

**Secondary
Plans**

COURTICE WEST SHOPPING DISTRICT SECONDARY PLAN

MUNICIPALITY OF CLARINGTON OFFICIAL PLAN

COURTICE WEST SHOPPING DISTRICT SECONDARY PLAN

1. INTRODUCTION

- 1.1 The Courtice West Shopping District, in conjunction with adjacent lands in the City of Oshawa, shall be developed as a focal point of activity. In Clarington, it is recognized that this area is the western gateway to the Municipality.

2. GOAL

- 2.1 To provide an integrated array of shopping, personal and business service, office, residential and community uses serving portions of the Oshawa and Courtice Urban Areas.

3. OBJECTIVES

- 3.1 To provide major retail services and 800 jobs for local residents.
- 3.2 To provide for housing opportunities at medium and high densities.
- 3.3 To establish a gateway area into the Municipality of Clarington.

4. GENERAL POLICIES

- 4.1 The land use designations within the Courtice West Shopping District are shown on Map A. The policies related to these designations are set out in Sections 5 to 7.
- 4.2 The Official Plan establishes a planned population of 700 persons and provides for approximately 30,000 square metres of gross leasable floor space for the retailing of goods and services.
- 4.3 The Municipality will seek to achieve an integrated urban design having regard for the area's planned function as a Sub-Central Area and a gateway to Clarington.
- 4.4 The Municipality encourages the relocation of the two service stations at the intersection of Townline Road and King Street.
- 4.5 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 intersection of King Street with Varcoe Road/Darlington Boulevard is a prominent intersection which Council deems to have important visual significance.

5. GENERAL COMMERCIAL AREA

5.1 This designation incorporates a mixture of conventional strip plazas, vacant lands and single detached dwellings. These lands constitute the primary commercial lands within the Courtice West Shopping District.

5.2 Permitted uses are:

- retail, personal service and office uses
- recreational and cultural uses including theatres and places of entertainment but not including video arcades and adult entertainment uses
- residential dwellings generally above the ground floor, provided that the building does not exceed four stories
- community facilities
- drive-through development in accordance with the policies contained in Section 10.4.7 of the Official Plan

6. MIXED USE AREA

6.1 The Mixed Use Area currently incorporates a mixture of older commercial structures, vacant lands and single detached dwellings at the intersection of Varcoe Road/Darlington Boulevard with King Street. These lands will be redeveloped for high intensity uses, to become the focal point of architectural interest in the Sub-Central Area.

6.2 Permitted uses are:

- mixed use buildings with retail and personal service uses on the ground floor
- office buildings in accordance with the policies of Section 7 of the Secondary Plan
- medium or high density residential buildings in accordance with Section 9.4 of the Official Plan
- community facilities
- drive-through development in accordance with the policies contained in Section 10.4.7 of the Official Plan

6.3 The maximum residential density or combined density for a mixed use building shall be 1.0 f.s.i. and the maximum height is 6 storeys. The maximum density for retail and personal service uses in a mixed use building shall be 0.3 f.s.i.

7. OFFICE COMMERCIAL AREA

7.1 Lands designated as Office Commercial Area comprise existing commercial uses including a service station. These lands will be redeveloped for high intensity office uses.

- 7.2 Permitted uses are:
- professional and business offices
 - ground floor retail and personal service uses provided it does not exceed 20% of the gross leasable floor area of the entire building
8. URBAN DESIGN POLICIES
- 8.1 The urban design principles of Section 10.4.5 of the Official Plan, the site development criteria of 10.4.6 of the Official Plan, and the following policies will be implemented in any development or redevelopment:
- a) integration of development to create an image and character for the area appropriate to a gateway location;
 - b) within the General Commercial Area, direct street access for pedestrians is encouraged wherever possible, in particular:
 - along Townline Road across from existing development in the City of Oshawa
 - along the King Street frontage, ancillary stand-alone buildings such as fast food establishments and banks
 - c) within the Office Commercial Area and the Mixed Use Area, buildings will be sited near the streetline to define a prominent corner with direct street access and an attractive, safe and human scale pedestrian environment;
 - d) consolidation of access points and common internal traffic circulation in accordance with the provisions of Section 9 of this Plan;
 - e) the adjustment of irregular lot boundaries to achieve a more efficient development pattern;
 - f) the co-ordination of appropriately-scaled signage;
 - g) provision of acoustical privacy fences adjacent to residential areas; and
 - h) provision of separate and secure entrances, a separate parking area and appropriate indoor and outdoor amenity areas for mixed use buildings.
- 8.2 The Municipality will seek to ensure that smaller parcels are incorporated into comprehensive development schemes. To achieve this, the Municipality may require that proponents prepare comprehensive design plans to demonstrate that development proposals do not negatively impact the development potential of adjacent lands.
- 8.3 Development shall conform to the Streetscape Plan prepared and adopted by the Municipality. As a condition of site plan approval, development and redevelopment shall implement the streetscape improvements of the public realm in accordance with the Streetscape Plan.
- 8.4 The Municipality will undertake streetscape improvements.

9. TRANSPORTATION AND PARKING
- 9.1 An integrated system of private lanes having a minimum width of 7 metres shall be provided to permit movement of passenger vehicles between adjoining commercial properties. The internal laneways shown on Map A are conceptual and the exact locations shall be determined through site plan approval. The integrated laneway system shall 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 Entranceways to commercial uses from arterial roads shall be limited to 80 metre intervals.
- 9.3 Parking areas shall generally be located at the side or rear of buildings, and where this is not possible, parking areas in the front shall be screened through low-walls, landscaping and/or berming.
10. IMPLEMENTATION AND INTERPRETATION
- 10.1 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.
- 10.2 The policies of this Plan shall be implemented and interpreted in conjunction with the applicable policies of the Official Plan.