- a) If there are two or more farm residences, both built before 1978, on a *lot* that is being used in a farming operation, one of those residences that is surplus to the farming operation; or
- b) If the owner and operator of a farming operation acquires an additional *lot* and uses it in the consolidated farming

operation, any existing farm residence that is surplus to the consolidated farming operation.

Retail Uses: uses where goods or merchandise are sold such as, food, general merchandise, apparel, hardware, home furnishings, specialty retail, beer, liquor and wine, automotive products, and home improvement products, including department stores and supermarkets.

Riparian Corridors: means the lands *adjacent* to watercourses, lakes, ponds, and *wetlands* which are transitional areas between aquatic and upland habitats and as such can provide natural features, functions and conditions that support fish life processes and protect *fish habitat*.

Rural Lot – (Oak Ridges Moraine): means a *lot* that is at least 97.5 per cent of the land that is left in an *original lot* or an *original half lot* after the deduction of any land that is:

- a) Conveyed at any time for transportation, utilities and *infrastructure* facilities, whether before, on, or after November 16, 2001; or
- b) Validly conveyed before June 27, 1970.

Rural Residential Cluster: shall mean a definable node of non-farm residential *lots* located in the rural area identified in the Zoning By-law.

Sand Barrens: means land (not including land that is being used for agricultural purposes and no longer exhibits *sand barrens* characteristics) that:

- a) Has sparse or patchy vegetation that is dominated by plants that are:
 - a. adapted to severe drought and low nutrient levels; and
 - b. maintained by severe environmental limitations such as drought, low nutrient levels and periodic disturbances such as fire.
- b) Has less than 25 per cent tree cover;
- c) Has sandy soils (other than shorelines) exposed by natural erosion, depositional process or both; and
- d) Has been further identified, by the Ministry of Natural Resources or by any other person, according to evaluation

procedures established by the Ministry of Natural Resources, as amended from time to time.

Savannah: means land (not including land that is being used for agricultural purposes and no longer exhibits *savannah* characteristics) that:

- a) Has vegetation with a significant component of non-woody plants, including *tallgrass prairie* species that are maintained by seasonal drought, periodic disturbances such as fire, or both;
- b) Has from 25 per cent to 60 per cent tree cover;
- c) Has mineral soils; and
- d) Has been further identified, by the Ministry of Natural Resources or by any other person, according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time.

Self-Sustaining Vegetation: means vegetation dominated by plants that can grow and persist without direct human management, protection, or tending.

Sensitive Land Uses: means buildings, *amenity areas*, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more *adverse effects* from contaminant discharges generated by a nearby major facility. *Sensitive land uses* may be a part of the natural or built *environment*. Examples may include, but are not limited to: residences, day care, centres, and educational and health facilities.

Service Uses: Uses such as restaurants, hair salons, dry cleaners, shoe repair, video rental stores, tailors, laundromats, travel agencies, photographers, veterinary clinics, fitness and health clubs, medical and dental offices, legal and real estate offices, financial and insurance offices, bank kiosks, appliance repair shops, and personnel agencies.

Significant Plantation: shall mean a *plantation* greater than 4 ha, which is structurally diverse and in good health, and which provides important *ecological functions*. Significance of a *plantation* within the Oak Ridges Moraine is determined by the Ministry of Natural Resources using evaluation procedures established by that Ministry, or by a study conducted in accordance with this Plan.

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Significant Woodland: shall mean an *old growth woodland*, or a *woodland*, greater than 4 ha located outside of settlement areas, or greater than 1 ha in settlement areas. Significance of *woodlands* within the Oak Ridges Moraine is determined by the Ministry of Natural Resources using evaluation procedures established by that Ministry, or by a study conducted in accordance with this Plan. "*Significant Woodland*" may also include *plantations*.

Single Detached Dwelling: means a building containing only one *dwelling unit*.

Site: means the land subject to an application.

Site Alteration: means activities such as filling, grading and excavation that would change the landform and natural vegetative characteristics of land, but does not include:

- a) The construction of facilities for transportation, *infrastructure* and utilities uses, by a public body; or
- b) Activities or works under the Drainage Act (in the case of lands on the Oak Ridges Moraine), this applies only to reconstruction, repair or maintenance of a drain approved under the Drainage Act and in existence on November 15, 2001; or
- c) The carrying out of agricultural practices on land that continues to be used for *agricultural uses* on November 15, 2001.

Special Needs Housing: housing that is suited to the specific needs of certain households or individuals and includes group homes, nursing homes, crisis care facilities, rest homes and independent permanent living arrangements where support services such as meal preparation, grocery shopping, laundry, housekeeping, respite care and attendant services are provided.

Storey: means the usable area of a building measured on a vertical scale containing a specific floor or level that can be distinguished by another floor or level. A *storey* must comply with Ontario Building Code requirements for occupancy. With the exception of the ground floor, each *storey* shall contain a floor area equal to no less than 50% of the floor area immediately beneath it.

Stormwater Management Pond: means a detention basin that temporarily stores or treats collected stormwater runoff and releases it at a controlled rate.

Streetscape: the visual appearance of a street formed by the location of physical features such as roads, buildings, walkways and landscaping.

Subwatershed: means an area that is drained by a tributary or some defined portion of a stream.

Supervised Residence: means a residence licensed, supervised, approved, or funded under federal or provincial statute for the accommodation of more than eight persons, excluding staff, living under responsible supervision in a single housekeeping unit and who, by reason of their intellectual, mental health, social, or physical condition or legal status, require a group living arrangement for their well-being.

Sustainable: when used with respect to a natural resource, means that the natural resource is able to support a particular use or activity without being *adversely affected*.

Tallgrass Prairie: means land (not including land that is being used for agricultural purposes and no longer exhibits *tallgrass prairie* characteristics) that:

- a) Has vegetation dominated by non-woody plants, including *tallgrass prairie* species that are maintained by seasonal drought, periodic disturbances such as fire, or both;
- b) Has less than 25 per cent tree cover;
- c) Has mineral soils; and
- d) Has been further identified, by the Ministry of Natural Resources or by any other person, according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time.

Threatened Species: means any native species that is at risk of becoming endangered throughout all or part of its Ontario range if the limiting factors are not reversed.

Transit-supportive: when referred to *development*, means a *development* that makes transit viable and improves the experience of those using transit. It often refers to compact, *mixed use development* that are high pedestrian generators and has a high level of residential and employment densities to support frequent transit service. When referred to *transit-supportive* urban design, means design principles that make development more accessible for transit users, such as grid street network, pedestrian-friendly built *environment*, reduced building setbacks, parking located at the

sides/rear of buildings, and improved connectivity between arterial roads and local residential roads.

Transitional Woodland: *transitional woodlands* are successional areas that are characterized by trees and/or shrub species typical of early pioneer plant communities (e.g. trees - poplar, birch, and shrubs-hawthorn, buckthorn). These areas are generally characterized by younger, predominantly open canopy cover.

Transportation Demand Management: means the application of a range of measures to affect travel patterns and reduce the demand for single occupant vehicle forms of transportation.

Unserviced Park: means a *park* that provides recreational opportunities and facilities, including playing fields, but without outdoor lighting, accessory commercial facilities, paved parking *lots* or permanent water or sewer facilities.

Urban Forest: means a system of plant and animal communities, or as the woody and associated vegetation in and around human settlement areas. It includes street trees, residential trees, *park* trees and greenbelt and ravine plant and animal communities, and provides *habitat* for a diversity of urban wildlife.

Utility: means all public and/or private utilities (including but not exclusive of television, electricity generation facilities and transmission and distribution systems, gas, telecommunications/communications, Canada Post) or any similar works for systems necessary to the public interest.

Valleyland: lands within a depression along either side of a watercourse as determined from top-of-bank plus any applicable *buffers* as required for slope stability.

Vegetation Protection Zone: A vegetated *buffer* area surrounding a *natural heritage feature* or *hydrologically sensitive feature* within which only those land uses permitted within the feature itself are permitted. A *vegetation protection zone* is intended to be restored with native, *self-sustaining vegetation* and be of sufficient width to protect the feature and its functions from effects of the proposed change and associated activities before, during, and after, construction, and where possible, restore and enhance the feature and/or its function.

Waste: includes domestic *waste*, industrial *waste*, commercial *waste*, institutional *waste*, and any other material defined as *waste* by applicable provincial legislation.

Waste Disposal Site: any land, building or structure in which *waste* is deposited or processed and any machinery or equipment required for the treatment or disposal of *waste* including a composting facility but not including a *waste* transfer facility or a recycling facility.

Watershed: means an area that is drained by a watercourse and its tributaries.

Watershed and/or Subwatershed Plan: means a plan used for managing human activities and natural resources in an area defined by *watershed* or *subwatershed* boundaries. *Watershed and/or Subwatershed Plans* shall include, but not be limited to, the following components:

- a) Establish the existing conditions of the *watersheds*, including natural heritage and hydrologic features and functions, natural hazards, hydrogeology, fluvial geomorphology and hydrology;
- b) A water budget evaluating water supply and water demand, and a conservation plan;
- c) Evaluate and recommend specific storm water management, erosion, and sedimentation control measures, including low impact development strategies;
- d) Recommend targets on a *watershed* or *subwatershed* basis for the protection and restoration of riparian areas, and the establishment of *natural self-sustaining vegetation* and *vegetation protection zones*.
- e) Establish criteria for evaluating the protection of water quality and quantity, and hydrologic features and functions
- f) Recommend targets, management strategies, and programs and a monitoring plan to ensure the continued or improved health of the *watershed*;
- g) Requirements for the use of environmental management practices and programs; and,
- h) A framework for implementation

Wellhead Protection Area: means the surface and subsurface area surrounding a water well or well field that supplies a public water system and through which contaminants are reasonably likely to move so as eventually to reach the water well or well field.

Wetlands: lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is at or close to

the surface as defined by either the Ministry of Natural Resources, the Conservation Authority, or through a comparable evaluation. In either case, the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic or water tolerant plants. The four major types of *wetlands* are swamps, marshes, bogs and fens. *Wetlands* included in the *natural heritage system* are at least 0.5 hectares in size.

Wildlife Habitat: means areas of the natural *environment* where plants, animals, and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific *wildlife habitats* of concerns may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory and non-migratory species.

Woodland: shall mean a treed area that provides environmental and economic benefits such as erosion prevention, water retention, and the provision of *habitat* but shall not include a cultivated fruit or nut orchard or a *plantation* established for the production of Christmas trees.

Appendix A

General Description of Studies

Municipality of Clarington Official Plan

Appendix A – General Description of Reports, Studies and Plans

As outlined in section 23.16 of this plan, the Planning Act permits Council to require an application to pre-consult with the Municipality prior to submitting an application, and to request from the applicant, at the time of the application submission, any information determined as necessary to properly assess the application.

The general description for reports that may be required of an applicant, are outlined below. The final scope of the reports shall be determined by the Municipality, in consultation with any other government body, public authority and/or external agency, and is dependent on the nature of the proposal. Additional information may be required through the planning analysis, council deliberation, and/or public participation processes. The reports need to be signed and stamped by the respective registered professional.

The following list describes the most common reports that are required for an application to be deemed complete. This is not considered an exhaustive list. Other specialized reports may be required based on the nature of the application.

Planning and Growth Management

Planning Rationale Report

The purpose of a Planning Rationale Report is to provide an overall planning framework, and a clear understanding of the different components of the proposal.

The Planning Rationale Report also brings together the analysis and conclusions of the other reports supporting the application.

The minimum objectives of the study are to:

- Provide a description and clear understanding of the proposed amendment;
- Provide all statistics (i.e. height, density), *site* and contextual considerations;
- Explain the conformity of the proposed amendment with the Municipality's Official Plan, the Municipality's Zoning By-law, and any other of the Municipality's planning documents, including process steps and approvals required (i.e. zoning, *site* plan control, land division);

- Explain the consistency with provincial policy statements, conformity with applicable *provincial plans*, and conformity with the Region of Durham Official Plan;
- Explain the contribution of the proposed amendment to the overall urban structure of the Municipality and, if applicable, the planning vision developed for the particular context (e.g. conformity with Urban Design Guidelines);
- Explain the compatibility of the proposed amendment with *adjacent* land uses;
- Demonstrate the availability of adequate *infrastructure* to service the *development* resulting from the proposed amendment;
- Provide the *site's* planning history, including previous approvals;
- Provide an analysis of all the studies submitted as part of the application;
- Demonstrate how the *development* contributes to the sustainability principles of the Official Plan; and
- Provide an analysis and opinion as to why the proposal is good planning, an evaluation of potential impacts including economic development benefits.

Retail Market Impact Study

A Retail Market Study will analyze current and future market potential for a specific type of retail. The study will also analyze the impact of the proposed retail *development* on the existing and planned structure of the Municipality, in particular the impact on historic downtowns and on town/regional and neighborhood centers. The basis for the study will be the Commercial Policy Review Study as updated from time to time.

Financial Impact Analysis

The purpose of a Financial Impact Analysis is to determine the proposed *development's* financial impact on the Municipality's operating and long term capital budgets. The study will consider the costs of the *development* in all Municipal services and *infrastructure* at both the Municipal, and if required, Regional levels.

The report will include demographic projections for both Greenfield and *Intensification development*, impacts on both hard and soft *infrastructure* like roads and libraries or fire protection respectively. In addition to the capital cost, the analysis should also include the additional operating/maintenance costs to be incurred by the Municipality.

The report needs to include an analysis of municipal capital and operating costs already committed to other development applications, Secondary Plans, and other municipal projects. The analysis should also include the impact on the

Development Charges schedule and financing and include sensitivity analysis on various growth projection scenarios and may include analysis on various phasing options within the study area. The analysis should also demonstrate the impact on municipal taxes.

Landscape Analysis

A Landscape Analysis provides the framework for the level of change appropriate in a *development* area or *site*. This analysis will provide an understanding of the structure, characteristics and functions of the landscape in a given area prior to *development* and *site alteration*.

The purpose of a Landscape Analysis is to assess, describe and interpret the existing context of the lands within a *development* area or *site*.

At a minimum, a landscape analysis must:

- a) Identify topography and grading;
- b) Identify existing built form; and
- c) Identify existing natural features.

The result of this analysis is a summary of the *site* in terms of parcel, topography, and built *environment* which is to be used as the foundation for planning and design of the develop area or *site*.

Sustainability

Environmental Impact Study

The purpose of an Environmental Impact Study (EIS) is to determine the potential for *development* to adversely impact environmentally significant and sensitive areas, and *natural heritage features*.

The Study shall:

- a) Examine the functions of the *natural heritage features*;
- b) Identify the location and extent of *natural heritage features*;
- c) Identify the potential impacts of the proposed *development* on the *natural heritage features* and their *ecological functions*;
- d) Identify any lands to be preserved in their natural state;
- e) Identify mitigating measures to address the *adverse affects* of *development* on the *natural heritage features* and their *ecological functions*, including setbacks for *development*;
- f) Identify the potential for restoration and/or creation of *wildlife habitat*; and

- g) Examine the *cumulative impact* of the existing, proposed and potential *development*, including the impact on groundwater function and quality.

An EIS for lands within the Protected Countryside designation of the Greenbelt Plan shall also be undertaken in accordance with the policies of that *provincial plan*.

Linkage Assessment

The purpose of the *Linkage* Assessment is to provide the applicant with information to create a *development* plan that maintains and enhances the *Linkage*, so natural areas function as a connected system in the long term. A *Linkage* Assessment is a study that assesses the *ecological features* and functions of a *Linkage*, including its vegetative, wildlife, and/or landscape features or functions. A *Linkage* Assessment:

- Identify its boundaries;
- Describes its *ecological function*, value, and integrity;
- Identifies how its function can be maintained or enhanced within a *development* proposal;
- Assesses potential impacts as a result of the *development*; and,
- Makes recommendations on how to protect, enhance, or mitigate impacts on the *Linkage* and its functions.

A *Linkage* Assessment must be prepared by a qualified expert, such as an ecologist or biologist.

Sustainability Report

The Clarington Official Plan recognizes three key principles which provide direction for the policies in the Plan; *sustainable* development, healthy communities and the management of growth.

The Municipality is encouraging the development industry to promote high quality design practices centered on resource (e.g. water, energy) conservation, efficiency and environmental sustainability. The Sustainability Plan must demonstrate how the *development* will achieve these three key principles. The Plan needs to consider the following:

- a) Energy efficiency;
- b) Air quality;
- c) Water quality and quantity;
- d) Solid *waste*;

- e) Natural environment; and
- f) Homeowner education.

Hydrogeological Report

The purpose of a Hydrogeological Report is to evaluate the impacts of a proposed *development* on ground water and surface water quality or quantity and the associated connections and impacts to natural heritage and water resource features and functions. The Hydrogeological Report may make recommendations regarding the design of the proposal.

The Hydrogeological Study should describe the regional and local hydrogeological conditions, characterize the groundwater and surface water flow systems, and identify the availability, quantity and quality of groundwater sources at the *site*. The Hydrogeological Study shall demonstrate that the proposed *development* will have no *adverse effect* on groundwater quantity or quality, or on natural heritage functions and hydrological features that rely on groundwater. The results of the study may impact the design of the *development*.

This may or may not include the preparation of a water budget.

Geotechnical Report

The purpose of a Geotechnical Report is to explore subsurface soil and groundwater conditions on a *site*.

The Geotechnical Report should summarize subsurface exploration data, including subsurface soil profiles, exploration logs, laboratory results, ground water information and engineering recommendations for design. The report will develop geotechnical recommendations regarding such actions as earthwork construction and backfilling, dewatering, installation of services (water, sanitary and storm), service bedding and backfill, and roadway construction. It may also include bearing capacity as required by the *development* proposal.

Slope Stability Report

The purpose of a Slope Stability Report is to protect the long-term stability of valley slopes from development impacts.

Any proposal for *development* or *site alteration* on or in proximity to a slope must demonstrate that the long term integrity of the slope is not compromised by the proposed *development* and that if required an appropriate access *buffer* has been provided in accordance with the standards and criteria established by the Province and the Conservation Authority. Specific situations may include the need to undertake a stream *meander belt* analysis for applications *adjacent* to watercourses and *valleylands*.

Flood Plain Management Report

The purpose of a Flood Plain Management Report is to evaluate the hydraulic impacts to the *flood plain*, both on and off-site, flood proofing requirements and access requirements associated with *development* or *site alteration* within the Regional Storm Flood Plain, as defined by the Conservation Authority.

Any proposal for *development* or *site alteration* within the Regional Storm Flood Plain must demonstrate that there will be no off-site impacts to the *flood plain* and must demonstrate that an appropriate level of flood proofing and safe access may be established for the proposal.

Oak Ridges Moraine Specific Studies

Natural Heritage Evaluation

A Natural Heritage Evaluation shall demonstrate how the specific planning, siting, design or construction practices for the proposed *development* would maintain or enhance the *ecological integrity* of the Moraine, including the natural heritage, water resources and landform conservation systems.

Specifically the study shall:

- a) Provide an inventory of vegetation and *wildlife habitat* on and within the vicinity of the proposed *development site*;
- b) Provide a comprehensive survey of wildlife use of the proposed *development* and *adjacent* lands;
- c) Identify the anticipated impacts from the proposed *development* and its associated activities, including noise, dust and vegetation removal, on the *natural heritage features*;
- d) Identify lands where forest cover should be preserved or enhanced;
- e) Demonstrate that the *development* or *site alteration* applied for will have no *adverse effects* on the *natural heritage features* or on their *ecological functions*;
- f) Identify planning, design and construction practices that will maintain and, where possible, improve or restore the health, diversity and size of the *natural heritage feature* and its *connectivity* with other *natural heritage features*;
- g) Demonstrate how *connectivity* within and between *natural heritage features* will be maintained and, where possible, improved or restored before, during and after construction;
- h) Determine whether the dimensions of a minimum *vegetation protection zone* as specified in Table 3-1 of this Plan are sufficient, and if it is not sufficient, specify the dimensions of the required minimum *vegetation protection zone* and provide

for the maintenance and, where possible, improvement or restoration of *natural self-sustaining vegetation* within it;

- i) Specify the need for and dimensions of a minimum *vegetation protection zone* where Table 3-1 of this Plan does not identify the dimensions of a minimum *vegetation protection zone* and provide for the maintenance and, where possible, improvement or restoration of *natural self-sustaining vegetation* within it;
- j) In the case of a *natural heritage feature* that is *fish habitat*, ensure compliance with the requirements of the Department of Fisheries and Oceans (Canada); and
- k) In the case of a Life Science ANSI identified in Table 3-1, the basis on which the determination and specification mentioned in subsection i) above is done, shall include without limitation, an analysis of land use, soil type, slope class and vegetation type, using criteria established by the Government of Ontario, as amended from time to time.

Earth Science Heritage Evaluation

An Earth Science Heritage Evaluation shall:

- a) Identify planning, design and construction practices that will ensure protection of the geological or geomorphological attributes for which the area of natural and scientific interest was identified; and
- b) Determine whether a minimum *vegetation protection zone* is required, and if so, specifies the dimensions of that zone and provides for the maintenance and, where possible, improvement or restoration of *natural self-sustaining vegetation* within it.

Hydrological Evaluation

A Hydrological Evaluation shall:

- a) Demonstrate that the *development* or *site alteration* will have no *adverse effects* on the *hydrologically sensitive feature* or on the related *hydrological functions*;
- b) Identify planning, design and construction practices that will maintain, and where possible improve or restore, the health, diversity and size of the *hydrologically sensitive feature*;
- c) Determine whether the minimum *vegetation protection zone* whose dimensions are specified in Table 3-1 is sufficient, and if it is not sufficient, specify the dimensions of the required minimum *vegetation protection zone* and provide for the maintenance and, where possible, improvement or restoration of *natural self-sustaining vegetation* within it; and
- d) In the case of permanent and intermittent streams, and seepage areas and springs as identified in Table 3-1, the basis on which the determination and specification mentioned in subsection c) above is done shall include, without

limitation, an analysis of land use, soil type and slope class, using criteria established by the Government of Ontario, as amended from time to time.

Landform Conservation Plan

A Landform Conservation Plan shall include:

- a) One or more maps showing:
 - Elevation contours in sufficient detail to show the basic topographic character of the *site*, with an interval of not more than two metres;
 - Analysis of the *site* by slope type (for example, moderate or steep);
 - Significant *landform features* such as ravines and ridges;
 - All water bodies including intermittent streams and ponds.
- b) A development strategy that identifies appropriate planning, design and construction practices to minimize disruption to landform character, including:
 - Retention of significant *landform features* in an open, undisturbed form;
 - Road alignment and building placement to minimize grading requirements;
 - Concentration of *development* on portions of the *site* that are not significant;
 - Use of innovative building design to minimize grading requirements; and
 - Use of selective grading techniques.

Transportation

Transportation Demand Management Plan

Transportation Demand Management Plans and Implementation Strategies for new development shall identify transportation demand, impact, improvements and programs for specific development applications and will identify actions and directions to achieve the Durham Region's 15% auto reduction target.

Components of *Transportation Demand Management* Plans and Implementation Strategies may include:

- a) Carpool/vanpool match program;

- b) Paid parking;
- c) Secure bicycle storage facilities;
- d) On-site shower facilities for employees who bike to work; and
- e) Other measures deemed appropriate by the Municipality.

Traffic Impact Study

The Traffic Impact Study shall provide an assessment of the impact of a proposed *development* on the transportation system and determine if infrastructure improvements, service upgrades and mitigation measures are required to reduce any adverse impacts of a proposed *development*. In this assessment the TIS shall address not just automobile flows, but also have the pedestrian as the first priority and his/her use of other modes of mobility.

The study should include an analysis of other modes of transportation such as cycling, walking, and transit and how these modes of transportation will be promoted, accommodated or impacted by the *development*.

This study may also include a parking analysis that may reduce the number of spaces required by the zoning by-law. This reduction could be contemplated when the *site* is *adjacent* to transit routes and/or it can be supported by a shared parking analysis of demand times by use.

Soil Capability Study

A Soil Capability Study identifies and assesses the soil type on a specific property to determine if the soil is suitable for the proposed change in land use and to ensure that *prime agricultural lands* are not taken out of production. It assesses the capability of the soil to produce common field crops. *Prime agricultural lands* (Classes 1-3) have moderate to no significant limitations in use for cultivation and/or pasture. *Non-prime agricultural lands* (Classes 4-7) have severe to unsuitable land for cultivation and/or pasture.

The study will be determined upon the assumption that the existing Canada Land Inventory maps are correct. Detailed evidence must be systematically collected and provided to test this assumption. Any areas found to have a different classification rating than mapped by the Canada Land Inventory must be clearly identified by the proponent undertaking the Soil Capability Study and assign a new classification according to the Canada Land Inventory guidelines. A Soil Capability Study cannot be accepted by the Municipality to reclassify Classes 1 to 3 soils. It can only be used for evaluating Classes 4 to 7 properties mapped by Canada Land Inventory to determine if the land is actually Classes 1 to 3 and/or organic through the Soil Capability Study. If the lands classified as 4 to 7 are found to actually be Classes 1 to 3 through the Soil Capability Study, these lands must be avoided for non-*agricultural uses*.

Agriculture

Statement of Conformity with Minimum Distance Separation Information

Any proposal for *development* of a Type “A” use within 750 metres of a livestock facility, or the establishment of a new livestock facility, or development of a Type “B” use within 1,500 metres of a livestock facility, is required to use *Minimum Distance Separation Formulae* to determine a recommended distance between a livestock facility and another land use. The Minimum Distance Separation will vary according to a number of variables including, but not limited to, type of livestock, size of farm operation and type of proposed *development*. MDS does not account for noise and dust.

Servicing

Grading, Drainage and Stormwater Management

The purpose of a Grading, Drainage and Stormwater Management Report is to evaluate the effects of a proposed *development* on the stormwater and drainage pattern, and to recommend how to manage rainwater/snowmelt for the proposed *development*.

The report shall:

- a) Identify the quality and quantity impacts of the change in stormwater runoff on existing *infrastructure* and watercourses due to a proposed *development*;
- b) Determine improvements to municipal servicing *infrastructure* required to support the proposed level of *development*, where applicable ;
- c) Determine mitigation measures to minimize any *negative impacts* on the drainage system; and
- d) Identify opportunities for enhancement of stormwater management facilities and features in *redevelopment sites*.

The report shall be prepared in accordance with the standards, requirements and criteria established by the Province, Municipality and Conservation Authority.

Functional Servicing Report

The purpose of the Functional Servicing Report is to evaluate the impacts of a proposed *development* on Regional and Municipal servicing *infrastructure* and utilities.

A functional servicing report is used as a guide to establish the servicing requirements associated with a *development*. More specifically, the requirements include:

- Water supply for domestic and fire fighting purposes;

- Sanitary servicing;
- Stormwater management;
- Safe vehicular access to the *site*; and
- *Utility* servicing.

Aggregates

Aggregate Extraction Area Study

An *Aggregate* Extraction Area Study shall include the following:

- a) Description of the context of the proposed application including existing *landform features*, all *natural heritage features* on and *adjacent* to the *site* and their *ecological functions*, cultural heritage and *archaeological resources*, existing and planned land uses *adjacent* to the *development site* and along proposed haul routes, and existing licensed pits and extraction limits, and abandoned pits;
- b) A description of the project, including activities which may produce impacts, and the anticipated quality and quantity of *aggregate* to be extracted;
- c) An extraction plan;
- d) An identification and assessment of the impacts associated with the project taking into account applicable provincial standards;
- e) A description of proposed measures to mitigate the identified impacts, including any measures to protect core *natural heritage features* on *adjacent* lands and their *ecological functions*;
- f) A progressive rehabilitation plan which, if applicable, takes into account the objectives of any area-wide rehabilitation plan;
- g) The criteria of a Natural Heritage Evaluation as contained in Appendix A for applications located within the Natural *Linkage* Area as identified on Map A;
- h) The matters set out in Section 15.3.11, and 15.3.12 to 15.3.15 inclusive; and
- i) Any other matters deemed necessary by the Municipality or the Region to address the applicable policies of this Plan.

An Aggregate Rehabilitation Plan is required as part of the license process under the jurisdiction of the Ministry of Natural Resources pursuant to the Aggregate Resources Act.

Cultural Heritage

Archaeological Assessment

The purpose of an Archaeological Assessment is to ascertain the presence or absence of *archaeological resources*.

Any proposal for *development* or *site alteration* in proximity to areas with archaeological *sites* or having archaeological potential (as assessed according to Ministry of Culture criteria) would, if found, identify *archaeological resources*, evaluate the significance of these resources, and provide strategies to mitigate the impact of *development* on these resources, such as in-situ preservation or systematic removal. The assessment would also include recommendations for conservation measures.

Heritage Impact Assessment

Heritage Impact Assessment is a study to evaluate the impact a proposed *development* or *site alteration* will have on the *cultural heritage resource(s)* and to recommend an overall approach to the conservation of the resource(s). This analysis, which must be prepared by a qualified heritage conservation professional, will address properties identified in the Municipality of Clarington's Inventory of Heritage Properties (which includes both listed and designated properties) as well as any yet unidentified *cultural heritage resource(s)* found as part of the *site* assessment.

This study will be based on a thorough understanding of the significance and *heritage attributes* of the *cultural heritage resource(s)*, identify any impact the proposed *development* or *site alteration* will have on the resource(s), consider mitigation options, and recommend a conservation strategy that best conserves the resource(s) within the context of the proposed *development* or *site alteration*. The conservation strategy will apply conservation principles, describe the conservation work, and recommend methods to avoid or mitigate *negative impacts* to the *cultural heritage resource(s)*. Minimal intervention should be the guiding principle for all work. Further, the conservation strategy recommendations will be in sufficient detail to inform decisions and direct the conservation plan.

Urban Design

Park Concept Plan

Any draft plan of subdivision where parkland is being dedicated to the Municipality shall include a *Park* Concept showing the program indicated by the Municipality can be accommodated within the area of the parkland being proposed within the draft plan.

Block Master Plan

A Block Master Plan may be required to ensure proposed community design elements established in the Clarington Official Plan or Secondary Plan are enhanced and further detailed for a smaller parcel of land. The limits of the area are to be defined by the Municipality on a case-by-case basis and may involve an appropriate conceptualization of the future *development* of the lands and the area in the vicinity of the subject *site*, as well as show existing *site* conditions and/or other concurrent proposals in the broader surrounding area.

Block Master Plans will:

- Evaluate the character, size, and urban form of residential, institutional, commercial, and industrial *sites*;
- Determine the siting of a particular proposal within a broader surrounding context;
- Co-ordinate the delivery of services and *infrastructure*;
- Co-ordinate the layout of roads and their location and configuration;
- Determine the location, layout, and function of *parks* and public squares;
- Enhance the function of open space *corridors*, *valleylands*, woodlots and other natural features; and
- Determine where to allocate development priority.

A Block Master Plan may also be used as a mechanism by which to evaluate compliance of a proposal under ultimate built-out conditions.

Urban Design Report

The purpose of an Urban Design Report is to evaluate the proposal to ensure that the *development* blends with the neighbourhood, or advances the emerging character of a new or redeveloping neighbourhood.

The Urban Design Report may be required for any *development* or *site alteration* and would be a combination of text, plans, illustrative sketch diagrams and photos. The report would describe the vision or design intent, physical form, layout and design of the proposed *development*.

The Urban Design Report will also illustrate the building *massing*, and articulation to establish the relationship between the building and the street, pedestrian and transit *linkages*, landscape and outdoor *amenity areas*, and lighting.

The Report will also demonstrate how the impacts on *adjacent sites* are mitigated including protecting significant views and vistas, limiting shadow impacts on existing sunlight sensitive uses and maintaining the privacy of those properties. It

may also involve an appropriate conceptualization of the future *development* of lands in the vicinity of the subject *site*, as well as show existing conditions and/or other concurrent proposals in the broader surrounding area.

Lighting/Photometric Plan

The purpose of a Lighting/Photometric Plan is to provide an analysis of the anticipated lighting levels on a proposed *development site* and potential effects on nearby properties, features and the night sky. Such a Plan is to be premised upon providing sufficient lighting for *site* access and safety purposes which also minimizes energy consumption, light pollution and visual impacts.

Any *development* or *site alteration* where proposed lighting may affect *adjacent* or nearby land uses or environmental conditions, perhaps due to variations in topography or visibility, would be required to submit a Lighting/Photometric Plan. This Plan is to demonstrate how the *development* has been designed to conserve energy, prevent adverse and off-*site* impacts for nearby properties, *sensitive land uses* and *infrastructure*, such as residential areas, green spaces, railways and roadways and avoid negative effects on the night sky.

Other

Reliance Letter, Phase 1 and 2 Environmental *Site* Assessment or *Site* Screening Questionnaire

Any proposal for *development* or *site alteration* on lands or *adjacent* to lands where there is a probability that one or more contaminants have affected the property must submit a Site Screening Questionnaire or Phase 1 and 2 Environmental *Site* Assessment in accordance with Regional Guidelines and Provincial Guidelines and legislation. For major application types, such as an Official Plan Amendment, Zoning By-law amendment, Plan of Subdivision, Plan of Condominium and major *Site* Plan, a Reliance Letter may be required to accompany all Phase 1 and 2 Environmental *Site* Assessment reports and *Site* Screening Questionnaires.

The documents shall be prepared by a professional engineer to the satisfaction of the Municipality.

Noise Study

The purpose of a Noise Study is to provide an analysis of anticipated future noise levels within and surrounding a proposed *development* and to describe the types and locations of noise abatement measures which will be required to attenuate noise.

Odour, Dust and Vibration Study

An Odour, Dust and Vibration Study is required for any proposal for *development* or *site alteration* in proximity to sources of noxious or hazardous substances or where *sensitive land uses* may experience adverse impacts from *development*.

Appendix B

Unit Targets By Neighbourhood

Municipality of Clarington Official Plan

A107-17

Appendix B – Unit Targets By Neighbourhood

Estimated Unit Targets for Neighbourhoods by Urban Area

Urban Area Neighbourhoods	Low	Medium	High	Total
COURTICE				
Courtice Main Street	0	495	1,505	2,000
Worden	922	114	20	1,056
Highland	1,112	54	0	1,166
Glenview	496	222	183	901
Hancock	829	118	0	947
Farewell Heights*	-	-	-	0
Darlington	358	26	13	397
Penfound	1,395	91	17	1,503
Emily Stowe*	1,569	284	17	1,870
Avondale*	770	153	120	1,043
Ebenezer*	-	-	-	0
Bayview*	917	352	342	1,611
Total	8,368	1,909	2,217	12,494
BOWMANVILLE				
Soper Springs*	-	-	-	0
Northglen	1,473	269	126	1,868
Brookhill	1,401	645	98	2,144
Knox	1,480	247	112	1,839
Elgin	1,064	215	61	1,340
Fenwick	1,354	395	21	1,770
West Town Centre	0	484	2,557	3,041
Darlington Green	783	234	93	1,110

Appendix B – Unit Targets By Neighbourhood

Urban Area Neighbourhoods	Low	Medium	High	Total
Aspen Springs	1,138	267	97	1,502
Waverly	1,075	197	16	1,288
East Town Centre	145	188	892	1,225
Memorial	1,025	0	296	1,321
Central	443	18	156	617
Apple Blossom	1,290	158	43	1,491
Orchard Park	849	0	10	859
Juryvale*	51	15	7	73
Soper Hills*	273	268	-	541
Port Darlington	324	476	506	1,306
Total	14,168	4,076	5,091	23,335
Newcastle				
North Village*	730	273	0	1,003
Foster	1,587	188	142	1,917
Village Centre	28	0	104	132
Graham	1,095	0	151	1,246
Port of Newcastle	660	12	422	1,094
Wilmot Creek*	960	0	0	960
Total	5,021	473	819	6,313
Total Units Neighbourhoods	27,557	6,458	8,127	42,142

* Units for these Neighbourhood Areas do not include Future Secondary Plan Units as they will be added through the development of a Secondary Plan

Estimated Unit Targets for Future Secondary Plans Areas

	Low	Medium	High	Total
Future Secondary Plan Areas				
Southeast Courtice Secondary Plan	573	594	1,010	2,177
Future portion of Southwest Courtice Secondary Plan	481	138	69	688
Farewell Heights	693	173	0	866
Total	1,747	905	1,079	3,731
Bowmanville East Secondary Plan	1,453	415	207	2,075
Soper Springs Secondary Plan	336	0	0	336
Total	1,789	415	207	2,411
Future portion of Wilmot Creek Secondary Plan	100	100	301	501
Future portion of North Village Secondary Plan	589	168	84	841
Total	689	268	385	1,342
Total Units Future Secondary Plan Areas	4,225	1,588	1,671	7,484
Total Units Neighbourhoods	27,557	6,458	8,127	42,142
Total Units Future Secondary Plan Areas	4,225	1,588	1,671	7,484
Total Units Rural Areas and Orono	6,977	0	0	6,977
Grand Total Units	38,759	8,046	9,798	56,603

Note: This appendix does not form part of the Official Plan and is intended for information purposes only.

Estimated unit capacity may exceed the Region's targets for Clarington to 2031 because it considers full development of all lands within the Urban Areas.

Housing units for Future Secondary Plan Areas will be refined through the development of Secondary Plans.

Appendix C

Road Classifications

Municipality of Clarington Official Plan

A107-17

Appendix C – Road Classifications

Table C-1 Road Classification Criteria	
Criteria	Definition
Traffic Service Objective	Roads of higher classification should serve inter-regional and regional traffic movements over relatively longer distances. Lower order classifications should cater to local traffic movements over shorter distances and provide access to abutting property.
Land Service/Access	Direct access from adjoining properties to roads of higher classification should be limited or restricted in recognition of their through traffic function, and for traffic safety and flow reasons. Lower order classifications should provide direct access to abutting lands where requires, assuming the entranceway can be positioned in a safe location.
Traffic Volume	Roads of higher classification being the principal routes between traffic generating centres should accommodate higher traffic usage relative to a lower classification, taking into account urban and rural differences.
Flow Characteristics	Roads primarily serving traffic movement should have traffic control and design characteristics that permit uninterrupted flow. On lower classification roads, drivers should expect interrupted flow due to the frequency of accesses and intersections, and the presence of more traffic control devices, parked vehicles and pedestrian crossings.
Travel Speed	The road cross-section and the roadside generally determine the operating speeds on a roadway. Speed limits are typically posted at the 85th percentile operating speed. Roads of higher classification with emphasis on long distance travel should be designed to accommodate higher operating speeds than roads of lower classification.

Appendix C – Road Classifications

Table C-1 Road Classification Criteria	
Criteria	Definition
Goods Movement	Long distance commercial vehicle operation should occur on roads of higher classification and be discouraged on local roads.
Connectivity	Roads should connect to other roads with the same or similar functions, and to roads that are directly above or below them in the hierarchy.
Transit	Roads of higher classification should be the focus of the more frequent and higher-order transit service, including express bus operations. Lower classes of road should accommodate bus operations of a more local nature.
Cycling and Pedestrian Provisions	On roads of higher classification, cycling and pedestrian activity should be restricted or provided for separate facilities. On lower classes of roads, cycling and pedestrian activity should be encouraged, but would not require dedicated facilities.
Parking	Parking should be prohibited or restricted on roads of higher classification to provide for clearway conditions, while curbside parking may be accommodated on lower road classes.
Minimum Intersection Spacing	Roads of higher classification should have limited, appropriately spaced side road connections and should not be intersected by lower class roads. They may be grade separated or controlled at grade by well coordinated traffic control signals. More frequent intersection spacing is acceptable on lower classes of road. These intersections may be controlled at grade using regulatory signs and other traffic control mechanisms, including traffic calming measures.
Right-of-Way Width	The cross-section of roads can range from divided, multi-lane facilities for higher classifications, through to two-lane undivided facilities for lower classes of road. This criterion is related to route capacity as well as maneuverability of heavy vehicles. The ultimate cross-section for a road generally evolves over

Appendix C – Road Classifications

Table C-1 Road Classification Criteria	
Criteria	Definition
	time as traffic volumes increase. As such, right-of-ways should be of sufficient width to accommodate the ultimate cross-section.
Continuity	Roads of higher classification have longer continuous road sections, serve inter-municipal or inter-regional traffic and are characterized by higher volumes of through traffic. On the other hand, lower order roads have shorter, discontinuous road sections, serving shorter local trips and playing a key role in providing access to <i>adjacent</i> properties.
Cross-Section Features	Roads of higher classification tend to be higher capacity routes with relatively higher operating speeds and traffic volumes, with enhances features such as acceleration/deceleration lanes, climbing and passing lanes, and intersection turn bays to improve traffic flow. Lower classes tend to have lower capabilities with lower operating speeds and traffic volumes.
Vehicle Priority	Roads of higher classification are likely to provide priority capacity for particular modes/uses by way of bus lanes, truck lanes or transit lanes. Lower road classes generally provide for mixed traffic.
Network Spacing	The spacing of roads in the hierarchy normally relates to the density of activity occurring in the area. Roads of higher classification will be spaced more widely apart than the lower road classes, which provide for a completed grid to enable efficient traffic circulation.

Appendix C – Road Classifications

Table C-2 Criteria by Road Classification Type						
Criteria	Arterial Road Classes			Municipal Road Classes		
	Type A	Type B	Type C	Collector	Local	Lanes
Traffic Service Objective	Traffic movement primary consideration Predominantly serves inter-regional and inter-municipal trips	Traffic movement major consideration Predominantly serves inter- and intra-municipal trips	Traffic movement slightly more important than land access Predominantly serves intra-municipal trips	Provide reasonable continuous movements Predominantly serves short distances within a particular area of the municipality Collects and distributes traffic through neighbourhoods	Carry lower volumes of vehicular traffic, facilitate access to individual properties, and promote walking and cycling	Provides access to private garage or parking space and promotes through traffic movements on arterial and collector roads, where individual access is limited
Land Service/Access	Rigid/Progressive access control Private access generally located a minimum of 200 metres apart in Urban Areas.	Incremental/progressive access control Private access generally located a minimum of 80 metres apart in Urban Areas. Rural Areas not permitted except for existing lots of record	Limited access control Promote higher densities with shared or combined access	Limited private accesses Individual accesses to detached, semi-detached, and street townhouse dwellings may	Allows for private access for all abutting properties	Allows for private access for all abutting properties

Appendix C – Road Classifications

Table C-2 Criteria by Road Classification Type						
Criteria	Arterial Road Classes			Municipal Road Classes		
	Type A	Type B	Type C	Collector	Local	Lanes
	<p>Private access in Rural Areas not permitted except for existing lots of record where there is no alternative access to a local road.</p> <p>Permit large scale commercial and industrial developments, <i>mixed use developments</i> and higher density developments with shared or combined access</p>	<p>where there is no alternative access to a local road</p> <p>Promote higher densities with shared or combined access</p>	<p>In Centres, commercial areas and Employment Areas, one access every 30 metres apart.</p> <p>In Residential Areas, access is generally discouraged except for apartment/ townhouse blocks</p> <p>Rural areas permitted to have one access per lot</p>	not be permitted		
Traffic Volume	>10,000 AADT	5,000-40,000 AADT	4,000-20,000 AADT	1,000-5,000 AADT	0-1,000 AADT	0-1,000 AADT

Appendix C – Road Classifications

Table C-2 Criteria by Road Classification Type						
Criteria	Arterial Road Classes			Municipal Road Classes		
	Type A	Type B	Type C	Collector	Local	Lanes
Flow Characteristics	Uninterrupted flow except at traffic control signals		Uninterrupted flow except at traffic control signals and pedestrian crossings	interrupted	interrupted	interrupted
Travel Speed	70 km/h Urban Area, 80 km/h outside Urban Areas	60 km/h Urban Area, 80 km/h outside Urban Areas	50 km/h Urban Areas	50 km/h	40-50 km/h	20-30 km/h
Goods Movement	Generally no restrictions			Limited to Employment Areas	Restricted	Not permitted
Connectivity	Connects with freeways and arterials	Connects with freeways, arterials and collectors	Connects with arterials, collectors and limited local road access	Connects with arterials, collectors and limited local road access	Connects with limited Type B and C arterial roads, collectors, local road and lanes	Connects with collectors, local roads and lanes

Appendix C – Road Classifications

Table C-2 Criteria by Road Classification Type						
Criteria	Arterial Road Classes			Municipal Road Classes		
	Type A	Type B	Type C	Collector	Local	Lanes
					Cul-de-sacs are generally not permitted	
Transit	May serve as regional transit spines		May serve as local transit corridor and connections to regional transit spines	Accommodate local public transit and transit stops but not regional transit spines	May serve some local transit routes	No transit access
Cycling and Pedestrian Provisions	Cycling provisions as per the Regional Cycling Plan and the Clarington Transportation Master Plan. Sidewalk on both sides with separation from traffic lane preferred for pedestrians.	Cycling provisions as per the Regional Cycling Plan and the Clarington Transportation Master Plan. Sidewalk on both sides for pedestrians	Cycling provisions as per the Regional Cycling Plan and the Clarington Transportation Master Plan Sidewalks on both sides for pedestrians, however, may not be	Cycling provisions as per the Regional Cycling Plan and the Clarington Transportation Master Plan Separate cycle lanes preferred or where appropriate marked shared-	Cycling provisions as per the Regional Cycling Plan and the Clarington Transportation Master Plan Marked shared-use lanes or traffic calming boulevard	No cycle provisions required No sidewalk required

Appendix C – Road Classifications

Table C-2 Criteria by Road Classification Type						
Criteria	Arterial Road Classes			Municipal Road Classes		
	Type A	Type B	Type C	Collector	Local	Lanes
			required in Employment Areas	use lanes or traffic calming boulevard Sidewalks on both sides for pedestrians	where appropriate Sidewalks on both sides for pedestrians are encouraged where warranted, particularly in Urban Areas and for roads that provide connections to schools, community parks and facilities, transit stops and trails	
Parking	Prohibited or peak hour restrictions		Not recommended where traffic movement is	Permitted as per Municipal	Permitted as per Municipal	Prohibited

Appendix C – Road Classifications

Table C-2 Criteria by Road Classification Type						
Criteria	Arterial Road Classes			Municipal Road Classes		
	Type A	Type B	Type C	Collector	Local	Lanes
			impacted or it becomes a safety issue	By-law requirements	By-law requirements	
Minimum Intersection Spacing	<p>700 m intersection spacing in north-south direction</p> <p>300 m /500 m intersection spacing in east-west direction.</p> <p>Signalized intersections where required.</p>	<p>525 m major intersection spacing in north-south direction</p> <p>300 m /500 m major intersection spacing in east-west direction.</p> <p>Some minor intersections</p> <p>(T-type) mid-block subject to possible future control, if necessary to maintain corridor progression</p> <p>Signalized intersections where required.</p>	<p>300 m intersection spacing</p> <p>Some minor intersections with future control provisions if necessary due to capacity and queuing considerations</p> <p>Signalizing intersections where required but not at consecutive intersections</p>	<p>150 m intersection spacing</p> <p>Stop control or roundabouts where required but not at consecutive intersections</p>	<p>As needed but generally avoid long block lengths (over 250 m) in Urban Areas to facilitate walkability. As a guide:</p> <ul style="list-style-type: none"> • Transit station areas 120-180 m • Centres 150-200 m • Corridors 180-200 m 	As needed

Appendix C – Road Classifications

Table C-2 Criteria by Road Classification Type						
Criteria	Arterial Road Classes			Municipal Road Classes		
	Type A	Type B	Type C	Collector	Local	Lanes
					<ul style="list-style-type: none"> • Non-residential uses 180-300 m • Residential 180-250 m <p>Stop control or roundabouts where required but not at consecutive intersections</p>	
Right-of-Way Width	36-45 m right-of-way	30-36 m right-of-way	26-30 m right-of-way	23-26 m right-of-way	17-23 m right-of-way	8.5 m right-of-way
Continuity	Continuous across regional areas or larger municipal areas	Typically continuous across several municipalities	Typically continuous within a single municipality with few spanning two	Typically continuous however, incorporate methods to prevent	Typically discontinuous however, incorporate methods to prevent	Typically discontinuous however, incorporate methods to prevent speeding

Appendix C – Road Classifications

Table C-2 Criteria by Road Classification Type						
Criteria	Arterial Road Classes			Municipal Road Classes		
	Type A	Type B	Type C	Collector	Local	Lanes
			or more; may be shorter and discontinuous sections when serving major traffic generators	speeding without compromising continuous movement	speeding without compromising continuous movement	without compromising continuous movement
Cross-Section Features	Enhanced through development of supporting circulation system, roadway widening, raised medians, coordination of traffic signals, consolidation of private accesses, reducing and controlling local residential street intersections, adding auxiliary lanes at intersections, channelized non-traversable medians, improved curb radii, and provision of turn lanes			Enhanced through development of supporting <i>active transportation</i> , the context sensitive features, inclusion of pedestrian furniture, streetscaping and lighting, separate of shared space for cyclists, sidewalks with or without separation from traffic lanes In Hamlets and Estate Residential areas, local roads may be constructed to a modified urban standard		
Vehicle Priority	To be considered as part of the strategic goods movement network Consideration may be given for	To be considered for goods movement Consideration may be given for transit priority measures including	Predominately passenger and service vehicles, low to moderate truck traffic (except in Centres and	Predominately passenger and service vehicles, low to moderate truck traffic	Predominately passenger and service vehicles	Predominately passenger vehicles

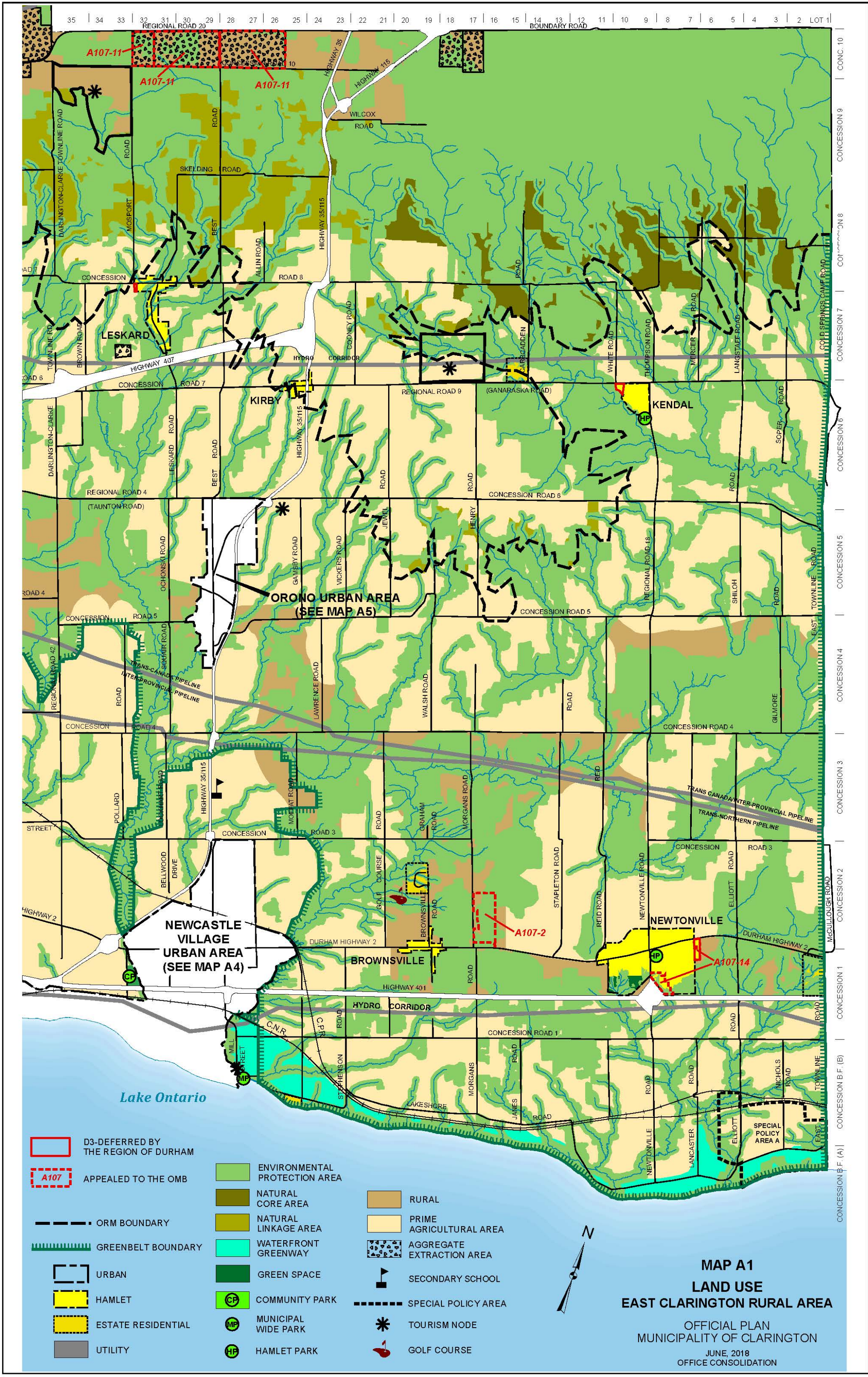
Appendix C – Road Classifications

Table C-2 Criteria by Road Classification Type						
Criteria	Arterial Road Classes			Municipal Road Classes		
	Type A	Type B	Type C	Collector	Local	Lanes
	transit priority measures including dedicated transit lanes, queue jump lanes, and priority signals	queue jump lanes, and priority signals.	Employment Areas)			
Network Spacing	Generally 6.5 km between north/south and east/west arterials	Generally 1.6 km between north/south arterials and 2.0 km between east/west arterials	Generally no less than 0.8 km between north/south and east/west arterials	As needed	As needed	As needed

Appendix C-3 Exceptions To Arterial Road Standards In Town and Village Centres And Hamlets				
Town or Village Centre or Hamlet	Road	From	To	Right-of-Way Width
Courtice Town Centre	Trulls Road	South limit of Town Centre	North limit of Town Centre	30 m
Bowmanville East Town Centre	King Street	Bowmanville Creek	Mearns Avenue	20-26 m
Newcastle Village Centre	King Street	West Limit of Village Centre	Mill Street	20-26 m
Newcastle Village Centre	King Street	Mill Street	East limit of Village Centre	26-30 m
Newcastle Village Centre	Mill Street	South limit of Village Centre	North limit of Village Centre	20-26 m
Orono Village Centre	Mill Street	Station Street	North limit of Village Centre	20-26 m
Enfield	Reg. Rd. 20	West limit of the Hamlet	East limit of the Hamlet	36 m
Enfield	Reg. Rd. 34	South limit of the Hamlet	North limit of the Hamlet	36 m
Enniskillen	Reg. Rd. 3	West limit of the Hamlet	East limit of the Hamlet	26-30 m
Brownsville	Hwy. 2	West limit of the Hamlet	East limit of the Hamlet	30 m
Newtonville	Hwy. 2	West limit of the Hamlet	East limit of the Hamlet	26 m
Newtonville	Reg. Rd. 18	South limit of the Hamlet	North limit of the Hamlet	26 m

Official Plan Maps

Municipality of Clarington Official Plan

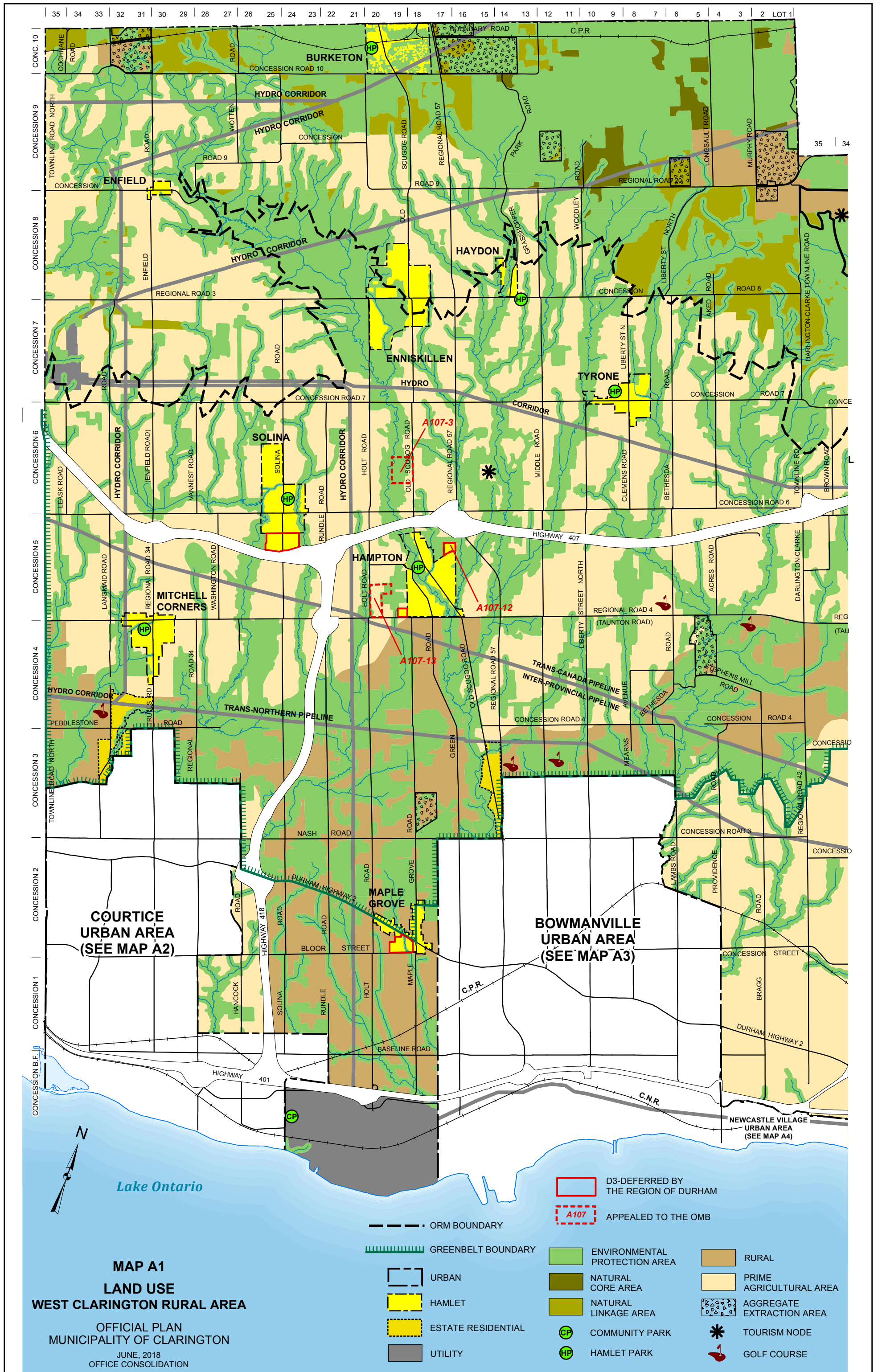


35 | 34 | 33 | 32 | 31 | 30 | 29 | 28 | 27 | 26 | 25 | 24 | 23 | 22 | 21 | 20 | 19 | 18 | 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | LOT 1
 REGIONAL ROAD 20 | BOUNDARY ROAD

CONC. 10 | CONC. 9 | CONC. 8 | CONC. 7 | CONC. 6 | CONC. 5 | CONC. 4 | CONC. 3 | CONC. 2 | CONC. 1 | CONC. B.F. (B) | CONC. B.F. (A)

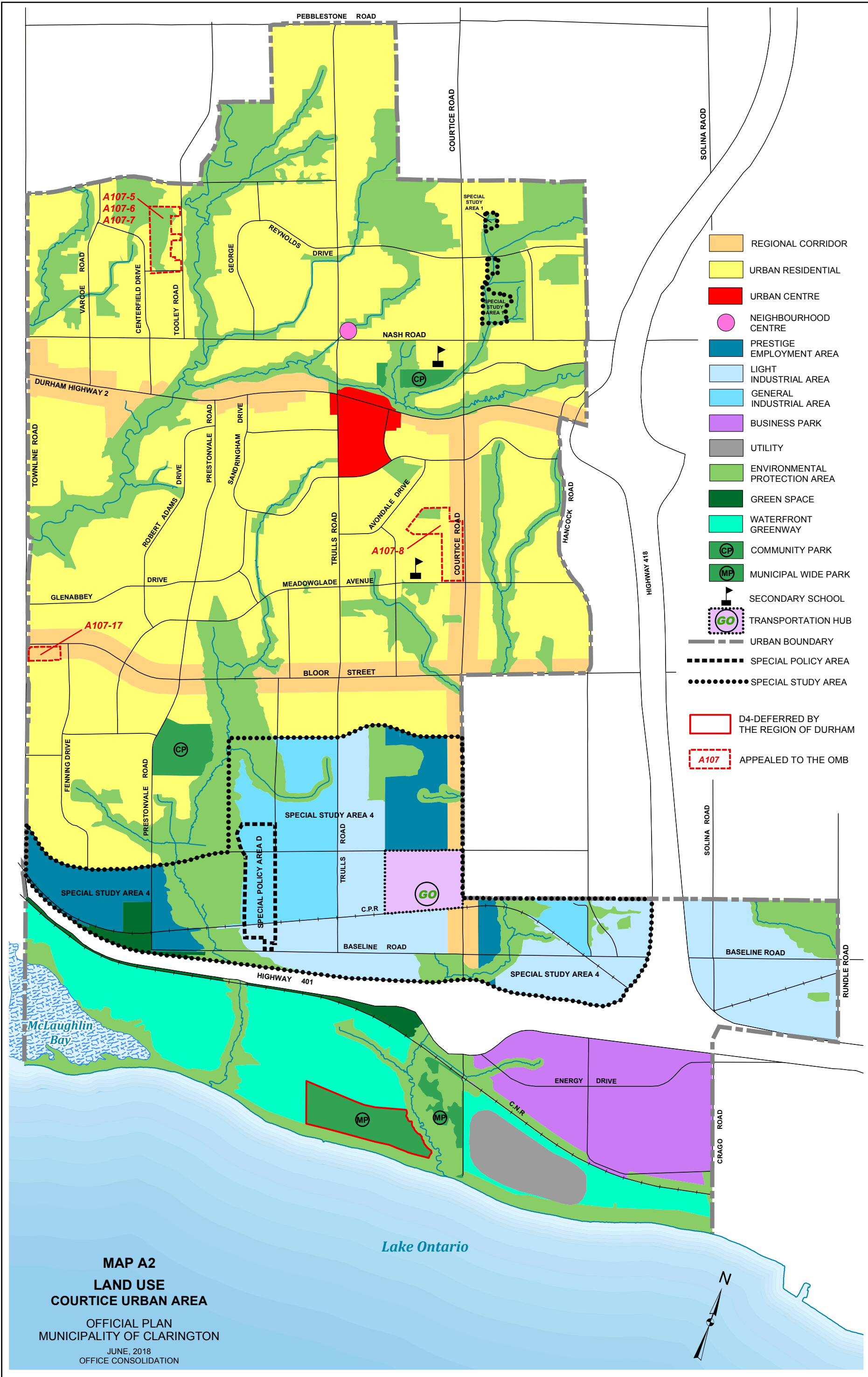
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- A107 APEALED TO THE OMB
- ORM BOUNDARY
- GREENBELT BOUNDARY
- URBAN
- HAMLET
- ESTATE RESIDENTIAL
- UTILITY
- ENVIRONMENTAL PROTECTION AREA
- NATURAL CORE AREA
- NATURAL LINKAGE AREA
- WATERFRONT GREENWAY
- GREEN SPACE
- CP COMMUNITY PARK
- MW MUNICIPAL WIDE PARK
- HP HAMLET PARK
- RURAL
- PRIME AGRICULTURAL AREA
- AGGREGATE EXTRACTION AREA
- SECONDARY SCHOOL
- SPECIAL POLICY AREA
- * TOURISM NODE
- ♣ GOLF COURSE

MAP A1
LAND USE
EAST CLARINGTON RURAL AREA
 OFFICIAL PLAN
 MUNICIPALITY OF CLARINGTON
 JUNE, 2018
 OFFICE CONSOLIDATION



MAP A1
LAND USE
WEST CLARINGTON RURAL AREA
 OFFICIAL PLAN
 MUNICIPALITY OF CLARINGTON
 JUNE, 2018
 OFFICE CONSOLIDATION

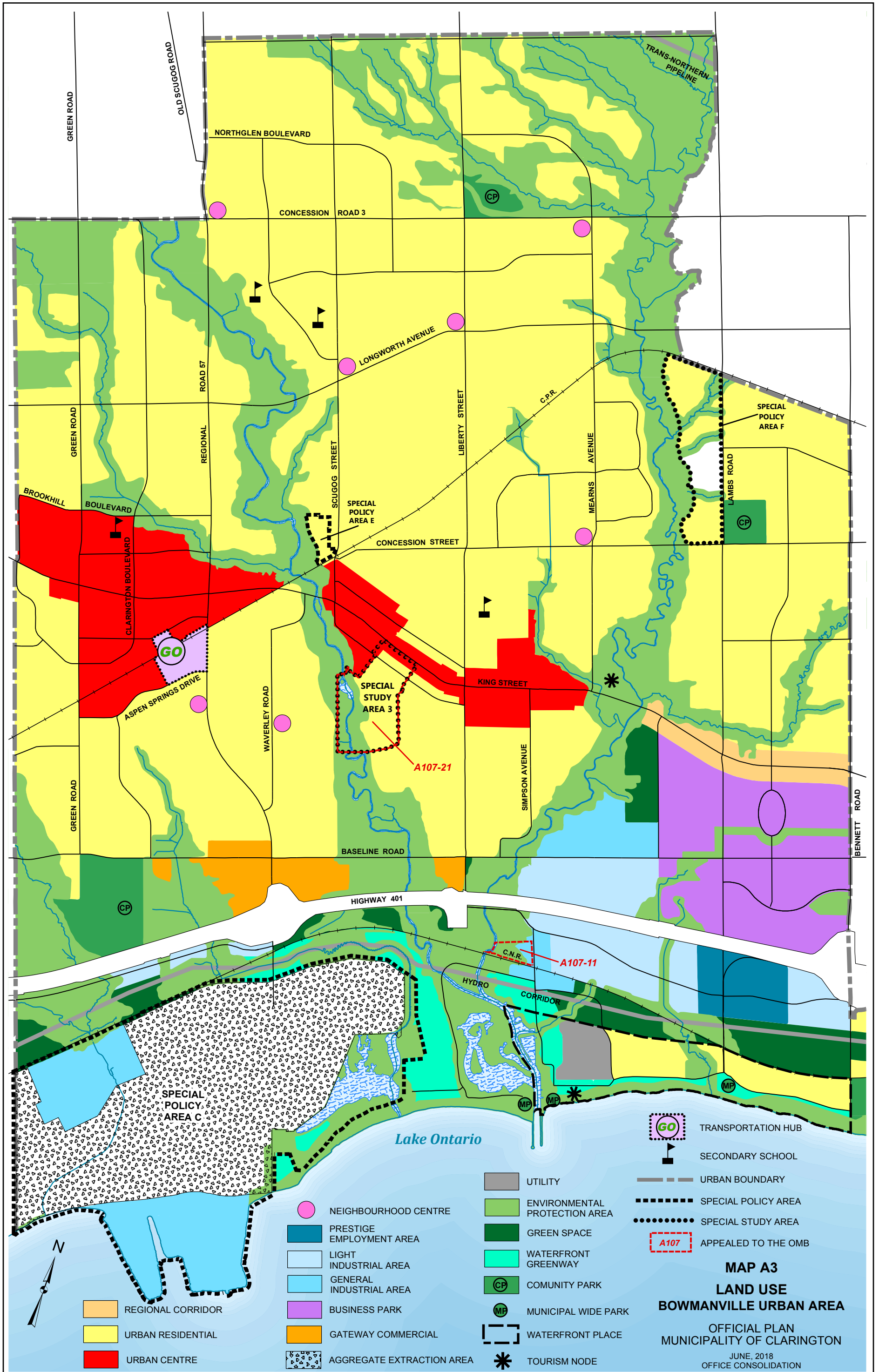
- D3-DEFERRED BY THE REGION OF DURHAM
- A107 APPEALED TO THE OMB
- ORM BOUNDARY
- GREENBELT BOUNDARY
- URBAN
- HAMLET
- ESTATE RESIDENTIAL
- UTILITY
- ENVIRONMENTAL PROTECTION AREA
- NATURAL CORE AREA
- NATURAL LINKAGE AREA
- CP COMMUNITY PARK
- HP HAMLET PARK
- RURAL
- PRIME AGRICULTURAL AREA
- AGGREGATE EXTRACTION AREA
- ✱ TOURISM NODE
- ♣ GOLF COURSE



- REGIONAL CORRIDOR
- URBAN RESIDENTIAL
- URBAN CENTRE
- NEIGHBOURHOOD CENTRE
- PRESTIGE EMPLOYMENT AREA
- LIGHT INDUSTRIAL AREA
- GENERAL INDUSTRIAL AREA
- BUSINESS PARK
- UTILITY
- ENVIRONMENTAL PROTECTION AREA
- GREEN SPACE
- WATERFRONT GREENWAY
- CP COMMUNITY PARK
- MP MUNICIPAL WIDE PARK
- GO SECONDARY SCHOOL
- GO TRANSPORTATION HUB
- URBAN BOUNDARY
- SPECIAL POLICY AREA
- SPECIAL STUDY AREA
- D4-DEFERRED BY THE REGION OF DURHAM
- A107 APPEALED TO THE OMB

MAP A2
LAND USE
COURTICE URBAN AREA
 OFFICIAL PLAN
 MUNICIPALITY OF CLARINGTON
 JUNE, 2018
 OFFICE CONSOLIDATION





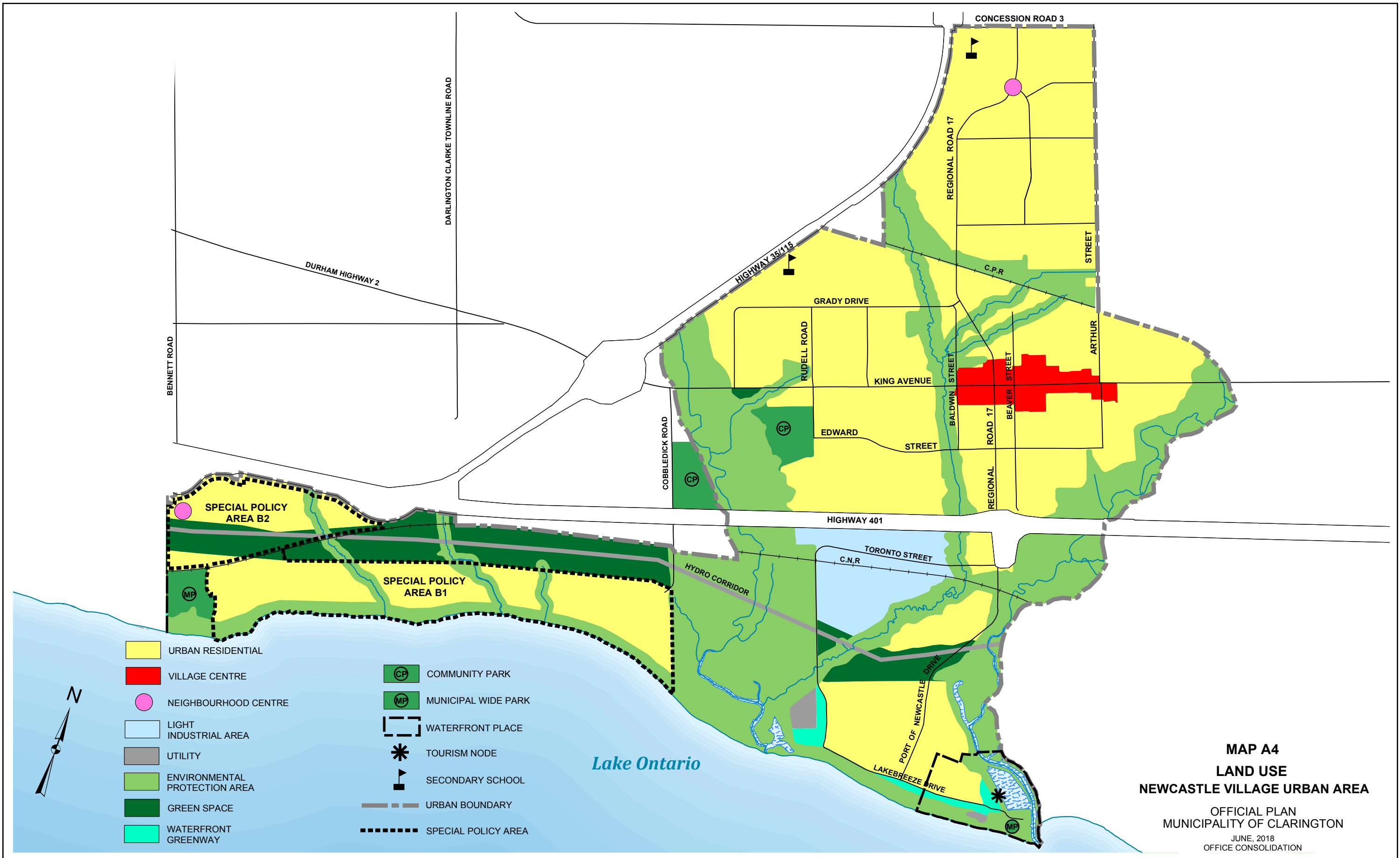
- REGIONAL CORRIDOR
- URBAN RESIDENTIAL
- URBAN CENTRE
















- NEIGHBOURHOOD CENTRE
- PRESTIGE EMPLOYMENT AREA
- LIGHT INDUSTRIAL AREA
- GENERAL INDUSTRIAL AREA
- BUSINESS PARK
- GATEWAY COMMERCIAL
- AGGREGATE EXTRACTION AREA

- UTILITY
- ENVIRONMENTAL PROTECTION AREA
- GREEN SPACE
- WATERFRONT GREENWAY
- CP COMMUNITY PARK
- MP MUNICIPAL WIDE PARK
- WATERFRONT PLACE
- TOURISM NODE

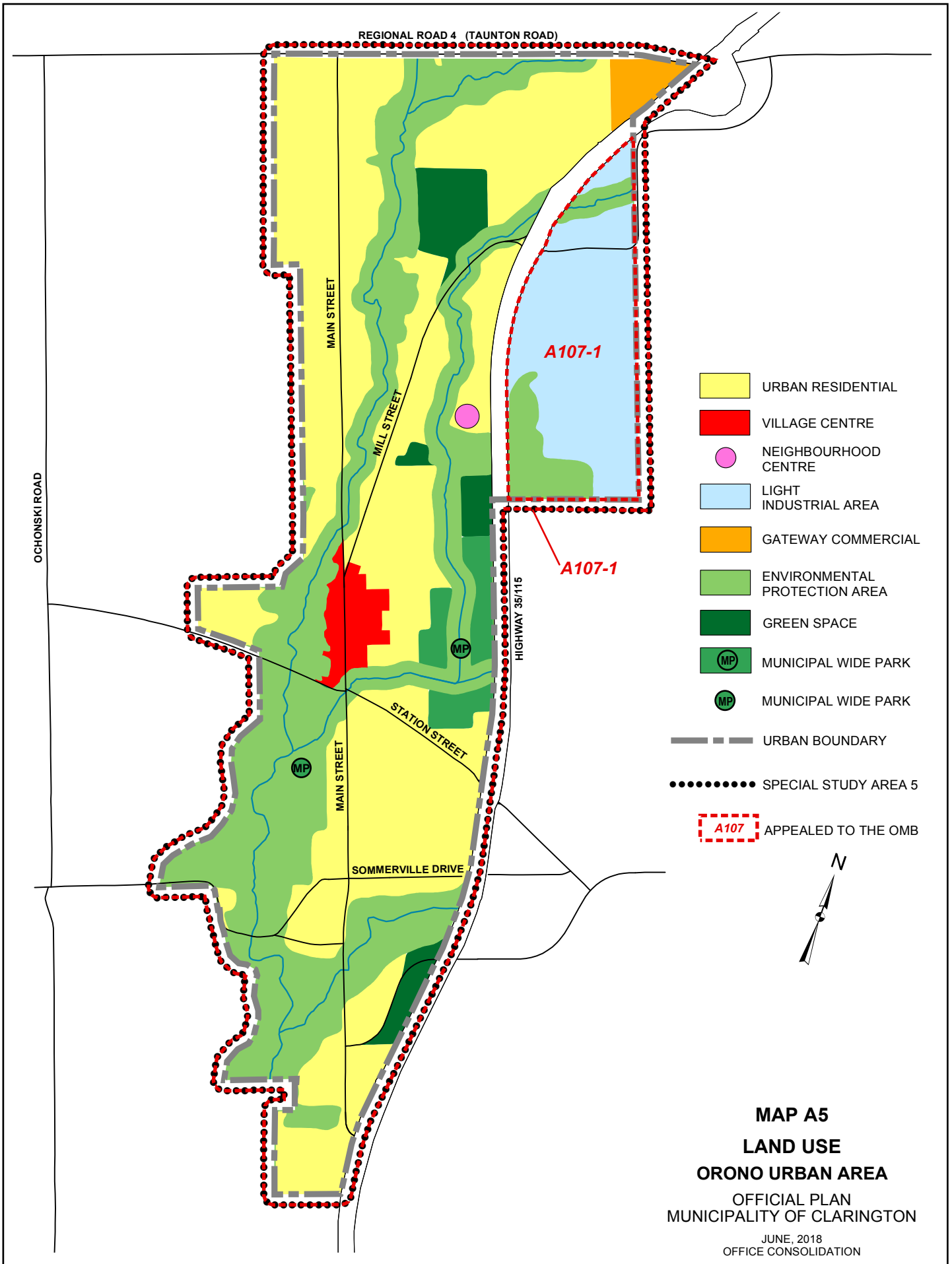
- GO TRANSPORTATION HUB
- SECONDARY SCHOOL
- URBAN BOUNDARY
- SPECIAL POLICY AREA
- SPECIAL STUDY AREA
- A107 APEALED TO THE OMB

MAP A3
LAND USE
BOWMANVILLE URBAN AREA
 OFFICIAL PLAN
 MUNICIPALITY OF CLARINGTON
 JUNE, 2018
 OFFICE CONSOLIDATION



- | | | | |
|---|-------------------------------|---|---------------------|
|  | URBAN RESIDENTIAL |  | COMMUNITY PARK |
|  | VILLAGE CENTRE |  | MUNICIPAL WIDE PARK |
|  | NEIGHBOURHOOD CENTRE |  | WATERFRONT PLACE |
|  | LIGHT INDUSTRIAL AREA |  | TOURISM NODE |
|  | UTILITY |  | SECONDARY SCHOOL |
|  | ENVIRONMENTAL PROTECTION AREA |  | URBAN BOUNDARY |
|  | GREEN SPACE |  | SPECIAL POLICY AREA |
|  | WATERFRONT GREENWAY | | |

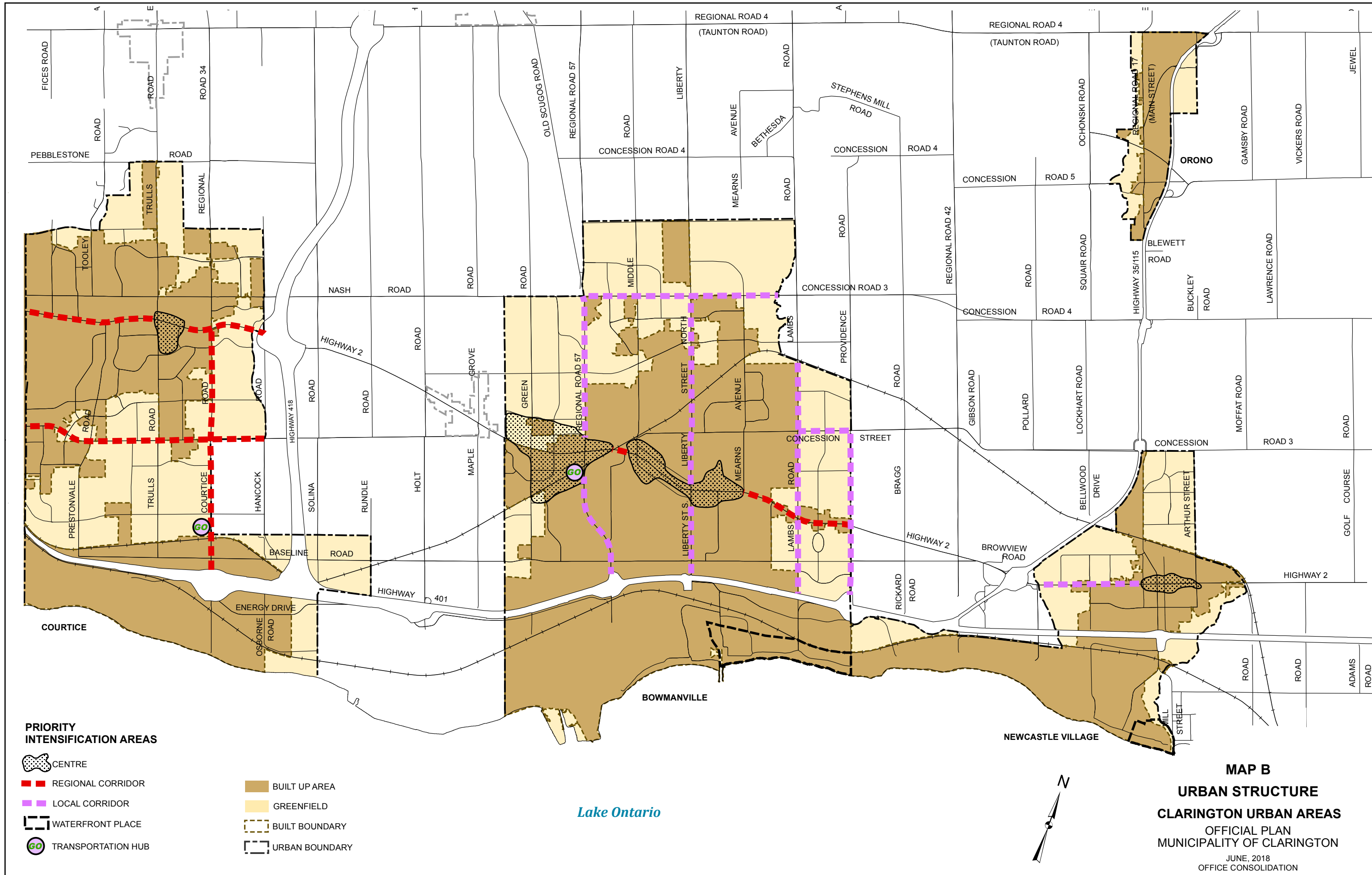
MAP A4
LAND USE
NEWCASTLE VILLAGE URBAN AREA
 OFFICIAL PLAN
 MUNICIPALITY OF CLARINGTON
 JUNE, 2018
 OFFICE CONSOLIDATION












- URBAN RESIDENTIAL
- VILLAGE CENTRE
- NEIGHBOURHOOD CENTRE
- LIGHT INDUSTRIAL AREA
- GATEWAY COMMERCIAL
- ENVIRONMENTAL PROTECTION AREA
- GREEN SPACE
- MP MUNICIPAL WIDE PARK
- MP MUNICIPAL WIDE PARK
- URBAN BOUNDARY
- SPECIAL STUDY AREA 5
- A107** APPEALED TO THE OMB



MAP A5
LAND USE
ORONO URBAN AREA
 OFFICIAL PLAN
 MUNICIPALITY OF CLARINGTON
 JUNE, 2018
 OFFICE CONSOLIDATION



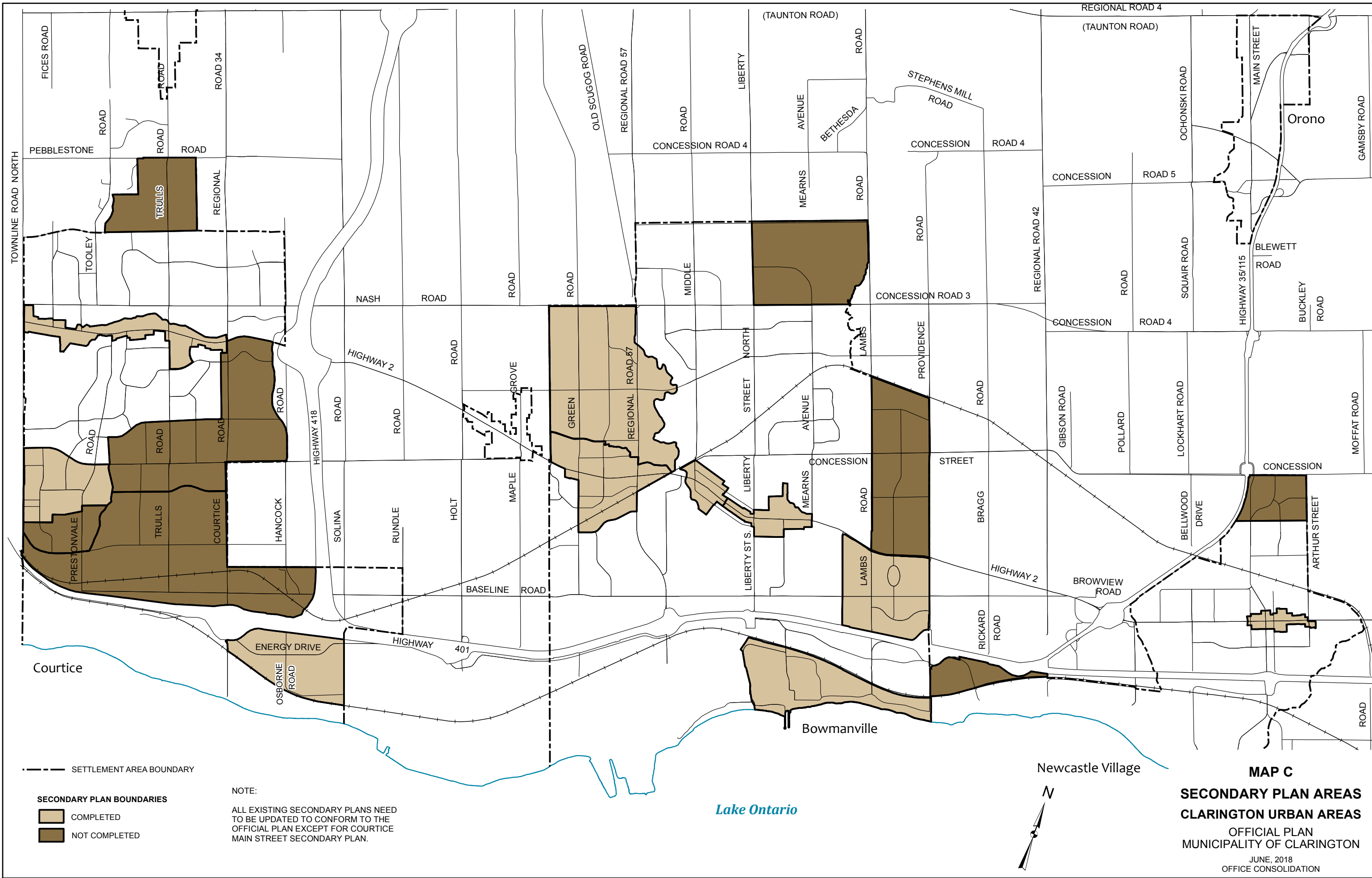
PRIORITY INTENSIFICATION AREAS

-  CENTRE
-  REGIONAL CORRIDOR
-  LOCAL CORRIDOR
-  WATERFRONT PLACE
-  TRANSPORTATION HUB
-  BUILT UP AREA
-  GREENFIELD
-  BUILT BOUNDARY
-  URBAN BOUNDARY

Lake Ontario



MAP B
URBAN STRUCTURE
CLARINGTON URBAN AREAS
 OFFICIAL PLAN
 MUNICIPALITY OF CLARINGTON
 JUNE, 2018
 OFFICE CONSOLIDATION



--- SETTLEMENT AREA BOUNDARY

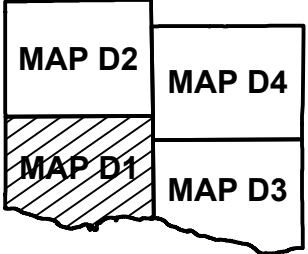
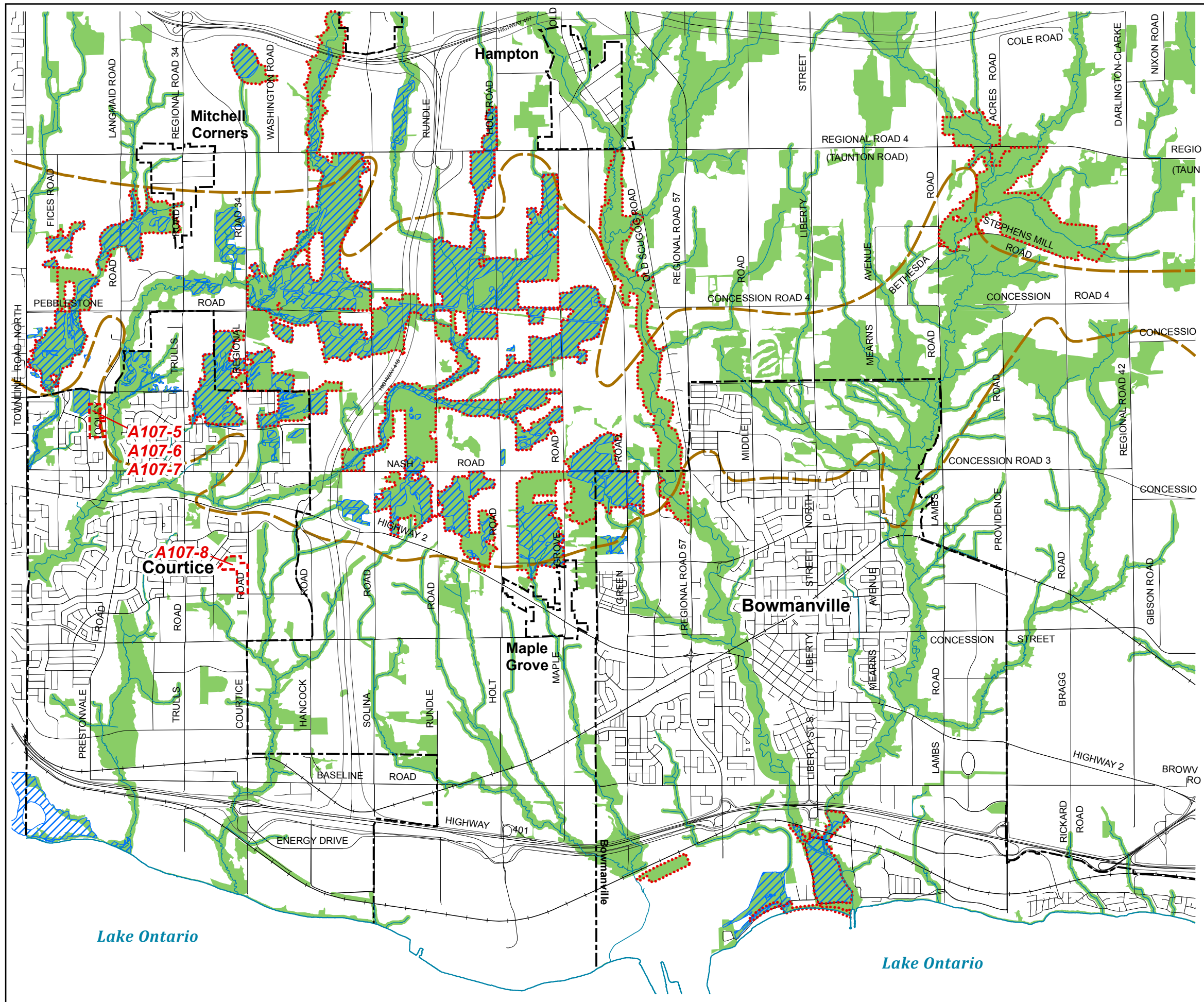
SECONDARY PLAN BOUNDARIES
 [Light Brown Box] COMPLETED
 [Dark Brown Box] NOT COMPLETED

NOTE:
 ALL EXISTING SECONDARY PLANS NEED TO BE UPDATED TO CONFORM TO THE OFFICIAL PLAN EXCEPT FOR COURTICE MAIN STREET SECONDARY PLAN.

MAP C
SECONDARY PLAN AREAS
CLARINGTON URBAN AREAS
 OFFICIAL PLAN
 MUNICIPALITY OF CLARINGTON
 JUNE, 2018
 OFFICE CONSOLIDATION



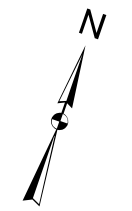
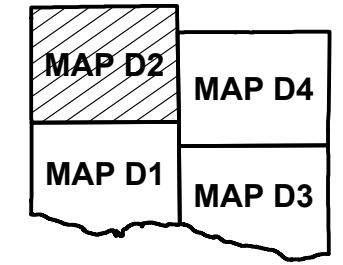
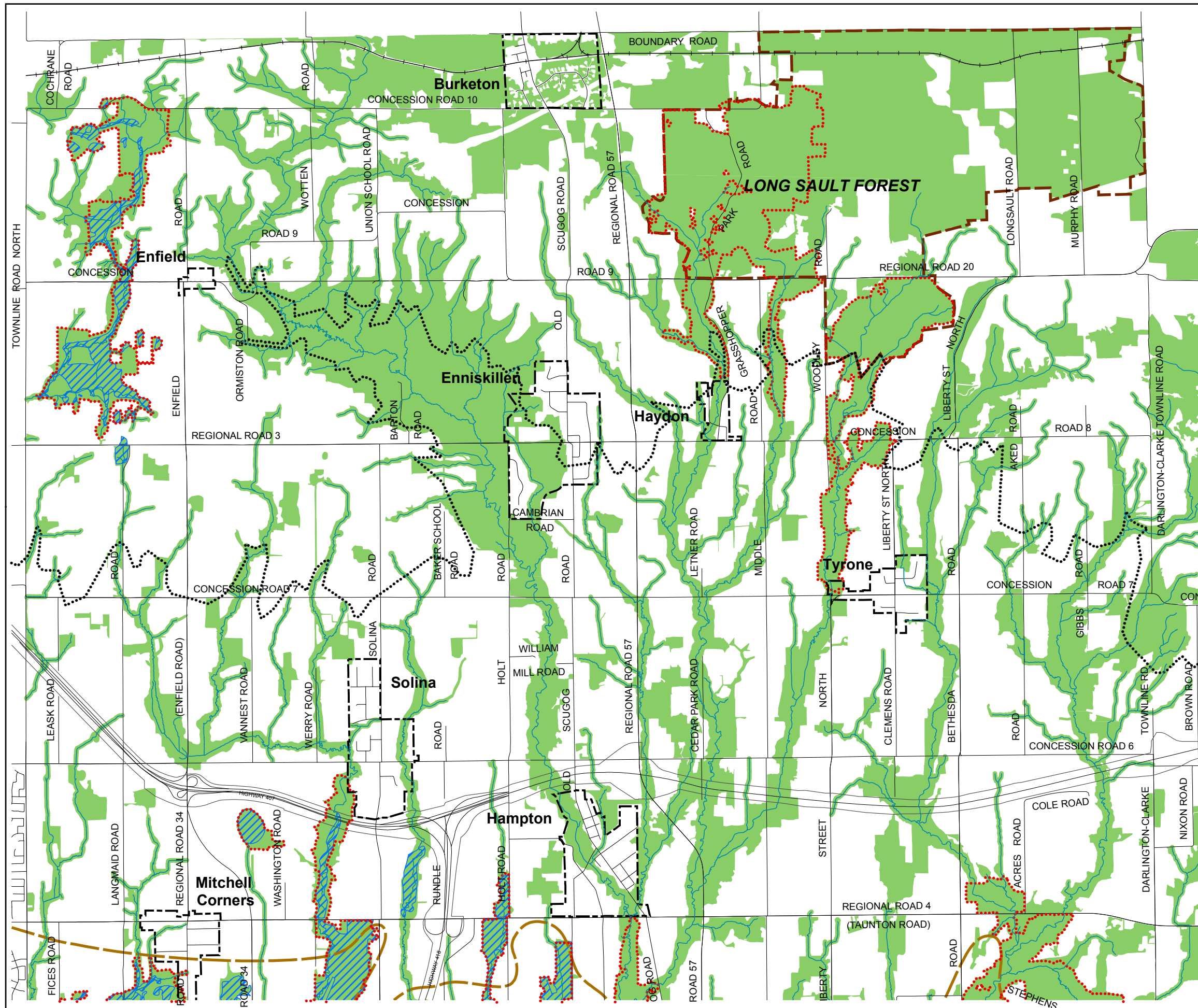
Lake Ontario



- SETTLEMENT AREA BOUNDARY
- LAKE IROQUOIS BEACH
- NATURAL HERITAGE SYSTEM
- PROVINCIALY SIGNIFICANT WETLAND
- AREA OF NATURAL OR SCIENTIFIC INTEREST (ANSI)
- WATERCOURSE
- A107 APEALED TO THE OMB

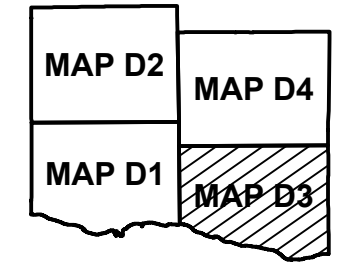
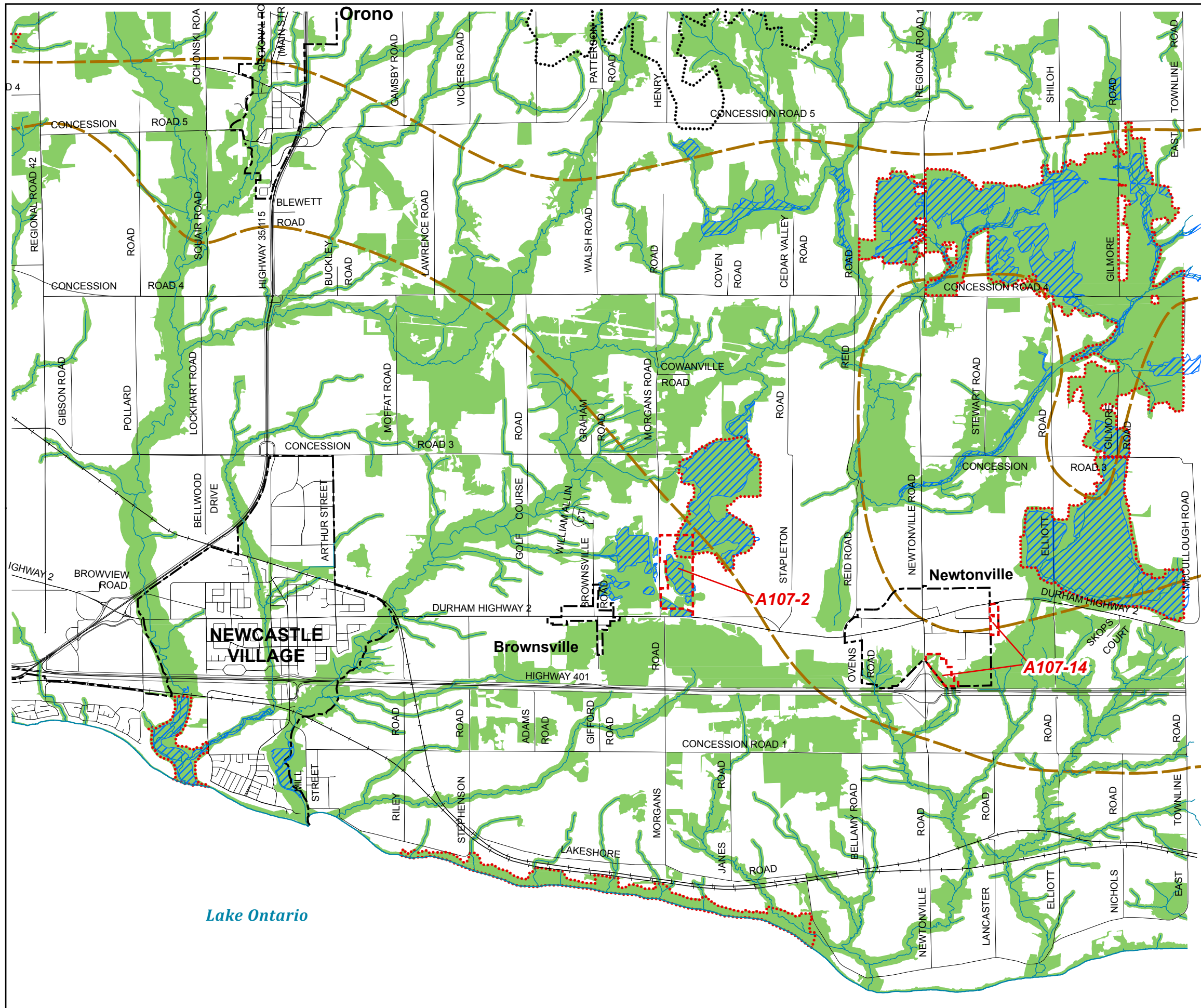
**MAP D1
NATURAL ENVIRONMENT
NATURAL HERITAGE SYSTEM
SOUTHWEST CLARINGTON**

OFFICIAL PLAN
MUNICIPALITY OF CLARINGTON
JUNE, 2018
OFFICE CONSOLIDATION



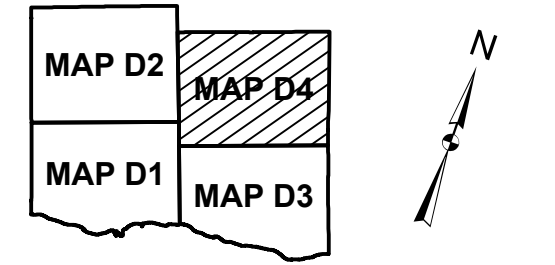
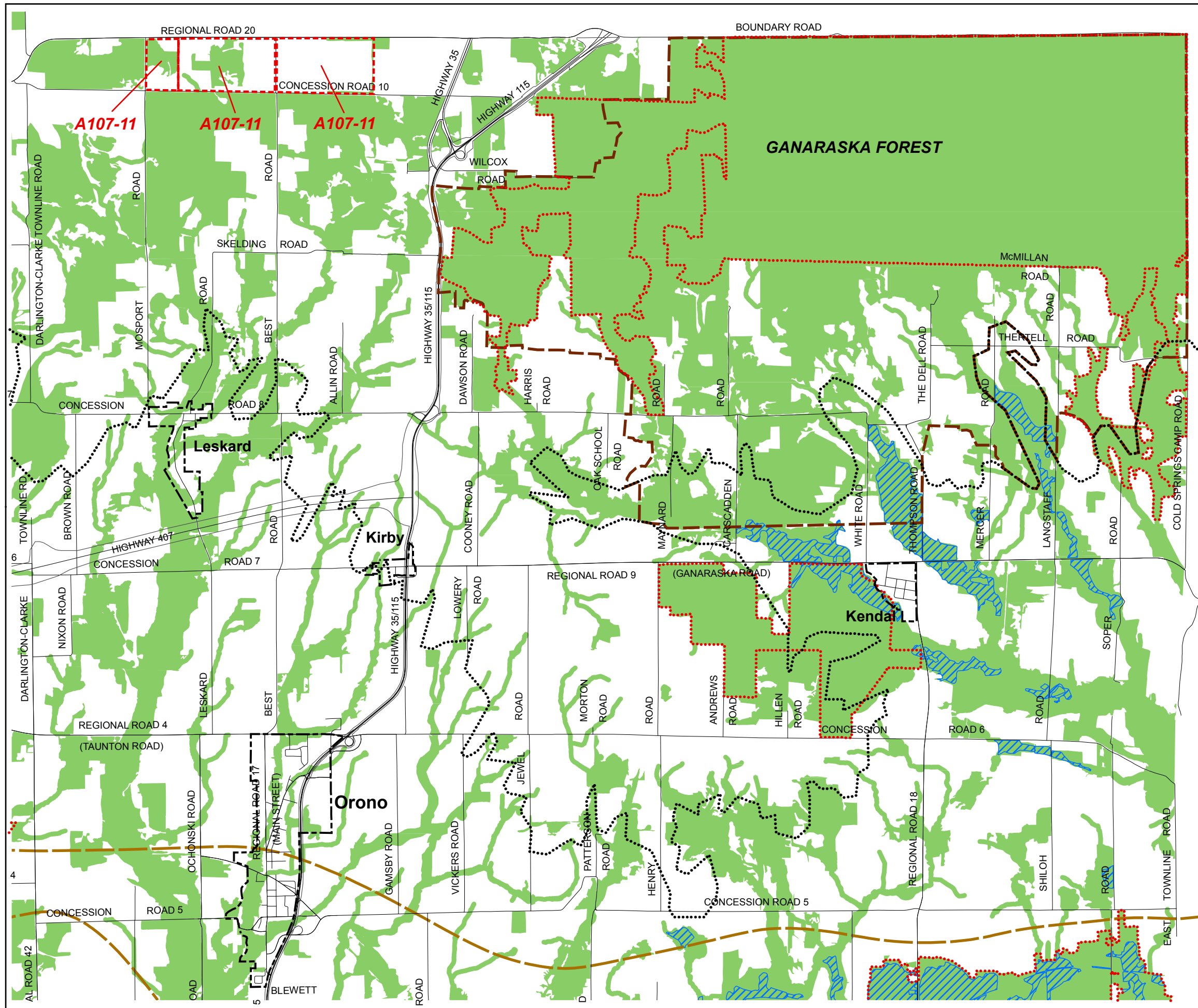
- SETTLEMENT AREA BOUNDARY
- OAK RIDGES MORAINÉ BOUNDARY
- LAKE IROQUOIS BEACH
- NATURAL HERITAGE SYSTEM
- ▨ PROVINCIALY SIGNIFICANT WETLAND
- AREA OF NATURAL OR SCIENTIFIC INTEREST (ANSI)
- GANARASKA AND LONG SAULT FOREST
- WATERCOURSE

MAP D2
NATURAL ENVIRONMENT
NATURAL HERITAGE SYSTEM
NORTHWEST CLARINGTON
 OFFICIAL PLAN
 MUNICIPALITY OF CLARINGTON
 JUNE, 2018
 OFFICE CONSOLIDATION



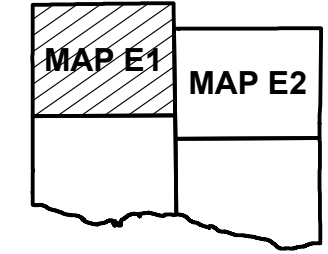
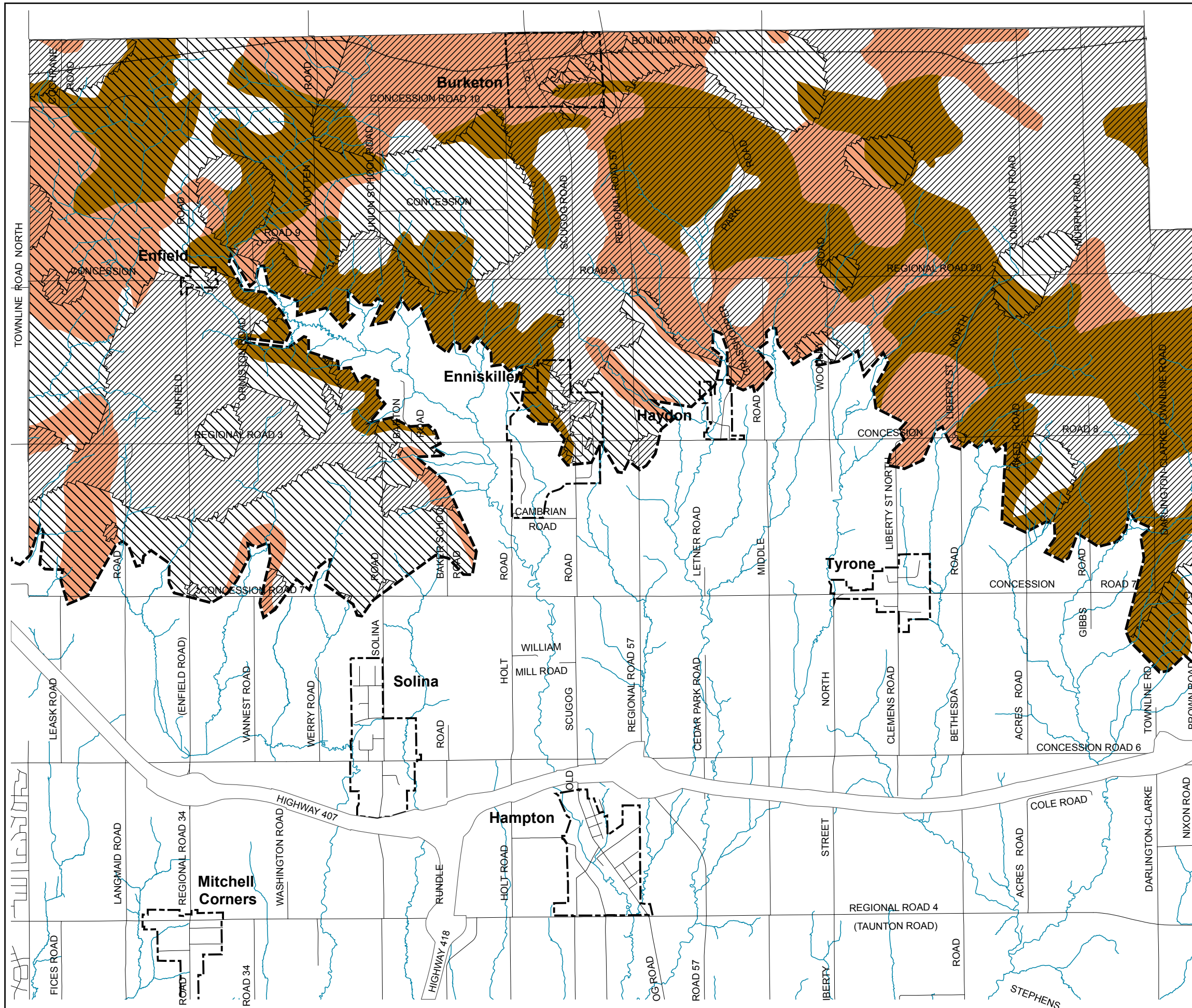
- SETTLEMENT AREA BOUNDARY
- OAK RIDGES MORaine BOUNDARY
- LAKE IROQUOIS BEACH
- NATURAL HERITAGE SYSTEM
- ▨ PROVINCIALY SIGNIFICANT WETLAND
- AREA OF NATURAL OR SCIENTIFIC INTEREST (ANSI)
- WATERCOURSE
- ▭ A107 APEALED TO THE OMB

MAP D3
NATURAL ENVIRONMENT
NATURAL HERITAGE SYSTEM
SOUTHEAST CLARINGTON
 OFFICIAL PLAN
 MUNICIPALITY OF CLARINGTON
 JUNE, 2018
 OFFICE CONSOLIDATION



- SETTLEMENT AREA BOUNDARY
- OAK RIDGES MORaine BOUNDARY
- - - LAKE IROQUOIS BEACH
- NATURAL HERITAGE SYSTEM
- ▨ PROVINCIALY SIGNIFICANT WETLAND
- AREA OF NATURAL OR SCIENTIFIC INTEREST (ANSI)
- - - GANARASKA AND LONG SAULT FOREST
- WATERCOURSE
- A107 APPEALED TO THE OMB

MAP D4
NATURAL ENVIRONMENT
NATURAL HERITAGE SYSTEM
NORTHEAST CLARINGTON
 OFFICIAL PLAN
 MUNICIPALITY OF CLARINGTON
 JUNE, 2018
 OFFICE CONSOLIDATION



----- SETTLEMENT AREA BOUNDARY

----- OAK RIDGES MORaine BOUNDARY

ORM LANDFORM CONSERVATION AREAS

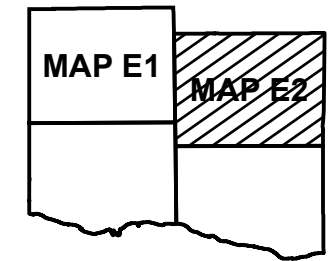
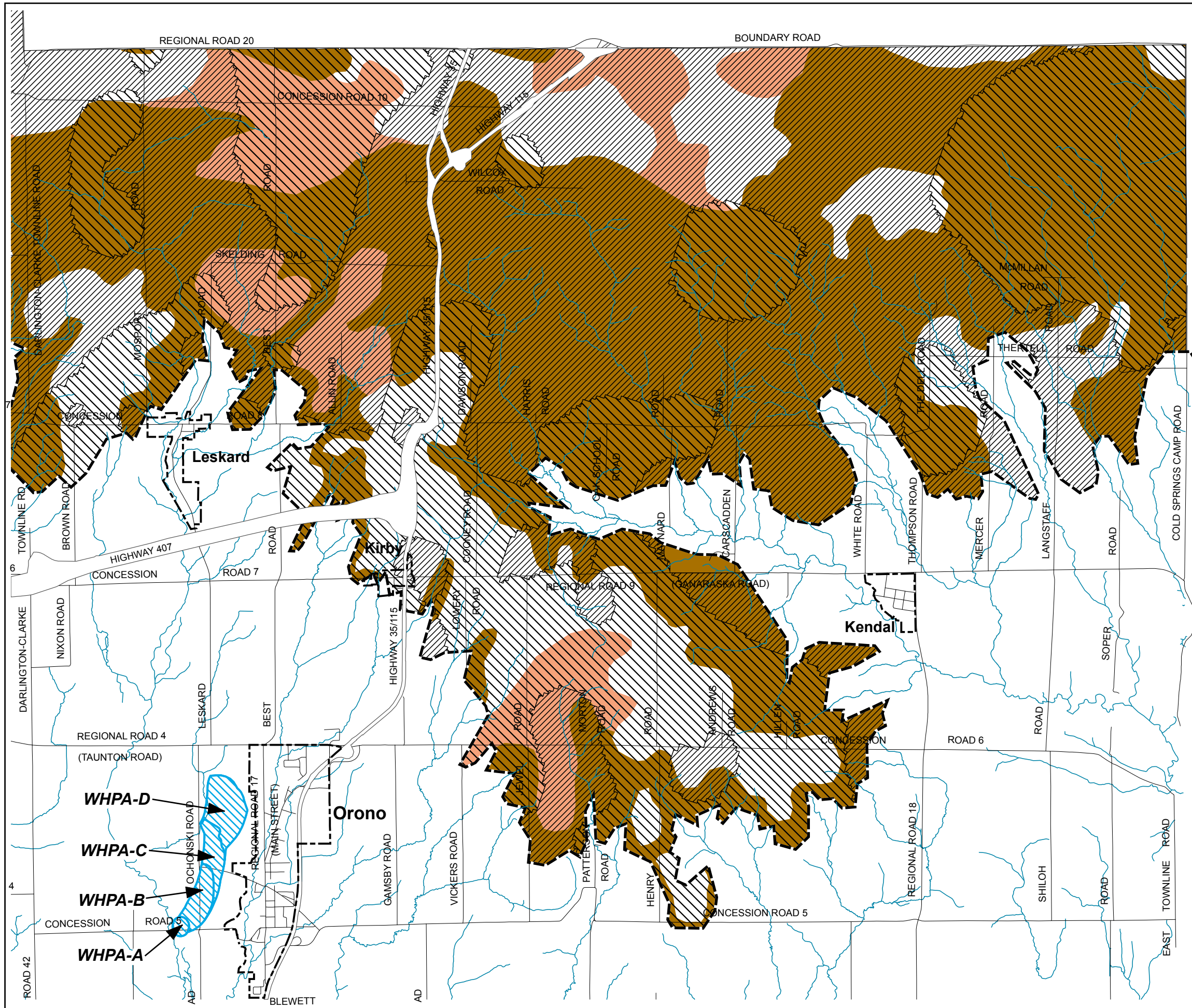
- CATEGORY 1
- CATEGORY 2

ORM AQUIFER VULNERABILITY

- AREAS OF HIGH AQUIFER VULNERABILITY
- AREAS OF LOW AQUIFER VULNERABILITY

**MAP E1
NATURAL ENVIRONMENT
AQUIFER VULNERABILITY
AND OAK RIDGES MORaine
LANDFORMS
NORTHWEST CLARINGTON**

OFFICIAL PLAN
MUNICIPALITY OF CLARINGTON
JUNE, 2018
OFFICE CONSOLIDATION



- SETTLEMENT AREA BOUNDARY
- OAK RIDGES MORaine BOUNDARY

ORM LANDFORM CONSERVATION AREAS

- CATEGORY 1
- CATEGORY 2

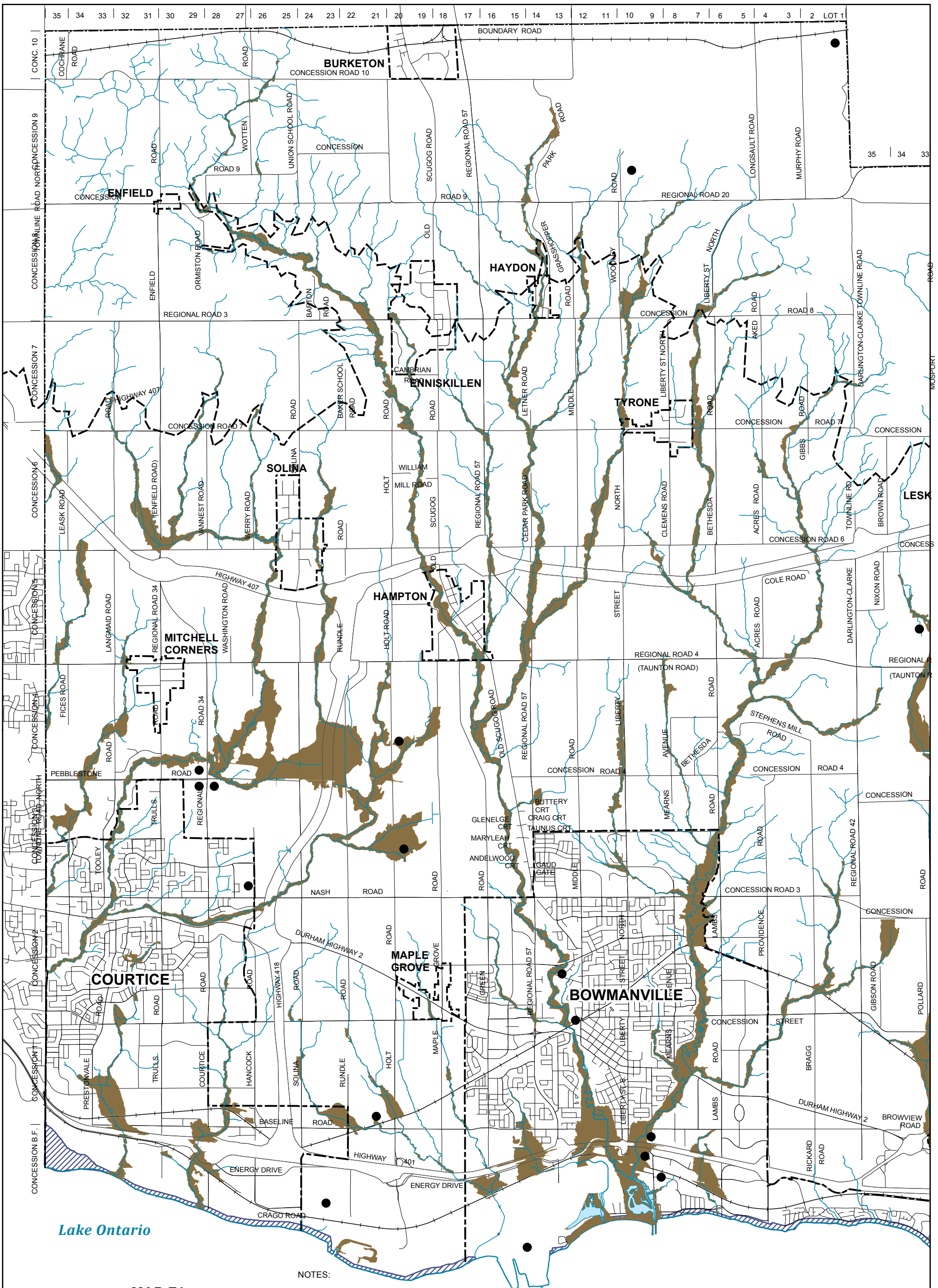
ORM AQUIFER VULNERABILITY

- AREAS OF HIGH AQUIFER VULNERABILITY
- AREAS OF LOW AQUIFER VULNERABILITY

- ORONO WELLHEAD PROTECTION AREA
- WHPA-A A distance of 100 metres or less from a wellhead.
- WHPA-B A travel time of 2 years or less in the aquifer excluding WHPA-A.
- WHPA-C A travel time in the aquifer of 5 years or less and greater than 2 years.
- WHPA-D A travel time in the aquifer of 25 years or less and greater than 5 years.

**MAP E2
NATURAL ENVIRONMENT
AQUIFER VULNERABILITY
AND OAK RIDGES MORaine
LANDFORMS
NORTHEAST CLARINGTON**

OFFICIAL PLAN
MUNICIPALITY OF CLARINGTON
JUNE, 2018
OFFICE CONSOLIDATION



**MAP F1
NATURAL ENVIRONMENT
NATURAL HAZARDS AND WASTE
DISPOSAL ASSESSMENT AREAS
WEST CLARINGTON**

OFFICIAL PLAN
MUNICIPALITY OF CLARINGTON

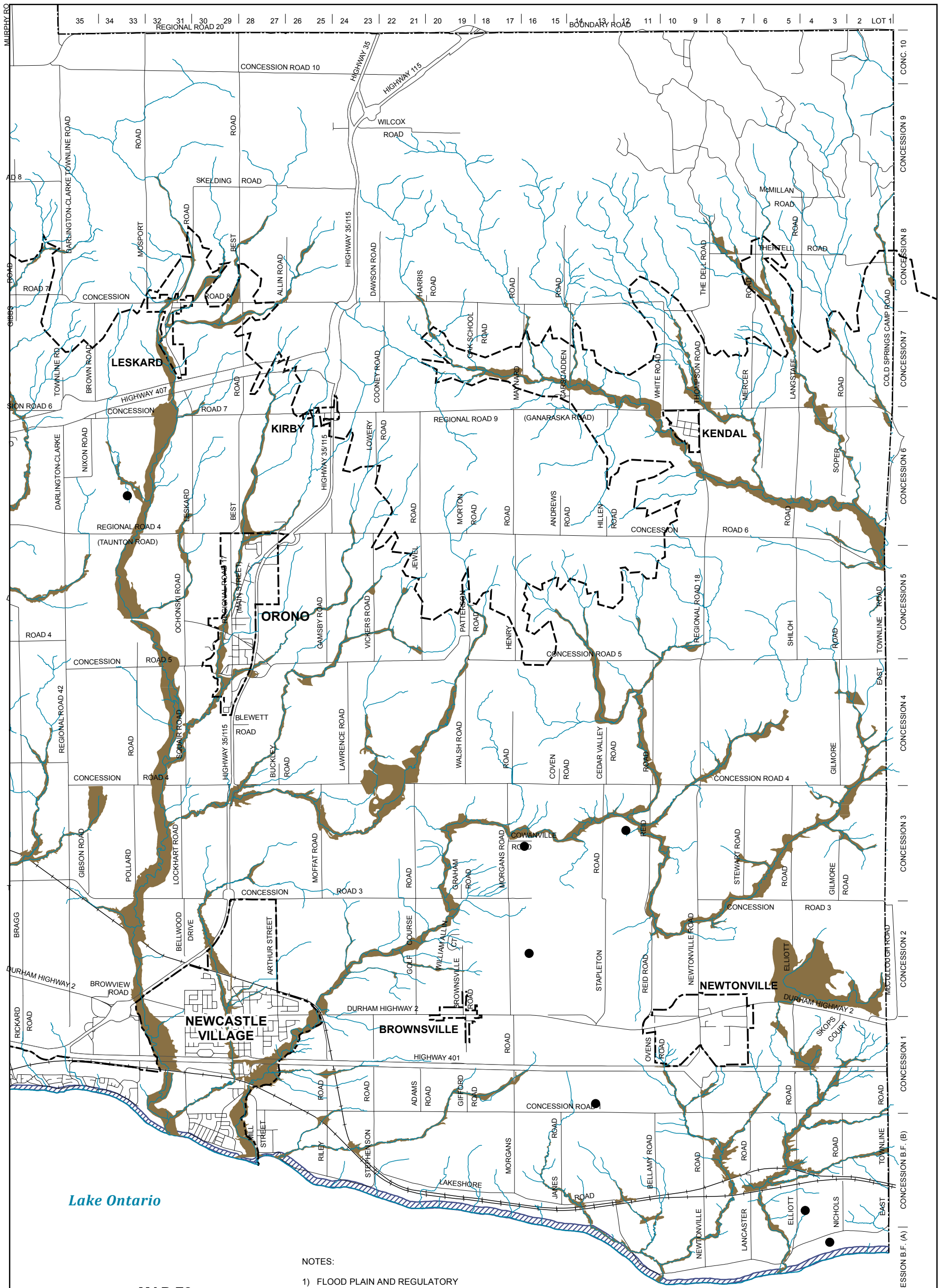
JUNE, 2018
OFFICE CONSOLIDATION

NOTES:

- 1) FLOOD PLAIN AND REGULATORY SHORELINE DATA PROVIDED BY THE CENTRAL LAKE ONTARIO CONSERVATION AUTHORITY AND GANARASKA REGION CONSERVATION AUTHORITY.
- 2) THIS MAP SHALL BE UPDATED IN CONSULTATION WITH THE CENTRAL LAKE ONTARIO CONSERVATION AUTHORITY, GANARASKA REGION CONSERVATION AUTHORITY AND THE PROVINCE OF ONTARIO WHENEVER NEW INFORMATION BECOMES AVAILABLE.
- 3) LOCATION OF WASTE DISPOSAL ASSESSMENT AREAS PROVIDED BY THE PROVINCE OF ONTARIO



- SETTLEMENT AREA BOUNDARY
- - - OAK RIDGES MORaine BOUNDARY
- REGULATORY SHORELINE AREA
- FLOOD PLAIN
- WASTE DISPOSAL ASSESSMENT AREAS



**MAP F2
NATURAL ENVIRONMENT
NATURAL HAZARDS AND WASTE
DISPOSAL ASSESSMENT AREAS
EAST CLARINGTON**

OFFICIAL PLAN
MUNICIPALITY OF CLARINGTON

JUNE, 2018
OFFICE CONSOLIDATION

NOTES:

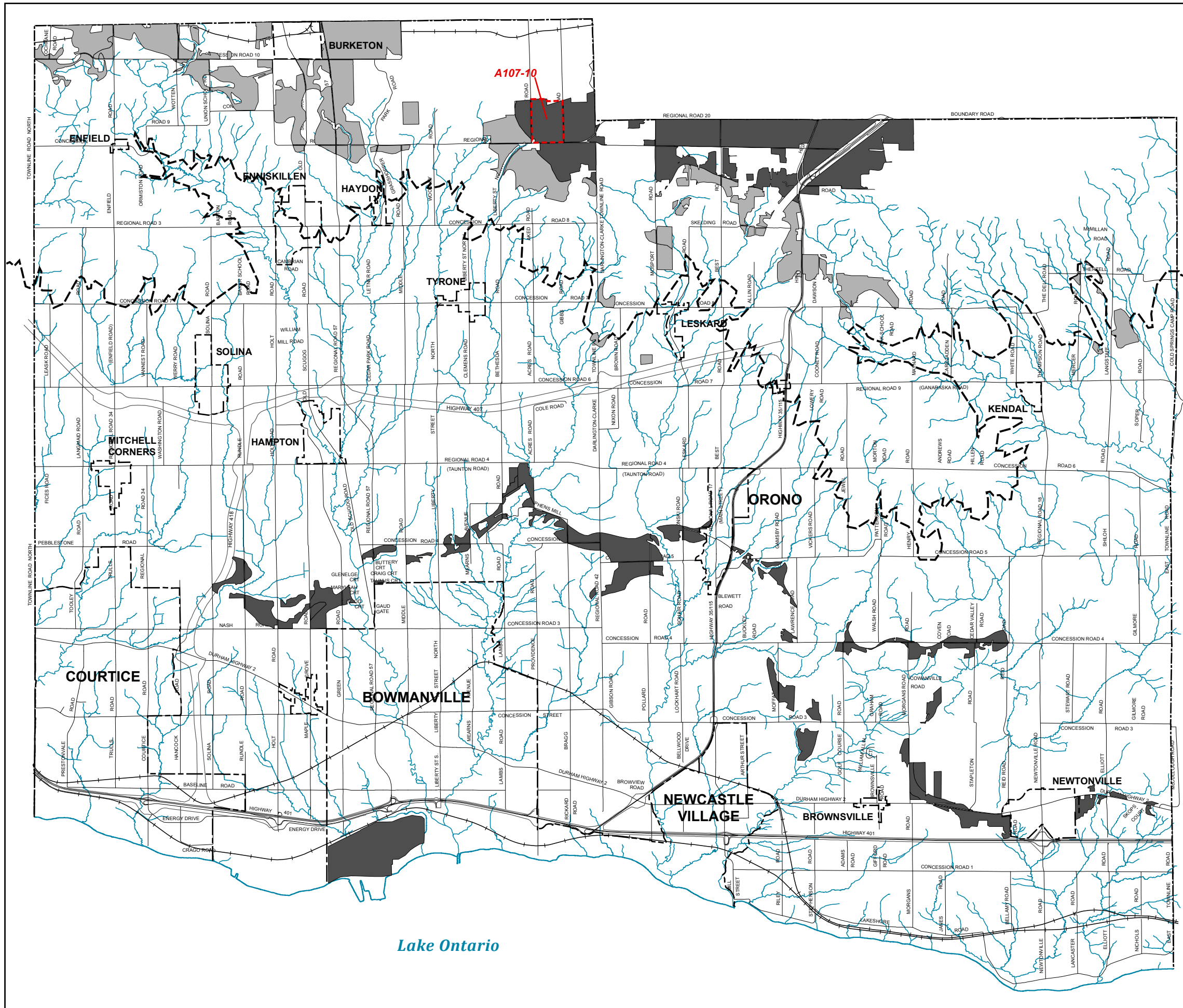
1) FLOOD PLAIN AND REGULATORY SHORELINE DATA PROVIDED BY THE CENTRAL LAKE ONTARIO CONSERVATION AUTHORITY AND GANARASKA REGION CONSERVATION AUTHORITY.

2) THIS MAP SHALL BE UPDATED IN CONSULTATION WITH THE CENTRAL LAKE ONTARIO CONSERVATION AUTHORITY, GANARASKA REGION CONSERVATION AUTHORITY AND THE PROVINCE OF ONTARIO WHENEVER NEW INFORMATION BECOMES AVAILABLE.

3) LOCATION OF WASTE DISPOSAL ASSESSMENT AREAS PROVIDED BY THE PROVINCE OF ONTARIO



- SETTLEMENT AREA BOUNDARY
- - - OAK RIDGES MORaine BOUNDARY
- REGULATORY SHORELINE AREA
- FLOOD PLAIN
- WASTE DISPOSAL ASSESSMENT AREAS



- SETTLEMENT AREA BOUNDARY
- OAK RIDGES MORAINÉ LIMIT

POTENTIAL AGGREGATE RESOURCE AREAS

- PRIMARY AREAS
- SECONDARY AREAS

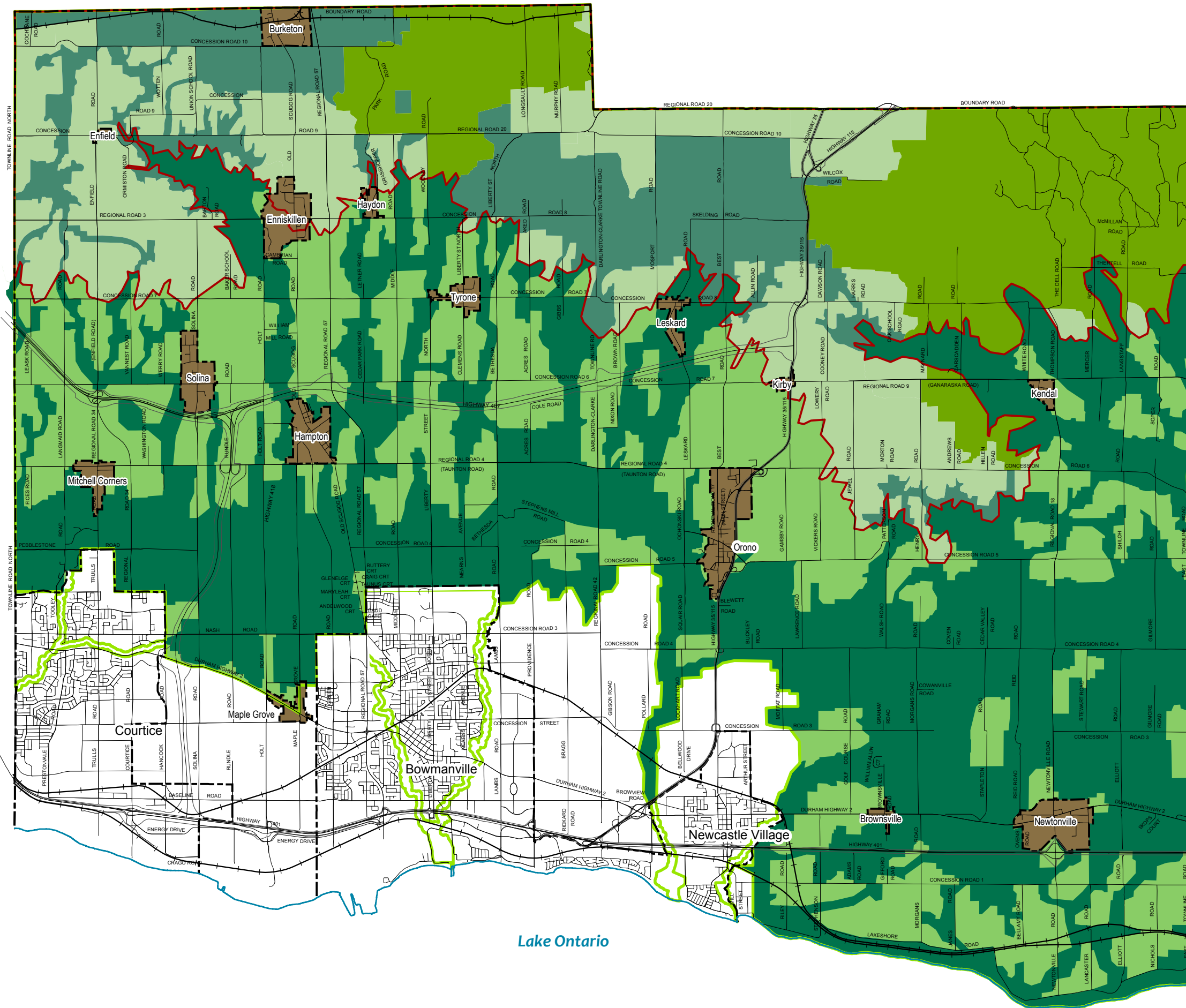
NOTES:










- 1) GEOLOGICAL INFORMATION PROVIDED BY THE MINISTRY OF NORTHERN DEVELOPMENT AND MINES RESOURCES.
- 2) THIS MAP SHALL BE UPDATED IN CONSULTATION WITH THE MINISTRY OF NATURAL RESOURCES WHENEVER NEW INFORMATION BECOMES AVAILABLE.

A107 APEALED TO THE OMB
 (Note: Map G in it's entirety is appealed to the OMB)

**MAP G
 POTENTIAL AGGREGATE
 RESOURCE AREAS
 MUNICIPALITY OF CLARINGTON**

OFFICIAL PLAN
 MUNICIPALITY OF CLARINGTON
 JUNE, 2018
 OFFICE CONSOLIDATION

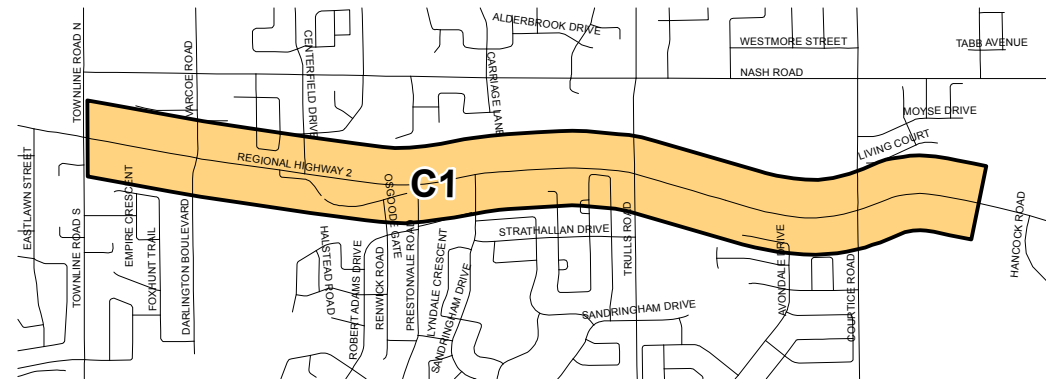


-  GREENBELT AREA BOUNDARY
-  PROTECTED COUNTRYSIDE
-  NATURAL HERITAGE SYSTEM
-  OAK RIDGES MORaine AREA BOUNDARY
-  NATURAL CORE AREA
-  NATURAL LINKAGE AREA
-  COUNTRYSIDE
-  SETTLEMENT AREA
-  SETTLEMENT AREAS OUTSIDE OF THE GREENBELT BOUNDARY

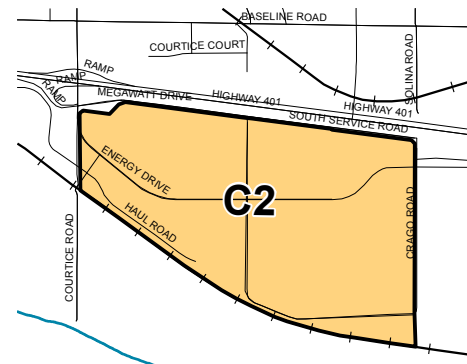
Lake Ontario

MAP H
GREENBELT AND
OAK RIDGES MORaine

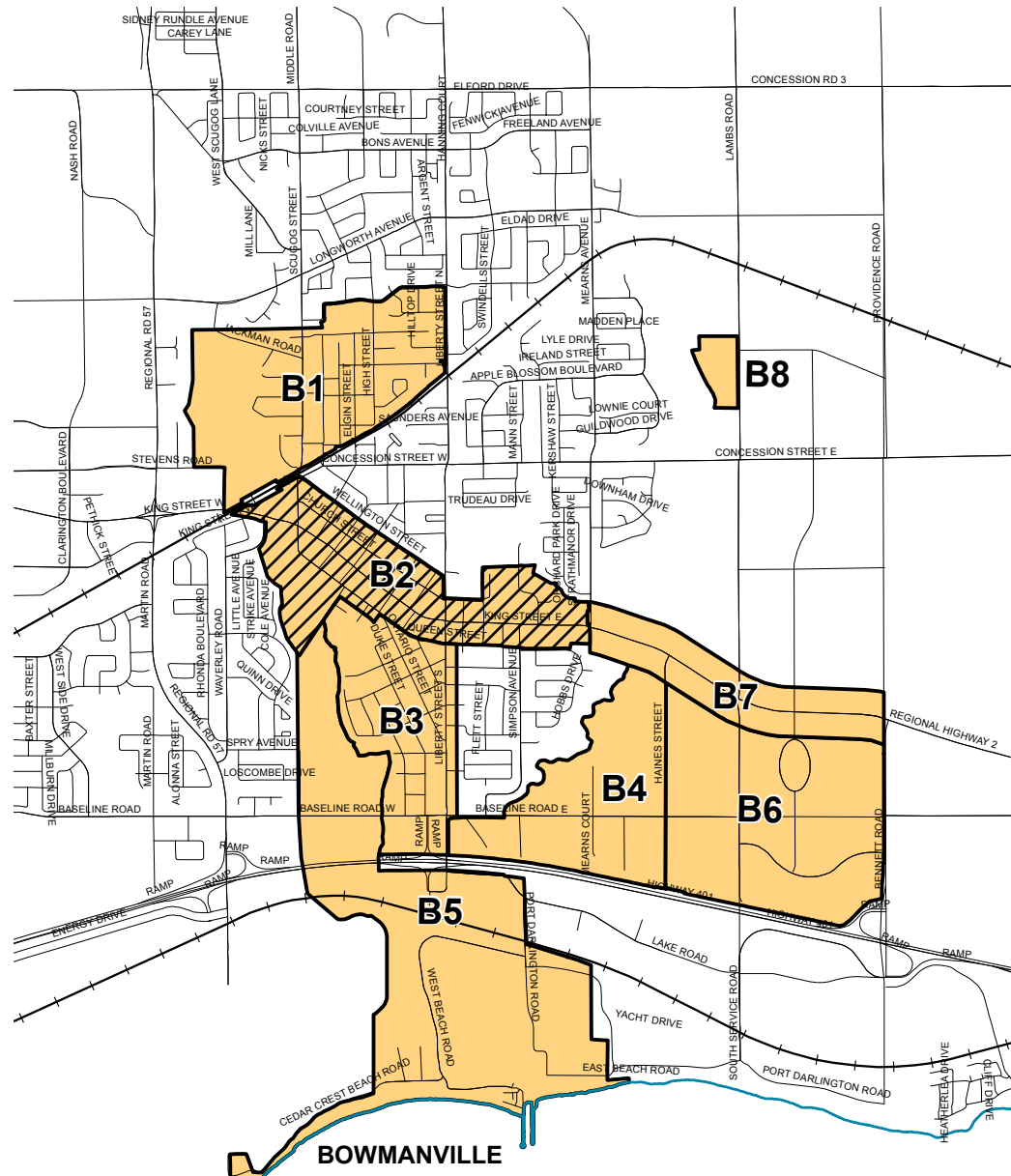
OFFICIAL PLAN
MUNICIPALITY OF CLARINGTON
JUNE, 2018
OFFICE CONSOLIDATION



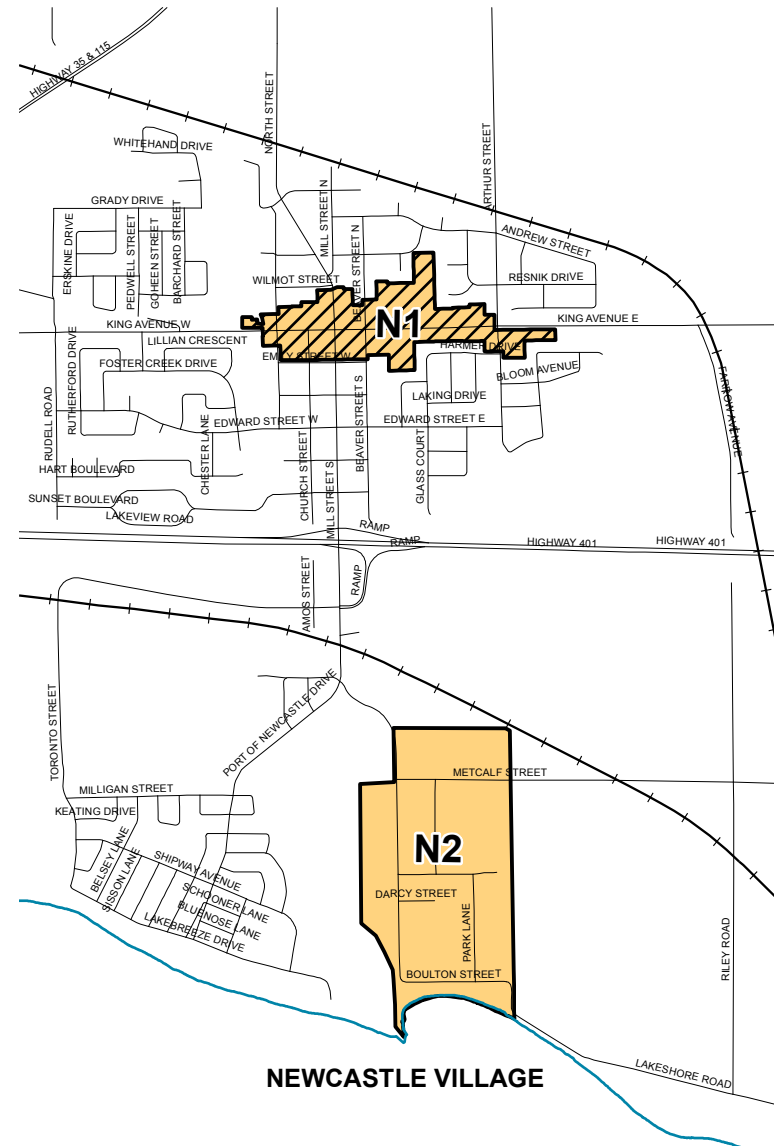
COURTYCE



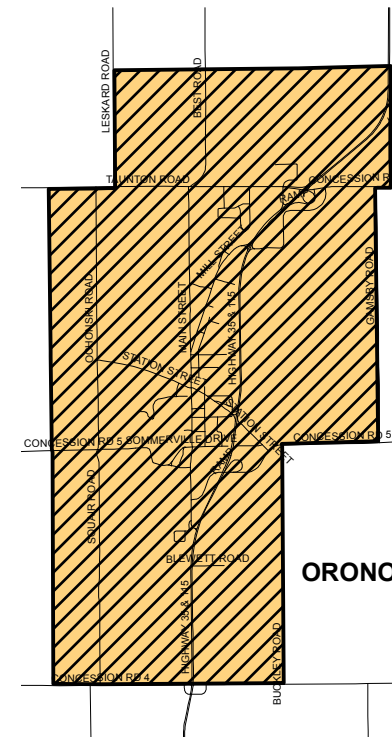
CLARRINGTON ENERGY BUSINESS PARK



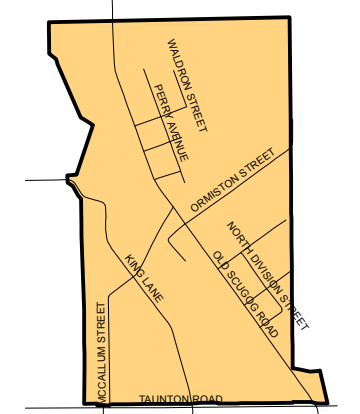
BOWMANVILLE



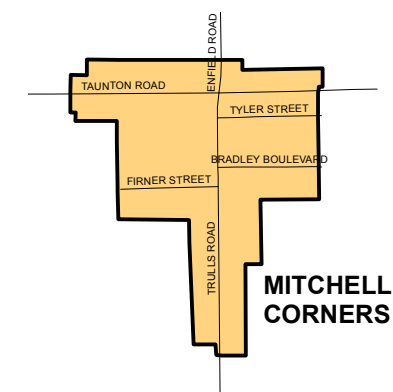
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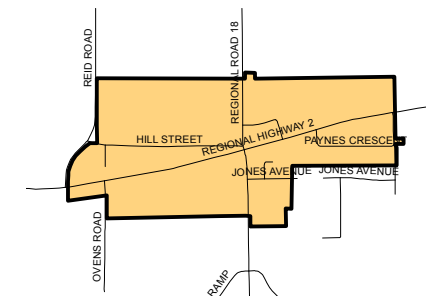
ORONO





HAMPTON



MITCHELL CORNERS

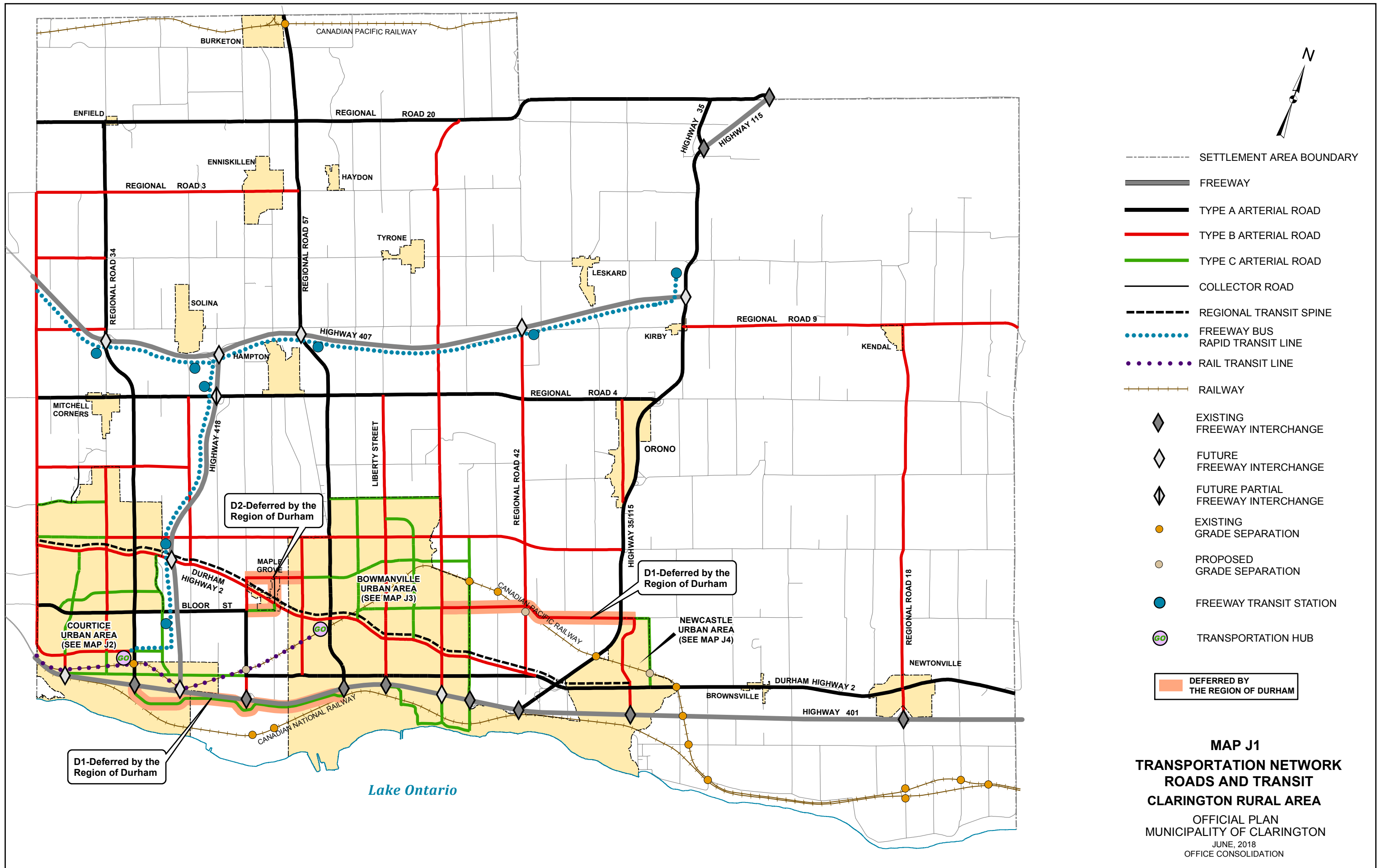


NEWTONVILLE

-  COMPLETED COMMUNITY IMPROVEMENT PLAN
-  COMMUNITY IMPROVEMENT PROJECT AREA

MAP I
COMMUNITY IMPROVEMENT
PROJECT AREAS
 OFFICIAL PLAN
 MUNICIPALITY OF CLARRINGTON
 JUNE, 2018
 OFFICE CONSOLIDATION



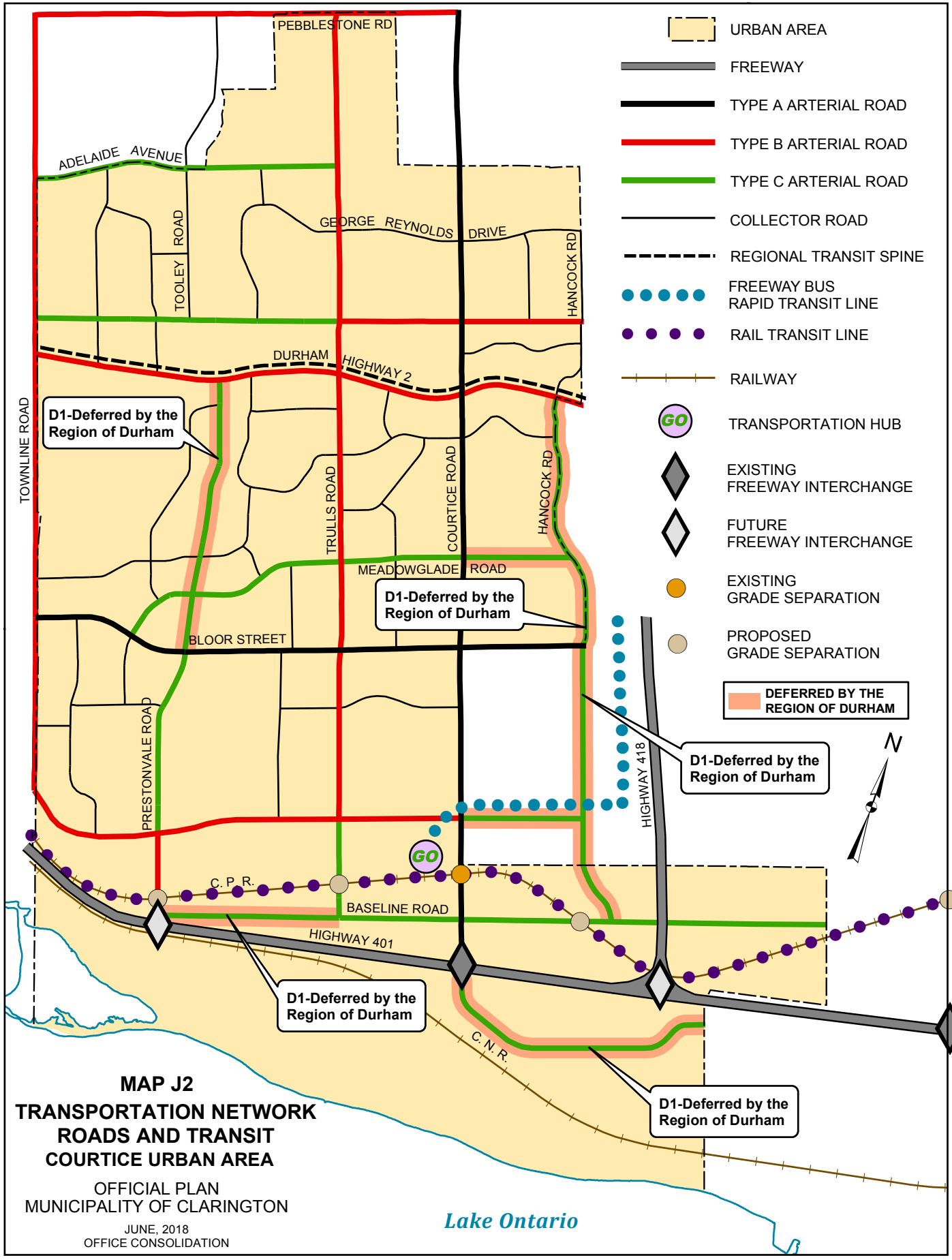


- SETTLEMENT AREA BOUNDARY
- ===== FREEWAY
- ===== TYPE A ARTERIAL ROAD
- ===== TYPE B ARTERIAL ROAD
- ===== TYPE C ARTERIAL ROAD
- COLLECTOR ROAD
- REGIONAL TRANSIT SPINE
- FREeway BUS RAPID TRANSIT LINE
- RAIL TRANSIT LINE
- RAILWAY

- ◇ EXISTING FREEWAY INTERCHANGE
- ◇ FUTURE FREEWAY INTERCHANGE
- ◇ FUTURE PARTIAL FREEWAY INTERCHANGE
- EXISTING GRADE SEPARATION
- PROPOSED GRADE SEPARATION
- FREeway TRANSIT STATION
- GO TRANSPORTATION HUB

- DEFERRED BY THE REGION OF DURHAM

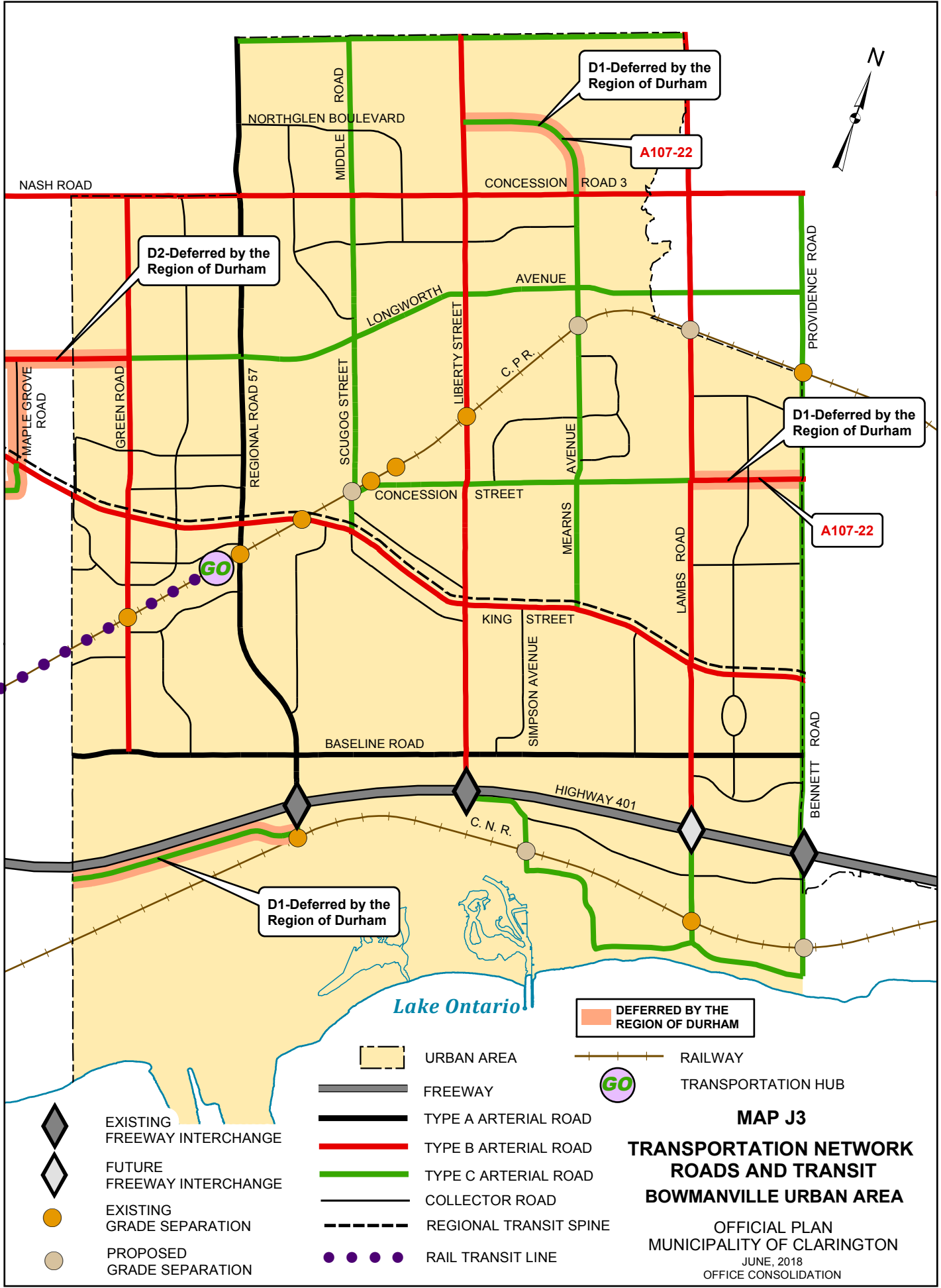
MAP J1
TRANSPORTATION NETWORK
ROADS AND TRANSIT
CLARINGTON RURAL AREA
 OFFICIAL PLAN
 MUNICIPALITY OF CLARINGTON
 JUNE, 2018
 OFFICE CONSOLIDATION



- URBAN AREA
- FREEWAY
- TYPE A ARTERIAL ROAD
- TYPE B ARTERIAL ROAD
- TYPE C ARTERIAL ROAD
- COLLECTOR ROAD
- REGIONAL TRANSIT SPINE
- FREEWAY BUS RAPID TRANSIT LINE
- RAIL TRANSIT LINE
- RAILWAY
- TRANSPORTATION HUB
- EXISTING FREEWAY INTERCHANGE
- FUTURE FREEWAY INTERCHANGE
- EXISTING GRADE SEPARATION
- PROPOSED GRADE SEPARATION
- DEFERRED BY THE REGION OF DURHAM

MAP J2
TRANSPORTATION NETWORK
ROADS AND TRANSIT
COURTICE URBAN AREA
 OFFICIAL PLAN
 MUNICIPALITY OF CLARINGTON
 JUNE, 2018
 OFFICE CONSOLIDATION

Lake Ontario



D2-Deferred by the Region of Durham

D1-Deferred by the Region of Durham

A107-22

D1-Deferred by the Region of Durham

A107-22

D1-Deferred by the Region of Durham

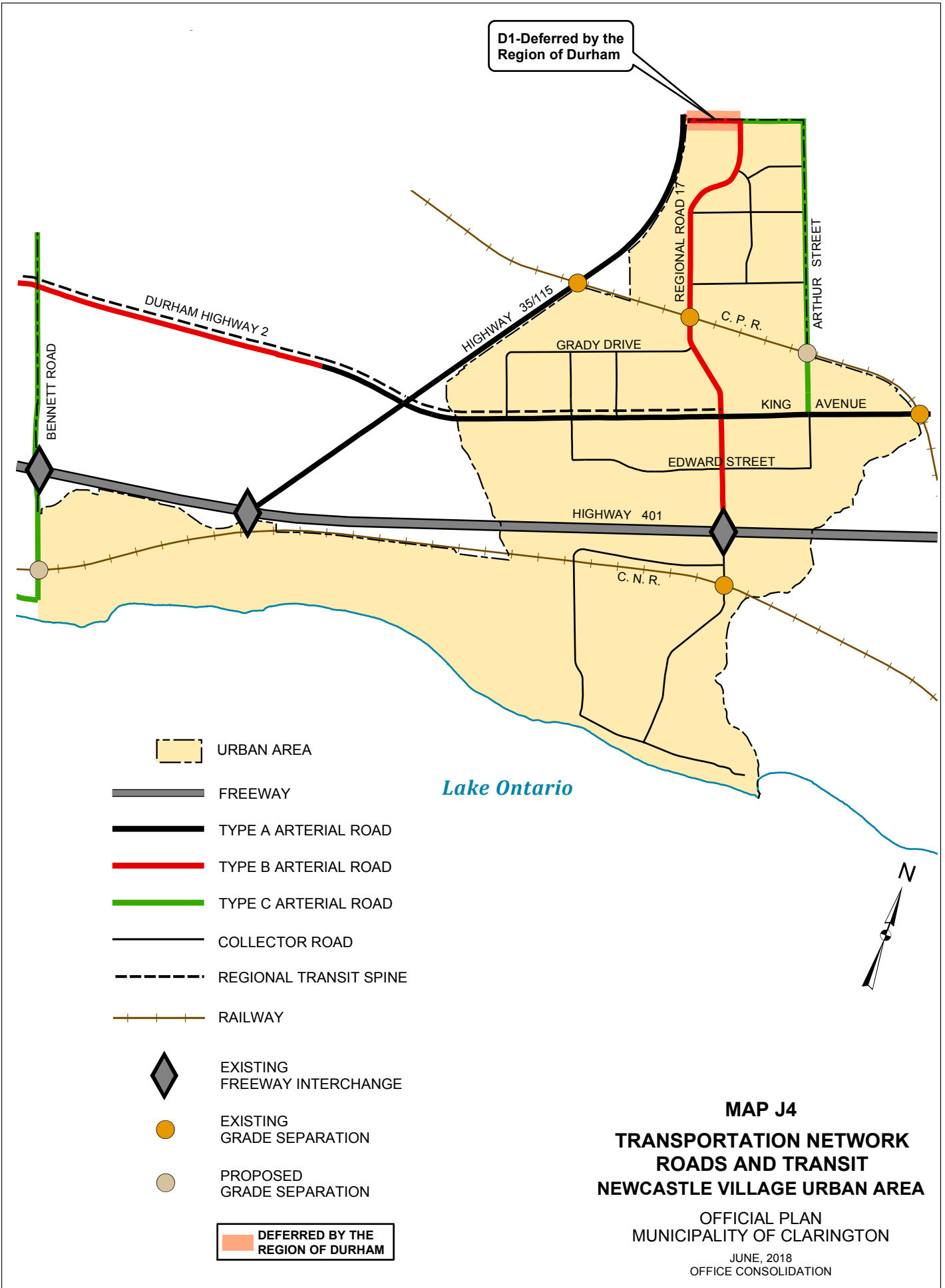
- EXISTING FREEWAY INTERCHANGE
- FUTURE FREEWAY INTERCHANGE
- EXISTING GRADE SEPARATION
- PROPOSED GRADE SEPARATION

- URBAN AREA
- FREEWAY
- TYPE A ARTERIAL ROAD
- TYPE B ARTERIAL ROAD
- TYPE C ARTERIAL ROAD
- COLLECTOR ROAD
- REGIONAL TRANSIT SPINE
- RAIL TRANSIT LINE













DEFERRED BY THE REGION OF DURHAM

RAILWAY
 TRANSPORTATION HUB

MAP J3
TRANSPORTATION NETWORK
ROADS AND TRANSIT
BOWMANVILLE URBAN AREA
 OFFICIAL PLAN
 MUNICIPALITY OF CLARINGTON
 JUNE, 2018
 OFFICE CONSOLIDATION



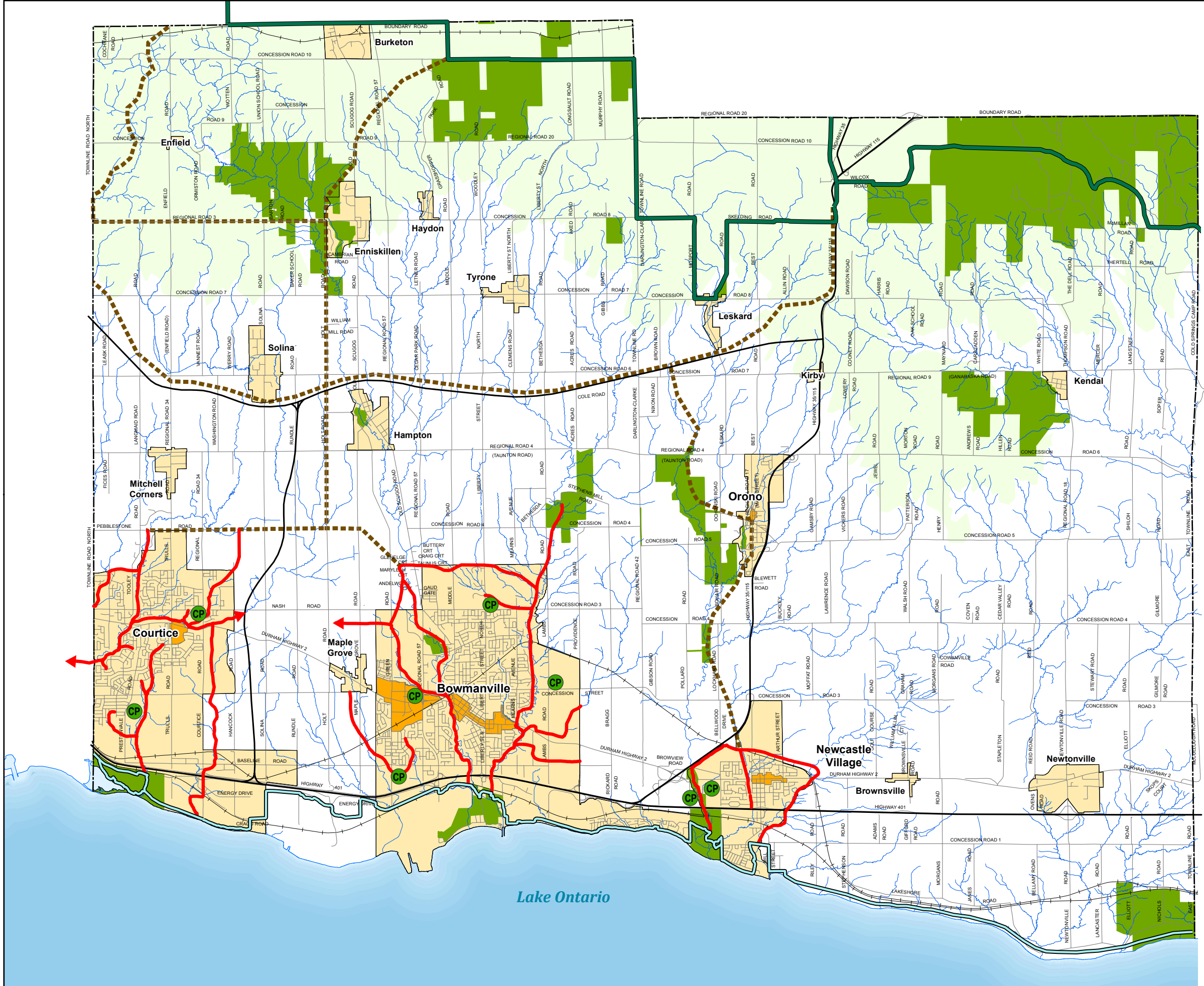
D1-Deferred by the Region of Durham

-  URBAN AREA
-  FREEWAY
-  TYPE A ARTERIAL ROAD
-  TYPE B ARTERIAL ROAD
-  TYPE C ARTERIAL ROAD
-  COLLECTOR ROAD
-  REGIONAL TRANSIT SPINE
-  RAILWAY
-  EXISTING FREEWAY INTERCHANGE
-  EXISTING GRADE SEPARATION
-  PROPOSED GRADE SEPARATION
-  DEFERRED BY THE REGION OF DURHAM

Lake Ontario



MAP J4
TRANSPORTATION NETWORK
ROADS AND TRANSIT
NEWCASTLE VILLAGE URBAN AREA
 OFFICIAL PLAN
 MUNICIPALITY OF CLARINGTON
 JUNE, 2018
 OFFICE CONSOLIDATION



- Primary Trails**
- Urban Trails
 - Waterfront Trail
 - Oak Ridges Moraine Trail
 - Potential Regional Trail Connections
- Provincial Highway
- Roads
- Streams
- Urban and Village Centres
- Conservation Lands
- Oak Ridges Moraine
- Community Parks

**MAP K
TRAILS
CLARINGTON**

OFFICIAL PLAN
MUNICIPALITY OF CLARINGTON

JUNE, 2018
OFFICE CONSOLIDATION

Part Six

Secondary Plans

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Bowmanville West Town Centre Secondary Plan	1
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Newcastle Village Centre Secondary Plan	1
Port Darlington Neighbourhood Secondary Plan	1
South-West Courtice Secondary Plan	1
Clarington Energy Business Park Secondary Plan	1
Brookhill Neighbourhood Secondary Plan	1
Clarington Technology Business Park Secondary Plan	1
Foster Northwest Secondary Plan	2

Secondary Plans

General Policies

Municipality of Clarington Official Plan

General Policies for Secondary Plans

1. Secondary Plans are part of, and prepared in conformity with, the Official Plan. They shall include detailed policies and land use designations to serve as a guide for *development or redevelopment*.
2. Unless otherwise specified, all policies contained in the Official Plan shall apply to the areas covered by the Secondary Plans. As such, the Secondary Plans should be read in conjunction with the Official Plan.
3. Secondary Plans have been prepared for the following areas:
 - a) Bowmanville East Town Centre;
 - b) Bowmanville West Town Centre;
 - c) Courtice Main Street²;
 - d) Newcastle Village Centre;
 - e) Port Darlington Neighbourhood;
 - f) South-West Courtice;
 - g) Clarington Energy Business Park;
 - h) Brookhill Neighbourhood; and
 - i) Clarington Technology Business Park.
4. The amendment to a Secondary Plan or the establishment of additional Secondary Plan areas shall require an amendment to the Official Plan.

² Appealed to the Ontario Municipal Board (Official Plan Amendment No. 89)

Secondary Plans

Bowmanville East Town Centre Secondary Plan

Municipality of Clarington Official Plan

Bowmanville East Town Centre Secondary Plan

1 Introduction

- 1.1 The Bowmanville East Town Centre is comprised of lands on both sides of King Street between the Bowmanville and Soper Creek valleys. It has two distinct sub-areas: the historic Downtown as shown on Map A and the East Business District as shown on Map B.
- 1.2 The East Town Centre will function as a focal point of activity, interest and identity for residents of the Municipality of Clarington. It will continue to experience growth and *redevelopment*. It is the purpose of this Secondary Plan to guide *redevelopment* within the East Town Centre.

2 Goals

- 2.1 To retain and strengthen the role of the East Town Centre as the focal point of economic, social and cultural activity, through the provision of vibrant shopping areas, housing, symbolic points of interest, and key institutional and cultural facilities.
- 2.2 To provide for ongoing *redevelopment* in the Downtown and the East Business District with emphasis on increased densities, heritage preservation and quality urban design.

3 Objectives

- 3.1 To retain and strengthen the Downtown as the administrative, cultural and symbolic centre of the Municipality.
- 3.2 To encourage the vitality of retail and service businesses which serve a regional market.
- 3.3 To provide 5,000 jobs and 1,000 housing units by 2016.
- 3.4 To provide for a mix of land uses, including institutional and community facilities, and employment and residential opportunities, to foster a healthy live/work relationship.
- 3.5 To preserve and enhance the unique character of the Downtown.

- 3.6 To provide for the integration of historic structures with *redevelopment* in the East Business District.
- 3.7 To create an urban activity corridor focused on King Street which is pedestrian oriented and extends the street-related character of the Downtown eastwards to Simpson Avenue.
- 3.8 To strengthen the connection between the East Town Centre and the West Town Centre.
- 3.9 To enhance the prominence of the east and west approaches to the East Town Centre as gateways.

4 General Land Use Policies

- 4.1 The land use designations for the East Town Centre are shown on Maps A and B of this Secondary Plan. The related land use policies are contained in Sections 5 to 11.
- 4.2 This Plan provides for approximately 80,000 square metres of retail and service floorspace, generally as follows:
- | | |
|---------------------------|----------------------|
| a) Downtown | 35,000 square metres |
| b) East Business District | 45,000 square metres |
- 4.3 The planned population of the East Town Centre is 3,100 persons.
- 4.4 The maximum height of buildings shall be six *storeys*. The *floor space index* of any building shall not exceed 1.5.
- 4.5 Future studies will be undertaken to determine the *intensification* potential within the East Town Centre for additional residential and commercial development, consistent with emerging Provincial policy and the historic character of the community.
- 4.6 The Municipality, in co-operation with local businesses, will:
- Promote the Downtown as a point of tourist activity
 - Undertake *streetscape* improvements
 - Encourage facade and signage improvements
 - Undertake a marketing and renewal program to promote the East Town Centre.
- 4.7 For the purpose of Section 10.9.3 of the Official Plan and in consideration of land use and urban design objectives of this Plan,

the intersections of King Street with Liberty Street, Simpson Avenue and Mearns Avenue are prominent intersections which Council deems to have important visual significance.

5 Street Related Commercial Area

- 5.1 This designation incorporates the historic downtown area and redeveloping lands along King Street. In the Downtown, commercial buildings have traditionally been built to the streetline, with a continuous facade having main entrances at grade. For the lands east of George Street, recent *redevelopment* has been varied including plazas, conversions of residential dwellings and street-front *development*. In this designation, all *redevelopment* will be oriented to the street-front in accordance with the urban design principles of Section 10.4.7.1 of the Official Plan and the site development criteria of Section 10.4.7.2.
- 5.2 Permitted uses are:
- Retail, service, and office uses
 - Hotel and convention facilities
 - Residential *dwelling units* generally above the ground floor
 - Recreational and cultural facilities including movie theatres, bowling alleys and places of entertainment, but not including video arcades and adult entertainment uses
 - Community uses
- 5.3 Notwithstanding the above, no drive-through retail or service establishments are permitted in the Street-Related Commercial Area in the Downtown and the portion of the East Business District west of Liberty Street.
- 5.4 Existing uses within the Downtown and the portion of the East Business District east of Liberty Street which are not compatible with the historic character of the area or the future vision for street-related commercial *redevelopment*, such as auto-related sales and service, service stations, and commercial uses with outdoor storage, shall be encouraged to relocate to areas outside the East Main Central Area.
- 5.5 In the *redevelopment* of lands, the Municipality will:
- a) Encourage the consolidation of smaller land parcels;

- b) Require the preparation of comprehensive *redevelopment* plans for larger areas than the subject site, where necessary;
 - c) Encourage joint parking arrangements in accordance with Section 13.4 of this Plan; and
 - d) Encourage the preservation, renovation and reuse of historic buildings.
- 5.6 Notwithstanding the requirement for new *development* to be built close to the street-line, in the East Business District east of Liberty Street a one-time, limited expansion of an existing commercial use may be permitted where Council is satisfied that it assists to implement the objectives of this Plan and improves the building's relationship to the street.

6 General Commercial Area

- 6.1 This designation recognizes the Bowmanville Mall as the major anchor of the Bowmanville East Main Central Area comprising approximately 10,000 square metres of *gross leasable floor area*. The Bowmanville Mall was built back from the streetline. Any further *development* or *redevelopment* should improve on the existing character of the area by infilling closer to the King Street streetline, developing second *storey* uses and vertical elements, incorporating a wider variety of uses and high quality architectural and landscape design.
- 6.2 Permitted uses are:
- Retail, service and office uses
 - Recreational and cultural uses including theatres, places of entertainment and bowling alleys, but not including video arcades and adult entertainment uses
 - Residential *dwelling units* generally above the ground floor
 - Community facilities
- 6.3 *Development* or *redevelopment* will conform with the following site development criteria:
- a) A maximum *floor space index* for commercial uses on any site shall not exceed 0.40;

- b) A combined *floor space index* for *mixed use* buildings shall not exceed 1.5 where there are residential uses located above the ground floor; and
- c) Compliance with Section 10.4.7.2 (a) to (h) of the Official Plan.

7 Mixed Use Area

7.1 The Mixed Use Area currently contains predominantly residential dwellings. It is the intention of this Plan to allow for the conversion or *redevelopment* of existing structures to enhance the character of these areas.

7.2 Permitted uses are:

- Low density residential
- Personal service and office uses
- Limited *retail uses* including gift shops
- *Mixed use buildings*

7.3 *Development* or *redevelopment* shall conform with the following site development criteria:

- a) The existing facade of the residential structure shall be retained, wherever possible;
- b) Additions to the existing structure shall be to the side or rear of existing buildings;
- c) Additions will complement the historic character of the existing building in terms of materials, scale, *massing* and architectural style;
- d) Additions should enhance the pedestrian character of the *streetscape*; and
- e) Compliance with Section 10.4.7.2 (a) to (h) of the Official Plan.

8 Residential

8.1 The Plan recognizes existing residential uses on the north side of King Street in the East Business District and the south side of Wellington Street in the Downtown.

8.2 Permitted uses are:

- For lands designated “Residential” in the Downtown, medium or high density residential uses in accordance with section 9.4 of the Official Plan
- *Special needs housing*
- Community facilities

8.3 Low Density Residential Area

8.3.1 Permitted uses on lands designated Low Density Residential includes residential, *home-based occupation* uses, *parks*, schools, institutions or community facilities. Other than *home-based occupations*, no other commercial use is permitted in the Low Density Residential Area.

8.3.2 The maximum density of *development* shall be up to 30 units per net residential hectare.

8.4 Medium Density Residential Area

8.4.1 Permitted uses on lands designated Medium Density Residential include residential, *special needs housing*, or community facilities. Predominant dwelling types include townhouses, stacked townhouses and low-rise apartment buildings.

8.4.2 The maximum density of *development* shall be up to 60 units per net residential hectare.

8.4.3 In addition to the uses permitted by clause 1 of this Section, on the lands known for municipal purposes in 2004 as 258 King Street East, a single building may be constructed and used with a mix of residential uses and such commercial uses that Council considers to be appropriately limited in scale and type having regard to the capacity, operations and safety of King Street East and Galbraith Court and to the compatibility with adjacent residential uses provided that:

- a) A minimum of 50% of the gross floor area of the building is constructed and used for residential purposes; and
- b) Commercial uses do not exceed a maximum of 400 square metres.

8.5 High Density Residential Area

8.5.1 Permitted uses on lands designated High Density Residential include residential, *special needs housing*, community facilities or *parks*.

Predominant residential dwelling types include townhouses, stacked townhouses and apartment buildings up to 6 stories in height.

- 8.5.2 The density of *development* shall be 40 to 100 units per net residential hectare, except where a High Density Residential Area is located abutting the Regional Transit Spine identified on Map B, where the density shall be 60 to 100 units per net residential hectare.
- 8.5.3 Parking for all residential units shall generally be located to the rear of the dwelling unit and may be accessed from the rear of dwelling by means of laneways.
- 8.5.4 Notwithstanding Sections 8.5.1 and 8.5.2 for the lands municipally addressed as 105 Queen Street, the following shall apply:
- a) Buildings fronting on Queen Street shall have a maximum height of 5 *storeys*;
 - b) Buildings further than 80 metres from the Queen Street frontage shall have a maximum height of 9 *storeys*; and
 - c) A maximum density of 186 units per net residential hectare.

8.6 Notwithstanding the above, the Municipality encourages the retention, adaptation, and reuse of buildings of historic or architectural significance.

8.7 A minimum of 30% of housing units within the East Main Central Area shall be *affordable*.

9 Parks and Squares

9.1 Rotary Park is identified as a District Park on Map A in accordance with the provisions of Section 18.3 of the Official Plan.

9.2 The Municipality shall generally take cash-in-lieu of parkland for the purposes of acquiring public land within the East Town Centre or parkland *development* in adjacent residential neighbourhoods.

9.3 The Municipality will endeavour to enhance the social and physical environment of the Downtown by creating a larger, functional civic square in proximity to the Municipal Administrative Centre.

9.4 The Municipality will endeavour to provide additional parkland within the Downtown, including pocket parkettes and civic spaces.

10 Community Facilities and Institutions

- 10.1 Community Facilities include uses such as post offices, places of worship, cemeteries, community centres, fire and police stations, libraries, art and cultural facilities, day care facilities, and schools.
- 10.2 Institutional uses include such uses as government offices and hospitals.
- 10.3 It is the Municipality's intent to maintain the Downtown as the administrative and symbolic centre of Clarington through the retention and expansion of the existing municipal administration building and the provision of other services such as the library and the senior's activity centre.
- 10.4 The Municipality will investigate the establishment of a civic focus along Temperance Street with distinctive *streetscape* standards.
- 10.5 Senior levels of government and private corporations are encouraged to retain or establish administrative facilities within the Downtown.
- 10.6 Council recognizes the significant role of the Bowmanville Memorial Hospital in providing health care services to local residents and supports further expansion of the hospital. The Municipality encourages the attraction and retention of other uses supportive to the Hospital including medical offices and long term care facilities.

11 Environmental Protection Areas

- 11.1 Environmental Protection Areas shall be subject to the provisions of Section 14.4 of the Official Plan.
- 11.2 Notwithstanding Section 14.4.3 of the Official Plan, *development* and *redevelopment* on the Bowmanville Mall lands may be permitted to the defined top-of-bank of the Soper Creek provided provision is made for public access and connection to a valleyland trail system.
- 11.3 Notwithstanding Section 14.4.3 of the Official Plan, it is recognized that the Vanstone Mill has historically been located within the valleyland of the Bowmanville Creek. Further *development* and *redevelopment* within the valleylands is permitted provided:
- a) It is located outside of the floodplain;
 - b) Erosion control works are undertaken;

- c) Environmental protection lands are dedicated to the Municipality; and
- d) Arrangements are made to restore and enhance the natural features within the Bowmanville Creek corridor.

12 Urban Design

- 12.1 Urban Design Guidelines will be prepared to implement the policies of the Secondary Plan. They will provide guidelines with respect to the design, *massing*, height, scale and location of buildings in context of the streets, *parks* and public spaces. They will identify the preferred location of parking areas and laneways, landscape treatment, *streetscape* design and other necessary features that are important to achieve the goals and objectives of this Plan. Urban Design Guidelines may also address specific features such as façade improvements and signage. These guidelines will provide guidance for the evaluation of *development* proposals for site plan approval.
- 12.2 The Guidelines will form an appendix to this Secondary Plan. They may be reviewed from time to time and revised without amendment to the Official Plan, provided they conform to this Secondary Plan.
- 12.3 Prior to the completion and adoption of Urban Design Guidelines for the East Town Centre, the general urban design principles of Section 10.4.7.1 of the Official Plan, the site development criteria of this Plan and Section 10.4.7.2 of the Official Plan, and the following policies shall be implemented in any *development* or *redevelopment*:
- a) Views and vistas of prominent buildings will not be significantly impacted;
 - b) Any facade improvement in the Downtown will complement the historic and architectural character of the area by using similar materials and styles;
 - c) Any *redevelopment* within the Downtown shall be a minimum of two *storeys*; and
 - d) Public views of the Bowmanville and Soper Creek valleys will be enhanced in the design and siting of buildings.
- 12.4 The Municipality will establish special signage standards to enhance the character of the Downtown.
- 12.5 Urban Design Guidelines prepared for the East Business District, east of Liberty Street, are appended to this Plan.

13 Transportation and Parking

- 13.1 The Municipality will implement various measures, subject to budgetary approval, to enhance traffic operations, safety and capacity on King Street East, and achieve the objectives of this Plan including:
- a) Improving road geometry, rationalizing lane arrangements, installing raised centre medians where appropriate and other design modifications;
 - b) Widening sidewalks and incorporating *streetscape* enhancements to improve the pedestrian *environment*;
 - c) Reviewing regulations for street parking;
 - d) Adding additional traffic signals and optimizing traffic signal timing;
 - e) Encouraging the relocation of undesirable private accesses; and
 - f) Investigating the designation of King Street East as a controlled access road under the Municipal Act, 2001, and the closing of undesirable private accesses.
- 13.2 The existing grid of public streets within the Downtown and the East Town Centre shall be maintained and extended wherever possible. It is the Municipality's policy to implement the following extension of the grid system as required by transportation need and when funding is budgeted:
- a) The extension of Church Street East through to connect with Galbraith Court; and
 - b) The extension of Simpson Avenue north from King Street East to provide access to residential development lands north of the proposed Church Street East extension.
 - c) In addition, the Municipality will investigate the possible construction of a private road on the hospital lands to extend George Street through to Prince Street in any hospital expansion.
- 13.3 Access directly onto King Street will generally be prohibited. Access from side streets and/or shared access with adjacent *development* should be provided.

- 13.4 Wherever possible, *development* shall provide for joint parking and street access between abutting properties to facilitate the movement of vehicles and improve the supply of parking. In no case shall development preclude the possibility of shared parking and access being provided to adjoining properties at a future date. In any *development* or *redevelopment* of the East Business District east of Liberty Street, an integrated system of private lanes shall be provided to permit movement of passenger vehicles between adjoining commercial properties. The internal laneways shown on Map B are conceptual and the exact location shall be determined through site plan approval. The Municipality will encourage the transfer of easements by private land owners to secure access between abutting properties on internal laneways. In the event Council of the Municipality of Clarington is of the opinion that an integrated system of private lanes is not likely to be provided in whole or in part, Council shall investigate the possibility of establishing (1) an integrated system of public and private lanes, (2) an integrated system of public lanes, or (3) the extension of Queen Street between St. George Street South and Frank Street on an appropriate alignment in order to achieve the intent of this Section 13.4.
- 13.5 The Municipality will investigate options to improve the supply of public parking within the Downtown.
- 13.6 Off-street parking requirements shall be in accordance with Section 19.10 of the Official Plan.
- 13.7 The Municipality may require a traffic impact study for any proposal for *development* or *redevelopment* to ensure that it does not negatively impact operation safety and capacity of the road network.

14 Implementation and Interpretation

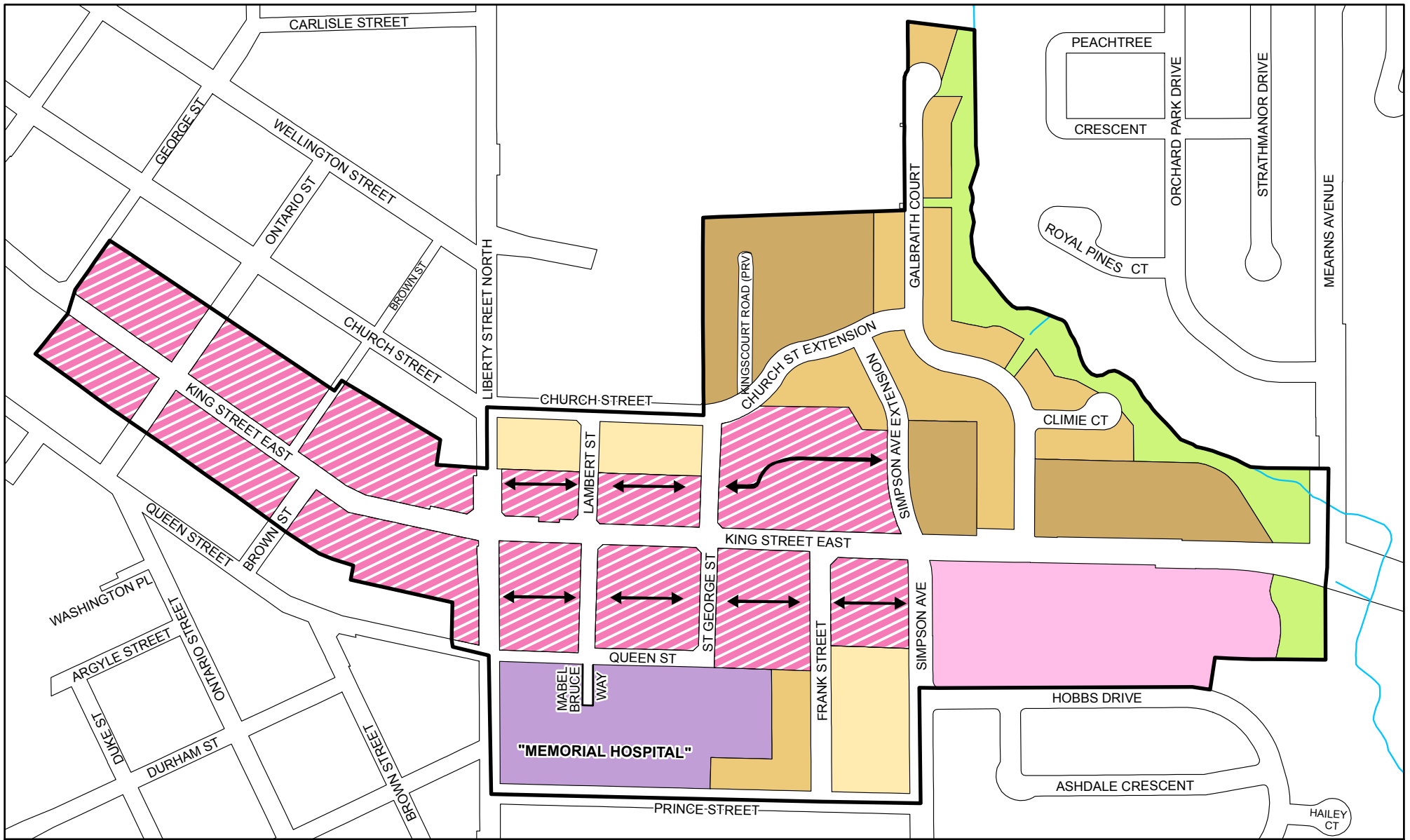
- 14.1 This Plan refines and implements the policies of the Official Plan. Unless otherwise indicated, the policies of the Official Plan shall apply to this Secondary Plan.
- 14.2 The policies of this Plan shall be implemented and interpreted in conjunction with the applicable policies of the Official Plan.












LEGEND

-  Downtown Boundary
-  Residential
-  High Density Residential
-  Street-Related Commercial Area
-  Mixed Use Area
-  Institution
-  Community Facility
-  Environmental Protection Area
-  District Park

MAP A
LAND USE
DOWNTOWN
 BOWMANVILLE
 EAST TOWN CENTRE
 SECONDARY PLAN
 JUNE, 2018
 OFFICE CONSOLIDATION



LEGEND

-  East Main Street District Boundary
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Street-Related Commercial Area
-  General Commercial Area
-  Institution
-  Environmental Protection Area
-  Internal Laneway

MAP B
LAND USE
EAST MAIN STREET

BOWMANVILLE
 EAST TOWN CENTRE
 SECONDARY PLAN
 JUNE, 2018
 OFFICE CONSOLIDATION

Urban Design Plan and Guidelines King Street East Corridor

The Urban Design Plan for the King Street East Corridor establishes performance criteria to guide development of the corridor over an extended period of time. The Urban Design Plan and specific built form guidelines should be interpreted with a measure of flexibility to allow desired diversity within the built *environment*.

The King Street East Corridor is composed of two areas of distinct urban identity. King Street between Liberty Street and Simpson Avenue will develop a more urban, pedestrian-oriented character, akin to a traditional “main street”. A much more cohesive pattern of development will link this part of the King Street East corridor with the historic downtown. Buildings will front directly onto King Street, and *streetscape* improvements will enhance the identity of the area. Traffic and movement through the area will be improved, and the impacts of cars on the area will be carefully managed. *Intensification* of the area will be encouraged, but building heights will be limited to six *storeys*.

King Street east of Simpson Avenue will have a somewhat different character. The Bowmanville Mall will remain as the primary commercial anchor at this end of Bowmanville, although some additional development on the site may occur. The north side will be reinforced as a medium density residential precinct serving to strengthen the eastern entry character of the King Street East corridor. This section of King Street will be developed with a high quality streetscape consisting of a central paved median and a double row of street trees with wide sidewalks on both sides of the street. The streetscape will define a visually significant point of entry and will serve as a transition zone for traffic coming from the rural area to the east of Mearns Avenue into the urban core to the west.

1 The Street System

Several enhancements to the street system in the King Street East corridor are proposed. These enhancements will improve the flow of vehicular traffic, enhance pedestrian safety, and will reinforce the planning and urban design goals also recommended as a part of this study. Proposed enhancements to the street system include:

- new traffic signals at King Street and St. George and on King Street just east of Galbraith Court, with a reconfigured entrance to the Bowmanville Mall.

- proposed new public street segments including an extension of Simpson Avenue north of King Street and an extension of Queen Street east to Frank Street. The street network will also be extended into the vacant lands west of Galbraith Court when that property develops.
- a potential private street, built to public standards, running south from St. George Street through the Bowmanville Hospital property.

Policies to encourage the consolidation of access points on King Street and the connection of commercial properties on King Street via back lane access drives, in conjunction with the Municipality led program of capital improvements.

The Urban Design Plan for the King Street East Corridor establishes a linked network of streets composed of primary, secondary and local streets. It is important to note that this is a different categorization of streets than the transportation planning classification in the Official Plan. For example, Liberty Street is shown as a Type B Arterial in the Official Plan but is classified as a Secondary Street in the context of the urban design plan. All of the streets described within the urban design plan are public streets, intended to be built to municipal standards. A private street – effectively an extension of St. George Street – may ultimately be built on the property of the Bowmanville Hospital, but this is desired to function as a public street. In addition to their role in moving vehicular traffic, all streets have a key role in facilitating pedestrian and other types of movement, as well as defining the character of the public realm. The figure below illustrates the street system in the study area.

Primary Street – King Street

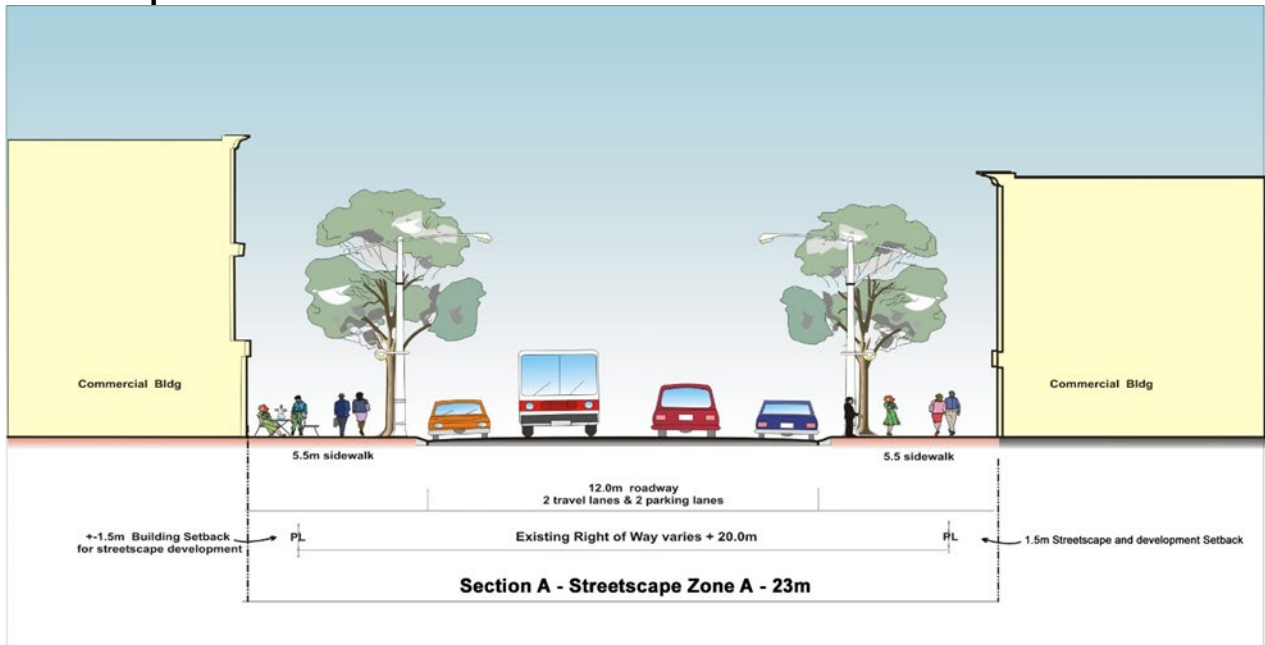
King Street is the most significant street within the East Main Central Area, due to its traffic and circulation function, as well as establishing a front door or primary address and identity for the district, and having a role in the economic development of the Municipality. King Street will serve a variety of functions including establishing the primary pedestrian corridor within the area as well as accommodating more intensive forms of urban development. King Street should enhance the appearance and urban character of the district.

As noted above, there are two areas of distinct urban identity along King Street East. Zone A is characterized by a typical 23 metre streetscape zone with a pavement width of approximately 12 metres, and is located along King Street between Liberty Street and Simpson Avenue. The pavement width in Zone A accommodates two travel lanes with space for limited on-street parking on both sides of the street similar to the historic downtown area of Bowmanville, or centre median islands to manage turning movements.

Zone B is the part of King Street East between Simpson Avenue and Mearns Avenue, and is characterized by a typical 23 metre streetscape zone. Here there are four lanes of through traffic with an additional centre turning lane. The most

important urban design criterion in the regulation of development in both of these zones is the streetscape and development setback of buildings from King Street. In the case of this one street, we recommend that the setbacks identified here be incorporated into Clarington's Zoning By-law. The remainder of the recommendations here are built form guidelines to be implemented on a site by site basis as *development* and *redevelopment* applications come forward. These two streetscape zones are illustrated on the street sections below.

Streetscape Zone A



7.4 Street System

Several enhancements to the street system in the King Street East Corridor are proposed. These enhancements will improve the flow of vehicular traffic, enhance pedestrian safety, and will reinforce the planning and urban design goals also recommended as a part of this study. Proposed enhancements to the street system include:

- New traffic signals at King and St. George, and on King Street just east of Gaborath Court, with a reconfigured entrance to the Bowmanville Mall.
- Proposed new public street segments including an extension of Strapan Avenue north of King Street and an extension of Queen Street east to Frank Street. The street network will also be extended into the vacant lands west of Gaborath Court when that property develops.
- A potential private street, built to public standards, running south from St. George Street through the Bowmanville Hospital property.
- Policies to encourage the consolidation of access points on King Street and the connection of commercial properties on King via back lane access drives, in conjunction with the Municipality led program of capital improvements.
- The classification for urban design purposes of the street network into Primary, Secondary and Local Streets, and to conform to more urban building standards than those on Secondary or Local Streets.

Legend:

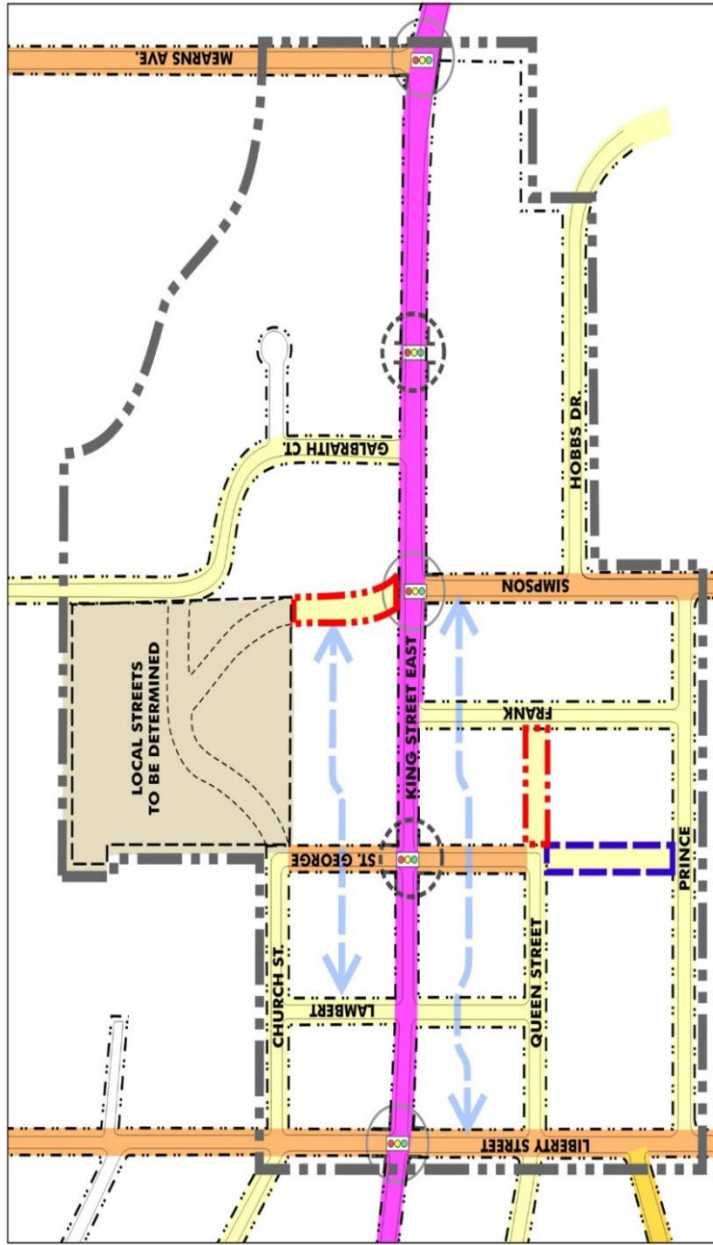
- Primary Street
- Secondary Street
- Local Street
- New Street Segment
- Existing Street Segment
- Potential Public Street
- Connected Back Lane Access
- Existing Signals
- New Signals

Bowmanville King Street East Corridor Study

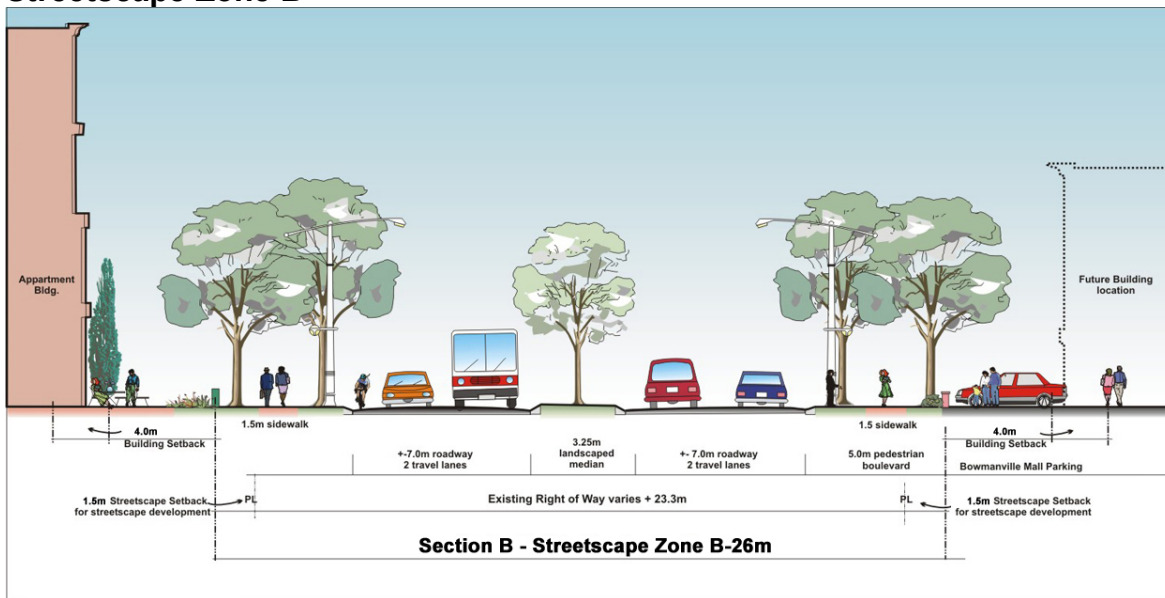


Totlem Sims Hubicki Associates September, 2003

Prepared for the Municipality of Clarington.



Streetscape Zone B



Within **Streetscape Zone A**, a *streetscape* setback of 1.5 metres from the edge of the public right-of-way should be adopted for all properties fronting onto King Street. In addition, a mandatory development setback of 0 metres will be adopted (to establish a mandatory “build-to” line). *Development* will be brought forward to create a consistent street edge with an approximate 5.5 metre sidewalk zone between the building and the pavement edge of the street. This *streetscape* and development setback regime will make a positive contribution to the creation of a pedestrian-oriented main street *environment*.

Within **Streetscape Zone B**, a *streetscape* setback of 1.5 metres from the edge of the public right-of-way should be adopted for all properties fronting onto King Street. In addition, a development setback of 4.0 metres will be required from the *streetscape* setback. A typical sidewalk of 1.5 metres will be provided within this setback. This means that new *development* will be set further back from the street, allowing a double row of street trees to be planted in the boulevard. This will create a beautiful green entry into Bowmanville from the east and reflects the special character of the residential/commercial precinct on this part of King Street.

Secondary Streets

Secondary streets have a supporting function to primary streets, from both a transportation and an urban design perspective. While they may carry higher volumes of traffic than residential streets and be constructed to higher engineering standards, secondary streets will also be used for functions such as property access. Secondary streets are important elements in the overall system of circulation and provide important connections between precincts and destinations in the study area. Over time, through the *redevelopment* process and also through the Municipality’s capital improvement program, several *streetscape*

improvements will enhance the quality of these streets, including the upgrading of sidewalks, lighting, and street tree planting.

Secondary streets in the East Main Central Area include:

- Liberty Street
- St. George Street
- Simpson Avenue
- Mearns Avenue

Local Streets

The other streets in the East Main Central Area which have not been listed under the categories above are primarily residential streets with relatively low volumes of traffic. Their role within the street hierarchy is to provide a safe, high quality pedestrian *environment* with full access provided to adjacent properties.

Connected Internal Drives

The urban design plan envisions a different organization of parking and access than exists today. Specifically, parking for development along King Street East should be internal to the blocks. Access to this parking should not generally be from King Street, but rather from the side streets to improve circulation, manage access, and improve pedestrian safety on primary streets. Through the *redevelopment* process the Municipality will encourage the development of a system of connected internal drives which will provide connected access to parking areas and buildings across multiple development parcels. This system will improve traffic operations on King Street, would be convenient for patrons of the commercial land uses, and will maximize the utilization of available parking. The precise configuration of this system of connected internal drives would be determined by the Municipality on a site by site basis through the site plan review process.

2 Design Guidelines

The following Urban Design Guidelines are recommended for the King Street East corridor area. They have been specifically developed for this area, and are not intended to apply to other parts of Bowmanville or Clarington. All proponents of development applications in the King Street East corridor should be encouraged to follow and implement these guidelines on their own individual sites. The Municipality will review these guidelines periodically to determine if they are achieving their intended effect and to decide if the guidelines should be strengthened by being adopted as provisions of the zoning by-law.

Building Heights

- Building heights shall not exceed six *storeys*.
- Building fronting onto King Street will be encouraged to be at least two *storeys* in height.

Building Orientation

- Building envelopes will be sited to address first the Primary or Secondary Street intersection or corner location, second to occupy the primary street frontage, and third to occupy the secondary street frontage.
- Buildings will be oriented toward public streets in order to clearly define the public realm, create a consistent street wall, and to create an attractive retail and commercial *environment* for pedestrians.
- Architectural features are encouraged at all corner building locations to enhance the visual prominence and identity of the district.
- A 1.5 metre building step back is permitted at the top of the second storey for buildings which exceed two *storeys* in height.

Built Form Requirements

- Buildings fronting on a primary street will occupy at least 70 percent of the frontage along the property line.
- Buildings fronting on a secondary street will occupy a minimum of 50 percent of the frontage along the property line.
- The ground floor frontages of all commercial buildings should be composed at a minimum of 50 percent windows.
- All buildings fronting onto a primary or secondary street must have an entrance fronting the primary or secondary street. Corner building entrances are encouraged.
- Building entrances should be easily identifiable and appropriately signed.
- Entrances must be accessible to the disabled, as per the requirements of the Ontario Building Code and the Ontarians with Disabilities Act.
- The provision of weather protection in the form of canopies or awnings at building entrances is encouraged.
- Cornice articulation is encouraged at the top of the second storey for all buildings, as well as at the top storey for buildings greater than two *storeys* in height to establish a consistent treatment of the built form edge.

- The provision of street furniture within the 1.5 metre *streetscape* setback is encouraged in order to enhance the quality and use amenity of the public realm.
- Privately provided landscaping, including planters and benches, are encouraged at building entrance locations.
- All commercial and residential buildings shall have windows fronting onto the public street system.

Site Landscaping

- The Municipality will develop a detailed *streetscape* improvement plan for King Street East and as a part of the *redevelopment* process; the Municipality may require segments or areas of the King Street Streetscape to be provided as a part of the development agreement.
- Primary frontage landscape zones will be landscaped to a depth of at least 5 metres beyond the *streetscape* setback and will provide pedestrian access and connections between the public street and parking areas.
- The provision of pedestrian scaled lighting is encouraged at interfaces between new *development* and the public realm, for instance, between buildings and parking areas, as well as with the public street system.
- Parking areas should be screened with a landscape *buffer*. Landscape screens are defined as hedges or brick walls with a minimum height of 0.6 metres and a maximum height of 1.0 metres.
- At the interface between residential and non-residential properties, the non-residential property must provide a landscaped *buffer* consisting of trees or other landscape materials with a height of least 4 metres.

Parking and Access

- Parking will be provided according to the rates specified in the Municipality's Zoning By-law. Reductions in these parking requirements will be considered where appropriate.
- Subject to the building *massing* and setback requirements set out herein, parking areas will be located internally to the block. Parking spaces are not permitted in the front yard of a building fronting onto a primary street or within the primary frontage landscape zone.
- The provision of trees and other landscaped areas are encouraged to visually break up large areas of parking.

- Parking facilities for bicycles should be provided in non-residential developments.
- Direct vehicular access onto primary streets will be discouraged.
- Private lanes and internal driveways will be important components in the overall circulation system. The design and configuration of these lanes and driveways will be determined by the Municipality at the time of site plan review.
- Sidewalks shall be constructed to municipal standards to facilitate pedestrian and bicycle circulation. All sidewalks shall include curb cuts as appropriate.
- Parking structures shall be designed to appear as public buildings, with an attractive frontage along all public streets. Active uses at grade are encouraged.
- Access will occur as indicated on the urban design plan. Generally, each block face should have no more than one point of access to the block connecting to the internal drive system. Access control, including right in/right out islands, may be required by the Municipality in order to achieve the objectives of this plan.

Loading and Storage

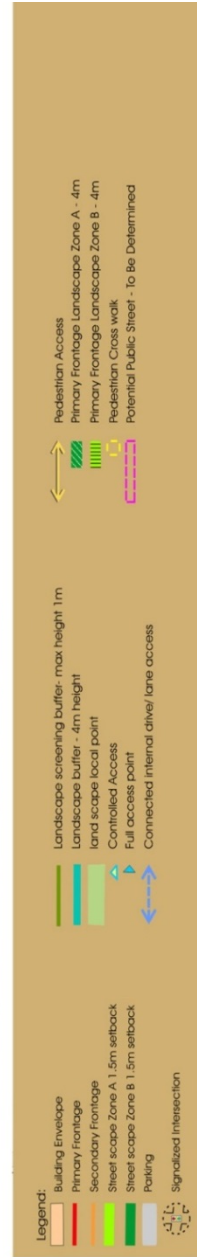
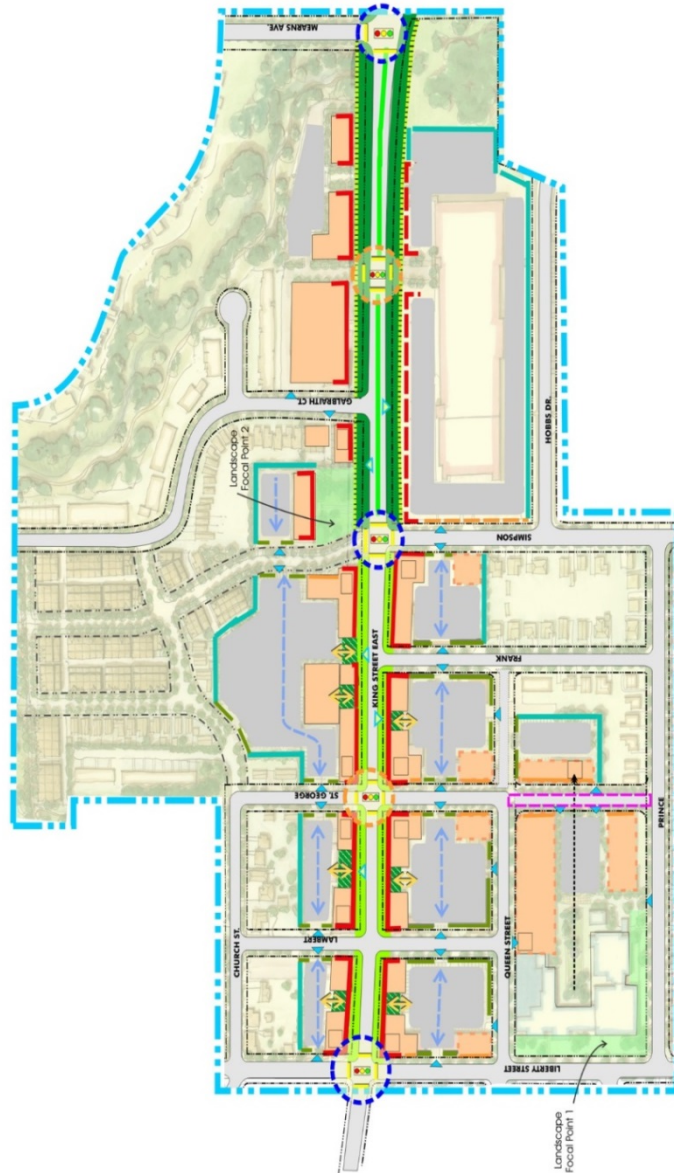
- Loading, garbage storage and other service areas shall not be visible from primary or secondary streets. Screening in the form of fencing or opaque landscaping shall be provided for these areas in order to reduce their visual impact, to be determined by the Municipality at the stage of site plan review.

The figure on the following page summarizes the provisions of the Urban Design Plan and illustrates the locations of the *streetscape* zones and access areas as described. This figure also summarizes the features of the access management plan for the King Street East corridor.

76 Urban Design Plan

The urban design plan provides guidelines for the arrangement of buildings and landscape features within the King Street East corridor. The plan will be implemented on a site by site basis through the redevelopment of individual properties. Key elements of the urban design plan include:

- 6 storey maximum building height and 2 storey minimum height on King St
- 1.5m streetscape and development setback on King St between Liberty and Simpson
- 1.5m streetscape setback on King St between Simpson and Meams with a 4-6m additional development setback
- Buildings should be situated first to address corners of intersections with a minimum 70% built frontage requirement on primary streets. Corner buildings are appropriate for architectural focus.
- Commercial uses fronting primary streets should have 70% windows in their ground floor facade
- Spaces between buildings will be landscaped within 4m of the primary street
- Interfaces between residential and non-residential uses should be appropriately buffered
- Parking should be internal to the block and appropriately screened
- Access to properties should be taken from the side streets and back access lanes should be connected



CHarington

 Tatum Sims Hubbel Associates

 URBAN STRATEGIES INC.

 Sept. 2003

 Prepared for the Municipality of Clarington

 Scale 1:1000

 0 50m 100m 200m

Secondary Plans

Bowmanville West Town Centre Secondary Plan

Municipality of Clarington Official Plan

Bowmanville West Town Centre Secondary Plan

1 Purpose

- 1.1 The Bowmanville West Town Centre comprises approximately 74 hectares of land on the north and south sides of King Street, generally between the CP Rail overpass and the east limit of the Urban Boundary. This area is intended to be complementary in function to the Bowmanville East Town Centre, which extends generally east from the Bowmanville Creek to Mearns Avenue along King Street.
- 1.2 Through the establishment of a mix of higher density uses, and the integration of residential, employment, cultural and community uses, the Bowmanville West Town Centre will serve as a focal point of activity, interest and identity for residents of the Municipality of Clarington. The purpose of the Secondary Plan is to establish goals, objectives and policies to guide the development of the lands in the West Town Centre.

2 Goals

- 2.1 To establish the Bowmanville West Town Centre in a manner which will complement the strengths of the Bowmanville East Town Centre in creating a strong and vibrant activity centre for residents of Bowmanville, the Municipality of Clarington and the Regional Municipality of Durham.
- 2.2 To establish the physical framework through the creation of a system of streets and public spaces, for more intensive development through reurbanization in subsequent phases of development in the West Town Centre.
- 2.3 To ensure a high quality of architecture and urban design in all phases of development in order to create a unique sense of place and foster social interaction in the West Town Centre.
- 2.4 To consider comprehensively market, land use, urban design and transportation objectives in consideration of any application for the development of land in the Bowmanville West Town Centre.

3 Objectives

3.1 Urban Structure/Land Uses

- 3.1.1 To provide for development at higher intensities than the adjacent residential neighbourhoods to foster animation and activity and maximize accessibility to public transit, including the proposed GO Station.
- 3.1.2 To provide for a full range of land uses, providing community facilities, employment and residential opportunities to foster a good live/work relationship.
- 3.1.3 To establish a framework for ultimate development through the identification of a public realm consisting of a grid street system, pedestrian/bicycle connections and public spaces.
- 3.1.4 To provide opportunities for a range of employment types including office, retail, service commercial and institutional.
- 3.1.5 To provide housing opportunities at medium and high densities to meet the changing housing requirements of the population of the Municipality of Clarington.
- 3.1.6 To provide a variety of retailing facilities which would complement the East Town Centre in serving regional and local retail needs as population growth occurs.
- 3.1.7 To control retail growth to safeguard the continued viability of the retail businesses and provide for on-going *redevelopment* in the East Town Centre.
- 3.1.8 To provide a comprehensive range of local and district community facilities.
- 3.1.9 To ensure that *development* occurs in a sustainable fashion, with a maximum emphasis on the integration of land uses, *compact urban form*, and the implementation of public transportation initiatives.

3.2 Open Space/Environmental Features

- 3.2.1 To enhance the environmental, recreational and aesthetic quality of the West Town Centre through the preservation, restoration and enhancement of existing natural elements, notably the valley system associated with the Bowmanville Creek.
- 3.2.2 To ensure the provision of adequate new park facilities for area employees and residents.

3.3 Transportation

- 3.3.1 To promote and enhance the function of King Street/Highway 2 as the Main Street of the Bowmanville West Town Centre.
- 3.3.2 To provide a connected grid of public and private streets to enhance movement and access options, reduce congestion and improve emergency access.
- 3.3.3 To provide for the safe and efficient movement of people and goods, with particular emphasis on implementing public transportation services and facilities.
- 3.3.4 To develop a pedestrian system which encourages safe circulation and bicycle movement within the West Town Centre and which provides safe and convenient movements to adjacent residential communities, the extensive valley system and other sectors of the Bowmanville Urban Area.

3.4 Urban Design

- 3.4.1 Distinct ‘Sense of Place’ - to create an urban character through high quality architectural treatments and site planning that provides visual interest at a pedestrian scale.
- 3.4.2 Connective Street Network – to provide an efficient grid street network as the basic organizational structure for the area. The grid street network should define an urban block pattern, provide maximum pedestrian, bicycle, and vehicular *connectivity* and route choices, and facilitate access to existing and proposed transit services.
- 3.4.3 Pedestrian Access – to ensure direct, safe and efficient pedestrian access supported by sidewalks situated along all roads and drive aisles, walkways located within parking areas, and designated crosswalks.
- 3.4.4 Urban Street Edge – to ensure *development* provides physical definition to streets and public spaces through appropriate placement and design of buildings, parking areas and landscaping, particularly along King Street/Highway 2, Clarington Boulevard, and Green Road.
- 3.4.5 Plan for Infill - to ensure that *development* initially permitted in accordance with this Secondary Plan is designed in such a way so as to facilitate *redevelopment* at greater intensity in the longer term. Block patterns for *development* should be designed to ultimately accommodate denser, *mixed-use development*.
- 3.4.6 Environmentally Sustainable – to ensure that *development* is designed to achieve a high degree of environmental sustainability.

4 Land Use Policies

- 4.1 The land use designations for the West Town Centre shown on Map A of this Secondary Plan establish the general pattern for future *development* in the Secondary Plan area. The policies relating to these designations are set out in Sections 5 to 11 and the urban design policies of Section 13.
- 4.2 No expansion to the limits of the Bowmanville West Town Centre and no redesignation of additional lands for General Commercial or Street-Related Commercial is permitted prior to a comprehensive review of the Official Plan.
- 4.3 Retail Limits for the Bowmanville West Town Centre
- a) In order to ensure that retail and service development proceeds in a fashion that sufficient population exists to support the planned function of Town and Village Centres and to ensure ongoing *redevelopment* potential within the Bowmanville East Town Centre, new retail development in the Bowmanville West Town Centre will be linked to the growth of population in the Municipality of Clarington.
 - b) The development of retail and service floor space in the Bowmanville West Town Centre will proceed in an incremental fashion. Until such time as the Clarington population reaches 91,000 persons, the maximum permitted retail and service floor space in the Bowmanville West Town Centre is as follows:
 - i. Retail Floor Space 73,000 square metres
 - ii. Service Floor Space 7,000 square metres

For the purpose of this section:

- Retail floor space includes department stores and stores selling department store type merchandise (e.g. apparel, home furnishings, sporting goods and hardware), supermarkets, specialty food stores, beer, liquor or wine stores, automotive products and home improvement stores.
- Service floor space includes restaurants, personal service shops, rental stores, and financial institutions.

- Floorspace not included in the above limits are medical or dental offices, business and professional offices, government offices, places of entertainment, private clubs, community facilities and gas stations.
- c) The following allocation of total gross leasable floor space, which includes retail, service and all other commercial floor space, is made:
- i. 18,600 square metres for the lands bounded by Clarington Boulevard, Prince William Boulevard, Green Road and Highway 2;
 - ii. 8,000 square metres for the lands bounded by Clarington Boulevard, Prince William Boulevard, Pethick Street and Highway 2;
 - iii. 4,000 square metres for the lands east of Clarington Boulevard, north of Highway 2;
 - iv. 18,000 square metres for the lands bounded by Clarington Boulevard, the Stevens Road extension; Green Road and Highway 2;
 - v. 34,500 square metres for the lands north of Highway 2 between Green Road and Boswell Drive extension, provided that no more than 30,500 square metres is permitted in the General Commercial Area and provided that the zoning by-law shall contain restrictions to ensure that the first full year of operation of the retail and service floor area in the General Commercial Area shall not be earlier than 2008.

Development of land will be released through site specific amendments to the Zoning By-law in accordance with the policies of this Plan. The implementing zoning by-laws(s) may incorporate restrictions on the type, amount and location of retail and service floorspace, minimum and maximum store sizes and other similar requirements to define the role of the Bowmanville West Town Centre in relation to historic downtowns and to implement the urban design and energy *conservation* objectives of this Plan.

The floorspace limits identified in Section 4.3 (b) may be amended through a comprehensive review of the commercial floorspace in the Municipality. In addition to any other appropriate planning, urban design and traffic studies the

Municipality shall conduct an independent market analysis, at the expense of the applicant for such permission, which addresses the following:

- The impact of *development* that has occurred in the Bowmanville West Town Centre since 2003 on the Bowmanville East Town Centre, including the historic downtown, and other designated Town and Village Centres in Clarington;
- Changes in consumer expenditure patterns from the patterns documented in previous studies; and
- The anticipated impact of any proposed *development(s)* on the viability of existing retail and *service uses* in Clarington and the planned growth and function of Town and Village Centres.

4.4 In addition to the lands designated General Commercial and Street-Related Commercial, accessory retail and service commercial uses may be permitted on lands designated for Office Commercial, High Density Residential, and GO Station purposes, subject to the relevant Secondary Plan policies for those areas. Such *accessory uses* shall not be included in the consideration of retail thresholds established in Section 4.3 of this Plan.

4.5 Full-Services Banks and Financial Institutions

- a) Notwithstanding any other provision of this Plan, only three full-service banks or financial institutions are permitted in the Bowmanville West Town Centre, one being located on lands municipally known as 1 Martin Road.
- b) Any full-service bank or credit union is permitted on the Office Commercial lands at 1 Martin Road provided it is not represented within the Downtown area identified in the Bowmanville East Town Centre Secondary Plan on July 7, 2014.

4.6 For the purpose of Section 10.9.3 of the Official Plan and in consideration of land use and urban design objectives of this Plan, the intersections of King Street/Highway 2 with Regional Road 57, Clarington Boulevard and Green Road are prominent intersections, which Council deems to have important visual significance.

4.7 It is the policy of Council to encourage development proponents and retailers in the West Town Centre to enter into collaborative

arrangements with retailers and business associations in the East Town Centre with respect to the marketing and promotion of both Town Centres.

5 General Commercial

5.1 Purpose

Lands designated General Commercial on Map A of this Secondary Plan are intended to provide specific areas dedicated to concentrations of larger format retail activities in the West Town Centre. It is intended that retail development in the West Town Centre be phased in so as to ensure that retail growth in this area complements existing businesses and potential commercial development in the East Town Centre.

5.2 Policies

5.2.1 The permitted uses shall be:

- a) Certain retail and services uses such as: department stores, food stores, general retail stores, convenience retail stores, video stores, retail liquor stores, restaurants, taverns, barber shops, beauty salons, dry cleaners, art studios, travel agencies and financial institutions. For the purpose of clarity, retail and services uses do not include a large format home improvement centre.
- b) Privately operated recreational and cultural facilities including movie theatres, bowling alleys and other places of entertainment; public buildings and community uses, including social, recreational and cultural facilities; business or training schools, day care and nursery facilities.
- c) Business, professional and/or administrative offices so long as they are located on the second or upper levels above ground floor *retail uses*.
- d) Notwithstanding 5.2.1 a) and 6.2.1 a) a large format home improvement store having a maximum total floor space of 9,175 square metres is permitted on the lands designated General Commercial and Street-Related Commercial located on the west side of Clarington Boulevard and the south side of Stevens Road extension subject to the following:
 - i. The home improvement store will be certified under the LEED Rating System;

- ii. The exterior walls of the store will be finished with brick and stone pre-cast panels;
 - iii. The enclosed garden centre/outdoor display area shall not exceed 1630 square metres and the seasonal garden centre shall not exceed 930 square metres;
 - iv. The enclosed outdoor storage area shall not exceed 820 square metres;
 - v. Any enclosed garden centre/outdoor display area and the outdoor storage area located along the street-edge will contain a high quality finish comprising decorative fencing and pre-cast panels similar to the main building;
 - vi. No outdoor storage and display is permitted outside of the fence enclosed garden centre/outdoor display area save and except for an outdoor display area no greater than 80 square metres adjacent to front entrance of the building, provided there is no display or storage of building materials, dumpsters, sheds or large equipment;
 - vii. The provisions of Section 13.2.2 shall not apply;
 - viii. The street edge of Clarington Boulevard shall be defined with high quality landscape treatment including seating areas and the provision of a decorative fencing consistent with the architectural character of the building; and
 - ix. Notwithstanding 13.3.1, the primary building façade shall contain 20% transparent glazing and the rear building façade on Stevens Road shall contain 10% transparent or opaque glazing.
- e) Notwithstanding 5.2.1 a) the retail and service uses on lands designated General Commercial on the west side of Clarington Boulevard, south of Durham Highway 2 may include a large format home improvement store.
- 5.2.2 Maximum density for General Commercial lands shall be 0.5 f.s.i., calculated on the net development parcel.
- 5.2.3 Notwithstanding the foregoing, residential uses may be permitted in combination with *retail uses* subject to a maximum residential density of 80

units per hectare. The maximum combined density on the site shall not exceed 1.0 f.s.i., calculated on the net development parcel.

5.2.4 Council may consider limitations on the size of large format stores with the objective of encouraging compact built form and energy efficient buildings.

5.2.5 The following policies shall apply to the *development* of lands designated General Commercial in the West Town Centre:

- a) *Development* will comply with the applicable Urban Design Policies of Section 13.
- b) Where commercial uses are proposed adjacent to residential areas, particular regard shall be had for the implementation of appropriate buffering mechanisms to eliminate potential conflicts arising from noise, emissions and loss of view. Buffering may be achieved through sensitive architectural design in conjunction with the use of walls, fences, planting and/or other attractive *streetscape* elements.
- c) It is the intention of this Plan that a new public street or streets forming part of a grid system of public streets shall be established on portions of the major surface parking area associated with the retail facility on the parcel of land bounded by King Street, Clarington Boulevard, Prince William Boulevard and Green Road at such time as, or after, *development* of the lands occupied by the retail facility is proposed in excess of the *gross leasable floor area* of 21,370 square metres and which new public street or streets the Municipality considers to be desirable as an addition to the grid system. The additional *development* in excess of 21,370 square metres of *gross leasable floor area* will be located on appropriately-sized blocks created by the grid system of public streets. Until ownership is acquired by the Municipality, the development of the future rights-of-way should resemble a public road in function and appearance and no buildings shall be permitted to encroach upon it.
- d) In order to facilitate the implementation of this policy and the policy contained in Section 15.2.3, the Municipality shall acquire either ownership of or the right to require the future transfer of rights-of-way to the Municipality that the Municipality considers to be desirable for the establishment of an appropriate grid of public streets.

6 Street-Related Commercial

6.1 Purpose

Lands designated Street-Related Commercial on Map A of this Secondary Plan are intended to provide specific areas dedicated to smaller scale, pedestrian-oriented retail and personal *service uses*, in particular uses that contribute to an active street life such as cafes, restaurants and smaller shops.

6.2 Policies

6.2.1 The permitted uses shall be:

- a) Retail and *service uses*, including: specialty food stores, general retail stores, convenience retail stores, video stores, retail liquor stores, restaurants, taverns, barber shops, beauty salons, dry cleaners, art studios, travel agencies and financial institutions provided that:
 - i. any one store has a maximum leasable floor area of 1000 square metres; and
 - ii. no drive-through facility is permitted;
- b) Community uses, including social, recreational and cultural facilities; business or training schools, day care and nursery facilities;
- c) Medical offices, business, professional and/or administrative offices provided they are located on the second or upper levels above ground floor; and
- d) Residential *dwelling units* provided they are located on the second or upper levels above the ground floor.

6.2.2 The following policies shall apply to the *development* of lands designated Street-Related Commercial in the Bowmanville West Town Centre:

- a) Highway 2 and Clarington Boulevard shall provide a focus for commercial development in the Bowmanville West Town Centre. The implementing Zoning By-law and the Urban Design policies provide direction regarding the relationship of buildings to the street, landscape treatment, and parking areas as required to achieve a high quality pedestrian retail *environment*.

- b) Notwithstanding Section 6.2.1 a) i, Council may consider additional store size limits on a site specific basis to distinguish the role of street-related retail development between in the Bowmanville West Town Centre and to mitigate the impact on historic downtowns and the Bowmanville East Town Centre.
- c) Buildings shall be designed to be located generally at grade with the adjacent sidewalk on the public or private street.
- d) Access to parking and loading facilities shall be established which will minimize disruption to the pedestrian use of the streets. Adequate, well-designed off-street parking, loading and service areas shall be required on the site of each commercial development.
- e) *Development* will comply with the applicable Urban Design Policies of Section 13.

6.2.3 Notwithstanding any other provision in this Plan, lands located at the northeast corner of Clarington Boulevard and Uptown Avenue and described as Part 4 on Plan 40R-16730 shall only be used for the purposes of a parking lot associated with adjacent commercial uses.

6.2.4 Notwithstanding Section 6.2.1 a. ii) of this Secondary Plan, one drive-through facility, accessory to a bank, shall be permitted at the Clarington Centre plaza, on the portion of the property known municipally as 80 Clarington Boulevard and identified by Tax Assessment Roll Number 1817-010-020-17200.

7 Office Commercial

7.1 Purpose

The Office Commercial designation accorded those lands at the intersection of King Street and Regional Road 57 is intended to provide appropriate office employment opportunities in addition to residential and commercial uses at a highly visible location in the West Town Centre.

7.2 Policies

7.2.1 The permitted uses shall be:

- a) Office uses including: corporate; business; professional; administrative; and government offices.
- b) Hotel and convention facilities.

- c) Institutional and community uses including social, recreational, educational and cultural facilities; day care and nursery facilities.
- d) Retail and *service uses*, provided that they are accessory to the primary office use, and are located on the ground floor of such office building. For the lands on the east side of Regional Road 57, the *gross leasable floor area* shall not exceed 20% of the ground floor area of such building or 200 square metres, whichever is less.
- e) Residential *dwelling units* as follows:
 - i. For the lands on the east side of Regional Road 57, the maximum density is 150 units per hectare on the net development site.
 - ii. For the lands on the west side of Regional Road 57, the ground floor must be occupied by retail and personal service use and the total floor area of residential uses shall not exceed the total floor area of office uses, measured from the 2nd storey and up, within the Office Commercial Area.

7.2.2 Maximum density for Office Commercial lands shall be 1.0 f.s.i. Where residential uses are provided in conjunction with office or retail and *service uses*, the maximum combined density permitted shall be 1.5 f.s.i.

7.2.3 Notwithstanding Section 7.2.2, for the lands municipally known as 1 Martin Road, the minimum height for all buildings is four *storeys*.

7.2.4 Lands designated for Office Commercial uses are considered to be landmark locations within the West Town Centre. The architectural and landscape treatment of *development* on these lands should be of the highest quality, reflecting the importance of these sites.

7.2.5 The following policies shall apply to the *development* of lands designated Office Commercial:

- a) Where commercial uses are proposed adjacent to residential areas, particular regard shall be had for the implementation of appropriate buffering mechanisms to eliminate potential conflicts arising from noise, emissions and loss of view. Buffering may be achieved through sensitive architectural design in conjunction with the use of walls, fences, planting, and/or other attractive *streetscape* elements.

- b) Access to parking and loading facilities shall be established with minimum disruption to the pedestrian use of the streets. Adequate, well-designed off-street parking, loading and service areas shall be required on the site of each commercial development.
- c) On lands municipally known as 1 Martin Road, buildings will be designed and the site will be graded so that buildings will be located generally at grade with the adjacent sidewalk on the public street.

8 Residential

8.1 Purpose

It is envisaged that residential uses will be developed within the West Town Centre at higher densities than the adjacent residential neighbourhoods in order to expand the range of housing types available within the municipality and to take maximum advantage of existing and future public transit opportunities to minimize use of the private automobile.

The Mid Rise High Density Residential designation has been accorded those sites in closest proximity to the future GO Transit station whereas a Low Rise High Density designation is provided for on lands north of the General Commercial, west of Green Road. A Medium Density designation has been accorded the remaining residential lands which are located on the periphery of the West Town Centre, in closest proximity to existing and future low density residential areas.

8.2 Policies

8.2.1 The permitted uses shall be:

- a) Residential dwellings shall be the predominant use permitted on lands designated Residential on Map A of this Secondary Plan.
- b) Certain home occupation uses which are compatible with the surrounding uses subject to the inclusion of appropriate provisions in the Zoning By-laws.
- c) Institutional and community facilities including social, recreational, educational and cultural facilities; day care and nursery facilities.
- d) *Park* and open space uses.

- e) Limited retail and *service uses* may be permitted on the ground floor of residential apartment buildings.

8.2.2 Medium Density Residential

- a) *Development* on lands designated Medium Density Residential shall be a minimum of 31 and a maximum of 60 units per net residential hectare.
- b) Permitted dwelling types shall include: townhouses; stacked townhouses; and low rise apartment buildings not exceeding three *storeys* in height.

8.2.3 Low Rise High Density Residential

- a) *Development* on lands designated Low Rise High Density Residential shall be a minimum of 50 and a maximum of 80 units per net residential hectare.
- b) Permitted dwelling types shall include: townhouses; stacked townhouses; and low rise apartment buildings not exceeding six (6) *storeys* in height.

8.2.4 Mid-Rise High Density Residential

- a) *Development* on lands designated Mid Rise High Density Residential shall be a minimum of 50 and a maximum of 300 units per net residential hectare.
- b) Apartment buildings may be up to twelve (12) stories in height.

8.2.5 The following polices shall apply to the *development* of lands designated for residential purposes in the Bowmanville West Town Centre.

- a) A minimum of 30% of housing units within the West Town Centre shall be *affordable*.
- b) *Development* will comply with the applicable urban design standards of Section 13 and the energy conservation policies of Section 14.
- c) Indoor and outdoor *amenity areas* shall be provided in accordance with the Municipality's Amenity Guidelines for Medium and High Density Residences.
- d) Appropriate separation from the railway corridor is necessary through:

- the creation of a 30 metre setback as required by the CP Rail guidelines;
 - the inclusion within that setback of a 10 metre landscaped zone *adjacent* to the railway corridor to include landscape elements; and
 - the design and siting of buildings so as to minimize visual and noise impacts from the railway corridor.
- e) Secured communal storage rooms and bicycle storage rooms should be provided in apartment buildings.
- f) Parking for all residential units generally shall not be located in the front of buildings and shall utilize alternate means such as below grade parking or garages at the rear of the dwellings accessed from laneways.

9 Community Facilities

9.1 Purpose

It is intended that the West Town Centre provide a focus for a range of local and district community facilities. Community facilities may be located on parcels so designated or on residential or commercial parcels.

9.2 Policies

9.2.1 The permitted uses shall be:

- a) Public recreation facilities and community *parks*.
- b) Public and private schools.
- c) Religious institutions including places of worship and assembly halls.
- d) Hospitals and convalescent homes.
- e) Housing for persons with special needs including the elderly.
- f) Municipal facilities including fire and police stations.

9.2.2 Maximum density for buildings developed for community or institutional purposes shall be 1.0 f.s.i.

9.2.3 Community facilities located adjacent to residential uses shall be designed and developed in such a way as to minimize potential adverse impacts on the residential uses from traffic, noise and lighting.

10 Environmental Protection Area and Parks

10.1 Purpose

The West Town Centre contains an Environmental Protection Area and two Neighbourhood Parks. These public spaces are generally intended to serve both the active and passive *recreation* needs of residents of the Municipality of Clarington, and in the case of the neighbourhood *parks*, future residents of the West Town Centre.

10.2 Policies

10.2.1 The permitted uses on land designated Environmental Protection Area shall be:

- a) Recreational trails.
- b) *Conservation* related uses.
- c) Essential public and private utilities, provided they are sited in such a way as to minimize impacts on natural systems.

10.2.2 The lands designated Environmental Protection Area within the West Town Centre comprise a portion of the valley lands associated with the Brookhill Tributary of the Bowmanville Creek. The boundaries shown on Map A of this Plan are not precise and shall only be used as a guideline. More precise boundaries, including *buffer* areas and top-of-bank setbacks shall be delineated in the Zoning By-law in consultation with the Conservation Authority and the Ministry of Natural Resources.

10.2.3 The general location of Neighbourhood Parks in the West Town Centre are shown on Map A of this Plan. Their exact locations shall be determined in the Zoning By-law in conjunction with the site plan and subdivision approval processes.

10.2.4 It is the Municipality's policy to have a small publicly accessible square established at an appropriate location on the north side of Highway 2 between Clarington Boulevard and Green Road.

10.2.5 Additional parkland may be required to be conveyed to or may be acquired by the Municipality in accordance with the Planning Act and other applicable legislation.

11 GO Station

11.1 Purpose

The GO Station Area designation on Map A of this Plan is intended for the *development* of a GO transit station.

11.2 Policies

11.2.1 The permitted uses shall be a GO Station and associated public transit facilities. Convenience commercial uses may also be permitted up to a maximum of 500 square metres in association with the proposed transit station.

11.2.2 The Municipality will work with GO Transit, the Regional Municipality of Durham and the landowners to ensure the *development* of this site for a GO Rail Station and transit terminal.

12 Stormwater Management Facilities

12.1 Notwithstanding any other policies of this Plan, stormwater management facilities may be located in any land use designation, provided they are compatible with adjacent lands uses. *Stormwater management ponds* shall be designed and built in such a fashion that they provide a high quality amenity feature.

13 Urban Design Policies

13.1 Purpose

Achievement of the Municipality's urban design vision for Bowmanville West Town Centre is of the highest priority. In order to ensure this vision is achieved the Plan provides for levels of design policies:

- a) Urban Design Objectives, found in Section 3.4 of the Plan are broad statements of the intent and key aspects of the design policies;
- b) Detailed Site Design Policies for Commercial Development in Section 13.2 relate to a variety of site development issues including parking, buffering, landscaping, pedestrian access, service areas and signage;
- c) Building Design Policies for Commercial Development in Section 13.3 deal with elements of building form and design;

- d) Site and Building Design Policies for Residential Development in Section 13.4 deal with a variety of site development and building form and design issues;
- e) The Demonstration Plan in Schedule A is a plan for the Bowmanville West Town Centre demonstrating an application of the urban design policies. Illustrated Urban Design Policies in Schedule B provide explanations or examples of the application of the urban design policies.

Urban design principles, detailed site design criteria and building design policies are provided by this Plan in order to assist in the evaluation of *development* proposals through the integration of rezoning and site plan processes.

13.2 Detailed Site Design Policies for Commercial Development

13.2.1 Street and Pedestrian Network

- An open grid of public and private streets, and major private lanes will form the basic organizational structure for the area which should define an urban block pattern, provide maximum pedestrian, bicycle, and vehicular *connectivity* and route choices, and facilitate access to existing and proposed transit services.
- The street network will form a key component of the public realm and should be characterized by high quality streetscaping and landscape treatments.
- Where commercial uses front on a public or private streetline, sidewalks should continue to the building face.
- Sidewalks abutting King Street /Highway 2, and Clarington Boulevard should have a minimum width of 3.0 metres.
- Sidewalks will be provided on both sides of all public streets and a minimum of one side of all private streets.
- Sidewalks and walkways abutting the front façade of larger format stores shall have a minimum width of 3.5 metres.
- Sidewalks and walkways should promote active and safe pedestrian activity and stimulate visual interest. All sidewalks and walkways fronting commercial uses shall include in-ground trees generally planted 6.0 to 9.0 metres on centre, pedestrian scale lighting, and street furnishings such as

garbage receptacles, and possible outdoor merchandise displays and selling areas.

- All sidewalks fronting other non-commercial uses shall include in-ground trees generally planted 6.0 to 9.0 metres on centre within the grassed landscape boulevard, pedestrian scale lighting, and street furnishings such as garbage receptacles.
- The use of special paving treatment is encouraged at focal points including building entrances, squares, and through block connections.
- Clearly designated pedestrian crossings should be provided at the intersection of all public and private streets and major private laneways. Pedestrian crossings should be marked with line painting or surface material variation and should be at least 3.0 metres wide.
- Private streets shall be located on a suitable right-of-way to allow for their future conversion to public streets. Wherever possible private streets shall be designed and constructed to municipal road standards similar to Local Commercial Streets as shown in the Functional Engineering and Streetscape Implementation Plan: Bowmanville West Town Centre (September 1995). Private streets will appear and function as an extension of the overall public street network. The municipal street lighting design standard for public streets in the Bowmanville West Town Centre will be used on private streets.

13.2.2 Building Orientation and Site Layout

- Buildings will be organized to define and frame abutting public and private streets as a first priority; and, to define and frame major private laneways, internal drive aisles, sidewalks, parking and amenity spaces as a second priority.
- The large format “super block” will be broken into functionally and visually smaller units by major private laneways and internal drive aisles, a network of connected walkways, and landscaping.
- Building setbacks shall be reduced to minimize distances between building entrances and abutting public
- Street sidewalks; to establish a consistent built form edge; and to allow for the *development* of a significant *streetscape*

contributing to the identity and amenity of the area. Maximum building setbacks from the property line on public streets are generally as follows:

- King Street/Highway 2: 3.5 metres
- Clarington Boulevard: 2.0 metres
- Definition of the street edge is a priority. At least 50% of the total street frontage shall be occupied by buildings on King Street/ Highway 2 and Clarington Boulevard.

13.2.3 Surface Parking Areas

- Internal vehicular routes shall be clearly defined by raised and curbed landscape islands planted with trees and low level vegetation. Internal drive aisles will be a minimum 6.0 metres in width.
- Parallel parking spaces may be provided on private roads at store fronts with appropriate bump-outs at periodic intervals where high pedestrian activity is anticipated.
- Parking aisles should generally not exceed 30 contiguous spaces in length and should have a consistent design angle perpendicular to primary building entrances.
- The visual impact of surface parking areas shall be minimized by screen walls, landscaping or lowering of the parking areas by up to 0.5 metres from the adjacent street grade.
- Appropriate lighting levels and consistency of coverage will be provided in parking area to assist both pedestrian and vehicular circulation. The height and intensity of light standards should be sensitive to *adjacent* land uses minimizing light spillover, glare and impact on night skies. Full cut-off fixtures are to be used.
- Designated handicapped and mobility impaired parking spaces should be located as close as possible to building entrances and be clearly identified by signs or markings.

13.2.4 Landscaping of Parking Areas

- Internal landscaping elements will define visually and functionally smaller parking “courts” and reduce the overall impact of surface parking areas and heat island effects.

- Trees at the perimeter of parking areas will be planted generally every 6.0 to 9.0 metres on centre.
- A landscaped island should generally be located at each end of every parking aisle. Where the parking aisle is greater than 20 spaces in length, a landscaped island must be provided. Landscaped islands shall have a minimum width of 2.5 metres wide and include one tree, per parking row.
- A landscaping island should be provided generally at the mid point of the parking aisle, and/or approximately every 15 parking bays. The landscaping island should have a minimum width of 2.5 metres and include a minimum of one tree per parking row.
- Where possible, internal landscaping should incorporate existing vegetation and *significant* tree planting.

13.2.5 Landscape Buffers

- High quality landscaping treatments will be used to define site boundaries, provide *buffers* between adjoining developments, and screen storage and *utility* areas.
- Landscaped areas adjacent to the streetline will be a minimum of 3.0 metres wide adjacent to parking areas and service areas.
- Landscaped areas between commercial and residential developments will have a minimum width of 3.0 metres adjacent to the property line.
- To ensure opportunities for surveillance from adjacent areas, perimeter hedge and shrub screening should not exceed 1.0 metre in height.
- Selection of plant material should consider the following:
 - Year-round appearance;
 - Seasonal variety;
 - Hardiness and resistance to disease;
 - Maintenance requirements;
 - Tolerance of plant materials to salt; and

- Urban conditions.

13.2.6 Pedestrian Access

- Pedestrian walkways should where possible be contiguous to major private laneways and opposite primary building entrances to enable safe and direct pedestrian movements.
- An internal pedestrian walkway network should visually and functionally define smaller parking “courts”.
- Walkways should have a minimum width of 1.5 metres, with a landscaping zone on one side that is 2.0 metres in width.
- Walkways shall include pedestrian-scaled amenities wherever possible, such as benches, trash receptacles and lighting.
- Drive aisle crosswalks should be signed and constructed of materials that are different to the drive aisle, such as interlocking brick paving.

13.2.7 Pedestrian Entrances

- Main entrances to buildings shall be emphasized through canopies, awnings, towers or similar taller, non-habitable building structures. The volume and height of such structures should emphasize the prominence of entrances particularly at a corner location.
- Each store, commercial unit, or building will generally provide an entrance facing the adjacent public street as a first priority and private streets as a second priority.
- Building entrances shall be identifiable and accessible to the disabled. High quality *streetscape* and landscaping treatment is encouraged at all building entrances.
- Windows should be coordinated with the location of pedestrian walkways to provide interest and improve security along these routes.
- Pedestrian access from adjacent neighbourhoods should be provided by walkways where insufficient access is available from street sidewalks.

13.2.8 Amenities

- Amenities may include terraces, parkettes or squares, water features, public art, outdoor dining areas and transit shelters.
- Customer and visitor amenities should be located in close proximity to building entrances.
- Amenities are particularly important in the Street-Related Commercial Areas.
- Bicycle parking facilities shall be provided to encourage alternative modes of transport, particularly for employees and consumers with small purchases. Larger stores are encouraged to provide indoor bicycle parking facilities for employees such as storage rooms and showers.
- *Amenity areas* shall be located within landscaped, pedestrian spaces, and provide seating.

13.2.9 Service Areas

- Service areas shall be screened from public and private streets, major pedestrian routes or residential areas. It is preferable to locate service areas off service driveways and away from public streets.
- Storage of goods or garbage shall generally be integrated as part of the building and not as separate stand-alone structure.
- Service areas for delivery, loading and garbage pick-up should be coordinated to reduce vehicular interruptions along the public street and within parking areas.
- Screening shall use building materials and/or landscape treatments similar to those used for the principal buildings.
- Where solid screens are provided, the materials should be similar to or compatible with those of the building's exterior finishes.

13.2.10 Transit Facilities

- Building entrances and bus stops should be arranged to provide convenient access to the buildings by public transit passengers.

- On sites adjacent to or near a bus stop, conveniently located walkways will be provided to cross and connect individual sites in order to provide pedestrians the most efficient route to and from transit stops.

13.2.11 Signage

- Pylon signs for private *development* should be oriented to address the street frontage, street intersections and primary access driveways. Pylon signs should be compatible with the associated building design in scale, material and colour, and should be set within a landscaped setting.
- Building identification signs should be incorporated on the front façade, and should be compatible with the building design in scale, material and colour.
- Externally lit signs are encouraged, particularly those that face the public street or parallel a pedestrian walkway.
- Building identification signs should be applied as large scale building elements, including awnings and banner signs to contribute to an artful and dynamic building presence that will be attractive and visible to passing pedestrians and motorists.
- Directional signs should be provided for pedestrian walkways, parking and service areas. The graphic quality of directional signs should be clear and distinct and be coordinated with the image of the development.

13.3 Building Design Policies for Commercial Development

13.3.1 Building Materials and the Location of Buildings on a Property

- Blank or single material facades that extend the entire length of the building parallel to the public street will incorporate additional architectural detailing and, where appropriate, signs, murals, sculptural or graphic design.
- Facades longer than 25 metres shall be subdivided through a combination of windows and projections and recessions in the building wall to create a consistent rhythm across the façade and establish divisions that express a hierarchy of entrances and identify individual businesses, where applicable.
- Transparent glazing on the at-grade primary building facades and areas that have public activity shall be maximized having

regard to the nature and function of the building. The following minimum requirements generally apply to the primary building facades:

- General Commercial 20%
- Street-Related Commercial 40%
- Glazing should be actively used to provide storefront windows or merchandise displays and should not be covered internally by displays or window decals.
- Corner buildings at the intersections of King Street/Highway 2 with Regional Road 57, Clarington Boulevard, Green Road and Boswell Drive, or at gateway locations shall include articulated building elements in the form of towers, bays or other details that emphasize the focal nature of these buildings and wall projections, recessions, materials and other details that enhance the visibility of these locations.
- Building materials recommended for new construction include brick, stone and wood frame. Materials such as aluminium, steel and metal panels may be used provided they are used within an appropriate context.
- Rooftop mechanical equipment and fume extractor vents should be integrated with the building design and rooftop units and vents will be screened using materials complementary to the building. Where appropriate, parapets should be used to screen rooftop mechanical units.

13.3.2 The following *design guidelines* shall be considered with the location of a drive-through facility:

- Any drive-through facility must be located on a *lot* greater than 3,000 square metres;
- All buildings containing drive-through facilities shall be oriented to the primary street frontage with a setback not to exceed 3.0 metres. No portion of the stacking lane and no parking spaces or drive aisle shall be located within the setback area;
- Drive-through facilities (including the stacking lane, order board, loud speaker, pick up window, or banking machine) shall not be located within 12 metres of properties zoned for or containing residential uses;

- Speakers and order-boards associated with a drive-through facility shall be oriented away from a residential use and their sound levels should be minimum so as not to create sound disturbance. Screening from headlights must be provided;
- Drive-through facilities located adjacent to properties zoned to permit residential uses shall construct opaque fencing at least 1.8 metres in height, between the uses; and
- Landscape *buffers* adjacent to a property zoned to permit residential uses should have a minimum width of 3.0 metres and include ample coniferous trees (minimum of 2.4 metres in height), and deciduous trees (minimum 70 mm calliper).

13.3.3 The following *design guidelines* shall be considered when reviewing the stacking lanes at a drive-through facility:

- A 1.5 metre wide direct pedestrian walkway to the building entrance which does not intersect with or cross the stacking lane shall be provided and maintained on the *lot* from the primary street frontage;
- Stacking lanes shall have a minimum width of 3.0 metres;
- For a restaurant with a drive-through facility a stacking lane length of a minimum 12 vehicle queuing spaces (one vehicle queuing space is defined as 6.0 metres in length) shall be provided. At least 4 queue spaces shall be located between the pick-up window and the order board station;
- For all other drive-through facilities a stacking lane length of a minimum 4 vehicle queuing spaces (one vehicle queuing space is defined as 6.0 metres in length) shall be provided;
- The entrance to a required stacking lane may not be located within 18 metres of a site access to a public or private street;
- The required stacking lane must not interfere with or block access to required parking spaces;
- A required stacking lane should not be crossed or bisected by a driveway, or access to a loading space access or service area;
- The full length of the stacking lane must be demarcated by concrete curbs, and the use of soft and hard landscape features;

- Stacking lanes should be linear and straight, with a minimum number of curves or turning movements and should not interfere with traffic on public streets; and
- Double drive-through facilities on a site should be avoided. Where a double drive-through condition cannot be avoided the landscaping and decorative pavement shall be increased on-site.

13.4 Site and Building Design Policies for Residential Development

13.4.1 Building Orientation and Design

Apartments

- Building facades shall be oriented so as to reinforce the street and other public spaces as the primary organizing element
- Buildings over four stories should be set back from the street or set back on a podium to maintain a pedestrian related scale and to mitigate wind and shadow effects. A podium base should generally be between two and four stories in height.
- Buildings on corner lots should incorporate enhanced architectural elements such as entrance canopies, towers, and corner articulation.
- Service areas, utilities and parking should be sited or screened to minimize potential *negative impacts*.
- The ground floors of apartment buildings facing residential streets shall be primarily occupied by active residential uses such as living spaces, indoor *amenity areas* and entry ways. On commercial streets, ground floor retail and services uses may be used to provide an active street frontage.
- Long, unbroken facades and blank walls should be avoided with the use of balconies, setbacks and projections and material transitions which help articulate the building and by the pattern and rhythm of windows and doors.
- Buildings should be sited and designed to provide for views overlooking streets, natural areas and public spaces while minimizing views overlooking adjoining dwellings and private *amenity areas*.

- Buildings should be sensitive to interfaces with adjoining buildings and lower density areas with reduced heights, increased setbacks, stepped *massing* of the building, articulated facades and window patterns.
- Roof designs shall be integrated into the overall design of the building. Green roof designs are encouraged.

Townhouses

- Buildings articulation and design should be informed by structural elements such as columns, rooflines and window fenestration, as well as functional elements such as the locations of entries, circulation spaces and special rooms.
- Material, colour and textural differences should be provided on townhouse facades.

13.4.2 Building Entrances

- Main building entrances for apartments shall provide a strong identity and provide a transition from the street to the building. Weather protection in the form of awnings, canopies and arcades should be provided. Entries and foyers should be comfortable, sheltered, safe, and convenient.
- Main building entrances shall be oriented towards streets, *parks* or squares.
- Townhouses shall have attractive entry and porch areas near the street level.
- Ground floor apartment units may have individual entries directly from the street.

13.4.3 Private Amenity Areas

- Balconies, verandas, terraces and roof gardens should be integrated with the overall building form and facade composition.
- Balconies and verandas should be sized to accommodate outdoor seating.

13.4.4 Common Amenity Areas

- Shared outdoor spaces shall be provided to meet the needs of the residents.

- The design of shared outdoor spaces should take into account the following:
 - Orientation and shading for optimum solar access
 - Shelter for access during inclement weather
 - Planting location and type for durability, ease of maintenance and aesthetic quality
 - Ground surface materials to allow access in all weather conditions
 - Privacy of dwellings facing open spaces
 - Public access and measures to control access where required
 - Safety, in the form of lighting, informal surveillance, as well as restricted access to pools and water features for children
 - Shelter from noise, wind and traffic from adjacent streets or incompatible uses.

13.4.5 Parking Areas

- Parking areas shall be located at the rear or side of the buildings and shall be appropriately screened from the street.
- Underground parking is encouraged in High Density Residential areas. Where decked parking is provided, it shall be architecturally integrated with the apartment building.
- Large parking areas should be avoided by dispersing parking courts and/or mitigated by providing appropriate landscaping.
- Generally parking aisles longer than 15 spaces should be separated by a landscaped island.
- Joint access is permitted.
- Wherever possible, internal or rear laneways should be provided for all townhouse dwellings.
- Pedestrian walkways from parking areas to building entrances should be clearly defined through materials and lighting.
- Short term bicycle parking should be provided for visitors.

13.4.6 Landscaping

- Landscaping shall reinforce the street edge and provide *buffers to adjacent uses*.
- Fences along street frontages should be low, transparent and decorative in nature to define private spaces but avoid inactive frontages.
- Pedestrian-scale lighting should be provided for parking and open space areas and shall avoid light trespass on to *adjacent* properties.

13.4.7 Services and Utilities

- Garbage areas shall be conveniently located for residents and for collection and shall be fully enclosed, preferably within the building.
- Where provided, separate garbage enclosures shall have compatible materials and colours to the *dwelling units* and should be softened with landscaping on their most visible sides.
- All mechanical equipment whether mounted on the roof or ground shall be screened from view.

13.5 Demonstration Plans – Schedule A of this Plan, the Demonstration Plan, shows one scheme for the *development* of the area that successfully implements the urban design, land use and transportation objectives of this Plan. The Illustrated Urban Design Policies in Schedule B of this Plan provides examples and precedents of the application of the urban design policies of the Plan. Schedules A and B are intended to be illustrative rather than prescriptive.

14 Energy Conservation

14.1 It is Council's policy to seek to achieve the objective of energy conservation through the encouragement of patterns and forms of urban development which:

- a) Encourage the integration of residential and employment uses to improve the live/work relationship;
- b) Provide increased densities in the Bowmanville West Town Centre and structured parking wherever feasible;

c) Encourage walking and biking as alternative means of transportation; and

d) Seek the implementation and integration of bus and rail transit.

14.2 The siting and design of buildings will consider concepts to maximize the potential energy savings including:

a) Orientation for maximum passive solar gain in winter;

b) The construction of new buildings to meet the *LEED* Rating System;

c) Green roof design and the provision of well-designed landscaping of parking areas to minimize heat island effects;

d) Renovations of existing buildings for energy and water *conservation* will be encouraged; and

e) The use of alternative *sustainable* energy sources, such as solar.

15 Transportation

15.1 Purpose

It is Council's policy to seek to achieve the safe and efficient movement of people and goods within and through the West Town Centre, to facilitate public transit, and to improve pedestrian and bicycle accessibility within the West Town Centre and to the rest of the Municipality.

15.2 Road Network Policies

15.2.1 The proposed transportation network serving the West Town Centre is shown on Map B of the Official Plan and Map A of this Secondary Plan. King Street, Regional Road 57 and Green Road are designated arterial roads. Those roads are complemented by a system of collector and local streets which are intended to create a grid system of streets and blocks to provide access throughout the West Town Centre, to facilitate pedestrian access and to create a framework for subsequent *redevelopment* of the lands in the West Town Centre after their initial *development* in accordance with this Plan.

15.2.2 The alignments of the proposed new local streets and collector roads are generally as shown except where the rights-of-way are already established. Detailed alignments of arterial and collector roads, and the general location

of local streets shall be determined through further engineering studies and through the development approval process.

15.2.3 The "Private Streets" shown on Map A of this Plan shall be subject to Section 5.2.5(d) and the following:

- a) Private streets will be designed to municipal standards suitable for transfer to and assumption by the Municipality as public streets at some future date if deemed necessary by the Municipality;
- b) Access points to parking spaces will meet municipal road standards;
- c) No buildings or parking spaces shall encroach into the private street right-of-way; and
- d) The developer shall provide for the future transfer of the rights-of-way to the Municipality at the Municipality's discretion.

15.2.4 The description of the road classifications, traffic-carrying functions and right-of-way widths described in the Official Plan shall apply to the road network.

15.2.5 In the consideration of a development application within the West Town Centre, the Municipality may require that the proponent prepare a traffic impact study to the satisfaction of the Regional Municipality of Durham and the Municipality.

15.2.6 As a precondition of *development* of certain lands in the Bowmanville West Town Centre, appropriate arrangements shall be made for the following critical components of the grid street system:

- a) For the lands north of King Street/Highway 2 between Green Road and the proposed extension of Boswell Drive, the following road improvements are required:
 - i. The proposed extension of Boswell Drive from King Street/Highway 2 as identified on Map A; and
 - ii. The construction of Stevens Avenue from Regional Road 57 through to the Boswell Drive extension as a combination of a public and a private road as identified on Map A.
- b) For the lands north of King Street/Highway 2 between Green Road and Clarington Boulevard, the construction of Stevens

Road between Green Road and Regional Road 57 as a public street.

- c) For the lands on the southwest corner of Regional Road 57 and King Street/Highway 2 the construction of Prince William Boulevard easterly from Pethick Street to Regional Road 57 as a public street.

15.3 Public Transit Policies

15.3.1 The Municipality, in conjunction with the Regional Municipality of Durham and GO Transit shall endeavour to enhance public transit use and access in the Bowmanville West Town Centre.

15.3.2 The Municipality will encourage the development of the Bowmanville West Town Centre as a transit node by:

- a) Encouraging a high level of transit service from transit providers;
- b) Providing sidewalks and high quality *streetscape* in pedestrian activity areas in accordance with Section 15.4 and the urban design policies of Section 13;
- c) Considering the development of structured parking facilities in partnership with private landowners; and
- d) When the Municipality is proposing public works in the West Town Centre, the public authority will consider opportunities to improve the pedestrian and cycling *environment*, bus stops and shelters and *streetscape* enhancements.

15.3.3 *Development* in the West Town Centre will be *transit-supportive* through:

- a) Providing for street-oriented development with no large parking areas between the adjacent primary public street and buildings;
- b) Developing at higher densities;
- c) Providing frequent pedestrian linkages from streets to stores, between buildings and through parking areas;
- d) Contributing to a high quality public *streetscape* through landscape treatment along the streetline; and
- e) Providing for compact development through shared parking where appropriate, and parking structures.

15.4 Pedestrian Route Policies

- 15.4.1 Pedestrian linkages shall be established throughout the West Town Centre to ensure safe and convenient access within the Secondary Planning Area and from the adjacent residential neighbourhoods. Major pedestrian circulation shall occur on sidewalks along public road rights-of-way and private streets to enhance security and animation within the West Town Centre.
- 15.4.2 Priority shall be placed on facilitating pedestrian and bicycle access to existing and future transit facilities.
- 15.4.3 It is the intention of this Plan that the pedestrian walkways, identified on Map A to this Plan, are ancillary to the grid system of streets providing an important pedestrian connection. The pedestrian walkways shall be 5 to 8 metres in width. The Municipality shall either acquire ownership of, or an easement interest in, or the right to acquire either of them, in conjunction with the Private Streets subject to Subsection 5.2.5, b) and c) and Subsection 15.2.3.
- 15.4.4 Priority areas of pedestrian activity are to be landscaped to high urban standards with street trees, paving and other appropriate street furniture.
- 15.4.5 *Development of infrastructure* within the West Town Centre shall give consideration to the encouragement of cycling as a mode of transportation, including the establishment of dedicated bicycle lanes or pathways.
- 15.4.6 The provision of facilities useful to cycle transit such as bicycle racks and lockers should be required in new *development* and at the GO transit station.

15.5 Parking Policies

- 15.5.1 Where surface parking is provided, it shall generally be located to the rear or side of buildings and shall be screened by a landscaped *buffer* along the street edges.
- 15.5.2 Parking standards will be reviewed periodically by the Municipality to provide for a reduction in parking standards which reflect any increase in public transit ridership.

16 Municipal Services

16.1 Purpose

To ensure a high standard of water supply, sanitary sewage collection and treatment and stormwater management within the West Town Centre.

16.2 Policies

- 16.2.1 No *development* shall be approved which exceeds the capacities of municipal services which are or will be available when the *development* is occupied.
- 16.2.2 The Municipality will work with the landowners and the Regional Municipality of Durham to develop a plan for the phasing of extensions to existing services within the West Town Centre, which will allow *development* within the Area to proceed as expeditiously as possible. Implementation of extensions to existing services or construction of new services will be subject to the policies of the Official Plan.
- 16.2.3 The lands to which this Secondary Plan applies are partially in the West Side Creek Watershed and partially in the Bowmanville Creek Watershed. A Master Drainage Study has been approved for lands within the West Side Creek tributary area. All developments in the West Side Creek Tributary Area must provide storm drainage facilities which conform to the Plan or other policies ultimately adopted for the watershed. For the area north of King Street, this may include the provision of individual or communal control facilities, a redirection of drainage to the Bowmanville Creek watershed, or both.
- 16.2.4 A Subwatershed Plan for the Bowmanville Creek watershed shall be prepared prior to *development* in the portion of the Secondary Plan Area that is within the *subwatershed*. All *developments* within the Bowmanville Creek watershed will be undertaken in accordance with the policies of the Brookhill Tributary Subwatershed Plan.
- 16.2.5 Stormwater management implementation reports shall also be prepared for new *development* or *redevelopment* sites, to the satisfaction of the Municipality and Conservation Authority prior to the approval of individual development applications. The stormwater management implementation report shall address specific design, construction, stormwater management and phasing of works issues and shall be consistent with the applicable Master Drainage Plan or Subwatershed Plan.

17 Implementation

17.1 General

Market, land use, urban design and transportation objectives and policies will be considered comprehensively in the implementation of this plan. The policies of this Plan shall be implemented by exercise of the powers conferred upon the Municipality by the Planning Act, the Municipal Act and other applicable statutes, in accordance with

the applicable implementation policies of the Official Plan, and the following additional policies.

17.2 Zoning By-law

17.2.1 Notwithstanding any other provisions of this Plan, the Municipality may require as a condition of approval of a Zoning By-law that:

- a) A stormwater management implementation report be submitted, as described in Section 16.2.5.
- b) A noise impact study be submitted to the satisfaction of the Municipality prior to approval of any residential development within 50 metres of Type A arterial roads and 300 metres of a railway right-of-way or any commercial development with loading, refuse pick-up or drive-through facilities within 60 metres of a sensitive use. The study will indicate the total noise impact on the site and shall recommend noise control measures. These studies shall be to the satisfaction of the Municipality and the Ministry of the Environment in consultation with the appropriate railways as appropriate.
- c) A vibration impact study be submitted to the satisfaction of the Municipality prior to approval of any *development* within 75 metres of the railway right-of-way. The Study will indicate the vibration impacts and shall recommend appropriate measures to mitigate any *adverse effects* from vibration to the satisfaction of the Municipality and the Ministry of the Environment in consultation with the appropriate railways.
- d) Where applicable, the site has been decommissioned and appropriate certificates obtained from the Ministry of the Environment to permit *development*. In particular, residential uses shall not be permitted on lands identified with the “*” symbol on Map A of this Plan. The level of contaminants at this site exceed the Ministry’s guidelines for residential uses, but are within acceptable levels for commercial/industrial uses. In order to accommodate residential uses, the site must be cleaned up in accordance with the Ministry’s Guidelines for the Decommissioning and Clean-up of Sites in Ontario.

17.2.2 Amending Zoning By-laws will be required to conform with the policies of this Secondary Plan. In order to achieve appropriate control on future *development*, Council's policy shall be to consider applications for amendments to the Zoning By-laws in conjunction with the consideration of applications for approval of site plans consistent with the objectives of this Secondary Plan. In the event of a comprehensive review, Rezoning By-laws

may be considered in advance of a site plan but will be subject to holding provisions in accordance with the policies of Section 24 of the Official Plan and Section 17.2.3 and 17.2.4 of this Plan.

17.2.3 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* of new commercial space to population growth in Clarington, the achievement of urban design policies and objectives through site plan agreements and agreement on the provision of *infrastructure*.

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

- a) Plans for the proposed *development* show that the proponent has successfully implemented the Urban Design Policies contained in Section 13 and the results of studies required under Section 17.2.1, and the market, land use and transportation objectives of this Plan to the satisfaction of the Municipality;
- b) Arrangements have been made satisfactory to the Municipality for the construction of the public streets identified in Section 15.2.6 as critical components of the grid street system; and
- c) Arrangements have been made to the satisfaction of the Municipality for the construction of private streets identified on Map A and their future dedication as public streets if the Municipality requires their dedication in the future.

17.3 Subdivision Approval

The Secondary Plan area is subject to subdivision control and part-lot control. The Municipality shall only recommend for approval plans of subdivisions and consents to divide which:

- a) Conform with the policies and designations of this Plan;
- b) Are not premature;
- c) Are in the public interest; and
- d) Are conditional upon an agreement made by the owner with the Municipality under the Planning Act to provide for the construction and installation of appropriate new streets,

services and *streetscape* treatment of new street allowances shown on the Secondary Plan.

17.4 Site Plan Control

17.4.1 Council shall apply the policies of this Secondary Plan in the evaluation of specific development applications, including applications for site plan approval. Furthermore, in considering the approval of site plan applications under the Planning Act, shall comply with the Urban Design policies of this Plan and any Urban Design Guidelines.

17.4.2 Where a proponent submits a proposal for the *development* of land, the Municipality will require that the proponent demonstrate how the proposed design and organization of the site and buildings:

- a) Addresses the policies of this Plan, in particular the urban design policies of Section 13;
- b) Contributes to a compact, urban, pedestrian-oriented form and function, that enhances pedestrian accessibility, strengthens walking as the preferred means of getting from place to place and adds pedestrian amenities such as textured paving, seating benches and landscaped areas;
- c) Provides for access from transit stops;
- d) Contributes physical links into and integrates with the adjacent community;
- e) Contributes to the continuity of building façade along the street;
- f) Orients such elements as public entrances, display windows, canopies, and signage to the street; and
- g) Locates and designs parking areas appropriately.

18 Interpretation

18.1 Some flexibility in the interpretation of the policies contained in this Secondary Plan is permitted provided that its general intent is maintained. With the exception of floor space indices, numerical figures and quantities are to be considered approximate. The boundaries for land use areas are approximate only and shall be defined by the alignment of the new streets or implementing Zoning By-laws.

18.2 The policies of the Plan shall be interpreted in conjunction with the applicable interpretation policies of the Official Plan. In the event of a conflict between the provisions of the Official Plan and this Plan, the Secondary Plan shall prevail.

18.3 Definitions

- a) **Department Store:** Department store shall mean a retail store containing a minimum of 5,000 square metres of gross leasable floor space organized into a number of individual departments and primarily engaged in the sale of a wide variety of commodities which shall include clothing, hardware, home furnishings and household appliances.
- b) **LEED Rating System:** LEED Rating System shall mean the Leadership in Energy and Environmental Design Green Building Rating System established by the Canada Green Building Council as amended from time to time.

Appendix 1 - Urban Design Guidelines Bowmanville West Main Central Area

1 Purpose of the Urban Design Guidelines

The Urban Design Guidelines are intended to provide a visual interpretation of the proposed *development* of the West Main Central Area as approved by Council of the Municipality of Clarington and to provide guidelines for the evaluation of development proposals.

2 Goals and Objectives

The Urban Design Guidelines seek to achieve the following objectives for the West Main Central Area:

- To create a character reflective of the primary role of the area in providing a retail, commercial and residential focus as part of the Main Central Area;
- To provide landmark landscape or architectural features to identify major entry points to the West Main Central Area;
- To foster pedestrian accessibility among all parts of the West Main Central Area and the existing and future adjacent residential communities, through the creation of a grid of streets and pedestrian connections;
- To identify pedestrian and streetscape priority zones;
- To ensure high quality architectural and landscape treatment with particular regard to the interface between the proposed shopping centre and adjacent residential areas; and
- To facilitate implementation of transit and accessibility to the proposed GO station from all parts of the community.

3 Major Urban Design Elements

The Urban Design Plan attached to these Guidelines illustrates a number of critical design elements in the West Main Central Area which are described below:

- Building Envelope

This envelope is generally the prescribed location for the placement of buildings on a block. In most cases, it would be normal for an actual building to occupy less than 100% of this envelope. In these cases, the residual building envelope can be used for subsequent building phases, landscaping or site plan features.

- Primary Building Face

The primary building face is the portion of a building envelope that is parallel to an important public street. It should be the primary address and entrance to the building, have a high degree of architectural resolution and in the case of a retail building be designed to contribute to an overall pedestrian retail *environment*.

- Major Building Face Exposed to a Public Street

Where a major building facade is adjacent to a public street but not designated as a primary building face, that facade should be fully developed architecturally, provide secondary building access and not be the location of exposed exterior loading docks, garbage handling facilities or outside storage.

- Height

This refers to the overall height in building *storeys* which would be allowed in a development parcel. Generally, this height is exclusive of roof form and special features such as clock towers, steeples, or observation decks.

- Architectural Focus

Denotes a special location in the plan where because of high public visibility, street treatment or landmark location buildings will play a significant role in the creation of gateway or landmark locations. These are excellent locations for architectural features.

- Landscape Focal Point

The two small parks will act as focal points for the adjacent residential community. The street frontage at the community centre on the north/south street represents an opportunity to provide a high quality landscape feature in an active urban area.

The underpass at the rail should be considered a unique landscape opportunity associated with the grade change and the pedestrian sidewalk system, and marking the entrance to the West Main Central Area.

- Special Streetscape Zone

Adjacent to the GO Station, a special streetscape feature should be required to ensure high quality public realm edge to the proposed transit facility.

Suitable streetscape treatment of the public realm should be required where the proposed retail facility backs onto Green Road and Bowmanville Boulevard.

- Retail Shopping Pedestrian Zone

This designation occurs where *retail uses* are adjacent to a public street and along the inside face of the retail strip mall. This zone should provide a suitable pedestrian sidewalk system of at least 3 metres in width, in-ground street trees, pedestrian scale lighting, street benches, awnings, canopies and possible outdoor display and selling areas. The pedestrian movement system should take precedence over automobile movements in these areas except at the intersection of two public streets. In these locations, clearly designed pedestrian crossings should be developed.

- "0" Setback to the Street Required

On Clarington Boulevard, buildings should be developed on the lot line in order to foster animation, activity and a sense of enclosure. First floor elevation should be consistent with finished street grade.

- Pedestrian Through Block Connection

Generally located through a building envelope this connection is to facilitate pedestrian movement where no street will be present. These connections should generally be 5 to 8

metres in width and may be in public or private ownership provided full public access is secured.

- Large Scale Surface Parking

These areas should be directed by the Municipality of Clarington site plan guidelines for layout and landscape treatment. Safe pedestrian movement to building access points through the parking lots should be a major design consideration. Large scale parking lots should be designed to allow for the implementation of possible future public *infrastructure* and potential site *intensification* in the longer term.

- 30 Metre Railway Corridor Setback

The first 10 metres of this zone can be used for the landscape zone. The remainder of setback will be subject to the guidelines for setback to a CP Rail Corridor.

- 10 Metre Landscape Zone to Railway Corridor

This zone is to establish an edge between the Main Central Area and the rail corridor. The space can be used for noise mitigation, tree planting or access *infrastructure* to the public realm such as laneways or return streets. A consistent landscape planting of large scale trees should be developed along the length of this zone.

- Transit Stop

Location where transit stops should be considered in the site plan/public realm design. These locations are intended to facilitate integration between municipal and/or regional bus service and the GO transit station.

- Vehicular Access Point

Location of private access to a site. In some cases these may not be full access points.

- King Street Streetscape Zone

As the West Main Central Area emerges, the character of King Street should develop more of an urban street quality and less of a rural provincial highway character. The inclusion of pedestrian sidewalks, street trees, and other urban elements could be added on a project by project basis to this

area. Additionally, this zone should be used to link the existing downtown to the new downtown and should be given due consideration in any public *infrastructure* improvement program to either area.

4 Street Classifications

Street A: Connector Street

A new east/west connector street has been designed to provide through site movement south of King Street between Green Road and Regional Road 57.

On-street parking should be permitted. Provision should be made for safe and convenient bicycle and pedestrian systems, and streetscape treatment along this road should be of the highest quality.

A right-of-way width of 26 metres is envisaged subject to detail site design.

Clarington Boulevard: Commercial Street

Clarington Boulevard is a commercial street intended to accommodate pedestrians, street parking, slower traffic and over time develop as a pleasant shopping *environment*.

Full sidewalk with a minimum 3 metre width and streetscape development is required.

The pedestrian system along this street should extend into the strip mall site along the face of the stores between the building and parking lot.

A right-of-way width of 23 to 26 metres is envisaged subject to detailed design of road configuration.

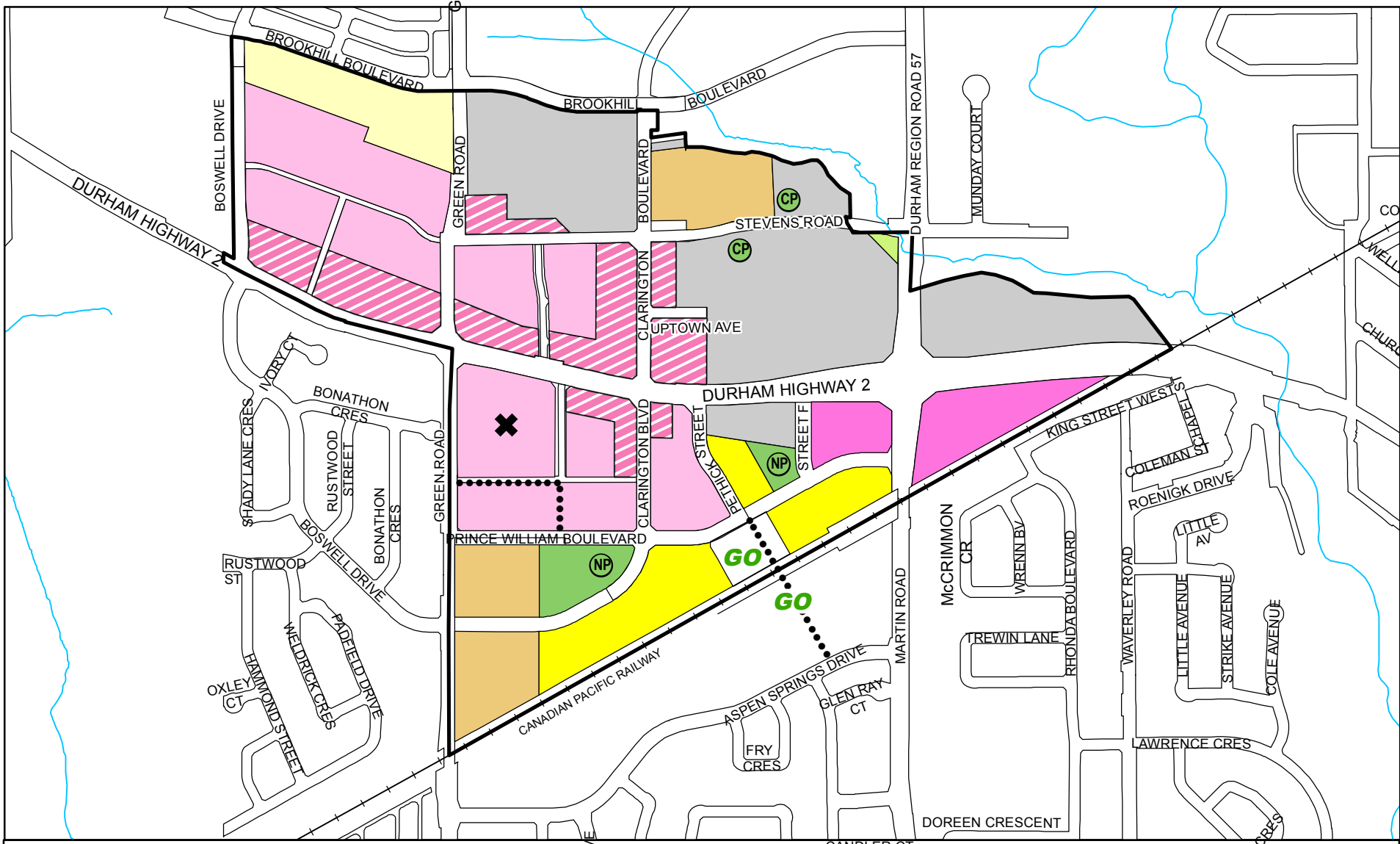
Streets D, E, F, G, and H: Local Streets

Local streets to provide movement around the site and building address. The secondary street system in the residential areas would also fall into this category.

On-street parking should be allowed in appropriate locations.

King Street: Thoroughfares

King Street is currently a super-elevated rural cross section arterial road. Alterations should be made to the road elevation over time as *development* occurs to create a more urban quality.



LEGEND

- | | | |
|-----------------------------------|-------------------------|-------------------------------|
| West Town Centre Boundary | Office Commercial Area | Environmental Protection Area |
| Medium Density Residential | General Commercial Area | Future GO Station Site |
| Low Rise High Density Residential | Community Facility | Pedestrian Walkway |
| Mid Rise High Density Residential | Community Park | Contaminated Site |
| Street-Related Commercial Area | Neighbourhood Park | |

**MAP A
LAND USE**

BOWMANVILLE
WEST TOWN CENTRE
SECONDARY PLAN

JUNE, 2018
OFFICE CONSOLIDATION



Secondary Plans

Courtice Main Street Secondary Plan

Municipality of Clarington Official Plan

Courtice Main Street Secondary Plan

1 Introduction

- 1.1 The Courtice Main Street Secondary Plan area occupies approximately 81 hectares and is located along Durham Highway 2 within Courtice, and extends approximately 4 kilometres from Townline Road in the west to Courtice Road in the east. Courtice Main Street is classified as a Regional Corridor in the Durham Regional Official Plan and is intended for mixed-use transit oriented *development*. A Regional Centre is identified at the intersection of Trulls Road and Durham Highway 2.

2 Purpose

- 2.1 This Secondary Plan provides a long-term land use and design vision for the Courtice Main Street. The aspiration is to create a dense, *mixed use*, transit supportive and pedestrian friendly *environment* while preserving what is deemed valuable in terms of natural heritage, built form and community character. However, it is also recognized that this is a long-term vision. Accordingly, it is important that the Plan provides policy guidance to allow for gradual change.

3 Goals

- 3.1 The goals of the Courtice Main Street Secondary Plan are as follows:
- a) To provide a policy framework which allows for the transition of the Courtice Main Street into a *mixed use*, transit supportive and pedestrian friendly place;
 - b) To create a Town Centre for Courtice to implement community aspirations for growth and *development*;
 - c) To minimize the impacts of *development* on the natural environment;
 - d) To ensure buildings are designed with high urban design standards which will contribute to a positive image of the Courtice Main Street; and,

- e) To encourage *sustainable* development within the Courtice Main Street Secondary Plan area that is consistent with the programs which reduce energy consumption, water consumption, greenhouse gas emissions and promote waste reduction.

4 Objectives

4.1 The objectives of the Courtice Main Street Secondary Plan are as follows:

- a) To achieve an increase in the overall long-term residential density in keeping with the *intensification* targets in the Durham Regional Official Plan;
- b) To facilitate the provision of approximately 2000 residential units over the long term;
- c) To attract economic investment;
- d) To provide for the development of a bus rapid transit system along the Courtice Main Street within the next 20 years;
- e) To facilitate the *redevelopment* of the Courtice Main Street over the next 20 years into a compact *mixed use* area;
- f) To encourage sustainable practices in *development* or *redevelopment*;
- g) To encourage new buildings to be LEED® certified or equivalent to demonstrate excellence in environmental and energy conservation measures from preconstruction to operation; and,
- h) To protect significant natural heritage and hydrological features and strengthen their function and inter-relationship through conservation and environmental stewardship.

5 Land Use

5.1 General Land Use Policies

5.1.1 The limits and land use designations for the Courtice Main Street Secondary Plan area are shown on Map A of the Secondary Plan. The designations establish the general pattern for future *development* in the Secondary Plan area.

- 5.1.2 Large auto oriented uses such as existing motor vehicle sales establishments are encouraged to redevelop over time in a manner that achieves the vision of the Courtice Main Street or to relocate to designated Highway Commercial districts within the Municipality.
- 5.1.3 The transformation of the Courtice Main Street will include the demolition of existing single detached *dwelling units* and *redevelopment* over time in a manner that achieves the vision of the Courtice Main Street.
- 5.1.4 In the consideration of development applications, the Municipality shall determine how proposals contribute towards the achievement of the following long term FSI and density targets as established in the Durham Regional Official Plan:
- a) A minimum of 75 residential units per gross hectare within the Town Centre;
 - b) A minimum of 60 residential units per gross hectare on other lands within the Secondary Plan area that are designated for higher density residential purposes.
 - c) A *Floor Space Index* of 2.5

The Municipality may request a proponent to submit a phasing plan to demonstrate how the property can be developed over time to meet the density and FSI targets.

The appropriateness of the proposed *development* will be determined through the Phasing Plan and shall have regard to height, density, *massing*, angular plane, setbacks and transition to surrounding building forms.

- 5.1.5 The minimum height for all new buildings in the Courtice Main Street Secondary Plan Area shall be 2 *storeys*³.
- 5.1.6 Publicly owned community facilities, such as a community centre and a library, should be located within the Town Centre Commercial designation, to reinforce the area's role.
- 5.1.7 All new *development* shall be required to consider potential impacts on adjacent land uses. The Municipality may require studies and measures to mitigate environmental, shade, light, noise or traffic impacts, to ensure compatible land use development.

5.2 Commercial

³ This policy remains under appeal to the OMB as it applies to the property identified by Tax Assessment Roll Number 1817-010-050-22700

5.2.1 The Commercial Area is the western gateway into Courtice and currently includes conventional strip plazas and fuel bars. Over the long term this area will redevelop into a more compact built form by incorporating office uses as well as high density residential uses.

5.2.2 The permitted uses are:

- a) Retail, service and office uses;
- b) High density residential uses such as mid and high rise apartments, either in a single use building or part of a mixed-use building; and
- c) Limited community facilities including social, recreational, educational and cultural facilities.

5.2.3 *Development* within the Commercial Area shall be subject to the following:

- a) The maximum height for buildings in the Commercial area shall be 8 stories.
- b) Notwithstanding Section 5.1.5, the minimum height of buildings on the north-east and south-east corners of Durham Highway 2 and Townline Road shall be 4 stories.

5.3 Commercial Mixed-Use

5.3.1 This designation recognizes the existing small retail, office and service oriented businesses anchored by small-scale commercial plazas. This area will redevelop over time by introducing more intensive retail and *service uses* at grade with residential uses generally on upper floors.

5.3.2 The permitted uses are:

- a) Retail, service, office and residential uses within a *mixed use building*; and
- b) Limited community facilities including social, educational and cultural facilities within a mixed-use building.

5.3.3 *Development* within the Commercial Mixed-Use Area shall be subject to the following:

- a) Retail and *service uses* should generally be of a convenience nature and shall include retail or *service uses*, which by nature of their size or function are compatible with residential uses or a mixed-use format;

- b) Non-residential uses within a mixed-use building shall not exceed 50% of the total floor area of the building;
- c) The maximum height for buildings is 4 *storeys*; and
- d) New *development* will occur on consolidated lots and adhere to street-front oriented design principles.

5.3.4 Notwithstanding Sections 5.3.2 and 5.3.3, the existing office, retail and *service uses* within this designation in existence at the time of adoption of this Secondary Plan may continue to be used for such purposes, subject to the following:

- a) No expansion of the existing floor space is permitted;
- b) Driveway entrances will be consolidated in conformity with arterial road policies of the Official Plan with appropriate easements provided;
- c) Parking will generally be located in the rear and the landscaped yard will be maintained in the front yard;
- d) If parking is located in the front yard, appropriate landscaping features will be incorporated to soften the visual impact of the parking areas;
- e) Urban design policies and guidelines of both this Secondary Plan and the Official Plan; and
- f) That a site plan agreement be entered into with the Municipality within 1 year of the date of adoption of this Secondary Plan implementing the above criteria.

5.3.5 Notwithstanding Section 5.3.2, the property located at 1540 Durham Highway 2 may be used for retail, service, office and residential purposes either in a mixed-use building or in a single use building.

5.4 Residential

5.4.1 The section of the Courtice Main Street containing *single detached dwellings* presents a unique opportunity to assemble multiple properties to develop Medium and Low Rise High Density Residential uses with complementary *service and retail uses*, while the lands on the west side of the Farewell Creek, south of Durham Highway 2 lend themselves to be developed into a Mid-Rise High Density Residential node based on past approvals for apartment buildings.

The Medium Density Residential designation has been accorded those properties that have a relatively shallow lot depth and are

located adjacent to low density residential uses. The Low Rise High Density Residential designation has been accorded to the residential lands east of the Farewell Creek lands, these properties have a deeper lot depth where residential buildings with greater mass and height can be accommodated. The Mid-Rise High Density Residential designation has been accorded the remaining residential lands west of the Farewell Creek.

5.4.2 The permitted uses are:

- a) Residential dwellings which conform to the minimum height and the permitted dwelling type of each Residential Area designation;
- b) Home occupation uses which are compatible with the surrounding uses and appropriate within a building containing multiple dwellings;
- c) Retail, service and office uses, on the ground floor of a mixed-use building and which are compatible with residential uses or a mixed-use format;
- d) Limited community facilities including social, educational and cultural facilities on the ground floor of a mixed-use building; and
- e) Park and open space uses.

5.4.3 A range of housing types, tenure and unit sizes is encouraged within the Residential designations.

5.4.4 Flexible space designs such as live/work units are encouraged in the Medium Density Residential Areas.

5.4.5 Medium Density Residential

- a) The maximum height of any building shall be 4 *storeys*.
- b) Permitted dwelling types shall include townhouses, stacked townhouses, low rise apartment buildings, and *dwelling units* as part of a mixed-use building; and,
- c) *Retail uses* will generally not exceed 20% of the total ground floor area of a building, except in live/work dwelling types.

5.4.6 Low Rise High Density Residential

- a) Notwithstanding Section 5.1.5, the height of any new building shall be a minimum of 3 *storeys* and a maximum of 6 *storeys*.

- b) Permitted dwelling types shall include townhouses, stacked townhouses, low rise apartment buildings, and *dwelling units* as part of a mixed-use building; and
- c) *Retail uses* will generally not exceed 20% of the total ground floor area of a building, except in live/work dwelling types.
- d) Notwithstanding section 5.4.2 the motor vehicle sales establishment on the lands located on the south-west corner of Courtice Road and Durham Highway 2 will be recognized through a site-specific zoning in the implementing Zoning By-law and may continue to operate until such time as alternative land uses are proposed for *development*. There shall be no expansion to the land area occupied by the motor vehicle sales establishment.

5.4.7 Mid-Rise High Density Residential

- a) Notwithstanding Section 5.1.5, the height of any apartment building shall be a minimum of 6 *storeys* and a maximum of 10 *storeys*;
- b) Permitted dwelling types shall include apartment buildings and townhouses.
- c) The density for all lands designated Mid-Rise High Density Residential shall be a minimum of 100 units per net hectare.

5.5 Town Centre

5.5.1 The Town Centre area is the primary focus for retail and service use *development* and the focal point of culture and civic gathering in Courtice that will benefit from high visibility from Durham Highway 2 and Trulls Road

5.5.2 It is the Municipality's intent to develop public facilities like the Central Square and a branch of the public library in the Town Centre. The objective of this policy is to ensure that these facilities act as catalysts for the development of the Town Centre concept. The preferred location of a Central Square is shown on Map A Land Use of this Secondary Plan. However, the exact location of the Central Square and any public facilities shall be determined through the preparation of an Urban Design Plan. The Urban Design Plan shall demonstrate how the Town Centre including the Central Square, is to be developed over time. The Municipality would consider innovative urban design and public private partnerships for the development of these public facilities.

- 5.5.3 The Central Square is a public plaza and/or commons intended as a focal point for community events, passive *recreation*, social gatherings, public art and exhibitions within the Town Centre area
- 5.5.4 Applications for *development* on lands within the Town Centre and bounded by Durham Highway 2, Trulls Road, Sandringham Drive and Richard Gay Avenue shall include an Urban Design Implementation Report demonstrating how the proposed *development* is in keeping with the Secondary Plan, the Urban Design Guidelines in Appendix A and the Urban Design Plan, if it has been completed and adopted by Council prior to the submission of the application. Where the *development* of the lands within the Town Centre proceeds by way of site plan application, an Urban Design Implementation Report for the whole site will be required only as part of the initial application. Updates to the Urban Design Implementation Report will not be required in the event that the revisions to the site plan are proposed.
- 5.5.5 The policies of Section 5.4.5 and 5.4.6 apply to the lands designated Medium Density Residential and Low-Rise High Density Residential within the Town Centre.
- 5.5.6 Town Centre Commercial
- a) The permitted uses are:
 - i. Retail, service and office uses appropriate in scale and function for the Town Centre;
 - ii. Community facilities such as community centres and libraries, either stand alone or part of a *mixed use building*; and
 - iii. Residential uses, either in a single use building or as part of a mixed-use building.
 - b) The maximum height for buildings in the Town Centre Commercial area shall be 6 stories.
- 5.5.7 Community Facility
- a) The permitted uses include but are not limited to:
 - i. Municipal facilities including library, fire, and police stations;
 - ii. Public recreation facilities, parks and squares;
 - iii. Public or private schools; and
 - iv. Places of worship or assembly halls.

5.6 Environmental Protection Area

- 5.6.1 Environmental Protection Areas identified on Map A to this Secondary Plan include significant *valleylands*, *woodlands* and *wetlands*. Lands designated Environmental Protection Area shall be subject to the policies of the Official Plan.
- 5.6.2 No *development* or *site alteration* shall be permitted on lands designated Environmental Protection except environmental preservation and restoration, limited passive *recreation*, and uses related to erosion control and stormwater management if it has been demonstrated that there will be no negative environmental impact of the stormwater management facilities and that there are no reasonable alternative locations for stormwater management facilities outside of the Environmental Protection Areas.
- 5.6.3 Any resulting changes to the boundaries of the Environmental Protection Area designation resulting from the recommendations of an EIS shall not require an amendment to the Official Plan or this Secondary Plan.

6 Natural Heritage and Hydrogeologically Sensitive Features

- 6.1 The protection of hydrogeologically sensitive features is necessary to support the long term health of the watersheds.
- 6.2 Prior to any *development* within a High Volume Recharge Area (HVRA), a Hydrogeological Report shall be completed satisfactory to the Municipality and the Conservation Authority to demonstrate that the proposed *development* or *site alteration* will have no *adverse effects* on groundwater quantity or quality or on natural heritage functions and hydrological features that rely on groundwater.
- 6.3 Prior to *development* within 120 meters of a HVRA, the requirement to prepare a Hydrogeological Report will be determined during pre-consultation and in consultation with the Conservation Authority.
- 6.4 An Environmental Impact Study (EIS) shall be undertaken for all *development* proposals within 120 metres of a natural heritage feature in accordance with Official Plan policies.

7 Urban Design

7.1 Objectives

- 7.1.1 The urban design policies of this Secondary Plan are intended to:

- a) Create compatible and attractive built form that accommodates the long term planning goals for *intensification* and reflects local community aspirations for growth;
- b) Develop a street oriented built form along the Courtice Main Street that meets the needs of pedestrians, cyclists, and transit users as well as automobiles;
- c) Preserve and enhance the view and *connectivity* to the natural heritage features;
- d) Facilitate the development of an attractive streetscape along the Courtice Main Street; and
- e) Create gateways at strategic locations.

7.2 Policies

7.2.1 The urban design policies relating to the Secondary Plan are organized into four Precincts, which are shown on Map B to the Secondary Plan. New *development* shall be consistent with the following:

- a) Precinct specific urban design policies;
- b) The urban design policies contained in the Official Plan; and
- c) The intent of the urban design guidelines contained within Appendix A of this Plan

7.2.2 The West Gateway Precinct:

- a) The greatest *massing* of new buildings will be along Durham Highway 2 in support of transit oriented *development* and to better define the street edge;
- b) Buildings located at the intersection of Townline Road and Durham Highway 2 will have *massing*, height and architectural detailing to accentuate the western gateway into Courtice;
- c) Height limits shall be set below an angular plane, typically 45 degrees, to minimize the overlook of buildings over established low density areas with the angular plane measured from the proposed building to buildings located on adjacent lots at the rear or side of new buildings as appropriate;
- d) The expanse of surface parking will be replaced by underground and structured parking;

- e) Residential Areas will be developed with buildings designed and oriented to maximize views into the adjacent valley; and
- f) New *development* will be designed to mitigate the impact with established low density residential uses adjacent to this precinct.

7.2.3 The Black Creek Precinct:

- a) Existing single storey retail and service use buildings will be encouraged to redevelop into multi-storey mixed-use buildings;
- b) The *redevelopment* new buildings on the north and south sides of Durham Highway 2 will have the greatest density, height and *massing* of new buildings to be along Durham Highway 2;
- c) Views to Black Creek will be incorporated in *site* and building design;
- d) All new *development* adjacent to the Black Creek valley will dedicate such lands as necessary for environmental protection purposes and to provide for a recreational trail;
- e) Design will be introduced which ensures compatibility with adjacent established residential uses, providing for an appropriate transition in terms of height, density and *massing* of buildings; and
- f) Buildings will be encouraged to locate at the street edge in support of public transit and a safer and more effective pedestrian *environment*.

7.2.4 The Town Centre Precinct:

- a) Uses within the Town Centre will be integrated through an interconnected street pattern and walkable blocks while maintaining visual connectivity to the natural heritage features in the precinct;
- b) The greatest density, height and *massing* of buildings will be along Durham Highway 2. Buildings are to be located at the corner of Trulls Road and Durham Highway 2 and will have *massing*, height and architectural detailing to accentuate this intersection as a gateway and to create a sense of “arrival”;

- c) A central square, as defined in Section 5.5.3 of this Plan shall provide a focal area in the Town Centre and a place for community gatherings and events;
- d) The Central Square shall contain landscape architectural design elements that provide structure, identity and visual connectivity within and to surrounding land uses. The street pattern and buildings around this square will be designed and located to provide safe pedestrian access and views into the square; and
- e) The permitted land uses shall complement the function of the Central Square and will be designed to provide pedestrian connection to and views of the Central Square.
- f) A prominent landscaped pedestrian walkway will connect the Medium Density Residential Area to the Town Centre Commercial Area.

7.2.5 East Gateway Precinct:

- a) The area between the Town Centre Precinct and the eastern end of the Secondary Plan area is temporarily anchored by an auto-sales use and *single detached dwellings*, but will be redeveloped over time into a mixed-use precinct with high density residential uses occupying the east end of this precinct and medium density residential uses filling up the western parts of the precinct with limited service, retail and community uses at grade;
- b) Buildings located at the intersection of Courtice Road and Durham Highway 2 will have *massing*, height and architectural detailing to accentuate the eastern gateway into Courtice;
- c) Design will be introduced which ensures compatibility with adjacent established residential uses, providing for an appropriate transition in terms of height, density and massing of buildings; and
- d) Buildings will be encouraged to locate at the street edge in support of public transit and a safer and more effective pedestrian *environment*.

7.2.6 Prominent Intersections

- a) The prominent intersections shown on Map A are considered to have significance and shall be designed in accordance with Section 5.4.5 of the Official Plan.

7.2.7 Streetscaping

- a) An attractive streetscape shall be created throughout the Secondary Plan area by including the following key streetscape elements: gateways, greenway features, pedestrian nodes, bike facilities, sidewalks, street trees and planting boulevards, lighting and street furniture, signage and at appropriate locations specialty paving;
- b) A detailed Streetscape Master Plan and implementation strategy will be developed by the Municipality and the Region using the Urban Design Guidelines contained in Appendix A to this Secondary Plan as a guide.

7.2.8 *Cultural Heritage resources* listed by the Municipality in its inventory will be assessed and evaluated with every *development* or *redevelopment* proposal, in accordance with the policies of the Official Plan.

8 Parks, Open Space and Trails

8.1 Parks and Open Space shown on Map A include the following:

- a) Environmental Protection Areas;
- b) Central Square; and
- c) Greenway Feature.

8.2 The Central Square shall be a focal point in the Town Centre Commercial area and shall be developed in accordance with the policies in Section 5.5.3 of this Plan. The Central Square is to be accepted as part of the parkland dedication required under the Planning Act.

8.3 Greenway Features are small scale open spaces that could be *linkages* within the open space system, providing entrances/identity features to the community or trailheads.

8.4 Both future and existing trails are shown on Map A to this Plan. A Trail Plan will be developed by using the guidelines for trails and paths as contained in the Urban Design Guidelines contained in Appendix A to this Secondary Plan.

9 Transportation

9.1 Objectives

9.1.1 The transportation objectives are:

- a) To transform Durham Highway 2 from a “highway” environment to an urban arterial corridor providing for multiple modes of transportation with greater emphasis on the “pedestrian *environment*”;
- b) To improve and expand the road network to provide improved access throughout the Secondary Plan area and *connectivity* to adjacent areas; and a framework for subsequent *development* or *redevelopment* of the lands in accordance with this Plan;
- c) To support sustainable transportation choices including active transportation modes and future higher order transit;
- d) Maximize the efficiency of parking facilities by promoting shared parking; and
- e) Improve the public realm and make the Corridor more transit supportive through high quality streetscaping.

9.2 Policies

- 9.2.1 The transportation network serving the Secondary Plan area is shown on Map A to this Plan. Durham Highway 2, Courtice Road, Trulls Road and Townline Road are designated arterial roads in the Durham Regional Official Plan. These roads are complemented by a system of local streets and an internal private laneway system.
- 9.2.2 The right-of-way width for Durham Highway 2 is planned to be 36 metres. The Municipality encourages the Region to design the right of way in a manner which supports the objectives and policies of this Plan.
- 9.2.3 The Streetscape Master Plan will be coordinated with the redesign and *redevelopment* of the right-of-way for Durham Highway 2 where practical and may include the following:
 - a) The introduction of raised medians to regulate turning movements at busy commercial sites;
 - b) The introduction of facilities for pedestrians; and
 - c) The construction of a bus rapid transit lane.
- 9.2.4 The alignments of the proposed new local streets, collector roads and internal laneways are intended to be conceptual (except where the right-of-ways are already established). Detailed alignments and location of local streets and private laneways shall be determined through further engineering studies and through the development approval process.

- 9.2.5 The “Private Streets” within the Town Centre Commercial area shown on Map A of this Plan shall be subject to the following:
- a) Private streets will be designed to municipal standards suitable for transfer to and assumption by the Municipality as public streets at some future date if deemed necessary by the Municipality;
 - b) No buildings or parking spaces shall encroach into the private street right-of-way; and
 - c) The developer shall provide for the future transfer of the right-of-way to the Municipality at the Municipality’s discretion.
- 9.2.6 An integrated system of “Private Lanes” shall be provided to permit movement of passenger vehicles between adjoining properties and to access signalized intersections. The integrated laneway system shall have a minimum of width of 7 metres and be implemented by means of registered easement in favour of the abutting property owners. It is not the intention of this Plan that such laneways be assumed by the Municipality.
- 9.2.7 Entranceways to commercial uses from arterial roads shall be limited to 80 metre intervals. *Development or redevelopment* will seek the consolidation of access points and common traffic circulation in accordance with the provisions of this Plan.
- 9.2.8 When undertaking environmental assessments for road or other servicing upgrades, the Municipality encourages the Region to consider the streetscape policies in Section 7.2.7 of this Plan.
- 9.2.9 Existing and future transit services within the Courtice Main Street shall be supported by transit oriented *development* that has regard for the following Transit Oriented Development design objectives:
- a) Enhancing mobility options;
 - b) Enhancing the public realm;
 - c) Integrating *transit-supportive* land uses;
 - d) Creating an inspiring urban built form;
 - e) Managing parking; and
 - f) Ensuring transit station design contributes to place making.
- 9.2.10 The Municipality encourages transit providers to locate transit stops at key destinations along the Courtice Main Street. The Municipality encourages the upgrading of existing transit stops along the Courtice Main Street in an

effort to improve comfort and safety. Transit waiting areas that are incorporated into buildings must be located adjacent to transit stops.

9.2.11 Transit, cycling and walking shall be promoted as the preferred modes of transportation along the Courtice Main Street. The implementing Zoning By-Law may require the provision of secure bicycle parking facilities in a conspicuous location, long-term bike parking areas within buildings, and on-site shower facilities for employees who bike to work. The Municipality may allow for a reduction in the number of required parking spaces where bicycle parking facilities are provided.

9.2.12 Shared on-site parking areas for two or more uses may be permitted where:

- a) The maximum demand of such parking areas by the individual uses occurs at different periods of the day; and
- b) The maximum demand of such parking areas is substantiated by a parking study approved by the Municipality.

9.2.13 Council may require that development applications include a *Transportation Demand Management* (TDM) Plan, prepared to the satisfaction of the Municipalities Director of Planning Services. The intent of the TDM Plan shall be to implement and promote measures to reduce the use of low-occupancy and low-mileage automobiles for trips and to increase transit use, cycling and walking. To that end, the following measures shall be considered;

- a) Organizing and promoting car pooling;
- b) Providing priority parking space assignments for car pool participants and low-polluting motor vehicles;
- c) Providing cycling amenities, such as bike stands, bike storage, showers and change rooms;
- d) Providing financial subsidies for transit passes;
- e) Providing rush hour shuttle service to the Oshawa GO station and the proposed Courtice GO station;
- f) Links to initiatives in the municipality-wide TDM strategy; and
- g) Other measures that may be identified by Municipal Staff.

10 Implementation

10.1 General

- 10.1.1 The policies of this Plan shall be considered when making decisions related to *development* of the lands within the Courtice Main Street Secondary Plan Area. The policies of this Plan shall be implemented by exercising the powers conferred upon the Municipality by the Planning Act, the Municipal Act and any other applicable statutes, and in accordance with the applicable policies of the Official Plan.
- 10.1.2 The Municipality will monitor the policies of this Plan as part of the five year Official Plan review and propose updates as deemed necessary.
- 10.1.3 The Municipality encourages innovative measures to help reduce the impacts of urban run-off and maintain base groundwater flow. Such measures may include bio-swales, permeable pavers, rain barrels and green roofs.
- 10.1.4 The Municipality will work with the Regional Municipality of Durham to ensure that appropriate servicing capacity is provided for the Secondary Plan area, allowing the Municipality to meet the Region's density targets for Centres and Corridors.
- 10.1.5 The Municipality will encourage the Regional Municipality of Durham to provide full municipal services to the Courtice Main Street within the next 10 years following the adoption of this Plan.

10.2 Additional Municipal Implementation Tools

- 10.2.1 In order to support the implementation of this Secondary Plan, the Municipality of Clarington will consider the development of the following implementation items:
- a) Community Improvement Plan:
A Community Improvement Plan for the Courtice Main Street area may be prepared to facilitate the implementation of this Plan in particular for *redevelopment* for greater intensity land uses and improving community character and identity.
 - b) Streetscape Master Plan:
A Streetscape Master Plan for the Courtice Main Street area shall provide a detailed design for the non-travel portion of Highway 2 right-of-way, in accordance with policy 7.2.7 b) of this Secondary Plan.
- 10.2.2 Consolidated Plans and Studies
- a) Where multiple properties are proposed to be developed, the Municipality will consider the potential for consolidated

supporting plans and studies to assist with the development review process.

- b) The preparation of the Urban Design Plan or the Urban Design Implementation Report that is to be prepared for the Town Centre Commercial Area must incorporate the recommendations of any studies required as part of a complete application.

11 Interpretation

11.1 General Interpretation Policies

11.1.1 The Courtice Main Street Secondary Plan has been prepared to align with the Policies of the Official Plan. The Policies of this Secondary Plan, along with Maps and Appendices shall be read and interpreted in conjunction with the Policies of the Official Plan.

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

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

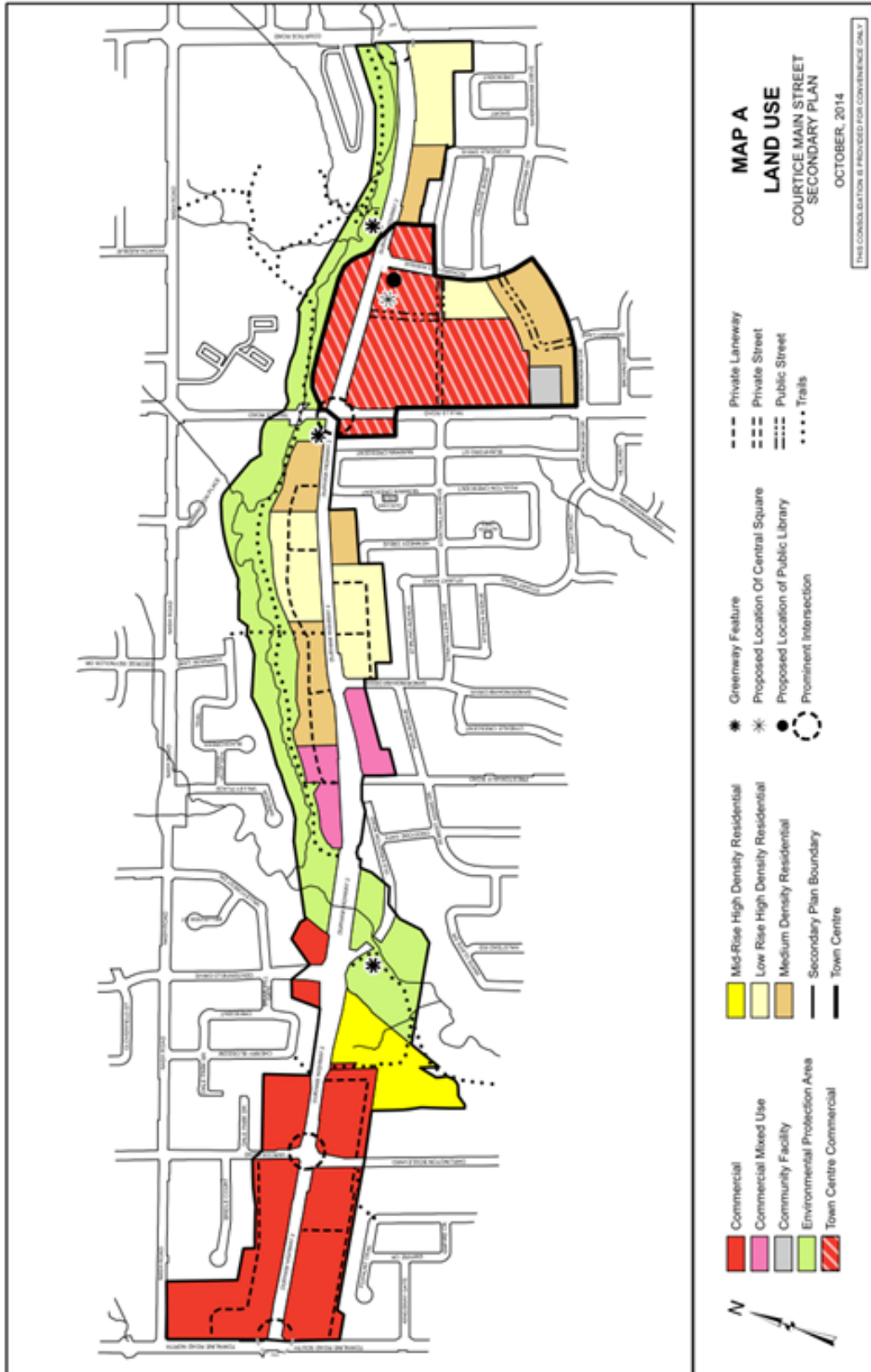
11.1.4 Where examples of permitted uses are listed under any specific land use designation, they are intended to provide examples of possible uses. Other similar uses may be permitted provided they conform to the intent and all applicable provisions of this Secondary Plan.

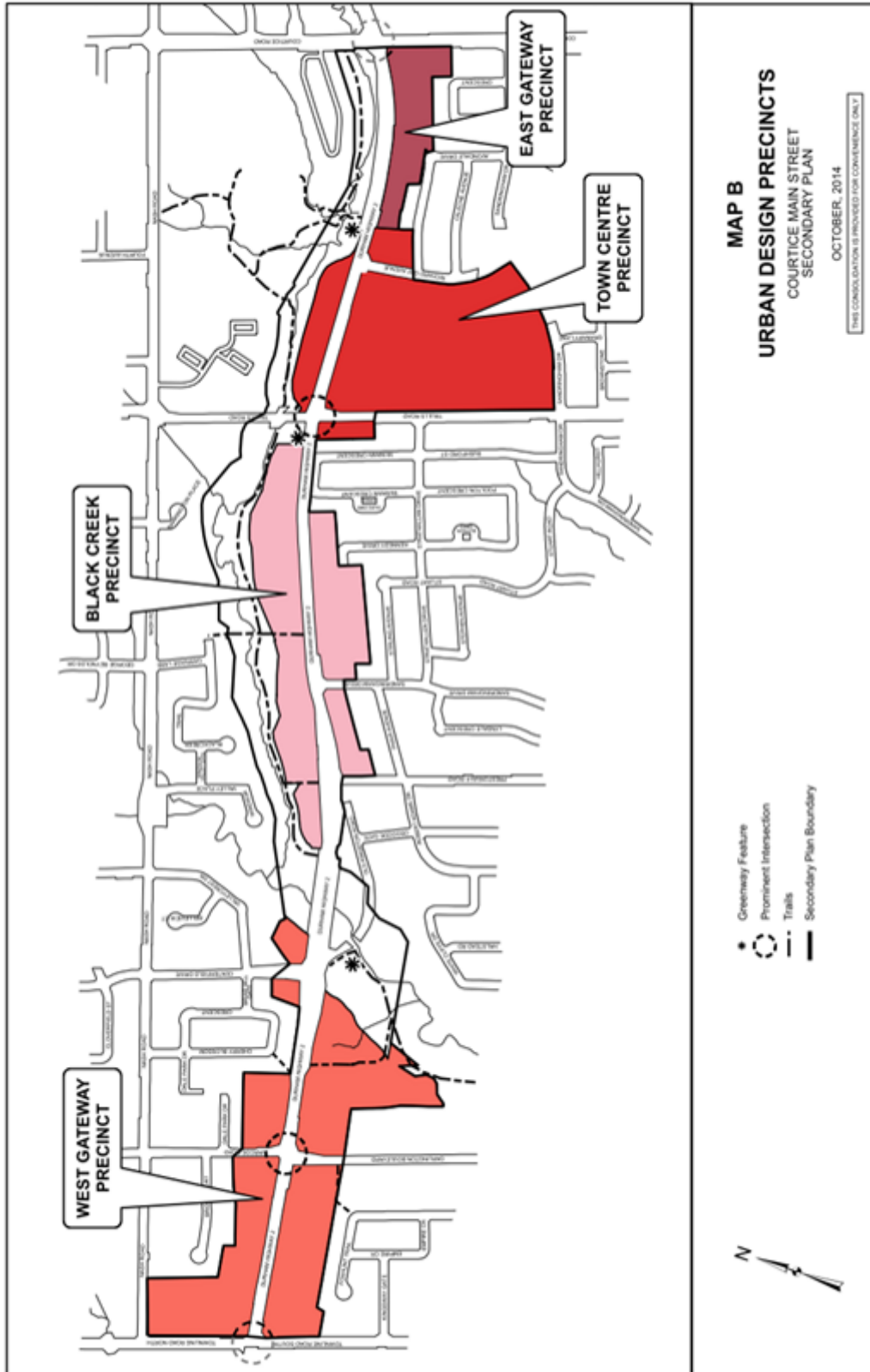
11.2 Definitions

Mixed-Use Building: means a building used partly for residential use and partly for non-residential use.

Shared Parking: means parking shared among different buildings and facilities on the same property or a group of properties in an area to take advantage of different peak periods.

Courtice Main Street Secondary Plan





Secondary Plans

Newcastle Village Centre Secondary Plan

Municipality of Clarington Official Plan

Newcastle Village Centre Secondary Plan

1 Introduction

- 1.1 The Newcastle Village Centre extends from the east side of Foster Creek along King Avenue to Arthur Street. This area comprises the historic downtown and more recent development to the east of the historic downtown. As Newcastle Village continues to grow, it is anticipated that the Village Centre will continue to grow and redevelop.

2 Goal

- 2.1 To strengthen the role of the Village Centre as the functional and symbolic point of economic, social and cultural activity in Newcastle Village by providing retail facilities, housing, symbolic points of interest and community and cultural facilities.

3 Objectives

- 3.1 To preserve and enhance the unique character of the Village Centre as a heritage main street.
- 3.2 To enhance and diversify the range of retail and personal services uses.
- 3.3 To provide 750 jobs and 200 housing units by 2016.
- 3.4 To provide for the *redevelopment* of the Village Centre with emphasis on increased densities, quality urban design and heritage preservation.
- 3.5 To establish an eastern gateway to the Village Centre.

4 General Land Use Policies

- 4.1 The land use designations for the Village Centre are shown on Map A. The related land use policies are contained in Sections 5 to 10 inclusive.

- 4.2 The Official Plan establishes a planned population of 400 persons and provides for approximately 15,000 square metres of retail and service floorspace.
- 4.3 The Village Centre serves the commercial needs of the entire urban area. With the exception of corner stores, *home-based occupation* uses and the Local Central Area in the Port of Newcastle Harbourfront Centre, all other retail and personal *service uses* shall be located in the Village Centre.
- 4.4 The maximum height of buildings shall be four *storeys*. The *floor space index* of any building shall not exceed 0.75.
- 4.5 The Municipality, in co-operation with local businesses, will:
- Promote the historic downtown as a point of tourist activity
 - Undertake *streetscape* improvements
 - Encourage facade and signage improvements
- 4.6 For the purpose of Section 10.9.3 of the Official Plan and in consideration of land use and urban design objectives of this Plan, the intersections of King Avenue with North Street, Mill Street and Arthur Street are prominent intersections which Council deems to have important visual significance.

5 Street-Related Commercial Area

- 5.1 This designation incorporates the heritage downtown area and adjoining redeveloping lands. Commercial buildings have been traditionally built to the streetline, with a continuous facade having main entrances facing the street at grade. In this area, all *development* and *redevelopment* will be oriented to the street in accordance with the urban design principles of Section 10.4.7 of the Official Plan.
- 5.2 Permitted uses are:
- Retail, personal service and office uses
 - Residential dwellings generally above the ground floor
 - Recreational and cultural uses including theatres and places of entertainment but not including video arcades and adult entertainment uses
 - Community facilities

- 5.3 Notwithstanding the above, no drive-through retail or personal service establishments are permitted.
- 5.4 Existing uses within the heritage downtown which are not compatible with the character of this area such as service stations and commercial uses with outdoor storage, shall be encouraged to relocate to areas outside of the Village Centre.
- 5.5 In the *redevelopment* of lands, the Municipality will:
- a) Encourage the consolidation of smaller land parcels;
 - b) Require the preparation of comprehensive *redevelopment* plans where necessary;
 - c) Encourage joint parking arrangements; and
 - d) Encourage the preservation, renovation and reuse of historic buildings.
- 5.6 The Municipality encourages the reuse of the historic Massey building at the southeast corner of Beaver Street and King Street East in a manner that retains and enhances the heritage features of the exterior facade.
- 5.7 A six-storey, mixed-use industrial loft style building with a *floor space index* up to 2.0 is permitted south of the historic Massey Building.

6 General Commercial Area

- 6.1 This designation recognizes an area containing conventional commercial plazas on the periphery of the Village Centre. In this area, any *development* or *redevelopment* may take place with a setback consistent with the existing plazas.
- 6.2 Permitted uses are:
- Retail and *service uses*
 - Professional offices
 - Recreational and cultural uses including theatres, places of entertainment and bowling alleys but not including video arcades and adult entertainment uses
 - Automobile service stations subject to the provisions of Section 10.9 of the Official Plan, and
 - Community facilities

6.3 Any *development* or *redevelopment* in the General Commercial Area will conform to the site development criteria of Section 10.7.2 of the Official Plan.

6.4 Notwithstanding Section 6.1 of this Plan, the commercial development at the intersection of King Avenue and Brookhouse Drive shall be designed with a prominent street presence, landmark architectural features reflecting historic themes and high quality streetscape amenities to function as a gateway to the Village Centre.

7 Mixed Use Area

7.1 This Mixed Use Area currently contains predominantly single detached residential dwellings. It is the intention of this Plan to allow for the conversion or *redevelopment* of these structures in keeping with the historic character of this area.

7.2 The permitted uses are:

- Residential uses
- Small scale retail and personal *service uses*
- Professional offices
- *Mixed use* buildings
- Community facilities
- *Home-based occupation uses*

7.3 Notwithstanding the above, no drive-through facility shall be permitted in the Mixed Use Area.

7.4 *Redevelopment* within the Mixed Use Area will generally comprise the conversion of existing residential structures subject to the following criteria:

- a) The existing residential façade of a house will be maintained with any additions at the rear or side of the dwelling;
- b) All effort will be made to restore and preserve the historic character of dwellings identified as heritage buildings on Map A;
- c) All *development* and *redevelopment* will maintain the established building setback and reinforce the pedestrian

character of the street by providing *streetscape* enhancements and pedestrian amenities;

- d) Parking will be located at the side or the rear of the property behind the front façade of the building. In no case shall parking be permitted in the front of the building;
- e) Consolidation of smaller land parcels will be encouraged; and
- f) All *development* will comply with Section 10.4.7.2 (a) to (h) of the Official Plan.

8 Residential

- 8.1 The Plan recognizes existing residential uses on the south side of King Avenue. The lands designated Medium Density Residential shall be governed by the appropriate policies of Sections 6 and 9 of the Official Plan.

9 Parks

- 9.1 Newcastle Memorial Park is identified as a Neighbourhood Park on Map A in accordance with the provisions of Section 18.3 of the Official Plan.
- 9.2 9.2 The Municipality will generally take cash-in-lieu of parkland for the purposes of acquiring public land within the Village Centre or parkland development within adjacent residential neighbourhoods.

10 Community Facility Uses

- 10.1 The lands designated Community Facility recognize existing community facility uses. It is the intent of this plan that these lands continue to be used as community facilities including such uses as places of worship, community centres, schools, fire and police stations, libraries, art and cultural facilities, day care and nursery facilities.
- 10.2 Newcastle Village Community Hall will remain the central activity point and a place of symbolic identity for the community. The Municipality encourages the adaptive use of this building for evolving community needs in the context of the historic building.

11 Urban Design

- 11.1 Urban Design Guidelines shall be prepared to implement the policies of the Secondary Plan. They shall facilitate proposals which

enhance the historic character of existing development, and shall provide guidance for the evaluation of development proposals for site plan approval.

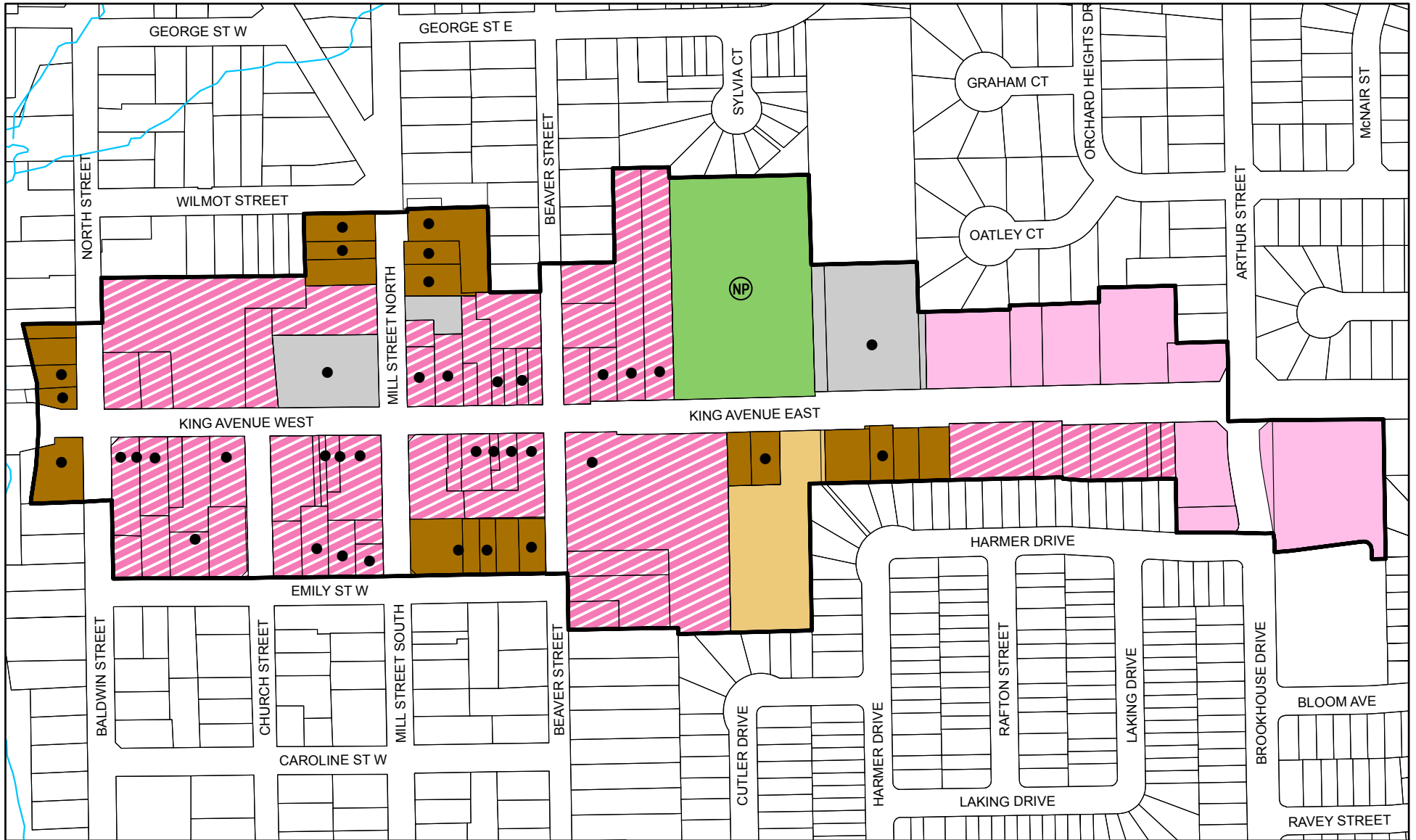
- 11.2 The Guidelines will form an appendix to this Secondary Plan. They may be reviewed from time to time and revised without amendment to the Official Plan, provided they conform with this Secondary Plan.
- 11.3 Prior to the completion and adoption of Urban Design Guidelines for the Newcastle Village Centre, the general urban design principles of Section 10.4.7.1 the Official Plan, the site development criteria of Section 10.4.7.2 of the Official Plan, and the following policies will be implemented in any *development* or *redevelopment*:
- a) Any parking areas developed on lands abutting Emily Street or at other locations where parking areas are sited across the road from residential uses, will incorporate a high quality landscape strip including a low wall and street trees to provide a sense of enclosure to the street and screen the parking areas;
 - b) Any facade improvement will complement the historic character of the downtown by using similar materials and styles;
 - c) Signage will be appropriate in scale, placement and colour requiring adoption of standard corporate signage to the character of the local area;
 - d) Co-ordination of signage is encouraged; and
 - e) Public access to the Foster Creek valleylands and trail system will be enhanced through dedications, easements and acquisitions.
- 11.4 Heritage buildings of architectural or historic significance are identified on Map A for information purposes only. The Municipality encourages landowners of these buildings to seek designation under the Ontario Heritage Act.
- 11.5 In any conversion and/or *redevelopment*, the adaptive reuse of structures of historic or architectural significance will be required, wherever possible.

12 Transportation and Parking

- 12.1 Council shall ensure the continued safe and efficient traffic operations on King Avenue and subject to budgetary approval, may consider the following measures:
- a) Improving road geometry, rationalizing lane arrangements, installing raised centre medians where appropriate and other design modifications;
 - b) Widening sidewalks and incorporating streetscape enhancements to improve the pedestrian *environment*;
 - c) Reviewing regulations for on-street parking;
 - d) Adding additional traffic signals or traffic control devices;
 - e) Encouraging the relocation of undesirable private accesses; and
 - f) Investigating the designation of King Avenue as a controlled access road under the Municipal Act, 2001, and the closing of private accesses.
- 12.2 Off-street parking requirements within the Village Centre shall be in accordance with Section 19.10 of the Official Plan.
- 12.3 Wherever possible, *development* shall provide for joint parking and street access between abutting properties to facilitate the movement of vehicles and improve the supply of parking. This may include the establishment of private laneways to permit ease of movement between adjoining commercial properties. The system shall be implemented by means of registered easement in favour of the abutting property owners. It is not the intention of the Plan that such laneways would be assumed by the Municipality.
- 12.4 The Municipality may require a traffic impact study for any proposal for *development* or *redevelopment* to ensure that it does not negatively impact operation, safety and capacity of the road network.

13 Implementation and Interpretation

- 13.1 This plan refines and implements the policies of the Official Plan. Unless otherwise indicated, the policies of the Official Plan shall apply to this Secondary Plan.
- 13.2 The policies of this Plan shall be implemented and interpreted in conjunction with the applicable policies of the Official Plan.



LEGEND

- | | | | |
|--|--------------------------------|--|--------------------|
| | Village Centre Boundary | | Mixed Use Area |
| | Medium Density Residential | | Community Facility |
| | Street-Related Commercial Area | | Neighbourhood Park |
| | General Commercial Area | | Heritage Building |

MAP A
LAND USE

NEWCASTLE
VILLAGE CENTRE
SECONDARY PLAN
JUNE, 2018
OFFICE CONSOLIDATION

Secondary Plans

Port Darlington Neighbourhood Secondary Plan

Municipality of Clarington Official Plan

Port Darlington Neighbourhood Secondary Plan

1 Introduction

- 1.1 The Port Darlington Neighbourhood Area comprises all lands south of the Canadian National Railway mainline and generally includes all lands from Lot 5, Broken Front Concession to the West Beach Road South. Historically, a community developed around the activities of the Port Darlington Harbour Company, founded in 1837. By the early 1900's, Port Darlington included a store, post office, hotels, a dance pavilion, a chapel and numerous homes. Over the years, the area has changed significantly, losing its character as a bustling waterfront area. Some homes have deteriorated; others have been recently renovated. Public access to the waterfront is limited.
- 1.2 The Secondary Plan for the Port Darlington Neighbourhood is prepared to provide a comprehensive plan to guide the development of a new residential area and the transformation of the existing residences. This area will provide a major focal node of activity for Clarington residents as well as for the broader community.

2 Goals

- 2.1 To establish a liveable, attractive, and vibrant residential *environment* based on its unique waterfront setting, history and environmental features.
- 2.2 To recognize the importance of the waterfront to achieve an improved quality of life for local residents of Clarington.
- 2.3 To balance the need for public access, environmental protection, recreational use, tourism, employment and residential growth.

3 Objectives

- 3.1 To provide for housing that is desirable for a waterfront area and supports the housing policies of the Municipality and Province.
- 3.2 To provide for viable tourism and commercial facilities and uses appropriate for the site constraints and compatible with economic and environmental objectives.

- 3.3 To establish an attractive continuous waterfront Greenway that connects to the existing and future open space system.
- 3.4 To protect, maintain, enhance and, where possible, interpret significant natural heritage features.
- 3.5 To provide for a diversity of waterfront recreational opportunities accessible to both local and regional residents.
- 3.6 To recapture the character and history of the Port Darlington area through the *development* and *redevelopment* of lands in the community.

4 General Policies

- 4.1 The land use designations for the Port Darlington Neighbourhood shown on Map A establish the general pattern for future development.
- 4.2 The Port Darlington Neighbourhood will accommodate a population of approximately 2,800 persons.
- 4.3 The Municipality will seek to achieve a high quality urban *environment* within the Secondary Planning Area. In particular, all *development* shall respect and protect heritage resources. Future *development* shall maintain the historical themes and waterfront attributes of the area. Council shall require proponents to submit comprehensive design documents showing that the nature of specific proposals comply with this requirement.
- 4.4 Notwithstanding Section 24.3 of this Official Plan, the road alignments and land use designations on Map A-Land Use will be confirmed by detailed *park* development and engineering studies. Any realignment of Port Darlington Road will be located exclusively on land owned by the Municipality of Clarington in 2005. The designations Village Commercial and Waterfront Greenway abutting the north and south limits of East Beach Road for a distance of approximately 240 metres east of the easterly limit of Port Darlington Road may be moved approximately 45 metres to the north so that they will continue to abut the north and south limits of this section of East Beach Road as it may be relocated.
- 4.5 Urban Design Guidelines shall be prepared to implement the policies of the Secondary Plan. They shall act as a visual interpretation of future development and shall provide guidance for the evaluation of development proposals at the site plan and subdivision approval stage. The Urban Design Guidelines shall form an appendix to this

Plan and may be reviewed and revised from time to time without an amendment to this Plan.

5 Residential

- 5.1 Unless otherwise specified in the Secondary Plan, residential development shall be in accordance with Section 9 of the Official Plan.
- 5.2 Notwithstanding the residential densities indicated in Section 9.4 of the Official Plan, High Density Residential Areas shall not exceed 120 units per net residential hectare and shall not exceed 8 *storeys*.
- 5.3 This Secondary Plan allows the integration of the school structure within residential buildings or community facilities subject to the approval of the School Board. Special care shall be taken to integrating the building into the residential or community building so that:
- a) The school has a separate and identifiable entrance;
 - b) School bus circulation is accommodated;
 - c) School children have direct access to playing fields;
 - d) Playgrounds are located to minimize noise impact on residential *amenity areas*; and
 - e) Vehicular access to residential parking areas does not conflict with pedestrian access to the school.
- 5.4 Siting of residential buildings shall maximise the potential for lakeviews, while ensuring that lake vistas are maintained as part of the scenic driving routes.
- 5.5 New residential development in the Port Darlington Neighbourhood shall proceed in a phased manner which ensures timely completion of public *infrastructure* to meet the needs of residents and the Municipality, including the required grade separations for public roads crossing the CNR mainline.

6 Marina Commercial

- 6.1 Permitted uses are:
- Boat moorage, repairs and storage
 - Boat manufacturing and sales

- Associated marina uses
 - Hotel, motels and conference facilities
 - Restaurants
 - The existing residential uses
- 6.2 Council encourages the upgrading and improvements of the existing marina, hotel facilities, and ancillary uses.
- 6.3 Any works related to the improvement or expansion of the existing marina facilities, which may include the alteration and/or improvement to the creek or shoreline, shall be in accordance with the requirements of Section 13 of the Secondary Plan.
- 6.4 In addition to the existing marina facility, the feasibility of establishing a new offshore marina may be investigated within the Secondary Plan Area subject to an Environmental Impact Study and other detailed studies which assess the following:
- Market conditions and economic feasibility
 - *Site* conditions and physical layout
 - Impact on coastal processes and *fish habitat*
 - Other items deemed appropriate by the Municipality
- 6.5 Where the offshore marina is feasible, there shall be no net loss of potential public space along the waterfront. In particular, the design of a new marina shall address the following:
- Maximise public accessibility and lake views
 - Provide for continuity of waterfront trails
 - Screen boat storage and maintenance areas
 - Any other requirements deemed appropriate by the Municipality

7 Village Commercial

- 7.1 Permitted uses are:
- Retail and personal *service uses*
 - Retail speciality shops and studio facilities

- Restaurants
- Office and related uses
- Residential uses incidental to the main use

7.2 The maximum amount of gross leasable area for retail and personal services uses shall be 1,500 square metres. All new construction shall be limited to two *storeys*.

7.3 *Development and redevelopment* of the Village Commercial Area shall enhance the historical character of the area and conform to the urban design guidelines.

8 Waterfront Greenway and Parks

8.1 The Waterfront Greenway comprises lands within the Regulatory Shoreline Area and additional lands to be acquired by means of parkland dedication or municipal acquisition. The Municipality will seek to secure parkland for an appropriate distance beyond the Regulatory Shoreline area as determined through the review of development applications, detailed park development plans, hydraulic shoreline and wetland studies.

8.2 Within the Waterfront Greenway, in addition to the uses permitted through Section 14 of the Official Plan, Council may give consideration to restaurants, theatres, seasonal waterfront commercial uses or a hotel in accordance with the policies in Section 13 of the Secondary Plan provided such uses do not adversely hinder the public's visual or physical access to the water.

8.3 The Municipality intends to develop two District Parks within the Waterfront Greenway as indicated on Map A. It is the long term goal of this plan for the Municipality to acquire lands in the West and East Beaches for one of these District Parks. The Municipality has developed an acquisition strategy setting out priority areas and timeframes for acquisition. Council may amend the acquisition strategy based on the detailed plans for the park development. The other District Park will be acquired and developed in conjunction with residential development.

8.4 District Parks will be developed to provide a wide range of outdoor and recreational opportunities including significant areas devoted to unstructured activities such as walking, cycling, picnicking, beach use and nature appreciation.

- 8.5 In addition to the policies set out in Section 23.10 and 23.11 of the Official Plan, the following shall also apply:
- a) Lands subject of flooding and erosion from the waters of Lake Ontario shall generally not be considered for parkland dedication unless measures have been taken to mitigate the hazards of flooding and erosion to the satisfaction of the Municipality and the Conservation Authority; and
 - b) Lands not suitable for parkland dedication will be requested to be dedicated gratuitously to the Municipality for open space purposes.
- 8.6 In requiring the dedication of lands for public recreation purposes priority shall be given to establishing district parks and public open space along the waterfront.

9 Prestige Industrial

- 9.1 Lands designated Prestige Industrial on Map A shall be subject to the policies of Section 11 of the Official Plan.

10 Environmental Protection Areas Protection

- 10.1 Lands designated Environmental Protection Areas shall be subject to the provisions of Section 14.4 of the Official Plan.

11 Transportation Network

- 11.1 The transportation network in the Port Darlington Neighbourhood shall be developed in accordance with the provisions of Section 19 and Map B of the Official Plan.
- 11.2 The Municipality will undertake, in cooperation with other agencies and landowners, the eventual construction of grade separated crossing of the CNR rail lines at Liberty Street and at Lambs Road. As an interim measure the Municipality may consider the feasibility of constructing an at-grade crossing of the CNR rail lines at Liberty Street and eliminate the at-grade crossing at Port Darlington Road.
- 11.3 A new Type “C” arterial road parallel to the waterfront, shall be designed and constructed with a 26 metre wide right-of-way which shall incorporate on-street bicycle lanes and on-street parking on the south side of the road adjacent to the Waterfront Greenway designation.

- 11.4 Parking associated with recreational areas, will be located and designed in an unobtrusive manner along the waterfront.
- 11.5 The West Beach Road west of the Liberty Street extension shall be maintained as a rural cross section. All other local roads shall be constructed and maintained to an urban standard, except through the district park where urban standards may be altered to provide for *park* related features.
- 11.6 The Municipality will undertake the development of a continuous trail system, as shown on Map A, comprised of:
- a) The Waterfront Trail which provides a regional east-west linkage across the Lake Ontario waterfront; and
 - b) The local trail system which will provide linkages to northern portions of the Bowmanville urban area and provide internal neighbourhood connections to *parks*, schools and open space systems.
- 11.7 It is the intent of this Plan that all trails be contained within public lands or by way of access agreements/easements with private lands owners. Trails may be secured by acquisition or dedication to the Municipality as a condition of approval. Minor changes to the trail system may be made without an amendment to this Plan.
- 11.8 Any reconfiguration and/or reconstruction of Port Darlington Road between it's intersection with East Beach Road as it may be relocated, north to the southerly limit of the intersection of Port Darlington Road with West Beach Road, shall reflect the function of this section of Port Darlington Road as an industrial/commercial local road.

12 Utilities

- 12.1 Lands designated Utilities on Map A, contain the Regional Municipality of Durham Water Pollution Control Plant and Water Supply Plant and shall be subject to the policies of Section 21 of the Official Plan.
- 12.2 The Municipality encourages the Regional Municipality of Durham to incorporate high quality design and landscaping standards in any future expansion to their facilities.
- 12.3 All *development* shall be setback from the Water Pollution Control Plant as required by the Ministry of the Environment.

13 Natural Features and Constraints

13.1 The Regulatory Shoreline Area Flood and Fill Lines and Wetland are indicated on Map B of the Secondary Plan. The applicable provisions of Section 4 of the Official Plan shall apply.

13.2 While permanent structures are not encouraged within the Regulatory Shoreline Area, the following uses may be permitted:

- Building and/or structures necessary for public work
- Bridges/boardwalks
- Parking
- Pavilions
- Boat launching ramps
- Marina facilities

13.3 In addition to the requirements of the Environmental Impact Study required under Section 4.4.35 of the Official Plan, the following shall also apply:

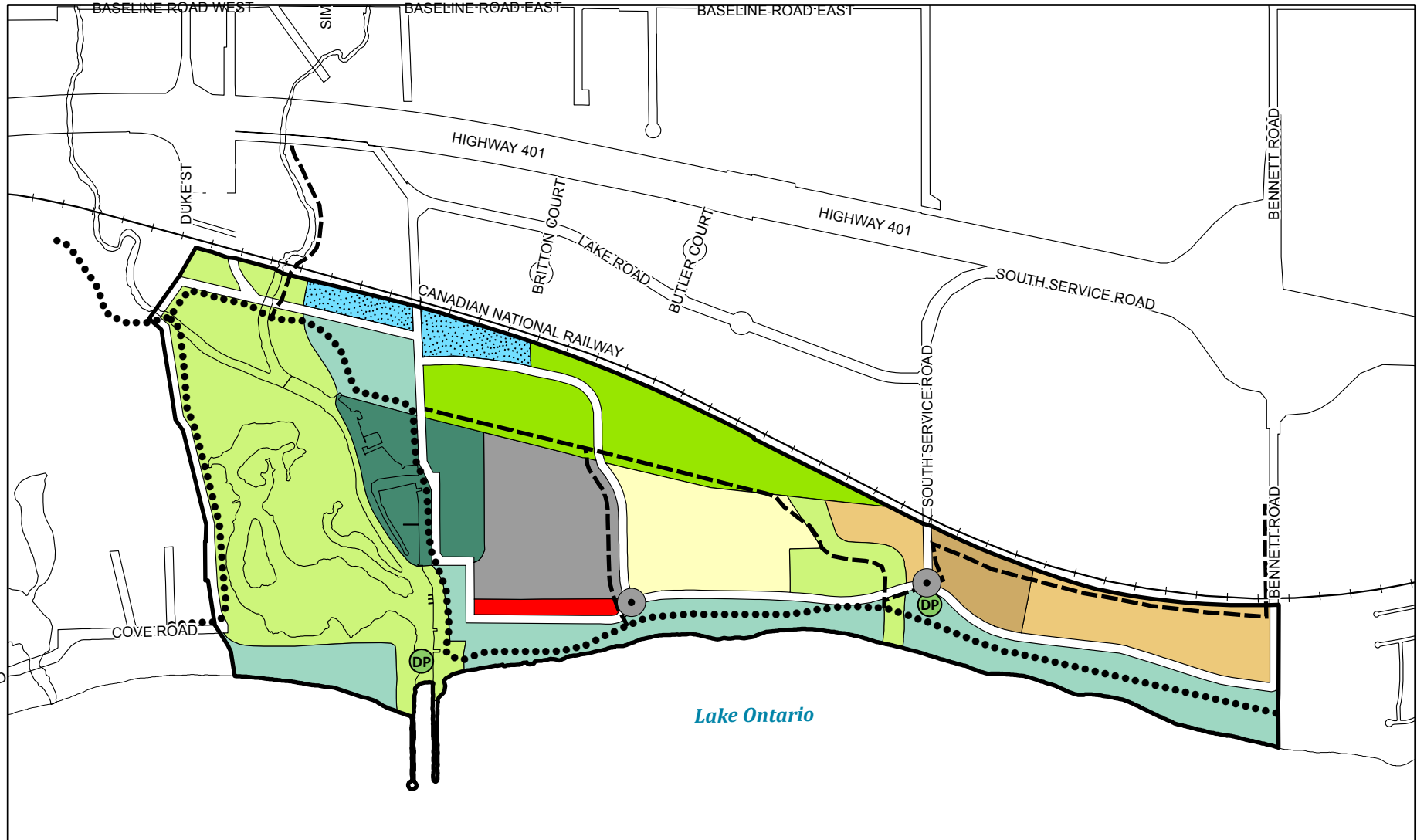
- a) Any projects on the shoreline, or in a creek shall obtain approvals from the Ministry of Natural Resources under the Lakes and River Improvement Act, the Public Lands Act, the Conservation Authorities Act, the Federal Fisheries Act or any other legislation as applicable; and
- b) An Environmental Impact Study shall not be required for any undertaking where an Environmental Assessment has been completed pursuant to the provision of the Environmental Assessment Act.

13.4 Where shoreline stabilization works are included in lands to be dedicated as public lands, the Municipality may require the proponent to enter into a perpetual maintenance agreement.

14 Implementation and Interpretation

14.1 This Plan refines and implements the policies of the Official Plan. Unless otherwise indicated, the policies of the Official Plan shall apply to this Secondary Planning Area.

14.2 The policies of this Plan shall be implemented and interpreted in conjunction with the applicable policies of the Official Plan.



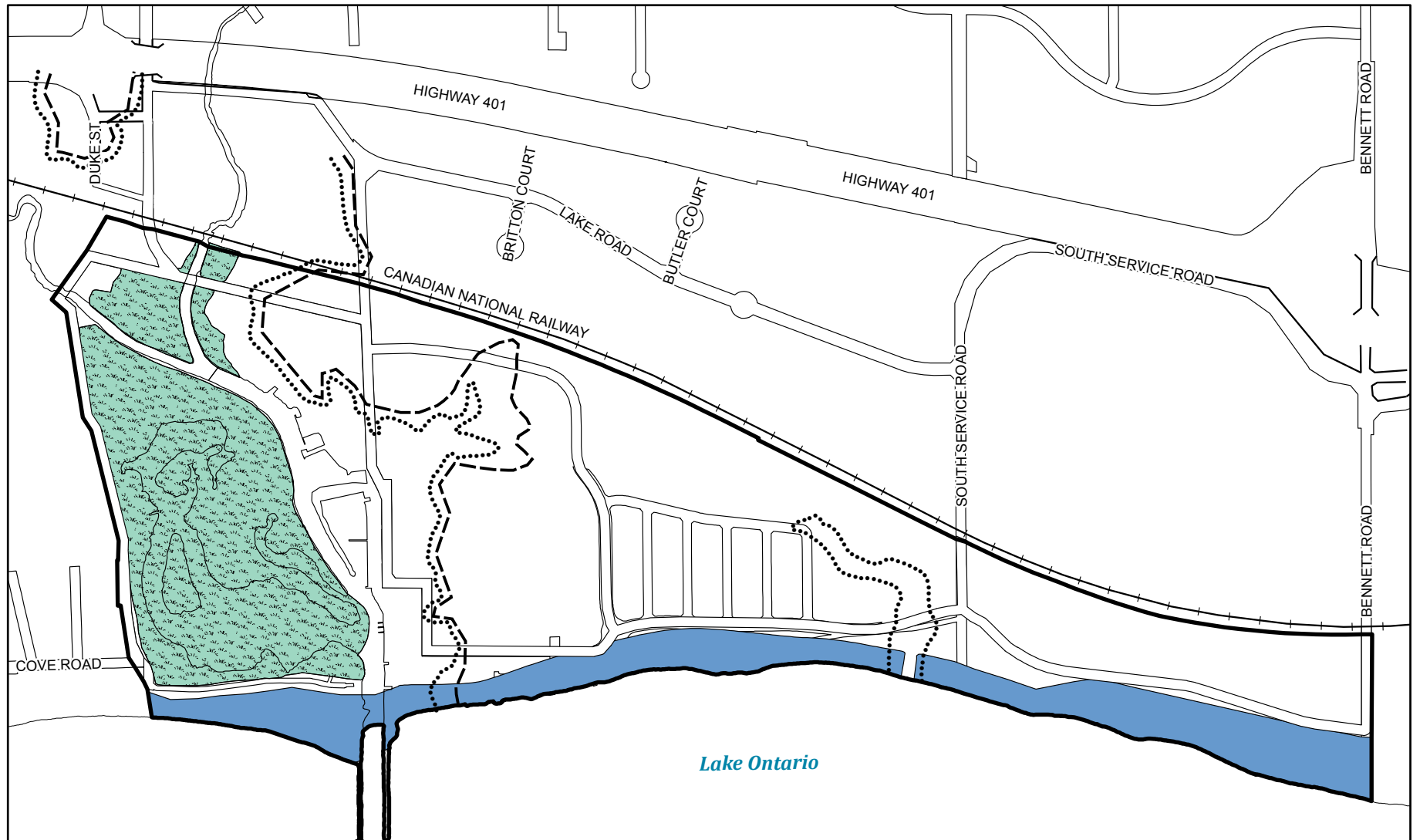
LEGEND



- Secondary Planning Area
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Village Commercial
- Marina Commercial
- Prestige Employment Area
- Utilities
- Public Elementary School
- Environmental Protection Area
- Waterfront Greenway
- Green Space
- District Park
- Local Trail
- Traffic Roundabout
- Waterfront Trial

**MAP A
LAND USE**

PORT DARLINGTON NEIGHBOURHOOD
SECONDARY PLAN
JUNE, 2018
OFFICE CONSOLIDATION



LEGEND

- Secondary Planning Area
- Wetland
- Regulatory Shoreline Area
- Fill Line
- Flood Line



MAP B
NATURAL FEATURES
AND CONSTRAINTS

PORT DARLINGTON NEIGHBOURHOOD
 SECONDARY PLAN

JUNE, 2018
 OFFICE CONSOLIDATION

Secondary Plans

South-West Courtice Secondary Plan

Municipality of Clarington Official Plan

South-West Courtice Secondary Plan

1 Introduction

- 1.1 The South-West Courtice Secondary Planning Area comprises a portion of Bayview Neighbourhood and a portion of the Penfound Neighbourhood as identified in the Clarington Official Plan. The Secondary Planning Area is approximately 148 hectares in size.
- 1.2 This Secondary Plan will guide Council in assessing various proposals for *development* and in the exercise of powers of subdivision approval, zoning and site plan control.

2 Goals

- 2.1 To provide a residential living *environment* that promotes a desirable quality of life and social interaction.
- 2.2 To provide a broad range of housing to meet the evolving housing needs of current and future residents.

3 General Policies

- 3.1 The ultimate planned population for the Secondary Planning Area is approximately 6,200 persons at an overall gross residential density of 17.3 units per gross hectare.
- 3.2 This Plan has been prepared subsequent to the adoption by Clarington Council of the new Clarington Official Plan. In accordance with the provisions of Section 5.3.14 and 5.3.15 of the Durham Regional Official Plan, the preparation of the Clarington Official Plan included an analysis of the lands required to provide a 20 year supply of land. The northerly portions of the Secondary Planning Area are identified as lands needed and readily serviced by 2016. The projected population allocated to these lands is 4,500 persons. The southerly portion of the Secondary Planning Area and lands which cannot be readily serviced and are not required for residential purposes by 2016. The lands are identified as “Future Urban Residential Area” on Map A.

4 Land Use Policies

- 4.1 The land use designations for the South-West Courtice Planning Area are shown on Map A. The related land use policies are contained in Sections 9, 10, 14, 18 and 21 of the Clarington Official Plan and the relevant policies of this Plan.
- 4.2 Two heritage houses have been identified and indicated on Map A. It is the intent of Council to ensure the conservation of these structures and the appropriate integration of adjacent residences. Council may require the preparation of elevations, axonometric drawings or require site plan control for adjacent lands to review the context scale and design of proposed *development* adjacent to these houses.
- 4.3 Where the Environmental Protection Area designation corresponds to a stream valley, it includes a development setback adjacent to the defined top-of-bank or a 15 metre setback for warm water streams, whichever is greater. The development setback shall be based on a stable slope and the sensitivity of the stream valley, and shall be determined in consultation with the Conservation Authority and the Province. In no case would the setback be less than 5 metres in width. In the case of new plans of subdivision or consents, lot lines shall not extend beyond the established setback.
- 4.4 As a condition of *development*, development proponents shall enhance the natural state of the Robinson Creek by revegetating adjacent lands. Revegetation would include planting of trees and shrubs in consideration of enhancing fisheries and *wildlife habitat* potential.
- 4.5 The alteration to the natural state of watercourses and creeks is discouraged. However, any proposal to alter a section of a watercourse must maintain or improve its ecological state, and incorporate natural channel design features to the satisfaction of the Conservation Authority and the Municipality of Clarington. In addition, a greater width for the Environmental Protection Area land may be required to accommodate natural channel design features, stable slopes, vegetation and *buffer* areas.
- 4.6 Young *woodlands* occupy portions of the Robinson Creek tributary *flood plain* and adjacent lands. This unit is comprised of vigorous young hardwoods and softwoods of high scenic quality, and in good biological health with a relatively high adaptability to disturbances. This stand of young woodlands is protected with the Environmental

Protection Area designation associated with the Robinson Creek tributary.

- 4.7 Consideration should be extended, wherever possible, towards preserving mature trees and woodlands which are outside of the Environmental Protection Area designation 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.

5 Transportation Policies

- 5.1 The transportation policies contained in Section 19 of the Clarington Official Plan and the policies of this Plan shall apply with regard to the transportation system of the Secondary Planning Area.

5.2 New Bloor Street

It is the policy of this Plan that Bloor Street will be realigned and constructed as New Bloor Street shown on Map A from Bruntsfield Road east to intersect with Prestonvale Road and shall be classified as a Type A Arterial Road. The roadway of New Bloor Street will be widened when considered necessary by Council from Bruntsfield Road west to intersect with Townline Road. The widening and construction of New Bloor Street shall be staged as determined to be appropriate by Council. Intersection improvement will be undertaken for those intersections shown on Map A.

The Municipality will request the Regional Municipality of Durham to reconstruct the intersections of New Bloor Street with Townline Road and Prestonvale Road when reconstruction is considered necessary by the Regional Municipality of Durham. It is the intent of this Plan that the Regional Municipality of Durham will assume New Bloor Street as a Regional Road when it has been widened and constructed from Townline Road to Prestonvale Road.

5.3 Old Bloor Street

It is the policy of Council to request the Regional Municipality of Durham to transfer Old Bloor Street shown on Map A to the Municipality when New Bloor Street is assumed by the Regional Municipality of Durham. However, subject to construction of New Bloor Street in its entirety, including the reconstruction of the intersections at Townline Road and Prestonvale Road, Old Bloor Street shall be reconstructed to a Local Road standard, provided that

the road authority may permit reconstruction to be undertaken in stages. It is the policy of the Municipality not to permit *development* of lands abutting and fronting onto Old Bloor Street until Old Bloor Street has been reconstructed to a Local Road standard, and for that purpose will enact a Holding Zone By-law applicable to such lands.

5.4 Local Road Access

The locations of intersections of local roads with arterial roads are shown on Map A.

6 Stormwater Management

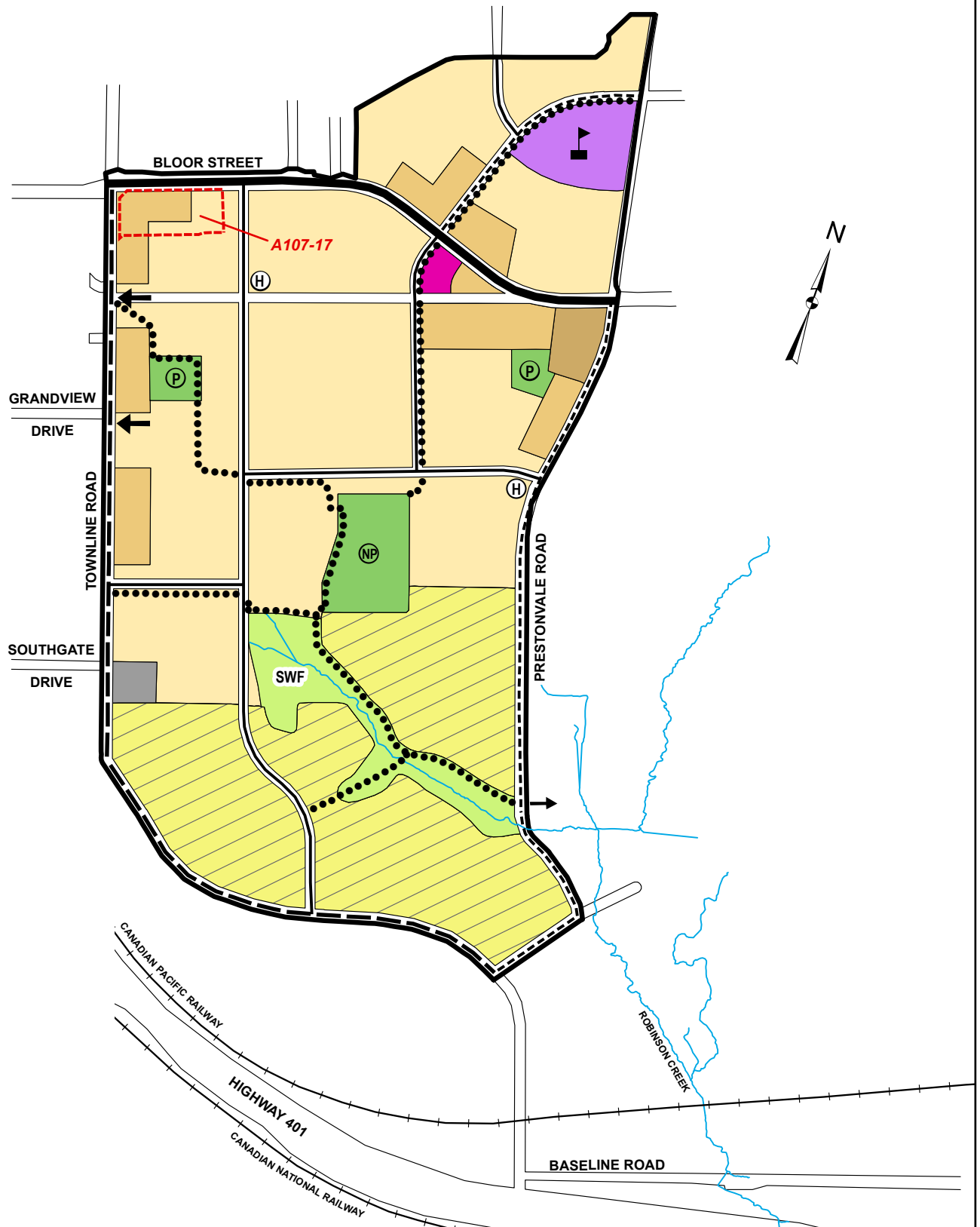
6.1 Stormwater management measures must be incorporated to mitigate the impacts of *development* on water quality and quantity, consistent with the Robinson Creek Master Drainage Study and the policies of Section 20 of the Clarington Official Plan.

7 Implementation and Interpretation

7.1 This Plan refines and implements the policies of the Official Plan. Unless otherwise indicated, the policies of the Official Plan shall apply to this Secondary Planning Area.

7.2 A phasing plan shall be prepared for approval of plans of subdivision of the lands to which this Plan applies. 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.

7.3 The policies of this Plan shall be implemented and interpreted in conjunction with the applicable policies of the Official Plan.



LEGEND

- | | | |
|----------------------------|-------------------------------|-------------------------------|
| Planning Area Boundary | Environmental Protection Area | Arterial Roads Type A |
| Future Urban Residential | Storm Water Facility | Arterial Roads Type B |
| Low Density Residential | Public Elementary School | Arterial Roads Type C |
| Medium Density Residential | Neighbourhood Centre | Collector Roads |
| High Density Residential | Utilities | Local Road Access |
| Neighbourhood Park | Heritage House | Pedestrian And Bicycle Routes |
| Parkette | A107-17 Appealed to the OMB | |

**MAP A
LAND USE**

SOUTH WEST COURTYCE
SECONDARY PLAN

JUNE, 2018
OFFICE CONSOLIDATION

Secondary Plans

Clarington Energy Business Park Secondary Plan

Municipality of Clarington Official Plan

Clarington Energy Business Park Secondary Plan

1 Introduction

- 1.1 The Clarington Energy Business Park (“the Energy Park”) is located immediately south of Highway 401 and north of the CN rail corridor, between Courtice Road and Solina Road. Osborne Road bisects the area. Immediately east of the Energy Park is the Darlington Nuclear Power Plant and to the west is Darlington Provincial Park.
- 1.2 The area for the Energy Park, occupying 129 hectares (318 acres), has been identified as an appropriate location for prestige employment uses that can benefit from close proximity to Darlington Nuclear Power Plant, the University of Ontario Institute of Technology and/or other major employers within the energy and *environment* sectors of the regional economy. The *site* has the attributes to become a focal point for new *development* within the Durham Energy Cluster. The overall intent of this Secondary Plan is to guide development of a business park that facilitates employment growth in these sectors, promotes energy innovations and demonstrates environmental sustainability in its design.
- 1.3 This Secondary Plan is based upon, and future *development* should be guided by, the following overarching principles:
- a) Innovation – businesses in the park should research, manufacture, demonstrate or otherwise support innovative technologies, particularly in the fields of energy. The park itself should be innovative in its design and demonstrate environmental sustainability to the world;
 - b) Conservation – the *conservation* of energy and natural resources, and the use of renewable energy, should be among the highest priorities in the design, construction, operation and maintenance of all development in the park, including *infrastructure*, buildings and the landscape. Adverse impacts from *development* on natural systems should be minimized;
 - c) Efficiency – the park as a whole and individual developments should be designed to use land, streets, municipal services

and energy efficiently. Techniques to maximize energy efficiency should be integrated into the design of buildings, sites and the park as a whole;

- d) Integration – research and development facilities, institutional and corporate offices, and manufacturing plants should be mixed within the park to promote linkages and synergies among related businesses; Diversity – a wide range of businesses should be accommodated. Streets should be designed for a variety of transportation modes, including automobiles, trucks, cycling, walking and, in time, public transit. A diversity of renewable energy sources and demonstration projects should help power the Energy Park; and
- e) Design Excellence – the design of buildings, *streetscapes*, open spaces and *infrastructure* should be distinctive aesthetically and functionally, incorporating new energy innovations. The physical and business environment of the park should make it a showcase for Clarington, Durham Region and Ontario.

2 Goals

- 2.1 To develop a focal point for research and development and related industrial activity and facilitate cooperation among businesses within the Durham Region energy cluster.
- 2.2 To distinguish the Clarington Energy Business Park as a unique and innovative employment area within the Greater Toronto Area.
- 2.3 To enhance the economic competitiveness and global profile of Clarington.
- 2.4 To broaden and diversify employment opportunities within Clarington.
- 2.5 To facilitate the incubation and commercialization of new energy innovations.
- 2.6 To both support and capitalize on the research and academic mission of the University of Ontario Institute of Technology.
- 2.7 To establish a real-world laboratory where new energy innovations are tested and applied in functioning industrial and commercial buildings.

- 2.8 To support the operation, maintenance and enhancement of the Darlington Nuclear Power Plant.
- 2.9 To promote innovative building designs with a high urban design standard that practice energy efficiency and meet LEEDTM certification.
- 2.10 To harness and promote design practices centered on energy *conservation*, efficiency and environmental sustainability.
- 2.11 To use land and other natural resources efficiently and with minimal non-reusable *waste*.
- 2.12 To protect and restore elements of the site's natural heritage.

3 Land Use and Built Form

In addition to the policies of this section, the policies of Sections 4-8 shall apply to all areas of the Clarington Energy Business Park.

3.1 Objectives

- 3.1.1 To accommodate and integrate a mix of industrial and commercial land uses focusing primarily on the energy field.
- 3.1.2 To facilitate linkages among the University of Ontario Institute of Technology, other institutions, government agencies and private industry.
- 3.1.3 To encourage the relocation of pre-existing land uses not in keeping with the vision, goals and objectives of this Plan to other, appropriate employment areas.
- 3.1.4 To accommodate a variety of building types and sizes while ensuring that *development* overall contributes to a consistent and positive image of the Energy Park.
- 3.1.5 To provide, through the placement and *massing* of buildings, continuity and enclosure to the streets within the Energy Park.
- 3.1.6 To establish a gateway to the Energy Park at the Courtice Road and Highway 401 interchange.

3.2 General Policies

- 3.2.1 The land use designations for the Clarington Energy Business Park shown on Map A of this Secondary Plan establish the general pattern for future *development*. They consist of *Prestige Employment Node, Prestige Employment Corridor, Light Industrial 1, Light Industrial 2, Open Space* and *Environmental Protection Area*.

- 3.2.2 The purpose of the Energy Park is to provide a unique industrial location that attracts industry related to the energy sector. The Energy Park targets energy innovations and related companies that engage in research and development, demonstration, commercialization, and sale of existing and new energy source technologies.
- 3.2.3 The Municipality acknowledges the Ministry of Transportation requirement that future buildings, roads, municipal services and essential parking be set back a minimum of 14 metres from the Highway 401 right-of-way. To accommodate a potential widening of Highway 401 and a future realignment of South Service Road, should the latter be required, while maintaining the desired *streetscape*, minimum building setbacks shall apply, as set out in this Plan, and municipal service and *utility* easements may be required.
- 3.2.4 Stand-alone warehouses, distribution facilities, truck terminals, truck service centres, gas stations and storage units are strictly prohibited in all areas of the Energy Park.
- 3.2.5 Drive-through facilities for restaurants and banks will not be permitted in any of the land use areas within the Energy Park.
- 3.2.6 The *Open Space* areas shown on Map A are intended for stormwater management facilities. In addition to such facilities, private or publicly-accessible open spaces are permitted in *Open Space* areas.
- 3.2.7 The policies in Section 14.4 of the Clarington Official Plan shall apply to the *Environmental Protection Area*.
- 3.2.8 Wind turbines are permitted in any designation except Environmental Protection Area.
- 3.2.9 Public art will be promoted to achieve a high quality public realm and identity in the Energy Park.
- 3.2.10 Appendix 1 contains illustrations that demonstrate the implementation of the urban design and road policies contained in this Energy Park Secondary Plan.

3.3 Prestige Employment Node

- 3.3.1 The *Prestige Employment Node*, at the gateway to the Energy Park, is the most appropriate location for higher-order and higher-density employment uses as well as ancillary commercial uses. The permitted uses shall be:
- a) Business office;
 - b) Research and development facilities;

- c) University and college facilities;
- d) Hotels and convention centres; and
- e) Commercial and recreational uses that cater to businesses and employees within the Energy Park, including banks, restaurants, convenience stores athletic clubs, and business and personal services, provided they are limited in scale and located on the ground floor of a multi-storey building.

3.3.2 The following urban design standards shall apply to *development* in the *Prestige Employment Node*. These standards will be implemented through standards established in the Zoning By-law.

- a) Lots along Energy Drive and South Service Road shall generally be of a larger size and area to implement high quality urban design objectives;
- b) To accommodate front yard landscaping and a future widening of Highway 401, buildings on South Service Road shall be set back a minimum of 18 metres from the right-of-way;
- c) To establish a consistent *streetscape* edge along Energy Drive and all Local Roads, buildings shall be oriented towards the front property line to achieve a continuous high quality built street edge;
- d) The width of a building's façade fronting a public street shall be at least 40% of the *lot* width;
- e) Buildings on a corner *lot* shall be oriented towards the corner;
- f) Buildings shall generally be a minimum of 12 metres in height near the intersection of Courtice Road and South Service Road;
- g) Main building entrances shall address and be accessible from a public street;
- h) The *massing* of buildings that occupy sites at the Courtice Road-Energy Drive intersection shall be articulated to mark the entrances to the Energy Park;
- i) A minimum of 20% of the site area shall be landscaped. Areas between the building face and public right-of-way shall be attractively landscaped and should include lawn,

coniferous and deciduous trees, and gardens. Chain link fencing is strictly prohibited within this area;

- j) Parking lots shall be located to the interior side and/or rear of buildings located on the east and south sides of South Service Road but are prohibited in the front or exterior side yards;
- k) Structured parking shall be located at the rear of a building and screened from view from Energy Drive and South Service Road;
- l) Service and loading areas shall be located at the rear of buildings away from public streets or appropriately screened from view of public streets. Garbage facilities shall be located within the primary building; and
- m) Outside storage or display of goods shall be strictly prohibited.

3.4 Prestige Employment Corridor

3.4.1 The *Prestige Employment Corridor* is an appropriate location for higher-order employment uses that will benefit from high visibility from Highway 401 and, through site and building design, will enhance the image of the Energy Park.

- a) The permitted uses shall be:
- b) Business offices;
- c) Research and development facilities;
- d) University and college facilities;
- e) Manufacturing, assembling, and fabricating facilities, provided the use is wholly enclosed within a building;
- f) Warehousing, provided it is ancillary to one or more of the permitted industrial uses listed above; and
- g) Commercial or technical schools wholly enclosed within a building.

3.4.2 The following urban design standards shall apply to *development* in the *Prestige Employment Corridor*: These standards will be implemented through standards established in the Zoning By-law.

- a) Lots along Energy Drive and South Service Road shall generally be of a larger size and area to implement high quality urban design objectives;

- b) To accommodate front yard landscaping and a future widening of Highway 401, buildings on South Service Road shall be set back a minimum of 18 metres from the right-of-way;
- c) To establish a consistent streetscape edge along Energy Drive and all Local Roads, buildings shall be oriented towards the front property line to achieve a continuous high quality street edge;
- d) The width of a building's façade fronting a public street shall be at least 40% of the lot width;
- e) Buildings on corner lots shall be oriented towards the corner;
- f) Main building entrances must address and be accessible from a public street;
- g) The *massing* of buildings that occupy sites at the Energy Drive-Courtice Road intersection and Energy Drive-Solina Road intersection shall be articulated to mark the entrances to the Energy Park;
- h) A minimum of 20% of the site area shall be landscaped. Areas between the building face and public right-of-way shall be attractively landscaped and should include lawn, coniferous and deciduous trees, and gardens. Chain link fencing is prohibited within the area between the building and the street but shall be considered on the balance of the property if necessary for security purposes;
- i) Parking lots shall be located to the interior side and/or rear of buildings but are prohibited in the front or exterior side yards;
- j) Structured parking shall be located at the rear of a building and screened from view from Energy Drive and South Service Road;
- k) Service and loading areas shall be located at the rear of buildings and appropriately screened from view of public streets. While garbage facilities are encouraged to be located within the primary building, garbage may be stored within a separate fully enclosed building with architecture matching the primary building on the lot; and
- l) Outside storage or display of goods shall be strictly prohibited.

3.5 Light Industrial 1

3.5.1 *Light Industrial 1* areas are appropriate locations for a range of employment uses that will benefit from the access and visibility provided by the primary road through the Energy Park and, through site and building design, will enhance the image of the park. The permitted uses shall be:

- a) Business offices;
- b) Research and development facilities;
- c) Manufacturing, assembling, and fabricating facilities, provided the use is wholly enclosed within a building;
- d) Industrial processing, excluding the processing of *waste* materials, provided it is wholly enclosed within a building; and
- e) Warehousing, provided it is ancillary to one or more of the permitted industrial uses listed above.

3.5.2 The following urban design standards shall apply to *development* in *Light Industrial 1* areas. These standards will be implemented through standards established in the Zoning By-law.

- a) Lots along Energy Drive shall generally be wider than those lots located along local roads;
- b) To establish a consistent *streetscape* edge along Energy Drive and all Local Roads, buildings shall be oriented towards the front property line;
- c) The width of a building's façade fronting a public street shall be at least 40% of the *lot* width;
- d) Buildings located on a corner *lot* shall be oriented towards the corner;
- e) Main building entrances must address and be accessible from a public street;
- f) A minimum of 10% of the site area shall be landscaped. Chain link fencing is prohibited within the area between the building and the street and shall be considered within the rear yard of the building;
- g) Parking lots shall be located to the interior side and/or rear of buildings but are prohibited in the front or exterior side yards; and
- h) Servicing and loading areas shall be located at the rear or in the interior side yard of the building and screened from public

view. While garbage facilities are encouraged to be located within the primary building, garbage may be stored within a separate fully enclosed building with architecture matching the primary building on the *lot*. Loading and servicing areas in an interior side yard shall be set back a minimum of 10 metres from the front edge of the building.

3.5.3 Outside storage may be permitted in *Light Industrial 1* areas provided:

- a) The storage area does not exceed 10% of the *lot* area;
- b) Materials to be stored do not exceed 3 metres in height;
- c) The storage area is located in the rear of the *lot* and is appropriately screened so as to not have an adverse impact on abutting properties and not be visible from a public road; and
- d) The storage area is not adjacent to the Prestige Employment Node.

3.6 Light Industrial 2

3.6.1 *Light Industrial 2* areas are appropriate locations for a broader range of employment uses, including those that require more outside storage. The permitted uses shall be:

- a) Manufacturing, assembling, fabricating, and processing facilities, provided the use is wholly enclosed within a building;
- b) Research and development facilities;
- c) Warehousing, provided it is ancillary to one or more of the permitted industrial uses listed above; and
- d) Business offices that are accessory to another employment use, provided they do not exceed 25% of the total floor area on the site.

3.6.2 Waste-to-energy facilities, small-scale electrical generation and cogeneration facilities, and alternative fuels manufacturing may be permitted in *Light Industrial 2* areas by site-specific zoning amendments, subject to detailed study of the proposed facility relating to:

- Compatibility within surrounding and *adjacent* land uses
- Proposed environmental impacts that may require Ministry of Environment approval

- Traffic impacts on the road network
- Site planning and urban design issues
- Measures to mitigate any impacts where appropriate

3.6.3 The following urban design standards shall apply to *development* in *Light Industrial 2* areas. These standards will be implemented through standards established in the Zoning By-law.

- a) Lots shall generally be sized to accommodate the widest array of uses;
- b) To establish a consistent *streetscape* edge along all Local Roads, buildings shall be oriented towards the front property line;
- c) The width of a building's façade fronting a public street shall be at least 40% of the *lot* width;
- d) Buildings on a corner *lot* shall be oriented towards the corner;
- e) Main building entrances must address and be accessible from a public street;
- f) A minimum of 10% of the site area shall be landscaped. Chain link fencing is prohibited within the area between the building and the street and shall be considered within the rear yard of the building;
- g) Parking lots shall be located to the interior side and/or rear of buildings but are prohibited in front or exterior side yards; and
- h) Servicing and loading areas shall be located at the rear or in the interior side yard of the building and screened from public view. While garbage facilities are encouraged to be located within the primary building, garbage may be stored within a separate fully enclosed building with architecture matching the primary building on the *lot*. Loading and servicing areas in an interior side yard shall be set back a minimum of 10 metres from the front edge of the building.

3.6.4 Outside storage may be permitted in *Light Industrial 2* areas provided:

- a) The storage area does not exceed 25% of the *lot* area;
- b) Materials to be stored do not exceed 5 metres in height; and

- c) The storage area is generally located in the rear of the *lot* and is appropriately screened from public view.

Notwithstanding the above, any waste-to-energy facility must be fully enclosed.

4 Streets and Transportation

4.1 Objectives

- 4.1.1 To establish a road network that provides a rational and flexible framework for *development*, maximizes property frontage, and optimizes vehicular access and movement.
- 4.1.2 To provide a balanced transportation network that encourages walking, cycling and, eventually, public transit use while accommodating cars and trucks efficiently.
- 4.1.3 To establish an interconnected network of sidewalks that joins areas within the Energy Park, and provides links to *adjacent* trails and open spaces.
- 4.1.4 To develop attractive, tree-lined streets with high-quality lighting and other landscape elements that help establish a positive, consistent image of the Energy Park, enhance the pedestrian *environment* and mitigate the urban heat island effect.

4.2 Policies

- 4.2.1 The proposed future network of primary and secondary roads within and adjacent to the Energy Park is shown on Map A.
- 4.2.2 There are two primary roads proposed:
 - a) Energy Drive will provide the main entry to the Energy Park and a primary address for *development*. It will function as a Type C Arterial Road, as defined in Section 19.5.1 of the Clarington Official Plan. Notwithstanding Section 19.5.1, however, Energy Drive may have a right-of-way width of up to 30 metres to accommodate a landscaped median. Applications for *development* fronting Energy Drive may be required to provide an Access Management Plan, depending on the land use and intended operations, to the satisfaction of the Director of Engineering Services and the Director of Emergency Services;
 - b) South Service Road will eventually function as a Collector Road, as defined in Section 19.6 of the Clarington Official Plan with a maximum right-of-way width of 23 metres. The

proposed right-of-way and minimum building setbacks will allow for the relocation of the roadway, if required by a future widening of Highway 401; and

- c) The alignment and intersection configurations and Energy Drive and South Service Road and other future Local roads are subject to further detailed study and may be altered without amendment to this Plan.

4.2.3 Osborne Road, Solina Road and Local Streets A and B will complete the main elements of the street network. They will function as Local Roads, as defined in Section 19.7 of the Clarington Official Plan. In conjunction with *development* of the Energy Park these roads will be upgraded or constructed to a right-of-way width of 20 metres, to accommodate landscaped borders, sidewalks, and boulevards with street trees.

4.2.4 Additional Local Roads to those shown on Map A may be permitted to subdivide land, serve *development* and improve the efficiency of the road network. Such roads shall respect the overall grid pattern of blocks, have right-of-way widths of 20 metres, and generally be designed and built to municipal standards.

4.2.5 Where appropriate, private rear lanes may be provided along multiple rear property lines for delivery access purposes. The integrated laneway system shall be implemented by means of registered easement in favour of abutting land owners. The Municipality shall not assume these laneways.

4.2.6 The Municipality, the Regional Municipality of Durham and GO Transit will work cooperatively to develop a long-term public transit strategy for the Clarington Energy Business Park.

4.2.7 Council may require that applications for the *development* of office buildings include a Travel Demand Management (TDM) Plan, prepared to the satisfaction of the Municipality's Director of Planning Services. The intent of the TDM Plan shall be to implement and promote measures to reduce the use of low-occupancy and low-mileage automobiles for trips and to increase transit use, cycling and walking. To that end, the following measures shall be considered:

- a) Organizing and promoting car pooling;
- b) Providing priority parking space assignments for car pool participants and low-polluting motor vehicles;
- c) Providing cycling amenities, such as bike stands, bike storage, showers and change rooms;
- d) Providing financial subsidies for transit passes;

- e) Providing rush hour shuttle service to the Oshawa GO Station;
 - f) Links to initiatives in the municipality-wide TDM strategy; and
 - g) Other measures that may be identified by Municipal staff.
- 4.2.8 All roads shall be lined with a double or single row of trees, spaced 6-9 metres on centre. Generally, hardy indigenous trees shall be used.
- 4.2.9 For the comfort and safety of pedestrians, curb radii shall generally be 5-8 metres.
- 4.2.10 Utilities shall be buried below grade in the street right-of way, or in easements, where required. For ease of access and maintenance, shared *utility* trenches are encouraged.

5 Access and Parking

5.1 Objectives

- 5.1.1 To minimize the number of driveway entrances along public streets within the Energy Park.
- 5.1.2 To provide safe and clearly-defined routes within a site for pedestrians, cars and trucks.
- 5.1.3 To minimize the land required for parking.
- 5.1.4 To ensure parking areas are not a predominant feature in the views of *development* from public roads.
- 5.1.5 To mitigate the urban heat island effect of large parking areas.
- 5.1.6 To maximize stormwater infiltration and minimize stormwater runoff from parking areas.

5.2 Policies

- 5.2.1 Where feasible and appropriate, shared driveways shall be considered.
- 5.2.2 Where necessary, secondary driveways to access loading, servicing and parking areas shall be provided on Local Roads.
- 5.2.3 A walkway with a minimum width of 1.5 metres shall be provided between the public sidewalk and the main building entrance.
- 5.2.4 Consistent pedestrian-scale lighting along walkways shall be encouraged.
- 5.2.5 The use of landscaped islands to divide large parking areas, with at least one tree for every ten spaces, shall be considered.

- 5.2.6 The use of permeable materials for parking lots shall be considered. Permeability standards may be established for *development* through the Master Drainage Plan.
- 5.2.7 Parking requirements shall be established in the Zoning By-law. The Municipality may modify the parking requirements subject to a parking study and site-specific zoning amendment. Generally, the Municipality shall encourage a supply of parking that does not exceed the minimum requirement under the Zoning By-law.

6 Open Space and Landscaping

6.1 Objectives

- 6.1.1 To establish where appropriate connected private open spaces that manage stormwater, provide visual relief and outdoor amenities for employees and provide *wildlife habitats*.
- 6.1.2 To achieve a consistently high quality of landscaping on private lands that enhances *streetscapes* and the overall image and *environment* of the Energy Park.
- 6.1.3 To establish gateways to the Energy Park.
- 6.1.4 To preserve *significant natural heritage features* and augment the natural setting for the Energy Park.
- 6.1.5 To promote the integrity, vitality and interaction of Lake Ontario coastal *wetlands*.
- 6.1.6 To maximize stormwater infiltration and minimize stormwater runoff.

6.2 Policies

- 6.2.1 The connecting of private open spaces on two or more neighbouring properties shall be encouraged.
- 6.2.2 Landscaping on private lands and public open space at the intersections of Energy Drive and Courtice Road, South Service Road and Courtice Road, and Energy Drive and South Service Road shall reinforce the entrances to the Energy Park.
- 6.2.3 Gateway features shall be developed along Energy Drive at both entrances to the Energy Park. The western gateway feature shall be a passive recreational and outdoor display facility located along Energy Drive near Courtice Road. This facility shall have a minimum size of 1 hectare and may be developed in conjunction with a hotel and convention facilities. The eastern gateway feature shall be a passive recreational facility located near

the intersection of Energy Drive and South Service Road. This facility shall have a minimum size of 0.4 hectares. Both facilities shall be connected to future sidewalks and walking trails.

- 6.2.4 Stormwater management swales and ponds shall be incorporated into the planning and design of open spaces. These facilities shall be constructed in accordance with the standards established in the Master Drainage Plan. Ponds should connect to other open space amenities.
- 6.2.5 Stand-alone and directional signage shall be incorporated into the design of the landscape.
- 6.2.6 To enhance the image of the Energy Park and help achieve the goal of environmental sustainability, the following measures and techniques related to landscape design, construction and maintenance shall be encouraged:
- a) Preserving existing stands of trees and hedgerows, and integrating them into new open space systems;
 - b) Naturalizing areas for the benefit of native flora and fauna, and managing such areas appropriately;
 - c) The use of native plants;
 - d) Locating and selecting plants to provide climate protection for buildings and employees, for example, using deciduous trees with large canopies planted on heavily-glazed south sides of buildings and at the periphery of parking lots to reduce and redirect sun exposure in summer;
 - e) Coordinating landscaping treatments among neighbouring developments;
 - f) The use of swales to channel stormwater runoff from parking areas to ponds;
 - g) The use of landscaped drainage basins internal to large parking areas;
 - h) The use of permeable materials instead of paving for walkways, driveways and parking areas, where feasible; and
 - i) Selecting, designing and operating outdoor full cut-off lighting to municipal standards, where required, to conserve energy, minimize light pollution, and minimize impacts on the wildlife corridor.
- 6.2.7 The Municipality, the Regional Municipality of Durham and Ontario Power Generation (OPG) shall work cooperatively to connect the planned

Waterfront Link trail to the existing Waterfront Trail on OPG lands, in the vicinity of Solina Road.

- 6.2.8 The Municipality will continue to support the creation of the Lake Ontario Wildlife Corridor, which will provide an east-west connection between Second Marsh and Westside Marsh.
- 6.2.9 Land uses in the Energy Park shall be sensitive to the Lake Ontario Wildlife Corridor and, through the use of naturalized landscape areas, shall provide appropriate *buffers* to ensure that the functions of the Wildlife Corridor are not hampered by *development*.

7 Energy, Water and Waste

7.1 Objectives

- 7.1.1 To provide municipal water and sanitary services and other utilities in an optimal manner, minimizing impacts on the *environment*.
- 7.1.2 To facilitate and demonstrate renewable energy generation and use.
- 7.1.3 To develop and promote shared *utility* systems and an overall network that manage energy, water and *waste* water efficiently.
- 7.1.4 To ensure utility *infrastructure* demonstrates how design, materials and technology can optimize total energy use and minimize the ecological footprint of *development*.
- 7.1.5 To ensure *infrastructure* is designed and constructed to minimize the use of non-renewable energy sources.
- 7.1.6 To utilize and demonstrate new building science that maximizes energy *conservation* and efficiency.

7.2 Policies

- 7.2.1 Generally, all new *development* shall be on full municipal water and sanitary sewer services.
- 7.2.2 The Municipality will work with landowners and the Regional Municipality of Durham to develop an Infrastructure Master Plan for the phasing and financing of roads, municipal water and sanitary sewer services and stormwater management facilities to the Energy Park.
- 7.2.3 The Municipality will work with landowners, the Regional Municipality of Durham and the relevant utility companies to identify opportunities to provide renewable energy *infrastructure* within the Energy Park.
- 7.2.4 Hydro servicing shall be provided underground.

- 7.2.5 The use of solar power shall be considered to power municipal street lighting.
- 7.2.6 Stormwater shall be managed on site, or with shared systems, in accordance with the Master Drainage Plan for the Energy Park, such that post-development peak flow rates off-site will not exceed pre-development rates for all storm events. The Master Drainage Plan shall confirm the location of the *stormwater management ponds*, and Map A shall be revised accordingly.
- 7.2.7 Council may require that development applications include a Sustainability Plan, prepared to the satisfaction of the Municipality's Director of Planning Services, the Director of Engineering/Building Services and the Conservation Authority. In addition to addressing Policy 8.2.6, Sustainability Plans shall consider the following techniques to reduce stormwater runoff, improve water quality and conserve energy:
- a) Rain barrels or cisterns to capture rainwater for reuse in landscape irrigation and other non-potable water applications;
 - b) Vegetated swales to filter and detain stormwater;
 - c) Porous surfaces for pathways, patios and parking lots to allow infiltration of stormwater;
 - d) Greywater systems that capture stormwater runoff and other greywater for reuse in toilets and industrial operations;
 - e) The use of renewable energy sources for building systems and exterior lighting, such as solar, wind and geothermal;
 - f) Cogeneration, i.e., capturing and using heat from power generation;
 - g) Green roofs; and
 - h) Other techniques encouraged by the policies of this Secondary Plan and which may be identified by Municipal staff.
- 7.2.8 Stormwater management systems shall be integrated into the design of buildings and the landscape.
- 7.2.9 Natural watercourses shall be retained wherever possible.
- 7.2.10 At the appropriate time, but before the area of the Energy Park has been 50% developed, the Municipality and the Regional Municipality of Durham shall consider the feasibility of building a district heating and cooling facility to serve the park.

8 Building Design and Construction

8.1 Objectives

- 8.1.1 To facilitate and promote “green” buildings, i.e., buildings that incorporate certified energy-saving and environment-friendly techniques.
- 8.1.2 To utilize and demonstrate new building sciences that maximize energy *conservation* and efficiency.
- 8.1.3 To maximize the life span of buildings.
- 8.1.4 To retain elements of the site’s built heritage.
- 8.1.5 To ensure the park maintains a consistent, high-quality image and sense of place.

8.2 Policies

- 8.2.1 *Development* designed to meet or exceed the highest recognized environmental standards and/or be *LEED*TM-certified shall be encouraged.
- 8.2.2 Building construction and operation methods that minimize the use of non-renewable energy and use recycled and locally-produced materials shall be encouraged.
- 8.2.3 Buildings flexibly designed to meet the potentially changing needs of current and future businesses shall be encouraged.
- 8.2.4 Buildings that occupy sites at the intersections of Energy Drive and Courtice Road, South Service Road and Courtice Road, and Energy Drive and South Service Road shall be massed, articulated and designed to emphasize gateways to the Park.
- 8.2.5 Buildings at the corner of two streets shall address the corner with special architectural *massing* or detail.
- 8.2.6 Building signage shall be incorporated into and coordinated with the architecture of the building, and signs shall not dominate any one floor or the mechanical penthouse of a building.
- 8.2.7 High-quality exterior cladding materials, such as glass, steel, metal paneling, stucco, and masonry, shall be used on the façades of buildings fronting Energy Drive and South Service Road. Pre-cast paneling and exterior insulated finishing systems generally shall not be permitted on façades facing these roads.
- 8.2.8 Mechanical penthouses, antennae, vents and chimneys shall be screened from view or incorporated into the design of the roof.

8.2.9 The use of high-quality exterior cladding materials on parking structures, particularly where they are visible from Local Roads, shall be encouraged.

8.2.10 The restoration and reuse of heritage buildings or structures shall be encouraged. The house known as “Fairfield”, the Robert Beith house, located at 255 Osborne Road is to be *conserved* and incorporated into any *redevelopment* of the property.

8.2.11 Energy *conservation* measures and techniques in building design shall be encouraged, including:

- a) Glazing on the south side of a building to maximize direct sunlight in winter;
- b) Sun louvers to minimize direct sunlight in summer;
- c) Green roofs—roofs that are partially or completely covered with plants to minimize water runoff and improve building insulation; and
- d) Natural interior lighting through glass roofing systems.

9 Implementation

9.1 Zoning By-law Amendments for lands within the Clarington Energy Business Park shall conform to this Secondary Plan.

9.2 Applications for Plans of Subdivision for lands within the Clarington Energy Business Park shall include a Phasing Plan. Phasing Plans shall establish the order of private development and the staging of construction of public *infrastructure* and services. 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 Zoning By-law Amendments and recommending Plans of Subdivision for approval.

9.3 The review and approval of Site Plan Applications for lands within the Clarington Energy Business Park shall be guided by the policies of this Secondary Plan.

9.4 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*. In addition to provisions of Section 23.4.3 of the Official Plan, prior to the lifting of a

Holding Symbol, the following provisions apply in respect to the Secondary Plan Area:

- a) Plans for the proposed *development* show that the proponent has successfully implemented the Urban Design Policies and transportation objectives of this Secondary Plan to the satisfaction of the Municipality; and
 - b) Arrangements have been made satisfactory to the Municipality and the Regional Municipality of Durham for the proponent's contributions and dedications to the Infrastructure Management Plan referenced in Section 7.2.2.
- 9.5 Notwithstanding Section 9.4 (b), the lands subject to application SPA 2003-051 may proceed in accordance with Section 11.7.1 of the Official Plan.
- 9.6 The Municipality will work with the Regional Municipality of Durham to expedite the provision of municipal services to allow *development* of the Clarington Energy Business Park.
- 9.7 The Municipality will prepare a Master Drainage Plan for the Energy Park, in consultation with landowners, the Regional Municipality of Durham and the Conservation Authority, and in accordance with the policies of this Plan.
- 9.8 The Municipality will consider establishing a governing entity, such as a development corporation, responsible for facilitating and coordinating *development* of the Clarington Energy Business Park.
- 9.9 The Municipality will work with the Government of Canada, the Province of Ontario, the Regional Municipality of Durham, the University of Ontario Institute of Technology (UOIT), the Clarington Board of Trade and private landowners and businesses to study and implement the concept of a "Sustainability Centre". The Centre will demonstrate and promote innovative energy and environmental technologies and function as a resource centre for developers, businesses and the public.
- 9.10 The Municipality in consultation with the Regional Municipality of Durham, UOIT and the Durham Strategic Energy Alliance will define:
- Detailed design plan
 - Servicing strategies (water, sewage and roads)
 - Marketing plan

- Incentives plan
- And prepare:
 - The Master Drainage Plan
 - The Master Infrastructure Plan

10 Interpretation

10.1 Some flexibility in the interpretation of the policies contained in this Secondary Plan is permitted provided that its general intent is maintained. The boundaries for land use areas are approximate and shall be defined by the precise alignment of new streets or implementing Zoning By-laws.

The Figures contained in Appendix 1 of this Secondary Plan are for illustrative purposes and are not to be considered prescriptive.

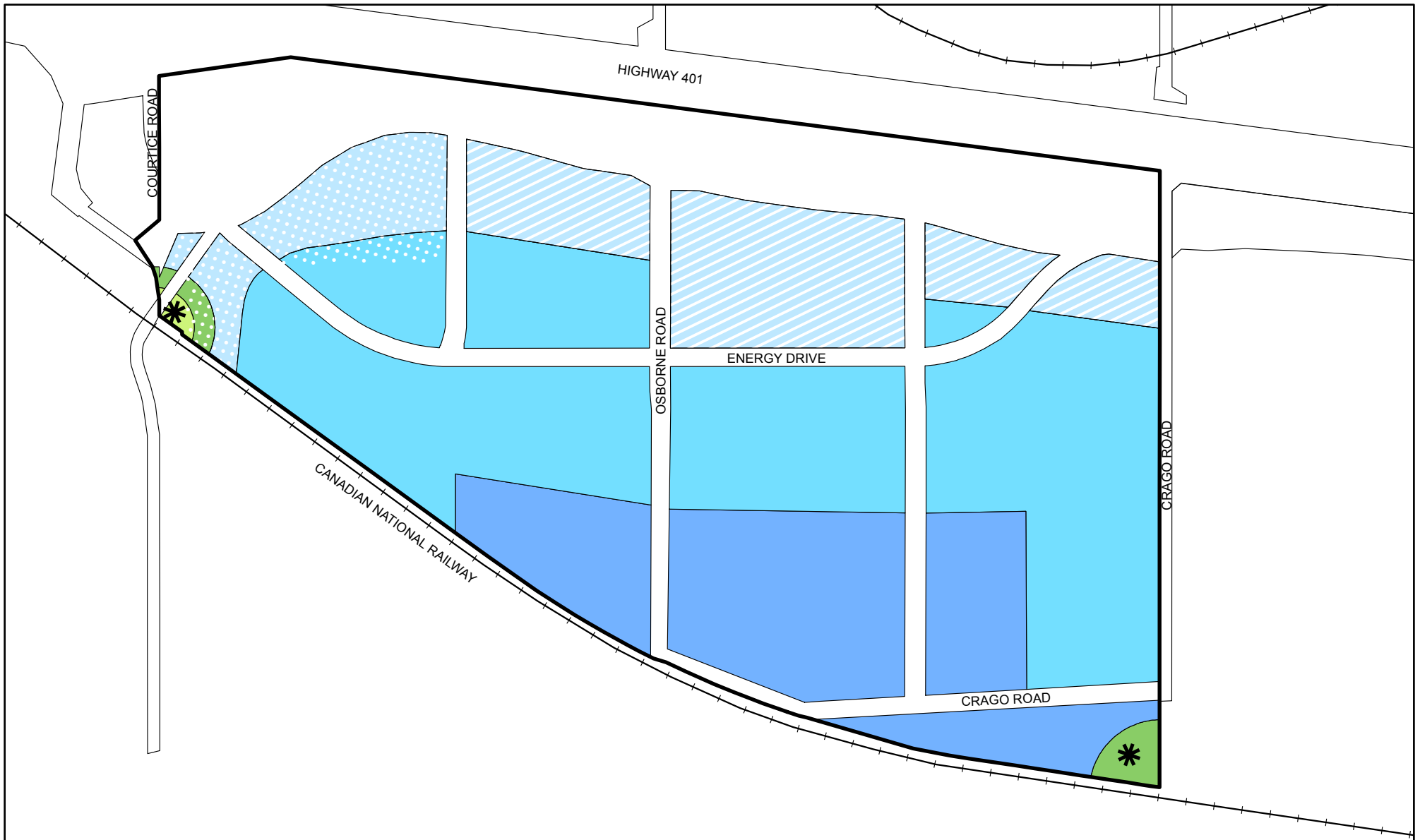
10.2 The policies of this Plan shall be interpreted in conjunction with the applicable policies of the Clarington Official Plan.

11 Implementation

The provisions set forth in the Clarington Official Plan and the Clarington Energy Business Park Secondary Plan, as amended, regarding implementation of the Plan shall apply in regard to this Amendment.









12 Interpretation

The provisions set forth in the Clarington Official Plan and the Clarington Energy Business Park Secondary Plan, as amended, regarding interpretation of the Plan shall apply in regard to this Amendment.



LEGEND



- | | | | |
|---|--|--|-------------------------------|
|  | Clarington Business Park Area Boundary |  | Light Industrial 2 |
|  | Prestige Employment Corridor |  | Open Space |
|  | Prestige Employment Node |  | Environmental Protection Area |
|  | Light Industrial 1 |  | Proposed Storm Water Pond |

**MAP A
LAND USE
AND PRIMARY ROADS**

CLARINGTON ENERGY
BUSINESS PARK
SECONDARY PLAN

JUNE, 2018
OFFICE CONSOLIDATION

Secondary Plans

Brookhill Neighbourhood Secondary Plan

Municipality of Clarington Official Plan

Brookhill Neighbourhood Secondary Plan

1 Introduction

- 1.1 The Brookhill Neighbourhood is located north of the Bowmanville West Town Centre, and south of Nash Road. Its easterly boundary is the Bowmanville Creek valley and the historic community of Bowmanville. Its westerly boundary is the limit of the Urban Area for Bowmanville. The area for the Brookhill Neighbourhood is about 300 hectares. Approximately one third of the area contains natural features. The limits of the Secondary Plan Area are identified on Maps 'A' and 'B' to this Secondary Plan. The area bounded by Longworth Avenue to the south, Nash Road to the north, Regional Road 57 to the east and urban area boundary to the west, is deferred in the Secondary Plan until the completion of the Clarington Official Plan Review, beyond 2008.

The purpose of this Secondary Plan is to provide a detailed land use plan and policies to establish principles and structure, goals and objectives for *development* within the Brookhill Community. New *development* will be carried out in accordance with the policies of the Clarington Official Plan, the policies of this Secondary Plan, the Brookhill Community Demonstration Plan and Urban Design Guidelines contained in Appendix II.

2 Principles and Community Structure

2.1 Objectives

The Brookhill Secondary Plan is based on the principles of New Urbanism. New Urbanism is a planning approach that incorporates the best features of the 19th and 20th century small town design, while addressing modern planning and engineering concerns such as traffic, pollution and urban sprawl. This Plan is based on a community design that is diverse in use and population, is scaled to the pedestrian, can accommodate private automobiles and transit and has a well-defined and high quality public realm including the roads, greenland systems and public buildings.

The Brookhill Secondary Plan achieves the policies of the Province of Ontario with respect to efficient, cost-effective development and

land use patterns, the conservation of natural and cultural heritage features, the protection of public health and safety and the achievement of minimum development densities as articulated in the Planning Act. Further, this Secondary Plan is expected to achieve the goals and objectives of the Municipality of Clarington Official Plan. Fundamental to the *development* of this Secondary Plan is the achievement of a transit supportive community structure and the achievement of a minimum *net density* of 50 residents and/or jobs per hectare

A primary principle inherent in the design of the Brookhill Secondary Planning Area is the conservation of existing natural heritage features and *cultural heritage landscapes*. These features and landscapes are *conserved* and integrated within the overall design strategy.

2.1.1 Design Principles

The Brookhill Secondary Plan is based on the following design principles:

- a) Focus
 - i. The Brookhill community is adjacent to the Bowmanville West Town Centre. It will be multi-centered and will comprise a Village Corridor and Neighbourhoods with Neighbourhood Commons.
 - ii. Each neighbourhood has edges and a distinct higher intensity, and a *mixed use* focus that is within a 5 minute walk of the majority of residents.
- b) Greenlands
 - i. A variety of *parks* for recreational activities are provided.
 - ii. *Parks, natural heritage features* and stormwater management facilities shall form a connected greenlands system.
 - iii. Stormwater management facilities shall be designed as landscape amenities, as well as perform their functional requirements.

c) Connections/Linkages

- i. The community will have a continuous system of trails for walking and cycling.
- ii. Roads will be designed for pedestrians, cyclists, transit, as well as cars.
- iii. Pedestrian connections *adjacent* to *significant* natural features shall be planned to anticipate use and to avoid impact on the identified features' environmental functions.
- iv. All roads will be designed as important components of the public realm and will be lined with trees and have sidewalks.
- v. The community and its neighbourhoods will be linked to the existing built areas in Clarington.
- vi. Community design is based on a modified grid system to enable ease of access and improved connections through the community.

d) Uses

- i. A diversity in housing types will be provided to achieve densities anticipated in the Official Plan and articulated in Provincial Policy.
- ii. *Development* will support transit and commercial activity.
- iii. A mix of uses will be provided so that people have the choice to work, shop and enjoy community facilities in the neighbourhood.

e) Infrastructure

- i. Municipal services shall be provided in a cost effective and efficient manner.

f) Environmental Sustainability and Energy Conservation

- i. Community design shall incorporate, to the maximum extent feasible, state of the art environmental, energy and water *conservation* measures.

- ii. Techniques to maximize energy efficiency should be integrated into the design of buildings, *streetscapes* and *parks*.
- g) Design Excellence
 - i. The buildings, streetscapes, *parks* and open spaces and *infrastructure* should be distinctive and aesthetically pleasing.

2.2 Community Structure

2.2.1 The community structure of the Brookhill Secondary Plan is based on achieving the principles identified in Section 2.1 of this Plan. The components of the Brookhill Secondary Plan that define its urban structure are identified below.

- a) **Neighbourhoods** - Neighbourhoods are self-contained areas with a mix of housing types, land uses and activities. Neighbourhoods must be cohesive and comprehensible to their residents.

Neighbourhoods are edged either by natural features or the primary road network, giving each Neighbourhood a unique identity. The edge of each Neighbourhood is typically beyond the 400 metre radius from the Neighbourhood Commons Area, and the lowest density of *development* is anticipated between the 400 metre radius and the edge of the Neighbourhood.

Neighbourhoods have a mix of low and medium density housing types as well as public open space features. Residential densities, *lot* sizes and building types shall vary throughout each Neighbourhood to achieve the variety and character typical of older, traditional neighbourhoods. The highest densities shall occur adjacent to the Type C Arterial Road network and within the Neighbourhood Commons Area and the Village Corridor. Lower density housing shall be *adjacent* to identified natural features, and toward the edges of the Neighbourhoods.

Public open spaces are located to define the character and structure of each Neighbourhood. Neighbourhood Parks are located adjacent to planned community facilities and/or integrated with *adjacent natural heritage features*. Parkettes and urban squares are dispersed throughout each Neighbourhood and are located on visible road frontages.

- b) **Neighbourhood Commons Area** - The focus of each Neighbourhood is a Neighbourhood Commons Area with the potential to accommodate low and medium density forms of housing, a Neighbourhood Park, grouped postal facilities, transit stops, and offices, live/work units and other conveniences of daily life.
- c) **Village Corridor** - The Village Corridor is the primary focal point of the community. It is comprised of a mix of uses including higher density residential development, schools and an array of live/work, retail, office and community facilities. This combination of uses creates a rich and vibrant *environment* that is active every day, all day. The Village Corridor connects the neighbourhoods within the Brookhill Community. It is an area where residents of various Neighbourhoods interact. The Village Corridor is expected to accommodate the primary transit routes connecting the Neighbourhoods together and to the rest of the Municipality of Clarington.
- d) **The Public Realm** - The public realm includes institutional/civic uses the greenlands network and the road network. All of these components of the public realm are significant organizing elements in the pattern of *development*. They are located to provide interest and excitement within the community. The design of all elements of the public realm must be to the highest quality possible.
 - i. **Institutional/Civic Uses** – Roads and blocks create a hierarchy of public spaces and locations for institutional and civic uses. Institutional/civic uses occupy important places, overlooking a square or terminating a road vista. These views and vistas provide scenic interest and orientation.
 - ii. **Public Open Space** - The public open space system is a major attribute of the Brookhill Secondary Plan area. It is integrated with the *natural heritage features* and stormwater management facilities. A trail network connects the Neighbourhoods together, and connects Brookhill to the wider community of Clarington.
 - iii. **Natural Heritage Features/Stormwater Management Facilities** - Existing natural features are conserved and incorporated into the greenlands system. The naturalization of the Brookhill tributary shall reclaim the

natural *environment* from past farming practices, improve downstream fisheries and contribute to the overall esthetics of the Brookhill Community. Stormwater management facilities are treated as public assets. The ponds will be designed and planted with native upland, flood tolerant shoreline and aquatic species to provide enhanced *wildlife habitat*. Ponds and the overall drainage system are incorporated into the greenlands system.

- iv. **Roads and Lanes** - Roads play a multi-functional role in the Brookhill Secondary Plan Area by providing for a variety of activities and services, to meet the needs of residents and businesses. Roads provide access for pedestrians and bicycles, opportunities for vistas and view corridors and pedestrian *amenity areas*, and space for parking, utilities and services.

In the Village Corridor, garages are removed from the front of the dwellings and placed to the rear of the *lot*, accessed by a system of rear lanes. This dramatically improves the visual quality of the *streetscape* by reducing the impact of garage doors and facilitates traffic flow along the road network. Rear lanes also provide access to coach houses, routes for service *infrastructure* and garbage pick-up and may provide additional passive recreational space. Rear lanes may also be used with the Neighbourhood Commons Areas and in the Medium Density Residential designation abutting Arterial or Collector Roads.

Regional Road 57 is a major regional transportation corridor It is intended to be a Green Corridor with no direct access provided for any individual *development* proposal or residential land use. Signalized intersections will be installed, where approved by the Regional Municipality of Durham, to provide access to existing development and the primary road network within the Brookhill Community. Reverse frontage development will not be permitted adjacent to Regional Road 57. It shall have sidewalks on both sides and bicycle lanes. Additional tree plantings and vegetated berms shall be incorporated into the road allowance or in adjacent areas to promote attractive and safe pedestrian movements.

3 Goals

- 3.1 To establish the Brookhill Secondary Plan Area as a vibrant, pedestrian oriented residential community based on principles of New Urbanism.
- 3.2 To provide up to 2,800 *dwelling units* upon full build out of the Brookhill Secondary Plan Area.
- 3.3 To achieve a minimum *net density* of 50 residents and/or jobs per hectare across the Brookhill Secondary Planning Area.
- 3.4 To promote high quality design practices centered on energy *conservation*, efficiency and environmental sustainability.
- 3.5 To recognize the importance of the natural features of the Brookhill Secondary Plan Area as contributing to the quality of life for local residents.

4 Objectives

4.1 Land Use and Built Form

- a) To accommodate a mix of uses including opportunities for a variety of housing types, limited retail/commercial uses, and community facilities.
- b) To ensure a complete and integrated community comprised of:
 - i. An appropriate mix of compatible land uses that meet the daily needs of all residents;
 - ii. Compatibility of building types, achieved through consideration of their scale, *massing* and relationship to each other.
- c) To encourage a high quality and consistent level of urban design for the public and private realm through adherence to the principles, policies and requirements of this Secondary Plan, the Demonstration Plan and the Urban Design Guidelines.
- d) To create an urban *environment* that provides for safe, functional and attractive residential neighbourhoods.
- e) To provide for community facilities/schools that are visible, accessible and serve the needs of residents.

4.2 The Greenlands System

- a) To provide a functional and highly interconnected greenlands system for the community that is accessible and visible to residents.
- b) To provide opportunities for recreational and naturalized links within the Brookhill Secondary Planning Area and to the wider community of Clarington.
- c) To preserve and enhance existing natural and cultural heritage features including *significant* vegetation, topographic features and scenic views, heritage buildings and *archaeological resources*, and to promote the ecological restoration of *linkages* between these features.
- d) To provide a continuous Greenland system linking, natural features, public *parks*, stormwater management facilities and a full array of community amenities.

4.3 Transportation

- a) To develop a transportation system that provides a variety of connections to the balance of the urban area.
- b) To create a highly inter-connected network of roads and lanes that provides for ease of access, orientation and safety for both pedestrians and vehicles.
- c) To create a linked trail system composed of roads, lanes and open spaces, sidewalks, off-road trails and bicycle lanes.
- d) To ensure that the required components of the transportation system be in place and operative prior to or coincident with *development*.
- e) To phase the implementation of transit services based on acceptable operational and financial criteria.

4.4 Services

- a) To ensure that services, including water, sanitary sewer and stormwater management systems, electrical power, streetlights, natural gas and communication services are in place and operative, prior to or coincident with the *development* of the land.
- b) To ensure that stormwater management facilities are designed to fulfill their functional purpose and are treated as

aesthetic components of the greenlands system and that they do not negatively impact on *natural heritage features* or *cultural heritage landscapes* at any time in the land development process.

4.5 Environmental Sustainability and Energy Conservation

- a) To encourage *development* within the Brookhill Secondary Plan Area that is consistent with programs to reduce energy consumption, water consumption and promote *waste* reduction.
- b) Energy *conservation* will be encouraged through appropriate site planning, urban design and the use of energy efficient materials and landscaping.
- c) To encourage that all new residential buildings that are constructed within the Brookhill Secondary Plan Area adhere in design, construction and operation to a minimum rating of 80 or more in accordance with Natural Resources Canada “EnerGuide for New Houses” or equivalent certification system.
- d) To undertake frequent reviews of available energy certification and rating systems to ensure that *development* within the Brookhill Secondary Plan Area complies with the most current environmental and energy *conservation* standards and programs.
- e) To encourage commercial, institutional and government buildings to be *LEED* certified or to demonstrate environmental and energy *conservation* measures from pre-construction to operation.
- f) To encourage residential uses to use solar collectors and other alternative sources of energy for use of heating or cooling of a structure, domestic hot water or swimming pools to reduce the demand on the provincial power supply.
- g) To encourage builders to install Energy Star rated appliances, high efficiency fixtures to reduce indoor water consumption and capture rainwater or recycled site water for irrigation purposes.

5 General Policies

The land use designations for the Brookhill Secondary Plan Area shown on Map A of this Secondary Plan establish the general pattern of *development*. A more detailed pattern of land use is established on the Demonstration Plan and Urban Design Guidelines (Appendix II).

5.1 Housing

- a) This Secondary Plan provides opportunities for a broad range of housing forms in the Secondary Plan Area and within each neighbourhood as follows:
 - i. Neighbourhoods shall be predominantly comprised of single and semi-detached dwellings;
 - ii. Neighbourhood Commons Area shall include a mix of low and medium density house forms, including street, block or stacked townhouses; and
 - iii. The Village Corridor shall include the greatest concentration of medium and higher density house forms including housing in live/work units and apartments in stand alone or in *mixed use buildings*. Street, block or stacked townhouses are permitted.
- b) Each application submitted for proposed draft plan of subdivision shall include the distribution of housing by house form and will identify, in detail, the composition and distribution of the anticipated housing stock and its relationship to the achievement of the housing mix objectives of this Secondary Plan, and the Provincial requirement to achieve a minimum *net density* of 50 residents and/or jobs per hectare within the Secondary Plan Area.

5.2 Employment

- a) The Secondary Plan Area shall accommodate a range of small and moderately scaled retail, office uses and a range of institutional activities. Employment opportunities will be located in the Village Corridor through permission for commercial and institutional activities. Within the Neighbourhood Commons Area and Low Density Residential Area, live/work and home occupations will also contribute to the supply of employment opportunities.

- b) Development approvals for lands intended to accommodate *mixed use* or live/work buildings will be monitored to ensure that short-term housing approvals do not preclude opportunities for the development of employment generating land uses in the longer-term.

5.3 Cultural Heritage

- a) The *conservation* and enhancement of *significant cultural heritage resources* shall be consistent with the provisions of Chapter 8 in the Municipality of Clarington Official Plan and all relevant Provincial legislation and policy directives.
- b) Prior to on-site grading, construction of *infrastructure* or development approval, an Archaeological Assessment shall be completed to the satisfaction of the Municipality and the Archaeology and Heritage Planning Unit of the Ministry of Citizenship, Culture and Recreation.
- c) No grading or other disturbance shall take place on any site within the Brookhill Community Secondary Plan Area prior to the issuance of a letter of clearance from the Ministry of Citizenship, Culture and Recreation.

6 Land Use Policies

6.1 Low Density Residential

- 6.1.1 Unless otherwise specified in the Secondary Plan, residential development shall be in accordance with Section 9 of the Clarington Official Plan.
- 6.1.2 Low Density Residential shall accommodate a range of housing types. Permitted residential building types shall predominantly include detached and semi-detached dwellings. Limited Street townhouse dwellings shall also be permitted.
- 6.1.3 Coach houses are permitted in restricted areas within the Low Density Residential designation. Coach houses shall generally be in the form of residential uses on the second storey of a detached garage where individual lots have access to a rear lane, and where the side yard abuts a public road.
- 6.1.4 Building heights shall generally not exceed 3.5 *storeys*, or 9.5 metres.
- 6.1.5 Residential development shall contribute to the overall appearance of the *streetscape*. Garage doors shall not dominate the view of the *streetscape*. Front and exterior side yard porches shall be encouraged.

- 6.1.6 Individual site access for any permitted residential use adjacent to any Arterial Road shall be discouraged. Residential uses fronting on an Arterial Road or Collector Road may be developed on the basis of public rear lanes. Reverse frontage development shall not be permitted within the Low Density Residential designation.
- 6.1.7 Residential development adjacent to Regional Road 57 shall not have any individual access on the Arterial Road. Further, a variety of interface techniques may be permitted, including window roads and/or flankage lots, however a landscaped berm must be provided, creating a 'Green Corridor' concept for the Regional Road 57 right-of-way. Noise attenuation fencing will be discouraged.
- 6.1.8 Large Lot Residential
- An existing large *lot* residential development is located east of Regional Road 57 and south of Longworth Avenue. Lots in this area are generally 4000 square metres or larger and privately serviced with well and septic. *Development* and *redevelopment* of lands within this designation shall be on full municipal services subject to policies in the Clarington Official Plan. It is the intention of this Plan to maintain the existing character and *lot* size for these lands.
- 6.1.9 Residential development north of Longworth Avenue extension will have a lower overall density and the areas *adjacent* to woodlots will be reserved for larger *lot* executive housing.

6.2 Medium Density Residential

- 6.2.1 The Medium Density Residential designation shall be developed in accordance with the policies in Section 9.4 of the Municipality of Clarington Official Plan.

6.3 Neighbourhood Commons Areas

- 6.3.1 At least one Neighbourhood Commons Areas shall be required in each Neighbourhood. Locations for the Neighbourhood Commons Areas designation are identified on Map A of this Secondary Plan.
- 6.3.2 Each Neighbourhood Commons Area may include a range of medium density housing types, as well as a Neighbourhood Park. Permitted residential building types include street, block or stacked townhouses as well as limited detached and semi-detached dwellings, and small plex-type (e.g. quattroplex) multiple unit buildings. Home occupation uses are also permitted.
- 6.3.3 Buildings within a Neighbourhood Commons Areas shall generally range in height from 2.5 to 4.0 *storeys*, or between 7.5 to 13.5 metres.

6.3.4 *Development* within the Neighbourhood Commons Areas is required to have front doors facing the street and/or Neighbourhood Common Square. Garage doors/service facilities shall not dominate the view of the *streetscape*. Rear lanes may be used to facilitate units with front doors on the Neighbourhood Common Square. Front and exterior side yard porches shall be encouraged on all ground-related residential units.

6.4 Village Corridor

6.4.1 The Village Corridor shall be the primary focus of the Secondary Plan Area. The Village Corridor will incorporate institutional, retail and service commercial, recreational and cultural uses as well as ground related housing and residential apartment buildings within a *mixed use* context.

6.4.2 *Development* in the Village Corridor designation may be in either single use or *mixed use buildings*.

6.4.3 Permitted residential building types include street, block or stacked townhouses, small plex-type (e.g. quattroplex) multiple unit buildings and low-rise apartment buildings. Apartment units may be permitted in either stand-alone residential buildings or above the ground floor in a *mixed use building*. Live/work units shall also be permitted.

6.4.4 Retail and service commercial development shall only be permitted on the ground floor of a *mixed use building*. Individual retail and service commercial uses shall generally be limited in size to a maximum of approximately 500 square metres each; and,

6.4.5 The following retail and service commercial land uses are specifically prohibited:

- a) Drive-throughs;
- b) Any use that requires the outdoor display or storage of goods, with the exception of a seasonal garden centre, associated with another permitted use;
- c) Night clubs or banquet halls;
- d) All automobile related uses (sales, service, gas bars, car washes);
- e) Amusement arcades;
- f) Places of entertainment;
- g) Adult live entertainment parlour;
- h) Body rub parlour; and,

i) Taxi establishments.

- 6.4.6 Buildings heights shall be within a range of 3 to 6 *storeys*, or between 8.0 to 20.0 metres.
- 6.4.7 All *development* within the Village Corridor designation shall be oriented towards the street. Garage doors/service facilities shall generally be prohibited from facing the public street. Front and exterior side yard porches shall be encouraged on all ground-related residential units.
- 6.4.8 *Development*, with the exception of any *institutional use*, abutting an Arterial or Collector Roads shall be on the basis of rear lane access. Other *development* within the Village Corridor designation may include rear lane access. Parking lots shall not be located between the building and the street within the Village Corridor designation.
- 6.4.9 To facilitate appropriate development within the Village Corridor designation, the Municipality may consider a 'development incentives' package. Development incentives may include reduced parking and/or parkland standards, or other incentives to encourage *mixed use development*.

6.5 Environmental Protection Area

- 6.5.1 The *natural heritage features* within the Secondary Plan Area are identified as Environmental Protection Area on Map 'B' to this Secondary Plan. Lands designated Environmental Protection Area shall be subject to the policies Official Plan.
- 6.5.2 No *development* shall be permitted in Environment Protection Areas, except passive *recreation*, environmental restoration and uses related to erosion control and stormwater management.
- 6.5.3 The naturalization of the Brookhill Tributary is required in accordance with a naturalization plan to be prepared by the proponent and approved by the Municipality of Clarington.
- 6.5.4 An Environmental Impact Study shall be undertaken for *development* proposals, including any necessary *infrastructure* and roads proposed within the Lake Iroquois Beach, or within 120 metres of the boundary of a wetland or wetland complex or 30 metres of the Environmental Protection Area designation. Any resulting changes to the boundaries of the Environmental Protection Area designation resulting from the recommendations of an Environmental Impact Study shall not require an amendment to the Official Plan or Secondary Plan.
- 6.5.5 Environmental Protection Overlay Designation

- a) The Environmental Protection Overlay designation identifies the areas *adjacent* to the identified Provincially Significant *Wetlands*. This designation incorporates the lands within 100 metres from the identified Provincially Significant *Wetlands* (an additional 70 metres from the Environmental Protection Area).
- b) Lands within the Environmental Protection Overlay designation shall require the preparation of an Environmental Impact Study to determine the actual *buffer* required between the Environmental Protection Area designation and the limit of urban development. The Environmental Impact Study shall be undertaken in accordance with the Official Plan policies.

6.6 Parks and Open Space

6.6.1 *Parks* and Open Space designation shall include lands within the following categories:

- a) Neighbourhood Parks;
- b) Neighbourhood Common Squares;
- c) Parkettes
- d) Urban Squares; and
- e) Green Roads/Gateways/Greenways.

6.6.2 *Parks* shall be established in accordance with the following:

- a) Neighbourhood Parks shall form the central focus of the overall Community. Neighbourhood Parks shall perform an array of functions within the community, including providing active sports fields, shall have a minimum size of 2.0 ha. and shall be located abutting the open space system and planned school sites and have a minimum frontage equal to 25 % of the park perimeter. Neighbourhood Parks are to be accepted as part of the parkland dedication required under the Planning Act;
- b) Neighbourhood Common Squares shall form the central focus of each of the identified Neighbourhood Commons Area. Neighbourhood Common Squares shall be a minimum of 0.8 hectare in size, and shall abut on at least two sides, and preferably three or four sides, public roads. The Neighbourhood Common Squares are to be accepted as part of the parkland dedication required under the Planning Act;

- c) Parkettes are not designated on the Land Use Schedule. They are required wherever the Municipality deems it necessary to augment or adjust the *park* requirements of any neighbourhood;
- d) Urban Squares – are smaller components of the open space network and will be identified in the required development applications; and
- e) Green Roads/Gateways/Greenways are small scale open space features provided as linkages within the open space system or as entrance features to the community to provide for connecting pedestrian and bicycle routes and special identity features within the Secondary Plan Area.

6.6.3 Dedication of lands for Neighbourhood Parks, Neighbourhood Common Squares and Parkettes shall be in accordance with the Official Plan.

6.6.4 Dedication of lands for Green Streets/Gateways/Greenways shall be considered on a case-by-case basis subject to a review of their individual function and contribution to the neighbourhood as fulfilling parkland dedication requirements.

6.6.5 In addition to the publicly owned lands which form the Parks and Open Space designation individual developments in the Village Corridor may be required to provide an Urban Square as part of the design approval. These privately owned lands will help create pedestrian scale entrance features for individual developments, creating a sense of place and adding to the urban *environment*.

7 Community Facilities

7.1 Community Facilities are shown symbolically on Map A of this Secondary Plan. A more detailed pattern of community facilities are established on the Demonstration Plan and Urban Design Guidelines (Appendix II).

7.2 Schools

- a) Elementary school sites are permitted within the Village Corridor designation on Map A. Schools support the community structure and patterns of land use. Elementary school sites shall be located adjacent and connected to the open space system and planned neighbourhood park sites. The configuration and size of school sites will be defined in consultation with the School Boards through application for approval of a proposed plan of subdivision.

- b) Where a school site adjoins a Neighbourhood Park, the school site shall be sized and designed to provide on-site recreational and athletic uses for the school and to facilitate potential joint use between the Municipality and the respective School Board.
- c) The Municipality will cooperate with the School Boards efforts to maximize the area available for on-site recreational and athletic use through the construction of multiple storey buildings that permit smaller building floor plates.
- d) In the event that all or part of a school site should not be required by a School Board, the following alternate uses shall be permitted in order of priority:
 - i. The Municipality of Clarington shall be given the first opportunity to purchase all or part of the school site; government agencies and community groups with identified needs shall have the second right of refusal:
 - ii. *institutional uses* such as private schools, Places of Worship, government buildings, community and recreational facilities, housing for seniors and/or cultural buildings (e.g. museum, art gallery) shall be investigated; or
 - iii. Residential uses, shall be developed in accordance with the Village Corridor designation.
- e) School sites and buildings will be developed in accordance with the following policies and the Demonstration Plan and Urban Design Guidelines:
 - i. Joint use sites and multiple use buildings will be encouraged wherever possible. The Municipality will work with the School Boards to achieve appropriate and efficient site designs, and to maximize public service and safety;
 - ii. Elementary schools shall be located within the Village Corridor designation and on a Type B or C Arterial or Collector Road to be accessible by residents in more than one neighbourhood; and
 - iii. Parking and loading areas will be provided and access points designed in a manner that will minimize conflicts

between pedestrian and vehicular traffic and will enhance the aesthetic character of the Neighbourhood.

7.3 Places of Worship

- a) Places of Worship shall be permitted within the Village Corridor designation. Site criteria include:
 - i. A minimum site size of 0.5 hectare and a maximum site size of 2.0 hectares; and
 - ii. Primary frontage on a Type 'B' or 'C' Arterial Road or Collector Road.
- b) Sites for a Place of Worship may be pre-zoned, with a 'Hold' prefix to permit a place of worship, *accessory uses* and appropriate alternative uses.

7.4 Special Study Area

Lands south of Brookhill Boulevard and east of Clarington Boulevard have been identified as a Special Study Area. These lands may be required for stormwater management purposes in the future. Prior to Council considering any development application for these lands an Official Plan Amendment shall be submitted and approved by the Municipality detailing the land use permissions.

8 Urban Design and Amenity Policies

8.1 General Provisions

The Secondary Plan is designed based on achieving a community that is diverse in use and population, is scaled to the pedestrian, can accommodate private automobiles and transit, and has a well defined and high quality public realm. The Secondary Plan is premised on high quality urban design, including measures to ensure:

- a) The provision of a clearly defined public realm;
- b) A standardized and highly interconnected pattern of lotting for development blocks;
- c) Consistent built form;
- d) Safety, accessibility and comfort in the pedestrian *environment*;

- e) Support for bicycling lanes, routes and stands throughout the community;
- f) Achievement of an overall density within the community of at least 50 residents and employees per net hectare; and
- g) Support for transit services throughout the community.

8.2 Public Realm

The public realm comprises public roads, lanes, open spaces/*parks*, natural heritage features and their associated *buffers*, stormwater management facilities, and the public use activity areas of other public lands and private development sites and buildings.

8.2.1 Roads and Lanes

- a) Roads and lanes will:
 - i. Provide access for vehicles, pedestrians and bicycles, opportunities for vistas and view corridors and pedestrian *amenity areas* and space for utilities and services;
 - ii. Be subject to comprehensive *streetscape* requirements including landscaping, that will ensure that the public realm is consistent in quality and design; and
 - iii. Be aligned to create a modified rectilinear grid pattern that defines development blocks and establishes a highly inter-connected and permeable network that maximizes accessibility and support for transit.

8.2.2 Views and Focal Points

- a) The preservation, enhancement and creation of significant views and focal points shall be encouraged by:
 - i. Preserving and enhancing views to natural features including woodlots, topographic features, water bodies and across open spaces;
 - ii. Providing opportunities for views of important public buildings, heritage buildings, open spaces and *parks*, *natural heritage features* and other landmarks; and
 - iii. Providing for sites that terminate road and view corridors.

- b) To recognize the importance of public and institutional buildings in the community and to enhance their status these buildings are encouraged:
 - i. To be located within the Village Corridor and the Neighbourhood Commons Areas;
 - ii. To be sited at the termination of a road or view corridor, or at road intersections, or on sites that enjoy prominence due to topographic and natural features;
 - iii. To be designed as special landmark buildings with high quality design, materials and finishes. The site should be well landscaped in recognition of their prominent locations and status as landmark buildings; and
 - iv. To be located close to the road right-of-way to reinforce the road edge to create a visually dominant feature in the community.

8.2.3 Location of Buildings with Respect to Roads and Open Space

- a) To reinforce the road, lane and block pattern established by this Secondary Plan, the following measures will be employed:
 - i. Buildings will be aligned parallel to a public road;
 - ii. Buildings will be located in proximity to the property line adjoining the public road;
 - iii. Buildings on corner sites will be sited and massed toward the intersection of the adjoining public roads;
 - iv. Siting and *massing* of buildings will provide a consistent relationship, continuity and enclosure to the public roads;
 - v. Siting and *massing* of buildings will contribute to and reinforce the comfort, safety, and amenity of the public roads;
 - vi. Buildings located *adjacent* to, or at the edge of *parks* and open spaces, will provide opportunities for overlook onto the *parks* and open spaces;
 - vii. The *massing*, siting and scale of buildings located *adjacent* to, or along the edge of a *park* or open space will create a degree of enclosure or definition

appropriate to the type of *park* or open space they enclose; and

- viii. Buildings of significant public use or architectural merit may be sited to specifically differ from the surrounding urban fabric in order to emphasize their importance as landmarks.

8.3 Private Sector Development

8.3.1 Development Blocks and Lots

- a) All the available urban lands are to be subdivided into a series of development blocks and lots, defined by a modified rectilinear grid system or public roads and lanes.
- b) The size and configuration of each development block will:
 - i. Be appropriate for its intended use;
 - ii. Facilitate and promote pedestrian movement;
 - iii. Provide a sufficient number and, where appropriate, a range of building lots to achieve cost effective and efficient *development*.
- c) Each development *lot* in a block will:
 - i. Have frontage on a public road or lane; and
 - ii. Be of sufficient size and appropriate configuration to accommodate *development* that reflects the planning and urban design policies set out in this Secondary Plan and companion Demonstration Plan and Urban Design Guidelines.
- d) Notwithstanding the provisions of this Secondary Plan, development lots within either the Neighbourhood Commons Areas or Village Corridor designations, having substantial frontage on a Collector or Type B or C Arterial Road, may be permitted to have a second access to parking provided:
 - i. The *lot* contains a comprehensively designed *mixed use development*;
 - ii. The principal access to the required services areas on the *lot* is from a rear lane;

- iii. The need for a second access to parking can be demonstrated to be necessary to facilitate the development pattern, but will not interfere with, or promote unsafe traffic and pedestrian movement; and
- iv. The development pattern is otherwise in conformity with the provisions of this Secondary Plan, the Demonstration Plan and Urban Design Guidelines.

8.3.2 Built Form

- a) Building compatibility – over time, new *development* will be compatible with adjacent and neighbouring development by ensuring that the siting and *massing* of new buildings does not result in undue adverse impacts on *adjacent* properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor *amenity areas*.

To ensure that building compatibility is achieved, the implementing zoning by-laws for this secondary plan will establish consistent relationships between buildings and their associated property limits.

- b) Location of Building Entrances – To support public transit and for reasons of public safety and convenience, 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.

- c) Parking and Servicing- To minimize disruptions to the safety and attractiveness of the Types B and C Arterials and Collector Road, a system of rear lanes may provide the primary access for on-site parking and servicing functions.
- d) To enhance the quality and safety of the public roadscapes throughout the Secondary Plan Area, the construction of parking lots/structures which occupy significant proportions of the at-grade frontage of public roads shall not be permitted.
- e) To reduce the impact of surface parking and to provide at grade *amenity areas* the provision of structured parking shall be encouraged for higher density forms of *development* in the Village Corridor and Neighbourhood Commons Areas

designations. Where it is not feasible to locate parking in structures either below or above grade, parking should be located to the rear of the principle buildings and/or within the exterior side yard.

8.3.3 Pedestrian Environment

- a) Public Safety – To promote safety and security in public places, including roads, *parks* and open space, schools, public transit routes and the public use activity areas of buildings, the following measures are necessary:
 - i. The design and siting of new buildings shall provide opportunities for visual overlook and ease of physical access to adjacent roads, *parks* and open spaces:
 - ii. Clear, unobstructed views to *parks* and open spaces shall be provided from the adjoining roads; and
 - iii. Appropriate lighting, visibility and opportunities for informal surveillance shall be provided for all walkways, parking lots, garages and outdoor *amenity areas*.
- b) Pedestrian Circulation – To ensure ease of access for the pedestrian and the enjoyment of public roads and other outdoor spaces, the following measures are necessary:
 - i. Public-oriented spaces and activity areas, including entrances, terraces and porches, will be oriented toward public roads;
 - ii. Provision of a consistent level of landscape design, incorporating such elements as appropriate paving, planting, fencing, street furniture, lighting, and signage; and
 - iii. Avoiding the location of building ventilation systems in pedestrian areas.
- c) Trail System - The highly interconnected trails system is identified conceptually on the Greenlands and Open Space Plan.
 - i. The trails system includes trails within natural features, stormwater management facilities, open spaces and *parks* and the road system - sidewalks and bicycle paths;

- ii. 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; and
- iii. Trails located in proximity to sensitive natural features, or *adjacent* to stormwater management facilities should incorporate interpretive signage at various locations to promote stewardship initiatives that will protect and enhance the features and functions of the natural *environment*.

8.3.4 Natural Heritage Features

- a) *Significant natural heritage features* within the Secondary Plan Area shall be protected and integrated into the community greenlands system.
- b) *Natural heritage features* should be physically and visually accessible from the abutting roads.
- c) Preservation of existing vegetation is encouraged. Where necessary, indigenous and ecologically complementary plantings should be encouraged, in keeping with Naturalization/Remediation Plan.

9 Transportation Policies

- 9.1 The transportation network in the Brookhill Secondary Planning Area shall be developed in accordance with Map A and provisions and standards established through this Secondary Plan, the Demonstration Plan and Urban Design Guidelines. It shall include public roads, public rear lanes, transit, and bicycle and pedestrian routes and facilities.
- 9.2 Road classifications and right-of-way requirements shall be consistent with Appendix I and the design details shall be confirmed through the required Internal Traffic Study.
- 9.3 Minor revisions to transportation routes to incorporate design features such as streetscaping and bikeways may be made without further amendment to this Secondary Plan, provided that the principles of permeability and inter-connectivity are maintained to the satisfaction of the Municipality.

9.4 Road Network Policies

- 9.4.1 Regional Road 57 bisects the Secondary Plan area. It will become part of a key component of the transit system for the area, linking it to the rest of the Municipality of Clarington. The Municipality supports the ultimate function and design for this road and the broader Region, as an urban arterial.
- 9.4.2 The Municipality shall encourage the Regional Municipality of Durham to pursue road designs for Regional Road 57 that implement the “Green Corridor” concept and balance functional requirements with the objectives of this Secondary Plan in regard to roads as a significant element of the public realm and shall include the provision of sidewalks and bicycle lanes on both sides of the right-of-way, in accordance with the recommendations of the Demonstration Plan and Urban Design Guidelines.
- 9.4.3 No *development* shall be permitted individual direct access to Regional Road 57.
- 9.4.4 The proposed system of Arterial and Collector Roads are shown on Map A. The design requirements for these roads are identified Demonstration Plan and the Urban Design Guidelines and may be further refined through the Functional Servicing Study and Internal Traffic Study.
- 9.4.5 The alignment of the Longworth Avenue extension as shown on Map A is approximated and will be determined through detailed planning to determine the appropriate intersection point at Regional Road 57, the appropriate crossing of the Brookhill Tributary and the appropriate setback from the environmentally sensitive lands to the north, west of Green Road. Any resulting modification to the alignment of Longworth Avenue extension shall not require an amendment to the Official Plan or Secondary Plan.
- 9.4.6 The Local Road pattern is identified on The Demonstration Plan included in Appendix 2. This pattern is conceptual only, and has no formal status, other than it demonstrates the key principles of permeability and inter-connectivity. Changes to the identified Local Road pattern shall not require any further amendment to this Secondary Plan, provided that the principles of permeability and inter-connectivity are achieved to the satisfaction of the Municipality.
- 9.4.7 The Collector and Local road system shall be designed to encourage external traffic to utilize arterial roads to access the Bowmanville West Town Centre. The design of all roads within plans of subdivision shall implement the recommendations of the required Internal Traffic Study, including recommendations for traffic calming measures.

9.5 Public Rear Lanes

- 9.5.1 Public rear lanes shall be used on a limited basis to access a private garage or parking space and to promote through traffic movements on

Arterial and Collector Roads, where individual direct access is limited. Public rear lanes may also be used for access to units with front doors facing on a Neighbourhood Common Square.

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

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

9.6 Public Transit

9.6.1 The Municipality, in conjunction with the Regional Municipality of Durham shall endeavour to implement a public transportation system that connects the Secondary Planning Area with adjacent residential and commercial areas.

9.6.2 Transit routes shall serve and link the Neighbourhood Commons Areas with the Village Corridor. A transit stop at the center of each Neighbourhood is encouraged so as to be within 400 metres of most households within a neighbourhood.

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

- i. Provision of a local road pattern and related pedestrian routes that provide for direct pedestrian access to transit routes and stops;
- ii. Provision for transit stops and incorporation of bus-bays where appropriate into road design requirements; and
- iii. Transit waiting areas incorporated into buildings located adjacent to transit stops.

9.7 Pedestrian and Bicycle Path System

9.7.1 The pedestrian and bicycle trail system identified on Map B is an essential part of the Municipality's integrated sustainable transportation network. The pedestrian and bicycle path system serves the Secondary Planning Area but links with other pathway systems in the Municipality. The pedestrian and bicycle path system serves the Secondary Planning Area but links with other pathway systems in the Municipality. These shall be developed in accordance with the conceptual trails network identified in the Demonstration Plan and Urban Design Guidelines (Appendix II).

9.7.2 The Municipality shall require that the recreational trail system along the Brookhill Tributary and accessing the Bowmanville Creek Valley Trail to be constructed as a condition of draft approval for any plan of subdivision, or site plan approval which includes, or is *adjacent* to, the Brookhill Tributary lands, or through appropriate cost-sharing arrangements between landowners.

9.7.3 The Municipality may require trail corridors to be dedicated for public purposes as a condition of draft approval for a plan of subdivision.

9.8 Parking

9.8.1 On-street parking will be encouraged at appropriate locations on all roads, with the exception of Type A and Type B Arterials in order to provide for anticipated parking needs and to assist in calming traffic movement and thereby enhancing pedestrian safety.

9.8.2 Off-street parking for all uses shall be required and shall be provided on-site in accordance with the provisions of the implementing zoning by-law.

9.8.3 Subject to the findings and recommendations of an Internal Traffic Study, on-street parking may be approved at certain locations for specified times of the day to satisfy a portion of the parking requirements of adjacent non-residential development.

10 Municipal Services

10.1 All new *development* within the Secondary Planning area shall proceed on the basis of the sequential extension of full municipal services in accordance with the municipal capital works program.

10.2 The Municipality will work with the landowners and the Regional Municipality of Durham to develop a plan for the phasing of extensions to the existing services within the Brookhill Secondary Plan Area. A phasing plan shall be prepared as part of the Functional Servicing Plan by development proponents at the time an application for draft plan of subdivision is submitted.

10.3 The location of Stormwater Management Facilities is shown on Map A of the Secondary Plan. The approximate size and locations have been determined through the Brookhill Subwatershed Plan. The exact location and size will be determined through the Functional Servicing Study and in accordance with Section 20 of the Official Plan. Stormwater facilities shall be constructed in accordance with the provisions of the Demonstration Plan and Urban Design Guidelines (Appendix II) to this Secondary Plan.

The design of such facilities shall be based on the following considerations:

- i. Stormwater will be considered as a resource, not a *waste* product;
- ii. Stormwater facilities will be designed to maintain environmental and *ecological integrity*, and to provide a net benefit to the *environment*;
- iii. Where existing streams are within the Environmental Protection Area designation, they are to be retained in naturalized, open channels in accordance with natural channel design principles; and
- iv. Stormwater facilities will be designed to provide community amenities.

11 Implementation

11.1 General

- a) This Secondary Plan shall be implemented in accordance with the provisions of the Planning Act, other applicable Provincial legislation, and the provisions of the Municipality of Clarington Official Plan.
- b) Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of the required road and transportation facilities, *parks* and recreation facilities. These works shall be provided for in the subdivision and site plan agreements. Phasing of the *development*, based on the completion of the external road works, may be required by the Municipality of Clarington.
- c) Approval of development applications shall also be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required stormwater management, sanitary sewer and water supply facilities. These works shall be provided for in subdivision and site plan agreements. Phasing of *development*, based on the completion of external sewer and water services, may be implemented if required by the Municipality of Clarington.

- d) *Development* within the Secondary Plan Area shall be consistent with programs intended to reduce the consumption of energy and water and to promote *waste* reduction. An Energy Conservation and Sustainability Plan will be prepared by development proponents to outline the specific commitments for sustainability.

11.2 Capital Works

- a) The capital works program for Brookhill is generally outlined through the Development Charges Background Study as amended from time to time. Specific timing of works may vary depending on the rate of growth and the Municipality's ability to incorporate required works in its capital budget and forecast.
- b) Prior to the approval of any *development*, the Municipality of Clarington shall be satisfied as to the availability of water supply and sewer capacity to accommodate the said *development*.
- c) Prior to the registration of any phase of a draft plan of subdivision:
 - i. The Municipality shall have approved any necessary capital works for that phase of *development* in its capital budget;
 - ii. The owner shall have entered into a Subdivision Agreement with the Municipality of Clarington that will identify among other things, the capital expenditures associated with servicing the lands.
- d) Prior to any development approvals, an assessment of *infrastructure* cost requirements to accommodate the Secondary Plan development including *development* phasing, and timing shall be undertaken to the satisfaction of the Municipality of Clarington.

11.3 Required Studies

11.3.1 General

- a) This Secondary Plan identifies the following studies, plans, and assessments that may need to be completed to the satisfaction of the Municipality of Clarington and any agency have jurisdiction, prior to the approval of development applications within parts of, or the entire, Secondary Plan

Area. The Municipality shall determine the need for the following studies, plans and assessments, and when in the approvals process they may be required on an application-by-application basis:

- i. Stormwater Management Implementation Plan;
- ii. Functional Servicing Plans;
- iii. Environmental Impact Studies;
- iv. Environmental Site Assessment (ESA) and Record of Site Condition;
- v. Archaeological Surveys/Assessments;
- vi. Tree Inventory and Tree Preservation Plan;
- vii. Noise Assessment(s);
- viii. Internal Traffic Impact Study;
- ix. Traffic Impact Study;
- x. Energy Conservation and Sustainability Plan;
- xi. Landscaping Plan;
- xii. Brookhill Tributary Naturalization/Remediation Plan;
- xiii. Community Theme and Urban Design Implementation Plan; and
- xiv. Architectural Guidelines.

Additional study requirements may be identified by the Municipality as *development* within the Secondary Plan Area proceeds.

11.3.2 Community Theme and Urban Design Implementation Plan

Prior to the approval of a *development* in the Brookhill Neighbourhood a Community Theme and Urban Design Implementation Plan shall be prepared to confirm and control the intended pattern of *development* within the Neighbourhood. In addition to other matters, the Community Theme and Urban Design Implementation Plan shall include design concepts for community theming including gateway treatment, landscape treatment including the “green corridor” treatment for Regional Road 57, light fixture standards, fencing details, sidewalk details and related design issues

that provide for overall community theme including the proposed network of roads, transit, pedestrian and bicycle routes.

11.3.3 Architectural Guidelines

It is the intent of the Plan to create an identifiable character for the Brookhill Community. Architectural Guidelines shall be prepared for the Brookhill Secondary Plan Area.

- a) All *development* within each Neighbourhood shall be subject to urban design and architectural guidelines;
- b) Provision for compliance with the guidelines shall be incorporated into all subdivision, site plan or similar development agreements;
- c) A program to ensure compliance with the guidelines shall be established among the landowners group and the Municipality and shall ensure integration with other required planning approvals. Confirmation of compliance with the guidelines shall be required prior to the issuance of building permits;
- d) Such guidelines may be reviewed and amended from time to time provided that any amendments shall conform to the principles and policies of this Secondary Plan and the Demonstration and Urban Design Guidelines (Appendix II) and shall be prepared to the satisfaction of the Municipality of Clarington; and
- e) It is the intent of this Secondary Plan to achieve the agreement of all public agencies involved in any aspect of *development* in the Secondary Plan Area, to comply with the policies of this Secondary Plan, the regulations in the Zoning By-law, and the Demonstration Plan and Urban Design Guidelines (Appendix II) in order to achieve the goal, objectives, principles and policies of this Secondary Plan.

11.4 Future Development Area

The lands identified as Future Development Area include proposed land uses that will come into effect after a further amendment to this Plan and subsequent to a comprehensive review of the Clarington Official Plan. Until such time, only the Environmental Protection Area and the Separate Elementary School designations are in force and effect. All other land uses are subject to the Future Urban Residential designation and policies of the Clarington Official Plan.

11.5 Pre-submission Consultation

Pre-submission consultation provides the opportunity to ensure that all necessary information is available at the time of the application submission as necessary to properly assess the application and determine that it is complete for the purposes of the Planning Act. The following outlines the pre-submission consultation and complete application policies:

- a) Prior to the submission of a complete application for an Official Plan Amendment, Zoning By-Law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, or Site Plan, the applicant shall consult with the Municipality in accordance with this Plan and the Municipality's Pre-consultation By-law.
- b) Pre-consultation meetings shall be held with the Municipality and any other government, public authority and/or external agency as deemed appropriate by the Municipality.
- c) Any application for an Official Plan Amendment, Zoning By-Law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, or Site Plan will require the applicant to:
 - i. comply with the statutory complete application submission requirements of the Planning Act;
 - ii. include a fully completed application form with all submission requirements and supporting documentation; and,
 - iii. include the prescribed application fees.
- d) Any application for an Official Plan Amendment, Zoning By-Law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, or Site Plan by the applicant shall be deemed to be a complete application once all required studies, reports and information outlined in Section 11.3.1 are prepared and provided by the proponent. Studies, reports and information outlined in Section 11.3.1 as necessary for the proper evaluation of a complete application will be determined by the Municipality in consultation with the applicant, any other government, public authority and/or external agency as deemed necessary by the Municipality. Any studies not required or required as a condition of approval will be indicated in writing after pre-submission consultation.

- e) In addition to the studies, reports and information specified during the pre-consultation process, the proponent shall be required to submit any other studies and reports relevant and necessary to the evaluation of the particular applications as deemed appropriate by the Municipality in consultation with the applicant, and any other government, public authority and/or external agency.
- f) Any studies or reports and information shall be prepared in accordance with any standards or specifications applicable within the Municipality or the Regional Municipality of Durham, and may at the Municipality's discretion, require a peer review by a qualified consultant retained by the Municipality at the applicant's expense.
- g) In all instances the scope, timing and number of studies, reports and information required for the submission of a complete application should be appropriate and in keeping with the scope and complexity of the application. For applications that may be considered simple or minor in nature, little, if any, additional information may be required.
- h) Council or its designate may refuse to accept or further consider an application until a complete application has been prepared.

11.6 Site Plan Control

Site Plan Control is a key mechanism to implement the urban design policies of this Plan. In addition to the matters identified in Section 23.8 of the Official Plan, the following policies apply to the Secondary Planning Area:

Coloured elevation drawings showing plan, elevation and cross section views may be required for all proposed non-residential development and adjacent buildings and all residential development containing greater than 24 residential units.

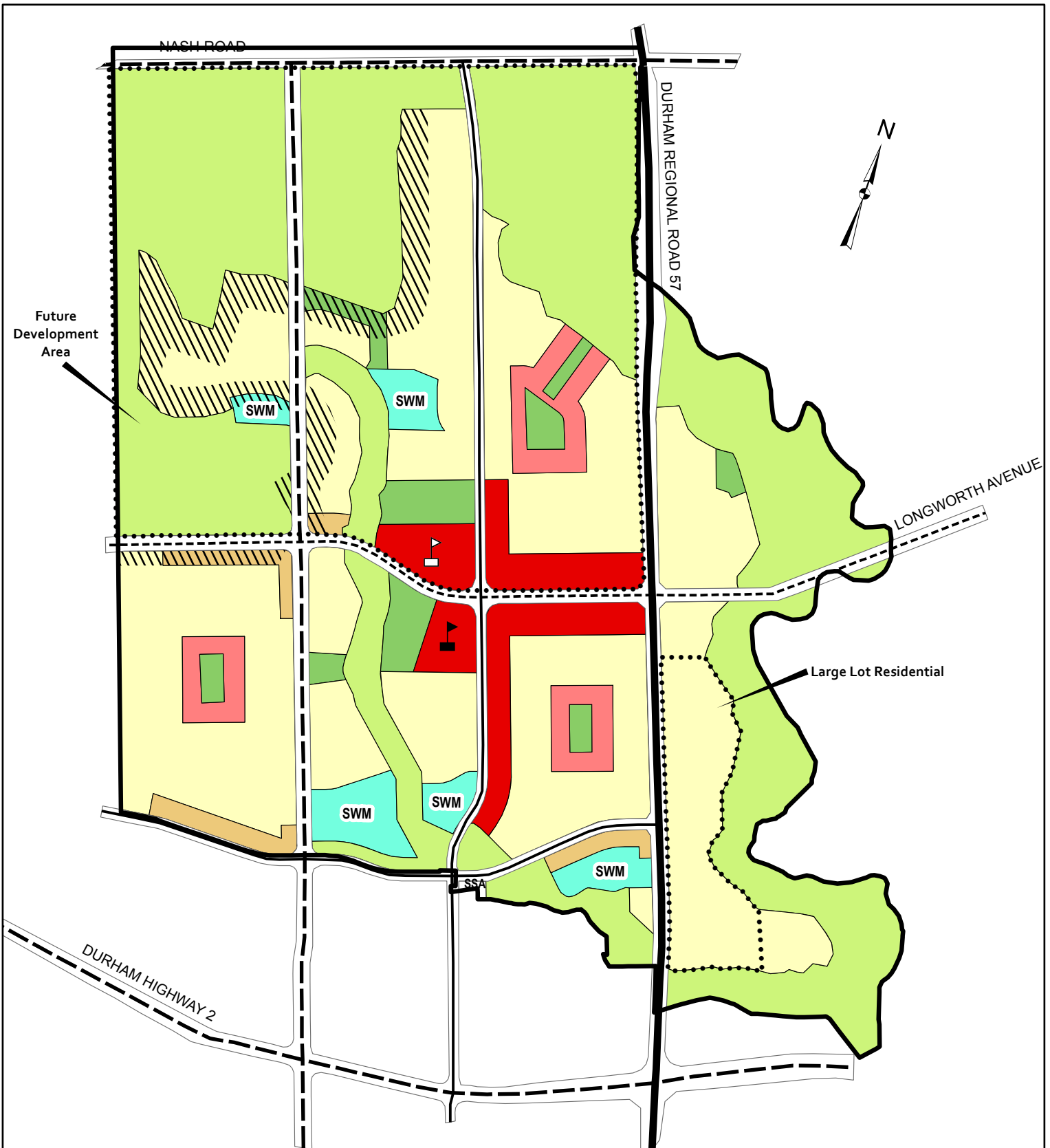
In addition the other matters referred to in subsection 41 (4), plans submitted for approval shall include:

- a) Exterior designs, including but not limited to, character, scale, appearance and design features of the building and their sustainable designs including energy efficiency; and
- b) Sustainable design elements on any adjoining public street, including without limitation trees, shrubs, hedges, plantings or

other ground cover, street furniture, curb ramps, *waste* and recycling receptacles and bicycle parking.

12 Interpretation

- 12.1 It is intended that the Brookhill Secondary Plan Area be developed in accordance with the policies of this Secondary Plan and the Official Plan of the Municipality of Clarington. Where there is a conflict between the principles, objectives and/or policies, the policies of this Secondary Plan and the Official Plan of the Municipality of Clarington, the principles, objectives and/or policies of this Secondary Plan shall prevail.
- 12.2 Inherent to the Brookhill Secondary Plan is the principle of flexibility, provided that the general intent and structure of the Plan are maintained to the satisfaction of the Municipality. As such, it is the intent of the Municipality to permit some flexibility in the interpretation of the policies, regulations and numerical requirements of this Secondary Plan except where this Secondary Plan is explicitly intended to be prescriptive. A Demonstration Plan and Urban Design Guidelines are contained in Appendix II. The Urban Design Guidelines provide design principles and specific guidelines for both the public and private sectors. They indicate the Municipality of Clarington's expectations with respect to the character, quality and form of *development* in the Brookhill Community. The Demonstration Plan illustrates the planning principles that are inherent to the Secondary Plan. It is one example of how the Secondary Plan might be implemented within the Secondary Plan Area. The Urban Design Guidelines and Demonstration Plan itself have no formal status and do not require any formal amendment process to implement an alternative design solution, or solutions at any time in the future.
- 12.3 The boundaries between land use designations are to be considered approximate except where they meet with 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.
- 12.4 *Development* within the Brookhill Secondary Plan Area will be guided by a detailed series of policies, regulations and guidelines that will create a livable and diverse community that is sympathetic to the environmental context. The Demonstration Plan and Urban Design Guidelines (Appendix II) provide the foundation for the *development* of the Brookhill Secondary Plan Area and the basis for the policy framework of this Secondary Plan.



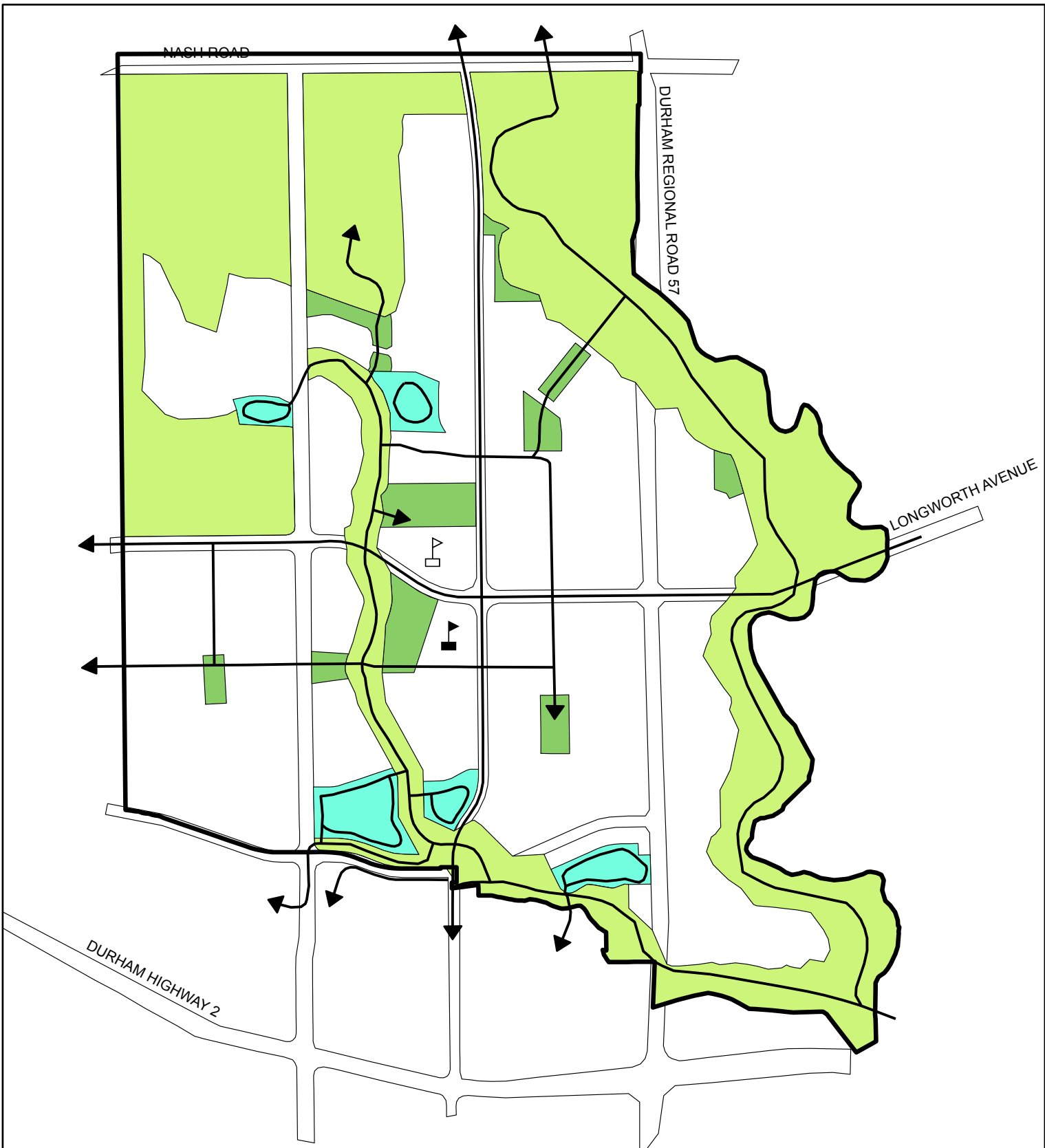
LEGEND

- | | |
|-----------------------------------|----------------------------|
| Brookhill Secondary Planning Area | Stormwater Management Pond |
| Village Corridor | Special Study Area |
| Neighbourhood Commons Area | Special Policy Area |
| Low Density Residential | Arterial Road Type A |
| Medium Density Residential | Arterial Road Type B |
| Environmental Protection Area | Arterial Road Type C |
| Environmental Protection Overlay | Collector Road |
| Parks and Open Space | Public Elementary School |
| | Separate Elementary School |

MAP A
LAND USE AND
TRANSPORTATION PLAN

BROOKHILL NEIGHBOURHOOD
SECONDARY PLAN

JUNE, 2018
OFFICE CONSOLIDATION



LEGEND

-  Brookhill Secondary Planning Area
-  Environmental Protection Area
-  Parks and Open Space
-  Stormwater Management Pond
-  Trails
-  Public Elementary School
-  Seperate Elementary School



**MAP B
GREENLANDS
AND OPEN SPACE**

BROOKHILL NEIGHBOURHOOD
SECONDARY PLAN

JUNE, 2018
OFFICE CONSOLIDATION

Appendix 1 - Road Standards and Profiles, Brookhill Secondary Plan

Table 1								
Classification	Pavement Width	R-O-W Width	Boulevard Width	On-street Parking	Bicycle Lanes	Transit Facilities	Sidewalk	Individual Direct Access
Type A Arterial (Regional Road 57)	19.5 m (2@3.5 m, 2@3.75 m, median/left turn lane @5.0 m)	36.0 –50.0 m	2@ 8.25 m	No	3.0 m path in boulevard (1 Side)	Yes	2 Sides	No
Type B Arterial	19.5 m (2@3.5 m, 2@3.75 m)	30.0 –36.0 m	2@8.25 m	No	3.0 m path in boulevard (1 Side)	Yes	2 Sides	No
Type C Arterial with Medians	17.0 m (2@ 3.5 m, 2 parking @ 2.5 m, median@ 4.0 m)	30.0 m	2@6.5 m	2 Sides	1.5 m in boulevard (2 Sides)	Yes	2 Sides	No Rear lane/ access

Table 1								
Classification	Pavement Width	R-O-W Width	Boulevard Width	On-street Parking	Bicycle Lanes	Transit Facilities	Sidewalk	Individual Direct Access
Collector	13.0 m (2@3.5 m, 2 parking @ 3.0 m)	26.0 m	2@6.5 m	2 Sides (optional)	1.5 m in boulevard (2 Sides)	Yes	2 Sides	Optional
Collector	12.0 m (2@3.5 m, 2 parking @2.5 m)	23.0 m	2@5.5 m	2 Sides	No	No	2 Sides	Yes
Local Road	8.5 m	20.0 m	2@5.75 m	1 Side	No	No	1 Side	Yes
Local Road	8.5 m	18.0 m	1@4.0 m, 1@ 5.5 m	1 Side	No	No	1 Side	Yes
Public Laneway	5.5 m	8.5 m	2@1.5 m	No	No	No	No	No

Secondary Plans

Clarington Technology Park Secondary Plan

Municipality of Clarington Official Plan

Clarington Technology Business Park Secondary Plan

1 Introduction

- 1.1 The Clarington Technology Business Park is located immediately north of Highway 401, between Bennett Road and Haines Street. Highway 2 forms the area's northern boundary. The subject lands are entirely within the urban area of Bowmanville and designated as Employment Area in the Regional Official Plan.
- 1.2 The area for the Technology Business Park, occupies 352 acres (142.7 hectares). It has been identified as an appropriate location for prestige employment uses, forming a cluster of businesses in the technology sector that can benefit from close proximity to the planned Clarington Energy Business Park, Darlington Nuclear Generation Station, and the University of Ontario Institute of Technology.
- The overall goal of this Secondary Plan is to guide development of a business park that facilitates employment growth, promotes innovation in the technology sector in particular but not limited to the *Life Sciences* and Information and Communication Technology industries. The Business Park will also demonstrate environmental sustainability and excellence in design in its development.
- 1.3 This Secondary Plan is based upon, and its future development should be guided by, the following overarching principles:
- a) **Innovation-** Businesses in the business park should research, manufacture, and demonstrate or otherwise support innovative technologies, particularly in the field of *Life Sciences* and Information and Communication Technology. The business park itself should be innovative in building design and demonstrate environmental sustainability.
 - b) **Conservation and Sustainability-** The business park, as whole and individual elements, should be designed to use land, streets, municipal services and energy efficiently. Techniques to maximize energy efficiency and sustainability should be integrated into the design of buildings, parking lots

and sites. *Developments* should also incorporate natural features such as small water courses and woodlots.

- c) **Integration-** Research and development facilities, institutional and corporate offices, and manufacturing plants should be mixed within the business park to promote linkages and synergies among related businesses.
- d) **Diversity-** A range of business uses should be accommodated. Streets should be designed for a variety of transportation modes, including automobiles, trucks, cycling, walking and public transit.
- e) **Design excellence-** The design of buildings, *streetscapes*, open spaces and *infrastructure* should be distinctive, aesthetically pleasing and functional. The physical and business environment of the business park should make it a showcase for Clarington, Durham Region and Ontario.

2 Goals

- 2.1 To enhance the economic competitiveness and profile of Clarington by diversifying employment opportunities within Clarington and attracting high-end knowledge-based employment to the Municipality.
- 2.2 To create a prestige employment area, designed and operated to promote synergy among a select group of users in *the information and communication technologies, life sciences* and in particular the *biotechnology* and allied sectors.
- 2.3 To develop a focal point for research and development and the production of related products and services to *information and communication technologies, life sciences* and *biotechnology*.
- 2.4 To facilitate linkages among the University of Ontario Institute of Technology, other institutions, government agencies and private industry and to build upon and complement the planned Energy Business Park in Clarington.
- 2.5 To distinguish the Clarington Technology Business Park as a unique and innovative employment area and to establish the business park as a signature gateway to Bowmanville and the rest of the GTA through high-quality design.

- 2.6 To use land and other natural resources efficiently and to promote environmental sustainability through appropriate building and landscape design techniques.
- 2.7 To ensure buildings are designed with high urban design standards that are energy efficient and meet *LEED* or equivalent standards.
- 2.8 To encourage the protection and integration of buildings of historical significance that will help retain the community's cultural identity and to protect and restore elements of the site's natural heritage.

3 Land Use and Built Form

3.1 Objectives

- 3.1.1 To accommodate and integrate a mix of complementary industrial and prestige employment land uses focusing primarily on the *life sciences* and information and communication technology fields.
- 3.1.2 To accommodate a variety of building types and sizes while ensuring that *development* overall contributes to a consistent and positive image of the business park.
- 3.1.3 To provide, through the placement and *massing* of buildings, continuity and enclosure to the streets within the business park.
- 3.1.4 Public art will be promoted to achieve a high quality public realm and identity in the business park.
- 3.1.5 To address the interface with surrounding land uses and to devise an appropriate response to Highway 2.
- 3.1.6 To encourage the relocation of pre-existing land uses not in keeping with the vision, goals and objectives of the Plan to other areas in Clarington.

3.2 General Policies

- 3.2.1 The land use designations for the Clarington Technology Business Park shown on Map A of this Secondary Plan establish the general pattern for future *development*. They consist of Prestige Employment 1, Prestige Employment 2, Light Industrial, Environmental Protection, and Mixed-Use Corridor.
- 3.2.2 Stand-alone restaurants, single use warehouses, distribution facilities, truck terminals, truck service centres, gas stations, fuel distribution operations, storage units and any use with significant outdoor storage requirements shall not be permitted in any of the land use designations.

3.2.3 Drive-through facilities for restaurants, banks and other retail services will not be permitted in any of the land use areas, except within the *Mixed Use Corridor* area through a site specific zoning amendment.

3.3 Prestige Employment 1

3.3.1 Prestige Employment 1 areas are the gateways to the business park. These areas are the most appropriate location for employment uses exhibiting a high standard of building and landscape design. The permitted uses are:

- a) Business or administrative offices;
- b) Research and development facility;
- c) University or college facility;
- d) Commercial schools;
- e) Light industrial facility;
- f) Hotel and convention centre;
- g) Commercial, community and recreational uses that cater to businesses and employees within the business park, including banks, eating establishments, athletic clubs, business and personal services, provided they are limited in scale and located on the ground floor of a multi-storey building.

3.3.2 The following land use standards shall apply to *development* within the Prestige Employment 1 area. These standards will be implemented through standards established in the zoning by-law.

- a) *Lot* width shall generally be a minimum of 100 metres;
- b) Building height shall generally be a minimum of 9 metres;
- c) Outside storage or display of goods is not permitted.

3.4 Prestige Employment 2

3.4.1 Prestige Employment 2 areas are intended for employment uses exhibiting a high standard of building and landscape design, yet to a lesser degree than those found in Prestige Employment 1 areas. Prestige Employment 2 will accommodate smaller lots and a smaller percentage of landscaping than the Prestige Employment 1 area. The permitted uses are:

- a) Business or administrative offices;
- b) Research and development facility;

- c) University or college facility;
- d) Commercial schools;
- e) Light industrial facility;
- f) Hotel and convention centre;
- g) Commercial, community and recreational uses that cater to businesses and employees within the business park, including banks, eating establishments, athletic clubs, business and personal services, provided they are limited in scale and located on the ground floor of a multi-storey building.

3.4.2 The following land use standards shall apply to *development* within the Prestige Employment 2 area. These standards will be implemented through standards established in the zoning by-law.

- a) *Lot* width will generally be a minimum of 80 metres;
- b) Building height will generally be a minimum of 9 metres;
- c) Outside storage or display of goods is not permitted.

3.5 Light Industrial

3.5.1 Light Industrial areas are designated in less visible areas of the site. These areas generally cater for higher employment density and more truck traffic. The permitted uses are:

- a) Business offices that are accessory to another employment use, provided they do not exceed 25% of the total floor area of the building;
- b) Research and development facility;
- c) Commercial schools;
- d) Light industrial facility;
- e) Eating establishments and business and personal services that cater to businesses and employees within the business park, provided they are limited in scale and located on the ground floor of a multi-storey building.

3.5.2 The following land use standards shall apply to *development* within the Light Industrial area. These standards will be implemented through standards established in the zoning by-law.

- a) *Lot* width will generally be a minimum of 50 metres;

- b) Building height will generally be a minimum of 6 metres;
- c) Outside storage or display of goods is limited to 25% of the building area and a maximum of 10% of the *lot* area and it must be screened from public view and *adjacent* properties.

3.5.3 Notwithstanding the policies of Section 3.2.2 and 3.5.1, the 12 hectare property bounded by Baseline Road to the south, Lambs Road to the east and Haines Street to the west, and designated Light Industrial Area may be used for a large floorplate warehouse, distribution centre and office use.

3.6 Mixed Use Corridor

3.6.1 The *Mixed Use* Corridor is intended for the location of employment, personal service and ancillary uses that will benefit from a high profile location along Highway 2 and complement the function of the business park.

Since this area may reflect a mix of existing and new development forms, care will be given to ensure built form is of a quality that enhances the image of the business park. The permitted uses are:

- a) Business or administrative offices;
- b) Research and development facility;
- c) Commercial schools;
- d) Day nursery;
- e) Fitness centre;
- f) Commercial, community and recreational uses that cater to businesses and employees within the business park and along Highway 2, including banks, eating establishments, athletic clubs, and business and personal services, provided they are limited in scale and located on the ground floor of a multi-storey building.

3.6.2 The following land use standards shall apply to *development* within the *Mixed Use* Corridor. These standards will be implemented through standards established in the zoning by-law:

- a) *Lot* width will generally be a minimum of 40 metres wide;
- b) Building height will generally be a minimum of 2 *storeys* and a maximum of 3 *storeys*;

- c) Outside storage or display of goods is not permitted.

3.7 Environmental Protection Area

- 3.7.1 The Environmental Protection Area is identified on Map A and encompasses *natural heritage features*, a floodplain and a section of the Bennett Creek that is to be re-established in accordance with Section 6.2.3 of this Plan. Lands designated Environmental Protection Area shall be subject to the policies in Section 14.4 of the Municipality of Clarington Official Plan.
- 3.7.2 No *development* shall be permitted in Environmental Protection Areas. It is intended mainly for passive *recreation*, environmental rehabilitation, visual relief and uses related to erosion control and stormwater management.
- 3.7.3 An Environmental Impact Study shall be required for development applications on lots *adjacent* to the *significant woodlands* identified on Map C.
- 3.7.4 Bennett Creek will be re-established and realigned, as shown on Map A, to link other open spaces within the business park and to contribute towards downstream *fish habitat*.

3.8 Urban Design General Policies

3.8.1 Building location and design

- a) Buildings at the corner of two streets must address the corner through architectural *massing* and architectural detail. Landscaping should reinforce this special corner condition.
- b) Main building entrances should address and be accessible from a public street.
- c) High-quality exterior cladding materials such as glass, steel, metal paneling, and masonry shall be used on the facades of buildings. A significant portion of a façade's surface area must be glazed.
- d) Mechanical penthouses, antennae, vents, and chimneys will be screened from view or incorporated into the design of the roof.

3.8.2 Lighting and signage

- a) The light levels on privately owned land must meet the Lighting Guidelines, as amended, should be functional to provide safe pedestrian passage, and should not impact on adjacent residential uses.

- b) Light levels within the municipal right of way should meet the Illumination Engineering Society of North America (IESNA) developed Recommended Practice 8 (RP8) for the appropriate street designation.
- c) Exterior building lighting for nightscapes will be restricted to prominent buildings at entrances and corners in the business park.
- d) Signage shall be integrated into and complement the design of buildings and the landscape and shall meet the provisions of the Clarington Sign By-law, as amended.

3.8.3 Landscaping

- a) Areas between the building face and public right-of-way shall be attractively landscaped. Only decorative fences that are less than 1.2 metres high will be permitted between the building and the street.
- b) In all instances, the 4 metres of property adjacent to the public right of way shall be landscaped.
- c) Landscaped areas should be located and designed to enhance the setting and image of *development* and provide passive amenity space. These landscaped areas may contain stormwater facilities.
- d) Integration/coordination of landscaped areas between neighbouring properties is encouraged.

3.8.4 Access and Parking

- a) Parking structures shall generally be located at the rear of buildings and screened from view from primary and secondary streets and from the Highway 401 corridor. Where parking structures face roads, high-quality exterior cladding materials and architectural details shall be used.
- b) Parking lots shall generally be located to the side and/or rear of buildings and screened from view through landscaping.
- c) Parking lots should include landscaping and be lit to provide safe, comfortable walking environments and to minimize energy consumption. Large parking lots should be divided by islands containing a minimum of two trees for every fifteen parking spaces.

- d) Driveways shall generally be located between buildings. Shared driveways are encouraged.
- e) Servicing and loading areas shall be located at the rear of the primary building, away from public streets or appropriately screened from view in the interior side yard of the lot. Garbage facilities shall be located within the primary building.

3.9 Urban Design Policies for the Mixed Use Corridor

3.9.1 Building location and design

- a) *Developments* shall ensure compatibility with existing uses and with those on *adjacent* lands.
- b) Higher density land uses and taller buildings shall be permitted at intersections of arterial roads.
- c) Key intersections should be planned and designed to mark the entrance to the business park, establish gateways, create a strong sense of arrival, and give the business park a distinct identity. This should be achieved through the articulation of building mass and materials. Landscaping should reinforce this special gateway condition.
- d) To encourage pedestrian activity, buildings shall be oriented toward the street and transit services, with active uses located at ground level.

3.9.2 Lighting and Signage

- a) Lighting and signage within the *Mixed Use Corridor* shall comply with Section 3.8.2 of this plan.

3.9.3 Landscaping

- a) A consistently high quality of landscaping on private lands will be achieved that enhances *streetscapes* and the overall image and *environment* of the *Mixed Use Corridor*.

3.9.4 Access and Parking

- a) The number and location of vehicular access points on Highway 2 shall be limited to minimize disruption to traffic flow and they will be appropriately spaced in accordance with Section 19.5 of the Municipality of Official Plan and the Durham Region Arterial Corridor Guidelines.

- b) Where access is required from arterial roads consolidation of access points of *adjacent* properties should be considered.
- c) Shared parking, parking/service lanes, and access driveway entrances are encouraged.
- d) Driveways to access loading, servicing and parking areas shall be provided off Local Roads and Secondary Streets, wherever possible.
- e) Off-street parking areas, loading areas and service areas shall be screened, landscaped and located to the rear or side yard of a building. Loading and service areas should not be visible from Highway 2, Lambs Road and Bennett Road.
- f) As Highway 2 is identified as a cycling spine in the Regional Cycling Plan, provisions should be made to accommodate cyclists as recommended in the cycling plan either on street or on a separate cycling path.

4 Streets and Transportation

4.1 Objectives

- 4.1.1 To provide a balanced transportation network that encourages walking, cycling and public transit use while accommodating vehicles efficiently.
- 4.1.2 To establish a road network that provides a framework for *development*, maximizes property frontage, and optimizes vehicular access and movement.
- 4.1.3 To establish an interconnected network of sidewalks that link areas within the business park and provide linkage to *adjacent* trails.
- 4.1.4 To establish a continuous sidewalk along Highway 2 promoting safe, convenient and barrier-free pedestrian travel to each site and to transit stops.
- 4.1.5 To develop attractive, tree-lined streets with high-quality lighting and other landscape elements that help to establish a positive, consistent image of the business park. This will also enhance the pedestrian *environment* and mitigate the urban heat island effect.
- 4.1.6 The development of the Highway 2 *Mixed Use* Corridor shall be consistent with the objectives of the Regional Municipality of Durham's Long Term Transit Strategy, Cycling Plan, and the Durham Arterial Corridor Guidelines.

4.2 Policies

4.2.1 The future network of roads within and adjacent to the business park is shown on Map A.

4.2.1.1 Arterial roads:

- a) Baseline Road will be the primary entrance to the business park and be constructed in phases. The design of Baseline Road will accommodate the future expansion of two traffic lanes into four. The extra width between the sidewalk and the road in the initial phase will become travel lanes in the later phase. It shall have a right-of-way width of 36 metres to ultimately accommodate future lane expansion. Extensive streetscaping is recommended.
- b) Lambs Road will connect north of Highway 2 to the future residential neighbourhood. It will accommodate four lanes of traffic and eventually connect with the new interchange at Highway 401. *Development* in the vicinity of the proposed interchange will be discouraged until the Ministry of Transportation has completed their study of the preferred interchange location. The Lambs road right of way width shall be 36 metres in its ultimate configuration.
- c) Bennett Road runs north-south along the eastern edge of the business park and will for the interim period, until the new interchange at Lambs Road and Highway 401 has been constructed, serve as the main connection route to Highway 401. The right-of way width should be 30 metres to accommodate sidewalks on both sides, landscaped boulevards, and four traffic lanes.

4.2.1.2 Collector roads:

- a) Haines Street runs north-south and forms the “interface” between the existing industrial area to the west and the business park lands to the east. The right-of way width shall be 23 metres to accommodate sidewalks on both sides, landscaped boulevards, and two traffic lanes.
- b) Esplanade Drive or the “Esplanade” will provide a more formal north-south street in the eastern half of the business park. Trees will line either side of the sidewalk. The road will accommodate two-lanes of traffic in addition to a parking lane. The “Esplanade” is an integral part of the public realm and will significantly enhance visual connections from Highway 401 to the interior of the park. The right of way width shall be 23 metres. Extensive streetscaping is recommended.

4.2.1.3 Local roads:

- a) Innovation Drive should reinforce the identity and prominence of the Holburn Research facility as the catalyst in the development of the business park. Innovation Drive will be a gateway to the business park welcoming workers and visitors to the site, and its right of way shall be 23 metres. Extensive streetscaping is recommended.
- b) Discovery Drive will create a modified grid road network, connect paths throughout the business park, and provide an alternative circulation movement from the arterial roads. It will be the road that connects all places within the park and its right of way width shall be 23 metres.
- c) Knowledge Drive and other local roads will complete the main elements of the street network. In conjunction with development of the business park these roads will be constructed and/or upgraded to a right of way width of 20 metres, accommodate landscaped borders, sidewalks, and boulevards with street trees.

4.2.2 Intersections shall be designed to maximize the comfort and safety of pedestrians while safely accommodating required vehicular movements.

4.2.3 Additional Local Roads and private streets to those shown on Map A may be permitted to subdivide land, serve development and improve the efficiency of the road network. Such roads and streets shall respect the overall modified grid pattern of blocks, have right-of-way widths of 20-23 metres, and be designed and built to municipal standards.

4.2.4 Traffic signals will be installed at the Hwy 2 and Lambs Road intersection when warranted.

4.2.5 An Access Management Plan for the business park area may be considered in conjunction with the Master Infrastructure Plan.

4.2.6 The intersection configurations at major road intersections and the alignment of other future local roads are subject to further detailed study and may be altered without amendment to this Plan.

4.2.7 The Municipality, the Regional Municipality of Durham and GO Transit will work cooperatively to develop a long-term public transit strategy for the business park.

4.2.8 Council may require that applications for *development* include a Travel Demand Management (TDM) Plan. The intent of the TDM Plan shall be to implement and promote measures to reduce low-occupancy trips and to

increase transit use, cycling and walking. To that end, measures to be considered include organizing and promoting car pooling, providing cycling amenities, providing financial subsidies for transit passes and other measures that may be identified by Municipal staff.

4.2.9 Recognition shall be given to the 14 metre *buffer* on both sides of Hwy. 401. Lands should only be developed with the consent of the Ministry of Transportation.

4.2.10 Where trail connection is show on Map A, an additional right-of-way width may be required.

5 Open Space and Landscaping

5.1 Objectives

5.1.1 To encourage the integration of *ecological functions* with *site development* and building design.

5.1.2 To establish where appropriate, a network of connected open spaces.

5.1.3 To encourage the use of the re-established Bennett Creek as a source of connectivity through the business park.

5.1.4 To highlight the stormwater pond as a focal point for the business park's open space network.

5.1.5 Stormwater management facilities are an amenity to enhance the image of the business park. They should be incorporated into the planning and design of open spaces, buildings, and paved areas. Stormwater management facilities and other elements should contribute to a business park setting and establish connections to other open space amenities.

5.1.6 To reestablish the Bennett Creek tributary in the business park area, through:

a) the dedication of the lands required to re-establish this channel through the development process;

b) the design of the conveyance channel.

5.2 Policies

5.2.1 The open space network will use the natural features of the site to enhance pedestrian activity and develop the business park's identity.

5.2.2 Following the reestablishment of Bennett Creek north of Baseline Road, a pedestrian trail of at least 3 metres in width will be constructed along the re-

established creek and will provide connectivity to the centralized municipal stormwater pond in the southwestern corner of the business park.

- 5.2.3 The further development of a trail/sidewalk system should be promoted to connect to the existing Soper Creek Trail on the west side of Soper Creek into the business park.
- 5.2.4 Future *developments* along the re-established Bennett Creek will be encouraged to integrate their landscape design with the creek, creating a cohesive development pattern alongside it.
- 5.2.5 The proposed municipal stormwater management facility south of Baseline Road shall be designed as part of the park's "gateway" in anticipation of the potential future re-location of the interchange.
- 5.2.6 Visual connectivity between private open spaces shall be encouraged.
- 5.2.7 To enhance the image of the business park and help achieve the goal of environmental sustainability, the following measures and techniques related to landscape design, construction and maintenance shall be encouraged:
- a) Protecting existing stands of trees and hedgerows, and integrating them into the open space network.
 - b) Identification and re-establishing the *habitat* of native flora and fauna, and managing such areas appropriately.
 - c) The use of native plants.
 - d) Locating and selecting plants to provide climate protection for buildings and employees, for example, using deciduous trees with large canopies planted on south sides of buildings and at the periphery of parking lots to reduce and redirect sun exposure in summer.
 - e) Coordinating landscaping treatments among neighbouring developments.
 - f) The use of landscaped drainage basins internal to large parking areas.
 - g) The use of permeable materials instead of *impervious surfaces* for walkways, driveways and parking areas, where feasible.
 - h) Selecting, designing and operating outdoor lighting, to conserve energy and minimize light pollution.

- i) The integration of stormwater management systems into the design of buildings and landscaping.
- 5.2.8 Naturalized landscape areas for the benefit of *wildlife habitat* and reduction in water use are encouraged provided that appropriate landscape management practices are implemented.
- 5.2.9 As the site is “urbanized”, elements of its rural landscape should be preserved where appropriate.
- 5.2.10 Enhance the unimpaired views of the study area from Highway 401 where practical through urban and landscape design.
- 5.2.11 Landscaping of road right of ways should:
- a) Plan the location of sidewalks, driveways and utilities around existing healthy trees.
 - b) Invest in the longevity of landscaping with proper planting and care.
 - c) Seek permission from adjacent landowners to plant on their properties, if the right-of-way is too narrow to support plantings.
 - d) Plant deciduous trees between the curb and the sidewalk.
 - e) Plant trees at grade.
 - f) Plant trees further from the curb on wide, high-speed roads, to protect them from harmful salt spray, strong winds, fumes and heat reflected from the road.

6 Servicing

6.1 Objectives

- 6.1.1 Generally, *development* shall proceed on the basis of full municipal water and sanitary services being in place at building occupancy. However, temporary alternative methods may be considered with the approval of the Regional Municipality of Durham and other approval agencies.
- 6.1.2 The business park will be serviced by centralized stormwater management facilities in accordance with the Bennett Creek Master Drainage Plan.
- 6.1.3 Centralized stormwater management facilities are proposed in the north and in the southwest corner of the business park site, and their approximate location is identified by a * symbol on Map A Land Use and Primary Roads of the Secondary Plan. The * symbols are merely for illustrative purposes

and the precise location, dimensions and design of the centralized stormwater facilities will be further detailed through the consideration of development applications.

6.2 Policies

- 6.2.1 All new utilities shall be buried below grade in the street right-of-way, in easements, or beneath trails where required. For ease of access and maintenance, shared *utility* trenches are encouraged.
- 6.2.2 Interim stormwater management solutions may be considered, prior to the construction of municipally owned storm management facilities, provided that proponents contribute their proportionate share towards the acquisition of the lands for and the construction of ultimate detention and control facilities. The costs to purchase the lands and to construct the municipal stormwater ponds shall be borne by all benefiting land owners whose proportionate contributions will be determined through an Infrastructure Master Plan.
- 6.2.3 The lands required to re-establish the Bennett Creek tributary north of Baseline Road, shall be dedicated through development applications, shall have a minimum width of 30 metres, and shall include at least a 3 metre wide pedestrian trail.
- 6.2.4 *Development* proposals shall incorporate on-site controls such as green roofs, porous paving materials and other infiltration and detention facilities, according to the requirements of the Bennett Creek Master Drainage Plan.
- 6.2.5 Council will require that development applications include a Sustainability Plan. Sustainability Plans shall consider, but not be limited to the following techniques to reduce stormwater runoff, improve water quality and conserve energy:
- a) Cisterns to capture rainwater for reuse in landscape irrigation and other non-potable water applications.
 - b) Vegetated swales to filter and detain stormwater.
 - c) Porous surfaces for pathways, patios and parking lots to allow infiltration of stormwater.
 - d) Grey water systems that capture stormwater runoff and other grey water for reuse in toilets and industrial operations.
 - e) The use of renewable energy sources for building systems and exterior lighting, such as solar, spacing, wind and geothermal.

- f) Cogeneration, i.e., capturing and using heat from power generation;
- g) Green roofs.
- h) Techniques outlined in Section 7.2.1 of this plan.
- i) Other techniques encouraged by the policies of this Secondary Plan and which may be identified by Municipal staff.

7 Building Design and Construction

7.1 Objectives

- 7.1.1 Provide for excellence in building and landscape design to create an identity that will distinguish the business park as a unique place within Ontario.
- 7.1.2 To facilitate and promote buildings that incorporate energy-saving and environmentally-friendly materials and techniques.
- 7.1.3 To utilize and demonstrate new building sciences that maximize energy *conservation* and efficiency.
- 7.1.4 To maximize the life span of buildings.
- 7.1.5 Promote and enforce good design practices to ensure the business park maintains a consistent, high-quality image and sense of place.

7.2 Policies

- 7.2.1 Best practices in “green” *development* should apply to all elements within the Business Park, including buildings, landscaping, parking, servicing and other *infrastructure*. All buildings should be designed to at least *LEED*'s Silver level or equivalent. Energy *conservation* measures and techniques may include:
 - a) Windows that open to allow for natural cross ventilation and reduce the use of air conditioning.
 - b) Glazing on the south side of a building to maximize direct sunlight in winter.
 - c) Sun louvers to minimize direct sunlight in summer.
 - d) Green roofs - roofs that are partially or completely covered with vegetation to minimize water runoff and improve building insulation.

- 7.2.2 Eight buildings have been identified by the Clarington Heritage Committee as *cultural heritage resources*. The incorporation of these structures into the *redevelopment* of sites, in accordance with Section 8.3 (Policies on Cultural Heritage) in the Municipality of Clarington Official Plan, is encouraged.
- 7.2.3 Building signage must be incorporated into, and complement the architecture of the building. Stand-alone and directional signage shall be incorporated into the design of the landscape.
- 7.2.4 Main building entrances must address and be accessible from roads. Building location and design should contribute towards the creation of open space vistas.
- 7.2.5 Buildings should be designed with inherent flexibility to meet the changing needs of current and future businesses.
- 7.2.6 High quality exterior cladding materials, such as glass, steel, metal paneling and masonry, shall be used on the facades of buildings facing primary streets.

8 Implementation

- 8.1 Zoning By-law Amendments for lands within the Clarington Technology Business Park shall conform to this Secondary Plan.
- 8.2 The review and approval of Site Plan Applications for lands within the business park shall be guided by the policies of this Secondary Plan.
- 8.3 Applications for Plans of Subdivision for lands within the business park shall include a Phasing Plan. Phasing Plans shall establish the order of private development and the staging of construction of landscaping, public *infrastructure* and services. 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 Zoning By-law Amendments and recommending Plans of Subdivision for approval.
- 8.4 The Municipality will work with landowners and the Regional Municipality of Durham to develop an Infrastructure Master Plan for the phasing and financing of roads, municipal water and sanitary sewer and stormwater facilities for the business park.
- 8.5 The Municipality will, through the Infrastructure Master Plan, provide further direction with regard to the acquisition of the relevant portions of lands for the establishment of centralized stormwater ponds for

the business park. The costs to purchase the lands that have been identified as necessary for publicly owned centralized stormwater ponds and the cost of constructing the ponds, shall be borne by all benefiting land owners, as stipulated in Section 6.2.2 of this Secondary Plan.

- 8.6 In addition to the provisions of Section 23.4.2 of the Municipality of Clarington Official Plan, Holding Symbols may be used to ensure achievement of the policies of this Secondary Plan. Prior to the lifting of a Holding Symbol, the following provisions apply in respect to the Secondary Plan Area:
- a) Plans for the proposed *development* must show that the proponent has successfully implemented the Urban Design Policies and transportation objectives of this Secondary Plan to the satisfaction of the Municipality; and,
 - b) Arrangements have been made satisfactory to the Municipality and the Regional Municipality of Durham for the proponent's contributions and dedications to implement the Sustainability, Streetscape Implementation and Infrastructure Master Plans referenced in Sections 5.2.11, 6.2.5 and 8.4.
- 8.7 The Municipality will work with the Regional Municipality of Durham to expedite the provision of municipal services to allow development of the business park.
- 8.8 The Municipality, in consultation with the Regional Municipality of Durham, will prepare a Streetscape Implementation Plan to ensure quality of *streetscape* and consistency in design along local roads and roads under regional jurisdiction.
- 8.9 The Municipality, through *Development Charges Levies* and/or subdivision approvals, will make provision for streetscaping within local road right of ways, and encourage the Regional Municipality of Durham to follow suit;
- 8.10 The Municipality will explore the different tools available to promote and stimulate the development of the business park.

9 Interpretation

- 9.1 Some flexibility in the interpretation of the policies contained in this Secondary Plan is permitted provided that its general intent is maintained. The boundaries of land use areas are approximate and shall be defined by the precise alignment of new streets or implementing Zoning By-laws.

9.2 The policies of this Plan shall be interpreted in conjunction with the applicable policies of the Municipality of Clarington Official Plan. In the event of a conflict between the provisions of the Municipality of Clarington Official Plan and this Plan, the Secondary Plan shall prevail.

9.3 Definitions

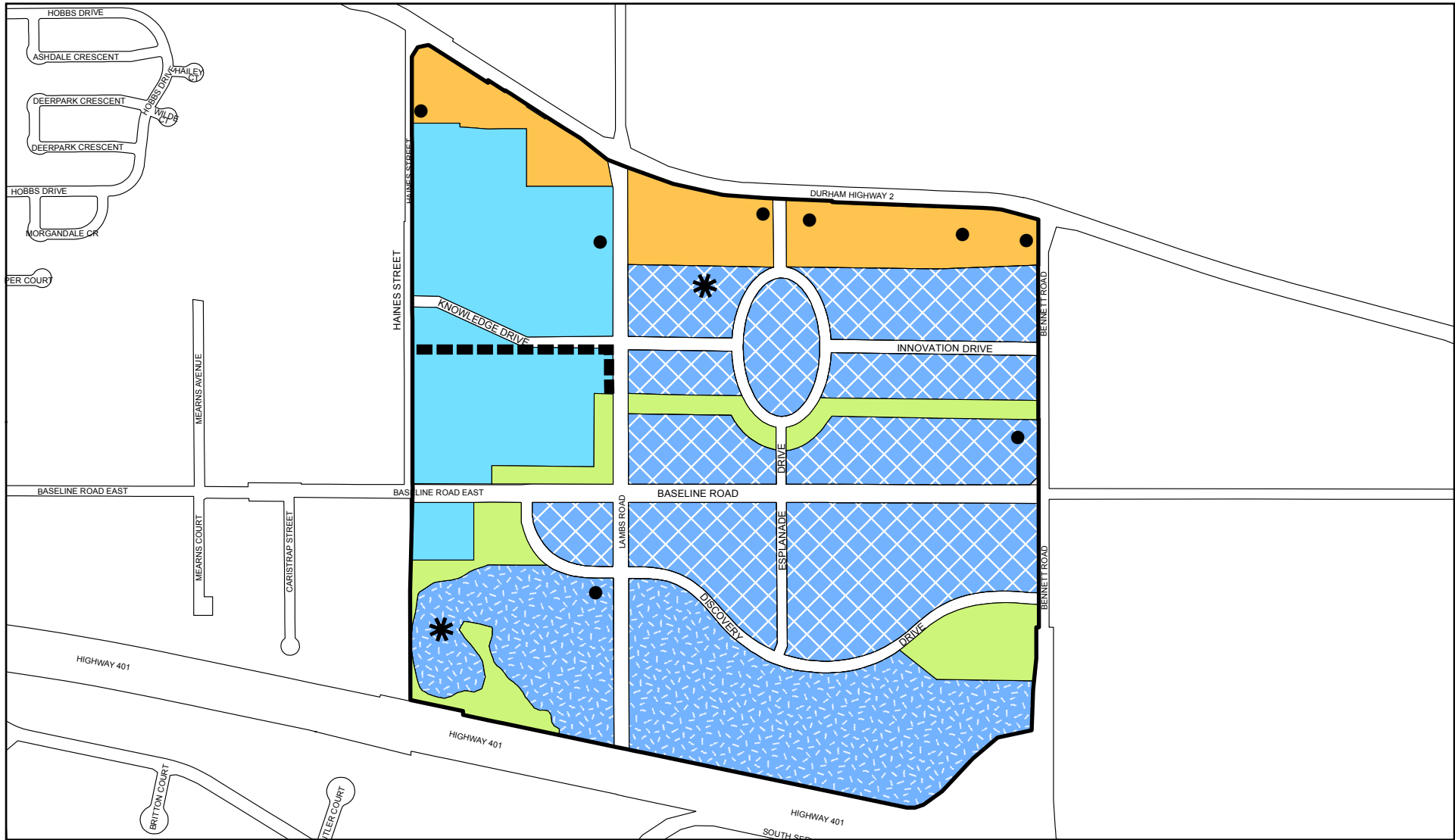
Biotechnology: The application of biological knowledge and techniques pertaining to molecular, cellular and genetic processes to develop products and services.

Information and Communication Technology: The technology required for information processing. In particular the use of electronic computers and computer software to convert, store, protect, process, transmit, and retrieve information from anywhere, anytime. It includes computer hardware and software development, telecommunications equipment manufacturing, telecommunications service providers and associated service providers.






LEED: Refers to the Leadership in Energy and Environmental Design Green building rating system established by the Canada Green Building Council as amended from time to time.

Life Sciences: The study of living things. A branch of science that is concerned with plants, animals, and other living organisms and includes research and development in pharmaceutical and medicine manufacturing, medical devices and health and non-health *biotechnology*.

Light Industrial Facility: Shall mean an industry which is engaged in assembly, manufacturing, fabricating or processing activities within a wholly enclosed building that are not offensive or not likely to be offensive by reason of the amount of noise, smoke, odour, emissions, or vibration produced therein, but excludes a recycling facility, a *waste* management or processing facility or a *waste* incineration facility.



-  Clarington Technology Business Park
-  Light Industrial Area
-  Prestige Employment 1
-  Prestige Employment 2

-  Mixed Use Corridor Special Study Area
-  Environmental Protection Area
-  Proposed Location of Storm Water Management Pond
-  Heritage Resource
-  Trail Connection



MAP A
LAND USE
AND PRIMARY ROADS

CLARINGTON TECHNOLOGY
 BUSINESS PARK
 SECONDARY PLAN

JUNE, 2018
 OFFICE CONSOLIDATION

Secondary Plan

**Foster Northwest
Secondary Plan**

Municipality of Clarington Official Plan

Foster Northwest Secondary Plan

1 Introduction

1.1 The Plan's Role

As a secondary plan, this Plan provides more specific guidance regarding the uses, intensity and form of development for the Foster Northwest Area. New *development* will be carried out in accordance with the policies of the Clarington Official Plan and the policies of this Secondary Plan.

1.2 Structure

The Foster Northwest Area is one quadrant of the Foster Neighbourhood. The Neighbourhood Structure as a whole is outlined in Section 2.

1.3 Plan Area

The Foster Northwest Area is bounded by Provincial Highway 35/115 to the northwest, Rudell Road to the east, Durham Highway No. 2 to the south, and the Wilmot Creek valleylands to the west. The Foster Northwest Area is approximately 48 hectares in size. The limits of the Foster Neighbourhood and the Foster Northwest Area Secondary Plan Area are identified in Map A of this Secondary Plan.

1.4 History of the Area

The lands along the Wilmot Creek have been frequented by the Mississauga First Nation for centuries to hunt and fish.

The Foster Northwest Area includes a significant property, known as Belmont Farm. It was owned by Samuel Street (S.S.) Wilmot and subsequently owned by his youngest son Samuel Wilmot. Both men were prominent in Ontario life. S.S. Wilmot was the Deputy Surveyor for Upper Canada and a member of the House of Assembly. Samuel Wilmot built the first fish hatchery in Canada in an effort to combat the devastation of the fishery in Lake Ontario by early settlement.

The Belmont House, located on the east side of the creek along the former Kingston Road, occupies a prominent location in the neighbourhood.

1.5 **Former Neighbourhood Plan and Updated Land Uses**

These lands formerly were subject to a Neighbourhood Design Plan. Under the provisions of the Durham Regional Official Plan, the Foster Northwest Area was identified as an area where a Secondary Plan shall be prepared. This Secondary Plan was prepared to:

- a) Provide detailed land use policies;
- b) Address the revised land uses resulting from the purchase of a school site internal to the neighbourhood by the Kawartha Pine Ridge Public School Board;
- c) Implement the Local Corridor and other policies contained in the Clarington Official Plan; and
- d) Improve the land use arrangement adjacent to the Wilmot Creek and Belmont House having consideration for the input from various heritage groups.

2 Neighbourhood Structure

2.1 Neighbourhoods are self-contained areas with a mix of housing types, land uses and activities. Neighbourhoods are edged either by natural features or the primary road network, giving each neighbourhood a unique identity. The Foster Northwest Secondary Plan applies only to the Northwest quadrant of the Foster Neighbourhood but it implements neighbourhood structure of the Foster Neighbourhood as whole. The components of the Foster neighbourhood that define its urban structure are identified below.

2.2 **Housing**

Neighbourhoods have a mix of low and medium density housing types and mixed-use development where appropriate. Residential densities, lot sizes and building types will vary throughout each neighbourhood.

2.3 **Local Corridor**

The Foster Neighbourhood has a Local Corridor Area through the centre of the neighbourhood. A Local Corridor is an area of higher intensity development along both sides of King Avenue West which provides not only for medium density mid-rise residential uses but also supports neighbourhood convenience commercial functions.

2.4 **Natural Corridors**

The Foster Creek on the east and the Wilmot Creek on the west provide

are the defining easterly and westerly boundaries of the Foster Neighbourhood. The Foster and Wilmot Creek valleylands are important natural heritage areas that are to be protected and enjoyed, providing opportunities for trail connections.

2.5 **Parks**

Each of the four quadrants of the Foster Neighbourhood contains parks of various scales. Neighbourhood level parks are located in the north-east, north-west and south-east quadrants. The neighbourhood park in the north-west quadrant will provide a heritage interpretation opportunity for the community.

The Community Park, including the Diane Hamre Recreation Complex, occupies the greater portion of the south-west quadrant. This park provides higher order park and indoor recreation facilities to the entire Newcastle urban area and surrounding rural areas.

2.6 **Schools**

The Foster Neighbourhood is intended to have both public and separate elementary schools. The Neighbourhood is also the site of a future Secondary School intended to serve residents of Newcastle, Orono and surrounding rural lands.

3 Goals & Design Principles

3.1 **Goals for This Plan**

1. To create a safe, walkable residential area connected to nature to enhance community health and well-being.
2. To provide a range of housing appropriately located and designed in order to meet the evolving housing needs for approximately 700 households upon full build out.
3. To celebrate the cultural heritage of the area with the recognition of the Belmont House, the Newcastle Fish Hatchery and the indigenous community.
4. To celebrate the importance of the natural features of the Wilmot Creek as an important design element and a significant feature for the quality of life for local residents.
5. To promote high quality design practices centered on energy conservation, efficiency and environmental sustainability.
6. To create a complete neighbourhood with mixed land use.

3.2 Design Principles for the Foster Northwest Area

The Foster Northwest Area Secondary Plan is guided by design principles outlined below:

3.2.1 Green Spaces

- a) Access to a green environment is important for the health and well-being of residents.
- b) The neighbourhood *park*, *natural heritage features* and stormwater management facilities shall form a connected system.
- c) The natural heritage system will be protected, enhanced, interpreted and enjoyed.
- d) The neighbourhood *park* will be a neighbourhood focal point.
- e) Stormwater management facilities shall be designed as landscape amenities.
- f) Safe and accessible pedestrian connections *adjacent to significant* natural features shall be planned to anticipate use and to avoid impact on the identified features' environmental functions.

3.2.2 Cultural Heritage

- a) The Foster Northwest Area contains the Belmont House, home of the Wilmot family and the site of the first fish hatchery in Canada along the banks of the Wilmot Creek. It is also a site frequented by indigenous people.
- b) The layout of the streets and the design of the neighbourhood park will celebrate the cultural heritage of this area.

3.2.3 Land Uses

- a) A diversity in housing types will be provided to achieve the minimum densities stipulated by the Official Plan.
- b) *Development* along the Local Corridor will be designed and developed, at a minimum, to meet the densities stipulated in the Official Plan to ensure development is transit-supportive and incorporates limited commercial service uses.

3.2.4 Infrastructure

- a) The neighbourhood design is based on a modified grid system to enable ease of access and improved connections into and through the community.

- b) Complete streets will be designed to have regard for the safety and accessibility of all users: pedestrians, cyclists, public transit and motor vehicles.
- c) A continuous system of trails for walking and cycling will be constructed and connected to places where people live, learn, play, and work.

3.2.5 Environmental Sustainability

- a) Community design shall incorporate state of the art environmental, energy and water conservation measures designed to minimize the carbon footprint of new development.

3.2.6 Design Excellence

- a) The buildings, streetscapes, *parks* and open spaces and infrastructure should be distinctive and aesthetically pleasing.

4 General Policies

4.1 Maps

A general pattern of development is established through land use designations for the Foster Northwest Planning Area as shown on Map B. The Transportation network is identified on Map C.

4.2 Relationship to Official Plan

Unless otherwise specified in the Secondary Plan, development shall be undertaken in accordance with the relevant provisions of the Clarington Official Plan.

4.3 Housing

4.3.1 This Secondary Plan Area provides opportunities for several forms of housing:

- a) The interior part of the Neighbourhood shall be comprised primarily of detached dwellings and very limited street townhouse dwellings.
- b) The Local Corridor, as shown on Map A shall include the medium-density housing and may include housing in live/work units or in *mixed-use buildings*.

4.3.2 In order to meet housing affordability and accessibility needs, the Municipality encourages new residential dwellings to be designed to meet the following:

- a) A portion of the single detached units be designed as fully accessible bungalows;
- b) A portion of residential units will be designed with smaller floorspaces to contribute to affordability and reflect the needs of all residents; and
- c) A portion of medium density residential units be designed for seniors and/or special needs housing.

4.4 Cultural Heritage

- 4.4.1 The design and development of the Foster Northwest Area shall be undertaken in a manner that highlights the important cultural history of this area including indigenous history.
- 4.4.2 The Belmont House will be maintained in a manner that preserves its character and importance as designated property under the Ontario Heritage Act.
- 4.4.3 The conservation and enhancement of *significant cultural heritage resources* shall be consistent with the provisions of Chapter 8 in the Municipality of Clarington Official Plan and all relevant Provincial legislation and policy directives.

4.5 Sustainability

- 4.5.1 The Municipality seeks to minimize the carbon footprint of future development in order to reach a net zero energy requirement in future years. To achieve this new development shall:
 - a) Preserve and enhance tree cover including, where trees and other vegetation is removed through the development process, they will be compensated through new plantings in accordance with Section 9.5;
 - b) Houses will be designed with regard to the Municipality's Priority Green Framework; and
 - c) All housing should be constructed to easily provide for future home charging stations for electric vehicles.

5 Land Use Policies

5.1 Low Density Residential

5.1.1 Role

The majority of the Foster Northwest Area is for lower intensity residential dwellings that integrates with the existing development in the Foster Northeast Area.

5.1.2 Permitted Uses

Uses will be fully defined in the Zoning By-law. Generally, the uses permitted in the Low Density Residential Area are:

- Detached dwellings;
- Semi-detached dwellings;
- Limited street townhouse dwellings;
- Accessory apartments and garden suites;
- Group homes;
- Home occupation uses;
- Private Home Daycare; and
- Places of worship.

5.1.3 Intensity

- a) Within this area, buildings will be between 1 and 3 storeys unless otherwise specified.
- b) Development surrounding the Belmont House will be sensitively designed in terms of massing, scale and architectural character.

5.2 **Medium Density Residential**

5.2.1 Role

The Medium Density Residential Area is part of the Local Corridor along King Avenue West.

5.2.2 Permitted Uses

Uses will be fully defined in the Zoning By-law. Generally, the uses permitted in the Medium Density Residential Area are:

- Townhouses, stacked townhouses and back-to-back townhouses;
- Low-rise to mid-rise apartments;
- Retirement homes;
- Special needs housing; and

- Places of worship.

5.2.3 Intensity

- a) Within this area, buildings will be between 2 and 5 storeys in height and have a minimum density of 40 units per net hectare.
- b) Appropriate arrangements shall be made for the parcel at 3382 Durham Highway 2 to be consolidated in the future with medium density block identified in the plan of subdivision S-C-2017-0005.

5.3 **Mixed Use Area**

5.3.1 Role

To provide for convenience commercial services in a mixed use format. A small mixed-use area is identified as part of the Local Corridor on the north-west corner of Rudell Road and Durham Highway 2.

5.3.2 Uses

- a) Permitted uses include:
 - *Mixed-use buildings;*
 - *Office buildings;*
 - Place of Worship;
 - *Community Facility* including daycare; and
 - *Existing single detached dwellings.*
- b) Commercial uses that may cause conflicts with surrounding residential uses, such as uses with the outdoor display of goods and materials, drive-throughs, places of entertainment will not be permitted in the implementing zoning by-law.

5.3.3 Intensity

- a) Any ground floor commercial use will be limited to those that service the convenience needs of the surrounding residential area. Individual stores will be limited in size, generally 300 square metres or less.
- b) Building heights shall be within a range of 2 to 4 storeys.
- c) The lands designated Mixed Use must be consolidated into one property prior to any redevelopment in order to create a suitable development block and provide for appropriate entrance locations.

5.4 Environmental Protection Area

5.4.1 Role

Lands designated Environmental Protection Area recognize the natural heritage system and the associated buffers and setbacks. These lands shall be subject to the Environmental Protection Area policies of the Official Plan.

5.4.2 Uses

a) No *development* shall be permitted in Environmental Protection Areas, except:

- Low intensity recreation;
- Uses related to forest, fish and wildlife management; and/or
- Erosion control.

5.5 Heritage Dwelling Area

5.5.1 Role

The Belmont House is a historically and culturally significant structure that provides a key organizational element for the Neighbourhood. Information on the Wilmot family, Belmont House and the Newcastle Fish Hatchery is contained in Appendix A.

5.5.2 Use

The Belmont House is a designated heritage dwelling under Part IV of the Ontario Heritage Act. It will be conserved as a private residence.

5.5.3 Intensity

Additions to the rear of the Belmont house may be permitted subject to approval in accordance with the Ontario Heritage Act and provided that the architectural integrity of the building and landscape is not compromised or overwhelmed. The large front lawn will be maintained.

5.6 Parks and Open Space

5.6.1 Parks and Open Space designation shall include lands within the following categories:

- a) A neighbourhood *park*;

- b) Open space; and
- c) Storm water management ponds.

5.6.2 The Neighbourhood *Park*, as shown on Map B, shall be established in accordance with the following:

- a) The neighbourhood *park* shall be a key focus of the overall community.
- b) The neighbourhood *park* shall be located adjacent to the Wilmot Creek valley and the Belmont House. It may include an array of neighbourhood recreational functions, and it shall provide heritage interpretation features related to the Belmont House, the Samuel Wilmot Fish Hatchery and indigenous settlement.
- c) The *park* shall have a minimum size of 1.20 ha outside of the Environmental Protection and Open Space Areas;
- d) The neighbourhood *park* will be part of the parkland dedication required under the Planning Act for the Northwest Foster Area;

5.6.3 Dedication of lands for a neighbourhood *park*, shall be in accordance with the policies of the Official Plan and the parkland dedication by-law.

5.6.4 Open space areas adjacent to valleylands and Highway 35/115 will be designed appropriately to contribute to the green environment for residents of the neighbourhood in addition to other functional requirements such as noise mitigation and the location of connector trails.

5.6.5 Storm water management ponds will be designed in accordance with the policies of Section 8.2.

5.7 **Schools**

5.7.1 Role

The Foster Northwest Area is the site of a future Secondary School that will provide educational facilities for public secondary students in Newcastle, Orono and the surrounding rural areas of the former Clarke Township.

5.7.2 Uses

A secondary school site is permitted within the Secondary Plan as shown on Map A. It is understood that the Kawartha Pine Ridge District School Board may consider a public elementary school site in conjunction with the Secondary School.

5.7.3 Policies for school sites

School sites and buildings will be developed in accordance with the following:

- a) The configuration and size of school sites will be defined in consultation with the school boards in a manner to minimize traffic congestion;
- b) The school will be designed as an architectural focus that integrates into the neighbourhood;
- c) The Secondary school will be designed with direct pedestrian access from Grady Drive;
- d) Adequate off-site areas for school bus loading and unloading will be provided in a manner that doesn't impact street traffic;
- e) Access points designed to minimize conflicts between pedestrian and vehicular traffic and will enhance the aesthetic character of the neighbourhood;
- f) Safe active transportation routes will be designed around schools to increase student's use of active travel to get to and from school; and
- g) A segment of the local trail system will be constructed by the School Board at their expense as part of the total integrated trail and pedestrian system serving the school;

5.7.4 At-grade trail crossings of Regional Highway 2 shall be subject to further study to the Region's satisfaction to ensure the safety of all users.

5.7.5 Prior to site plan approval, a traffic management plan shall be prepared to the satisfaction of the Municipality to address the anticipated volume of buses and private vehicular traffic of students, teacher and parents, pedestrian traffic including primary access points and the location of school crossings.

6 Urban Design Policies

6.1 General Provisions

The Secondary Plan is designed based on achieving a walkable complete community that is diverse in use and population, and has a well-defined and high quality public realm, as follows:

- a) The provision of a clearly defined public realm;
- b) A highly interconnected pattern of lotting for development blocks;
- c) Consistent built form;
- d) Safety, accessibility, shade and comfort in the pedestrian environment;

- e) Support for bicycle lanes, routes and storage throughout the community to make active travel a priority choice; and
- f) Support for accessible public transit services throughout the community.

6.2 **Public Realm**

6.2.1 The public realm is comprised of: public roads, open spaces/*parks*, natural heritage features and their associated *buffers*, stormwater management facilities, and the public use activity areas of other public lands and private development sites and buildings.

6.2.2 Roads and Lanes

Roads and lanes will:

- a) Provide safe and convenient access for vehicles, pedestrians and bicycles; and
- b) Be subject to comprehensive *streetscape* requirements including landscaping, that will provide a comfortable shaded environment for pedestrians.

6.2.3 Views and Focal Points

The preservation, enhancement and creation of significant views and focal points shall be encouraged by:

- a) Preserving and enhancing views to natural features including woodlots, topographic features, water bodies and across open spaces; and
- b) Providing opportunities for views of heritage buildings, open spaces and *parks*, *natural heritage features* and other landmarks.

6.3 **Land Development**

6.3.1 Development Blocks and Lots

- a) All the available urban lands are to be subdivided into a series of development blocks and lots, defined by a modified rectilinear grid system of public roads.
- b) The size and configuration of each development block will:
 - Be appropriate for its intended use;
 - Facilitate and promote pedestrian movement and a variety of

route options; and

- Provide a sufficient number and, where appropriate, a range of building lots to achieve cost effective and efficient *development*.

c) Ravine lots are discouraged to allow for visual and physical access to the Wilmot Creek valley throughout the neighbourhood.

d) Each development *lot* in a block will:

- Have frontage on a public road; and
- Be of sufficient size and appropriate configuration to accommodate *development* that reflects the planning and urban design policies set out in this Secondary Plan.

6.3.2 Location of Buildings with Respect to Roads and Open Space to reinforce the road and block pattern established by this Secondary Plan, the following measures will be employed:

- a) Buildings will be aligned parallel to a public road;
- b) Buildings on corner sites will be sited and massed toward the intersection of the adjoining public roads;
- c) Siting and massing of buildings will provide a consistent relationship, continuity and enclosure to the public roads;
- d) Siting and massing of buildings will contribute to and reinforce the comfort, safety, and amenity of the public roads;
- e) Buildings located adjacent to, or at the edge of *parks* and open spaces, will provide opportunities for overlook onto the *parks* and open spaces;
- f) The massing, siting and scale of buildings located adjacent to, or along the edge of a *park* or open space will create a degree of enclosure or definition appropriate to the type of *park* or open space they enclose; and
- g) Buildings of significant public use or architectural merit may be sited to specifically differ from the surrounding urban fabric in order to emphasize their importance as landmarks.

6.3.3 Integration

- a) Recognizing that the lands adjacent to Highway 2 are designated

for higher intensity uses, new *development* will be designed to minimize privacy and shadow impacts on lower density housing forms internal to the neighbourhood.

- b) Cultural heritage features will provide context for new development. In new areas, heritage buildings will be incorporated in a sensitive manner.

6.3.4 Location of Building Entrances

- a) Primary entrances shall be clearly visible and located on a public road frontage or onto public open spaces.
- b) Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, accessible with minimum changes in grade.

6.3.5 Parking

- a) To enhance the quality and safety of the public streetscapes throughout the Secondary Plan Area, the construction of parking lots/structures which occupy significant proportions of the at-grade frontage of public roads shall not be permitted.
- b) Underground parking shall be encouraged for development sites fronting onto Durham Highway 2.

7 Transportation Policies

7.1 General

7.1.1 The transportation network in the Foster Northwest Secondary Planning Area shall be developed in accordance with Map C and standards established through the Official Plan and this Secondary Plan. It shall include public roads, transit, bicycle and pedestrian routes and facilities.

7.1.2 Minor revisions to transportation routes to incorporate design features such as streetscaping, bicycle lanes, traffic calming measures and bikeways may be made without further amendment to this Secondary Plan, provided that the principles of neighbourhood permeability and inter-connectivity are maintained to the satisfaction of the Municipality.

7.2 Road Network Policies

7.2.1 Road classifications and right-of-way requirements shall be consistent with Appendix C of the Official Plan with the exception of the policies contained in Section 7.2. Design details shall be confirmed through the Traffic Impact

Studies submitted in support of development applications.

7.2.2 Durham Highway No. 2 is a designated Type A arterial road subject to the policies of the Official Plan. However, the adjacent lands are designated Local Corridor. Cycling and pedestrian movements will be important to serve medium density and convenience commercial uses. The following exceptions to the Road Classification Criteria contained in Appendix C of the Official Plan apply:

- Traffic movement shall be addressed in any request for private access;
- Travel speed is 60 km/hour;
- Exceptions to the private access spacing criterion for Type A arterial roads may be considered through a site-specific study in consultation with the Region of Durham;
- Combined or shared access is promoted; and
- Right-of-way width is 36 metres.

7.2.3 The Region is encouraged to provide appropriate signage, pavement markings or other features as appropriate to inform drivers that they are entering an urban area, and to promote safety for pedestrians and cyclists.

7.2.4 The design of all roads within plans of subdivision shall implement the recommendations of the traffic impact studies submitted in support of development applications, including recommendations for traffic calming measures.

7.3 **Public Transit**

7.3.1 The Municipality will encourage Durham Transit and Metrolinx, to improve transit service along the Durham Highway 2 corridor and throughout the Newcastle Urban Area.

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

- a) Provision of greater residential and employment densities along the Local Corridor;
- b) Provision of a local road pattern and related pedestrian routes that provide for direct pedestrian access to existing and potential transit routes and stops to be developed in accordance with Durham Region Transit.

7.4 **Active Transportation System**

- 7.4.1 The *Active Transportation* system identified on Map C is an essential part of the Municipality's integrated sustainable transportation network. The active transportation system will be designed based on the needs of all ages and abilities and incorporate:
- a) major sidewalks and minor sidewalks;
 - b) bicycle lanes and multi-use paths;
 - c) valley trails; and
 - d) connector trails.
- 7.4.2 Major and minor sidewalks are defined by the anticipated volume of pedestrian traffic accessing schools, parks, access to transit stops and higher density areas. Major sidewalks, generally located in the vicinity of schools or along Durham Highway 2, will have a greater width and opportunities for pedestrian rest areas.
- 7.4.3 Future locations for bicycle lanes or multi-use paths are identified with an emphasis on safe passage to parks, schools and the GO commuter lot. Future studies will determine the appropriate options to best accommodate cyclists.
- 7.4.4 Valley trails will be designed to connect to a broader trail network along the Wilmot Creek providing access to the natural environment, connections to the waterfront and opportunities for natural and cultural interpretation.
- 7.4.5 Connector trail will be designed to provide east-west connectivity from the valley trail system on an open space alignment separated from traffic.

7.5 **Parking**

7.5.1 Subject to the findings and recommendations of a traffic impact study, on-street parking may be approved at certain locations for specified times of the day to satisfy a portion of the parking requirements of adjacent non-residential development.

8 Municipal Services

8.1 All new *development* within the Secondary Planning area shall proceed on the basis of the sequential extension of full municipal services in accordance with the municipal capital works program.

8.2 The Stormwater Management Facilities shown on Map B of this Secondary Plan shall be designed based on the following considerations:

- a) Low impact development techniques should be considered to minimize stormwater pond requirements;
- b) Stormwater facilities will be designed to maintain environmental and *ecological integrity*, and to provide a net benefit to the environment;
- c) Stormwater facilities will be designed as a natural heritage feature and aesthetic amenity for the neighbourhood;
- d) The Stormwater ponds shall be sized and designed to accommodate drainage for the entire Foster Northwest area including the secondary school site; and
- e) The stormwater pond beside the Wilmot Creek will be designed to provide an entrance feature to Newcastle and integrate with the interpretation of the historic Wilmot fish hatchery.

9 Implementation

9.1 **General**

9.1.1 This Secondary Plan shall be implemented in accordance with the provisions of the Planning Act, other applicable Provincial legislation, and the provisions of the Municipality of Clarington Official Plan.

9.1.2 Phasing of *development* will be implemented as required by the Municipality of Clarington.

9.1.3 *Development* within the Secondary Plan Area shall be consistent with programs intended to reduce the consumption of energy and water and to

promote *waste* reduction.

9.2 **Capital Works**

9.2.1 The capital works program for Foster Northwest is generally outlined through the Municipality of Clarington Development Charges Background Study as amended from time to time. Specific timing of works may vary depending on the rate of growth and the Municipality's ability to incorporate required works in its capital budget and forecast.

9.2.2 Prior to the approval of any *development*, the Region of Durham must be notified to determine if sufficient water supply and sanitary sewerage capacity is available for the proposed development of these lands.

9.2.3 Prior to the registration of any phase of a draft plan of subdivision:

- a) The Municipality shall have approved any necessary capital works for that phase of *development* in its capital budget;
- b) The owner shall have entered into a subdivision agreement with the Municipality of Clarington and the Region of Durham that will identify among other things, the capital expenditures associated with servicing the lands.

9.3 **Cost-Sharing Arrangements**

Public Schools, parks, storm water management facilities and other infrastructure are located in areas where they best suit the overall plan for this segment of the Foster Northwest Neighbourhood. Developers will be required to enter into appropriate private cost sharing agreements to recognize the fair distribution of expenses for infrastructure and facilities in accordance with Section 23.12.7 of the Clarington Official Plan.

9.4 **Required Studies**

9.4.1 The Clarington Official Plan identifies the studies, plans, and assessments to be completed to the satisfaction of the Municipality of Clarington and any agency that has jurisdiction, prior to the approval of development applications. Additional study requirements may be identified by the Municipality and other agencies as *development* within the Secondary Plan Area proceeds.

9.5 **Tree Compensation**

9.5.1 All trees are important for their aesthetic, health and environmental benefits. Every opportunity will be utilized to maintain and enhance the tree canopy.

- 9.5.2 Any tree to be removed, regardless of the reason and health, shall be compensated for on the Aggregate Inch Replacement basis in a location satisfactory to the Municipality but not necessarily within the boundaries of the Secondary Planning Area. Tree compensation shall be over and above any requirement for street trees, landscaping of private development, parks and storm water management facilities. Shrubs will also be compensated on the basis of a replacement pot size to provide an enhanced natural environment.
- 9.5.3 Prior to any construction on-site, landowners are required to enter a site specific tree removal and protection agreement and to provide financial securities as a condition of approval to allow for the removal of trees and shrubs on private lands.
- 9.5.4 Where trees and shrubs are destroyed or harvested pre-maturely prior to proper study and approval, compensation will be based on the estimated tree value.
- 9.6 **Architectural Control**
- 9.6.1 The Architectural Control Plan for a plan of subdivision shall incorporate appropriate provisions to ensure the integration and compatibility of the Belmont House in terms of scale, height, and building materials.

10 Interpretation

- 10.1 It is intended that the Foster Northwest Secondary Plan Area be developed in accordance with the policies of this Secondary Plan and the Official Plan of the Municipality of Clarington. Where there is a conflict, the principles, objectives and/or policies of this Secondary Plan shall prevail.
- 10.2 Inherent to the Foster Northwest Secondary Plan is the principle of flexibility, provided that the general intent and structure of the Plan are maintained to the satisfaction of the Municipality. As such, it is the intent of the Municipality to permit some flexibility in the interpretation of the policies, regulations and numerical requirements of this Secondary Plan except where this Secondary Plan is explicitly intended to be prescriptive.
- 10.3 The boundaries between land use designations are to be considered approximate except where they meet with roads, river valleys or other clearly defined physical features. Where the general intent of this Secondary Plan is maintained, to the satisfaction of the Municipality, minor boundary adjustments will not require an amendment to this Secondary Plan.

- 10.4 Defined terms in this Secondary Plan relate to terms defined in the Clarington Official Plan.

Appendix 1

Samuel Wilmot and the Newcastle Fish Hatchery

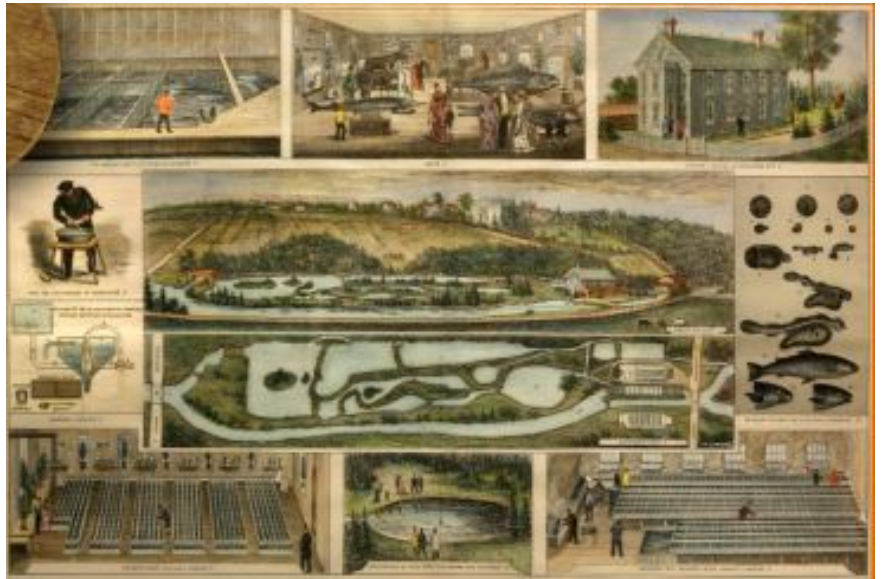


Samuel Wilmot was born on August 22nd, 1822, at Belmont Farm in Clarke Township, Upper Canada, now part of the community of Newcastle, Ontario. His father, Samuel Street Wilmot, belonged to a prominent New Brunswick loyalist family. He moved to Upper Canada in 1796 and became the Deputy Surveyor of Upper Canada and while in this role he surveyed Clarke and Darlington townships and the road from Kingston to Toronto. He was also a member of the House of Assembly, and a prosperous farmer. S.S. Wilmot purchased approximately 400 acres of land west of Newcastle and built the original Belmont House.

His youngest son, Samuel Wilmot, was educated at Upper Canada College (1830–34). When his father died in 1856, he took over the management of the farm in addition to carrying on a general merchandising business in Newcastle. He served for some years on the council of the Agricultural and Arts Association of Ontario; in 1879 he became its president. He was also active in local government. From 1850 to 1854 and 1862 to 1868 he was the municipal clerk in Clarke Township; in 1859–61 and 1869–70 he sat as a member of the township council; and from 1871 to 1877 he held the office of reeve. In 1871 he was warden of the united counties of Durham and Northumberland. He was appointed a justice of the peace in 1856 and was an officer in the Durham militia from 1847 to the 1870s. However, it is his work in the artificial breeding of salmon for which he is most widely known. Wilmot became the driving force behind the development of the hatchery system in Canada.

Wilmot's farm was situated on what became known as Wilmot Creek. The creek was a noted spawning stream for Lake Ontario (Atlantic) salmon and figured prominently in the lives of First Nations people and early settlers. However, overfishing and degradation of shoreline by tree cutting and grazing had severely damaged the fishery as early as the beginning of the nineteenth century. Indeed, legislation was passed in 1806 forbidding the netting of fish in the creeks of the district. This effort proved unsuccessful and by the 1850s the runs of salmon in the creek, and in other salmon streams on Lake Ontario, had been greatly depleted. Samuel Wilmot became interested in the possibility of restocking the stream by means of artificial propagation. In 1866 he built an experimental hatchery and succeeded in hatching the spawn from four salmon. The humble beginnings of his work can still be seen in the basement of Belmont House, where a small water course was constructed. Encouraged by Wilmot's success, he received support for his efforts from the federal government. Ontario's first full scale hatchery was developed on the site in 1868.

In July of 1868, Wilmot was appointed to the Department of Marine and Fisheries as a fishery overseer with special responsibility for operating the hatchery. On 1 July 1876, Wilmot was made superintendent of fish culture, a position he held until his retirement on 1 April 1895. He was charged with the construction and management of a system of 15 hatcheries across Canada and with the planting of hundreds of millions of fry annually. In addition, he advised the government on fishery regulations and pollution. In 1892–93 he carried out extensive investigations into the fisheries of British Columbia and the Great Lakes.



Wilmot did not discover the process of artificial propagation of fish. The basic techniques had been known in Europe for at least a century and a government fish hatchery had been established in France in 1851. In British North America experiments with artificial propagation had already been conducted by Richard Nettle, superintendent of fisheries for Lower Canada. Wilmot did, however, develop apparatus and techniques for hatcheries that were widely copied in North America. His equipment was awarded medals by the Société Nationale d'Acclimatation of France in 1872 and by the International Fisheries Exhibition at London in 1883.

Although the technical operation of hatching fish was a success, even the massive plantings of fry could not maintain salmon stocks in the face of continuing environmental degradation and overfishing. Wilmot recognized the importance of environmental change in the decline of the Lake Ontario salmon and argued that the hatchery program was only an adjunct to the strict enforcement of a system of closed seasons which would allow natural reproduction of fish populations. Unfortunately, Atlantic Salmon, the species which Wilmot began working with, never regained its original status. The last Atlantic Salmon was taken from Lake Ontario in 1898. Wilmot Creek remains an important fishery but the salmon one sees in the Wilmot Creek today are Pacific Salmon (Coho or Chinook) introduced to Lake Ontario in later years to control alewife and carp populations.

Samuel Wilmot died on May 17th, 1899. The hatchery he founded continued to operate until 1914 and was successful at introducing a variety of game species into Ontario waters. An historic plaque located just south of the family homestead at Belmont House commemorates the site and Wilmot's efforts.

Acknowledgments: The majority of the above text was taken from the Dictionary of

Canadian Biography and edited for chronology and space.



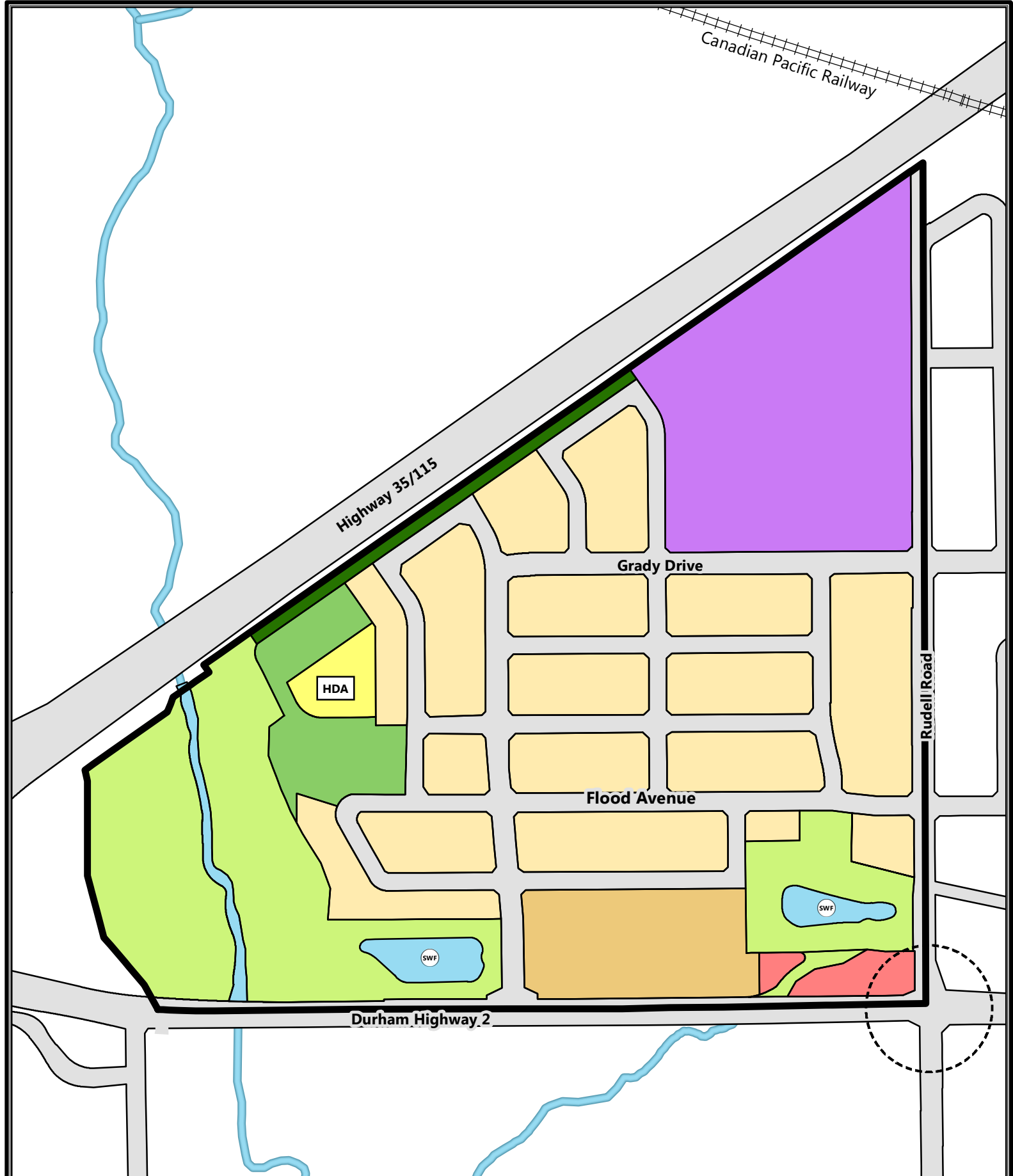
LEGEND

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**MAP A
NEIGHBOURHOOD STRUCTURE**

FOSTER NORTHWEST
SECONDARY PLAN
SEPTEMBER, 2018

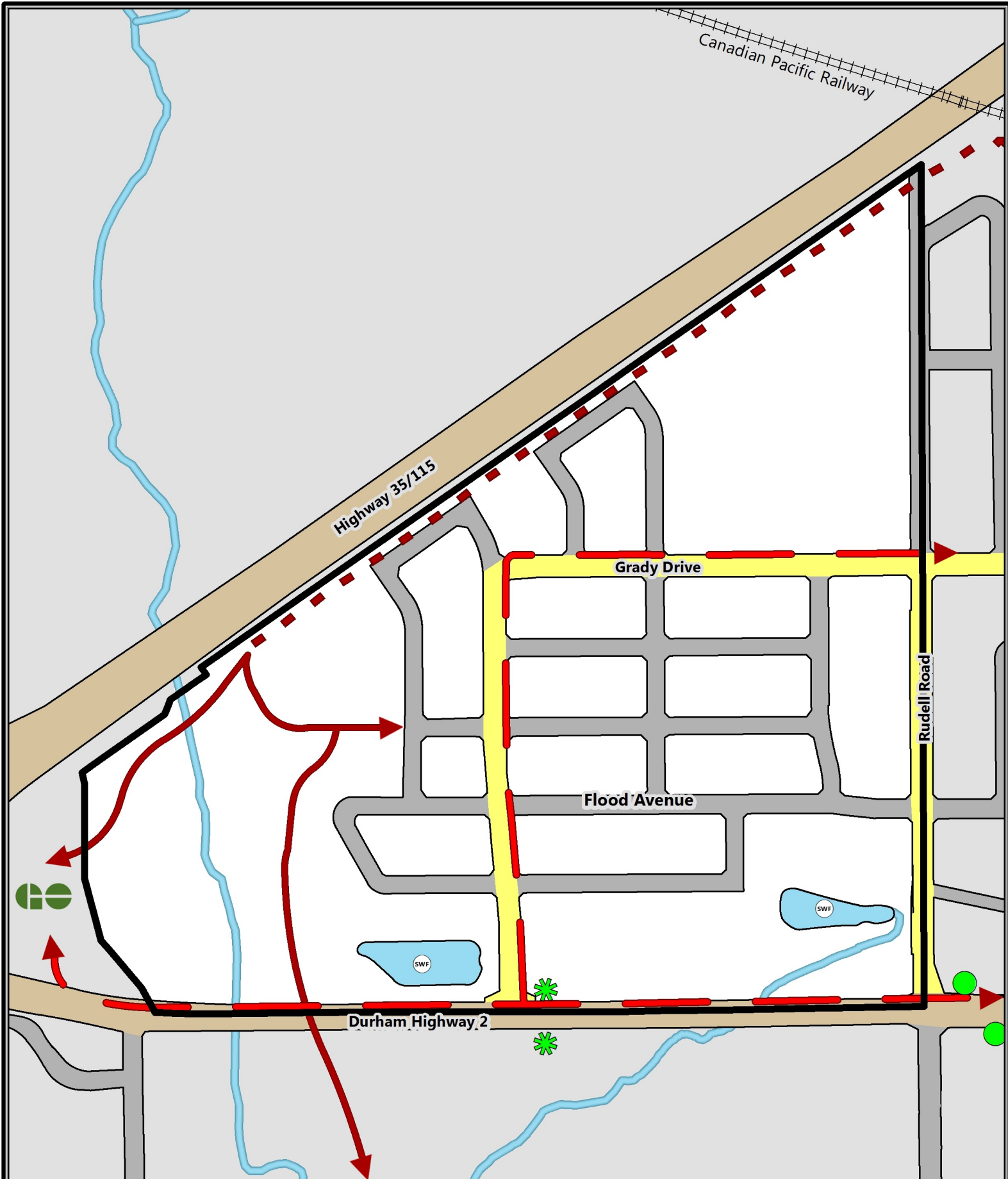


LEGEND



- | | | |
|----------------------------|-------------------------------|--------------------------------|
| Secondary Planning Area | School | Stormwater Management Facility |
| Low Density Residential | Park | Heritage Dwelling Area |
| Medium Density Residential | Open Space | Prominent Intersection |
| Mixed Use | Environmental Protection Area | |






MAP B
LAND USE
 FOSTER NORTHWEST
 SECONDARY PLAN
 SEPTEMBER, 2018



LEGEND

-  Secondary Planning Area
-  Type A Arterial Road
-  Collector Road
-  Local Street

-  Valley Trail
-  Connector Trail
-  Bike Lanes / Multi-Use Path
-  GO Bus Station

-  Existing Transit Stop
-  Future Transit Stop
-  Stormwater Management Facility



MAP C
TRANSPORTATION
 FOSTER NORTHWEST
 SECONDARY PLAN
 SEPTEMBER, 2018