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FOR DISCUSSION PURPOSES ONLY

Brookhill Neighbourhood Secondary Plan

Municipality of Clarington

September 2020

Brookhill Neighbourhood Secondary Plan

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1.0 INTRODUCTION

1.1 Purpose

- a) The purpose of the Brookhill Neighbourhood Secondary Plan (this Secondary Plan) is to provide a detailed land use plan and policies to establish a vision, principles, and objectives for the regulation of development within the Secondary Plan Area. The planning horizon is to the year 2031 to match the time horizons in the current Municipality of Clarington Official Plan (the “Official Plan”) and the current Region of Durham Official Plan.
- b) This Secondary Plan replaces the previous Brookhill Neighbourhood Secondary Plan that was originally approved in 2007.
- c) The following text and Schedules, identified as Schedule 'A' - Land Use and Transportation and Schedule B – Open Space and Parks, attached hereto, constitute the Brookhill Neighbourhood Secondary Plan as established and adopted by Amendment No. 126 to the Official Plan.
- d) All development in the Brookhill Neighbourhood shall conform to the vision, guiding principles, and policies of this Secondary Plan, along with:
 - i. Schedule A - Land Use and Transportation;
 - ii. Schedule B –Open Space and Parks; and,
 - iii. Sustainable Urban Design Guidelines attached as Appendix B. While the Sustainable Urban Design Guidelines do not form a statutory part of this Secondary Plan, they are meant to guide the preparation of detailed development plans in accordance with the Municipality’s vision and principles for Brookhill. It is the intent of this Secondary Plan that all new development be consistent with the Sustainable Urban Design Guidelines.
- e) This Secondary Plan is to be read in its entirety, and all relevant policies are to be applied to all applications for development. This Secondary Plan is also to be read in conjunction with the Official Plan, and all relevant policies of the Official Plan are to be applied and conform to when making any land use planning decision. Where there is a conflict between the

policies of the Official Plan and this Secondary Plan, the policies of the policies of this Secondary Plan shall apply.

- f) In addition, all development shall conform with the relevant policies of the Region of Durham Official Plan and the relevant policies of the Growth Plan for the Greater Golden Horseshoe. All development shall be consistent with the Provincial Policy Statement.

1.2 Location

- a) This Secondary Plan applies to the lands within the Brookhill Neighbourhood Secondary Plan Area as identified on Schedule 'A' - Land Use and Transportation to this Secondary Plan.
- b) 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 approximately 300 hectares (741 acres) in size. Approximately one third of the area contains natural features.

1.3 Population and Employment Growth

- a) The Brookhill Neighbourhood is identified as an “Urban Area” in the Regional Official Plan. The Municipality of Clarington Official Plan identifies the area as “Urban Residential” and “Environmental Protection Area”.
- b) The Municipality of Clarington has an approximate population of 92,013 residents. It is expected that the Municipality of Clarington will grow to a resident population of 140,340 and provide 38,420 jobs by 2031.

The 2051 population and employment forecasts for Clarington are not yet known and will be subject first to the Region of Durham's Municipal Comprehensive Review and subsequent Official Plan Amendment, followed by the Municipality of Clarington's Official Plan Update.

- c) This Secondary Plan is expected to achieve the goals and objectives of the 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 across the Brookhill Secondary Plan Area.

- d) Employment opportunities within the Brookhill Neighbourhood Secondary Plan Area will be population-related employment that will include a range of retail and service commercial uses, institutional uses, and modestly scaled business and professional offices. Employment opportunities will be located in the Village Corridor through permission for commercial activities and in the Neighbourhood Centre. Live/work and home occupations will also contribute to the supply of employment opportunities.
- e) The Municipality and Region shall carefully monitor residential growth within the Brookhill Neighbourhood Secondary Plan Area. Development Phasing will be established based on population growth over time, in accordance with, and in conjunction with the ability of the developers, Municipality, and Region to pay for their respective responsibilities of infrastructure development costs, as required.
- i. This Secondary Plan shall be planned to achieve a population range of approximately 6,400 to 6,600 people and to provide approximately 280 jobs with a gross density of 41 residents and jobs per hectare.
 - ii. This Secondary Plan will provide up to 2,300 dwelling units upon full build-out.
 - iii. It is the intent of this Secondary Plan that growth shall occur in a logical, efficient, and fiscally responsible manner. The phasing for the Secondary Plan Area and the primary factors to consider in this regard include:
 - The integration of new development within the planned community structure of this Secondary Plan, resulting in a contiguous, connected, and compact urban form;
 - The provision of efficient and cost-effective municipal services (water, sanitary, stormwater) to accommodate the proposed growth in a cost-efficient manner; and the ability of new growth to facilitate the provision of municipal services to existing serviced areas;

- The provision of appropriate transportation facilities, and the availability of adequate capacity on the existing road network; and,
 - The provision and adequacy of educational and social services, recreational facilities, and other community services.
- f) It is important to be innovative and to respond to all forms of the new economy within the evolving economic context of Clarington, which includes leveraging quality of life/place attributes. This Secondary Plan facilitates growth in the ‘new economy’ and supports creative partnerships towards the creation of innovative work spaces, including incubators and flexible/shared work space, as well as appropriate support for live/work options and home occupations.

2.0 VISION, PRINCIPLES AND OBJECTIVES

2.1 Vision

The Brookhill Neighbourhood is envisioned as a vibrant, pedestrian oriented community that promotes high quality design practices centered on energy conservation, efficiency, and environmental sustainability. It is intended that the Secondary Plan Area will develop as a healthy and complete community with distinctive, liveable neighbourhoods, integrated and connected green spaces, and efficient transportation, transit, and trails systems.

2.2 Principles and Objectives

To achieve the principles of this Secondary Plan the policies contained herein, new development shall create livable communities that focus on public health, climate change, and the quality of the built environment. The policies further encourage the development of ‘complete’ communities which are characterized by compact form, greater densities placed at neighbourhood centres; mixed land uses; employment opportunities; mix and diversity of housing types; connected and walkable road patterns and trails; and pedestrian-oriented and transit supportive design. The following guiding principles and objectives further articulate the vision and are the foundation upon which the policies of this Secondary Plan are based:

Principle 1: Promote the responsible use of resources

An adaptive and resilient community is advanced through the responsible use of resources to ensure long-term sustainability, reduce greenhouse gas emissions and demands for energy, water, and waste systems, and to ensure new development contributes to adapting to, and mitigating, the impacts of climate change.

Objectives

- To demonstrate leadership in sustainable forms of green building design and technology, including the incorporation of renewable and alternative energy sources.
- To encourage commercial, institutional, and government buildings to be LEED certified or to demonstrate environmental and energy conservation measures from preconstruction to operation.
- Energy conservation will be encouraged through appropriate site planning, urban design, and the use of energy efficient materials.
- To utilize, wherever possible through street alignments and building placement, opportunities to capture solar energy.
- To incorporate Low Impact Development (LIDs) best practices and green infrastructure, wherever feasible to minimize runoff, reduce water pollution, and protect groundwater resources.
- To ensure streetscape design incorporates appropriate resilient tree species and spacing to maximize heat island reduction.

Principle 2: Create a complete, healthy, and vibrant community.

To develop as a complete, healthy, attractive, safe, inclusive, pedestrian-oriented, and accessible community for the present and future residents of the Brookhill Neighbourhood throughout all stages of their lives.

Objectives

- To support the mix and diversity of land uses in a compact, active transportation supportive development form to ensure a proper balance of residential, employment, and services to shorten distances between homes, workplaces, schools, and amenities to meet people’s needs for daily living, throughout the year, and throughout an entire lifetime.
- To provide for a diverse range of parks, open spaces, and community facilities to encourage residents to be physically active and socially engaged.
- To plan for a density of development that will support transit.
- To ensure that development is cost-effective and appropriate for the marketplace, including the flexibility to respond to, and encourage positive changes in the marketplace over time.

Principle 3: Provide a Range of Housing Types and Opportunities for Affordable Housing.

To provide a mix of housing opportunities and building types throughout the community to meet the needs of people at different stages of their life-cycle and with varying socio-economic factors.

Objectives

- To provide for a range and mix of housing opportunities, choices, and accessibility for all income levels and needs.
- To provide for a range of affordability, consistent with targets established by the Municipality.
- To plan for "age-in-place" facilities within the community that anticipate changing housing needs for an aging population
- Ensure the distribution of housing types provides equal opportunity to access goods and services located in the community and beyond.
- Provide appropriate transitions in housing forms of various heights and densities.

Principle 4: Protect and Restore Natural Heritage and Cultural Heritage Features

To grow and develop in an environmentally appropriate manner that conserves biodiversity and protects and enhances the existing natural and cultural heritage features while broadening opportunities for public access, enjoyment, education, and stewardship.

Objectives

- To protect and enhance local and regional ecosystems and biological diversity.
- To ensure that development does not negatively impact natural heritage features or their ecological functions by providing appropriate separation distances and buffers.
- 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.
- To integrate the existing natural and cultural heritage features into the design of the community and the public realm as aesthetic amenities.
- To provide a functional and highly interconnected system of natural heritage resources, parks, trails, and stormwater management facilities that are accessible and visible to residents.

Principle 5: Ensure Mobility Choices

Support a connected and accessible multi-modal transportation network that gives priority to the creation of complete streets and the provision of active transportation and transit infrastructure to ensure all members of society have transportation options.

Objectives

- To plan for an active transportation system that is highly integrated and connected within the community, the adjacent communities, the Municipality, and to transportation systems that serve the broader Region.
- To provide a variety of economical, safe, and accessible mobility options through the provision of a highly interconnected network of streets, sidewalks, bicycle lanes, trails, and a public transit system to ensure all members of society have transportation options while reducing automobile dependence.
- Ensure all roads are designed to consider context and to utilize complete streets design principles to support a variety of users of all ages and abilities.
- Provide a permeable and connected street system that enables multiple direct routes to enhance pedestrian and cycling activity.
- To create walkable and connected neighbourhoods with sufficient destinations within a walking distance of approximately 400 to 800 metres (5-10 minute walk) of most residents.
- To ensure all roads will be designed as important components of the public realm to provide a network that is appealing for pedestrians, cyclists, transit facilities, and motor vehicles.

Principle 6: Create a Linked Greenspace System

Provide for an accessible, connected, and integrated system of parks, open spaces, and multi-use trails, that are linked to natural features creating opportunities for daily physical activity, addressing an ageing population, and supporting needs of residents of all ages and abilities.

Objectives

- To ensure that parks and open spaces, including the Natural Heritage System are beautiful, accessible, and linked. Parks and open spaces must be visible and accessible from, and integrated with, the street system, and include a full array of

opportunities for outdoor festivals, recreation, and play, as well as quiet contemplation.

- To incorporate stormwater management facilities as part of a linked open space system.
- To provide a continuous trails network within the community that incorporates links of varying character and function, among the natural heritage features, public parks, stormwater management facilities, and a full array of community amenities.
- To provide access to parks by placing parkettes within 200 metres (2-3 minute walk) and neighbourhood parks within 400 metres (5 minute walk) of residents.
- To provide a variety of trails and pathways such as on-road bike lanes, boulevard multi-use pathways, and off-road multi-use pathways.
- To ensure that pedestrian connections adjacent to the Natural Heritage System are planned to anticipate use and to avoid impact on the natural features and their ecological functions.

Principle 7: Promote Design Excellence

Develop a well-designed and contextually appropriate community that celebrates the scale and form of the existing natural and built character.

Objectives

- To develop a welcoming community that encourages and supports active living, social engagement, civic pride, and the creation of a sense of place and well-being.
- To encourage a high quality and consistent level of urban design for the public and private realms through adherence to the principles, policies, and requirements of this Secondary Plan and the Sustainable Urban Design Guidelines.
- Promote high quality urban design, including place-making and community focal points.

- Ensure buildings, streetscapes, parks and open spaces, and infrastructure are distinctive and aesthetically pleasing.
- Ensure that traffic calming measures are an integral part of the community design through streetscape design measures, boulevard tree planting, street curvature, axial view, and appropriate on-street parking provisions that do not impede the pedestrian and cycling networks and the provision of safe infrastructure.
- Provide for the orientation of building front facades, both public and private, to frame streetscapes and to enhance the public realm and encourage pedestrian activity.
- Require high quality architecture that transcends a theme or a specific period in time is fundamental to a beautiful community. Buildings should be compatible with one another, but there must be a diversity of scale and a diversity of style as it may be defined through building materials, colour, and architectural details.

Principle 8: Promote Efficient Development Patterns and Standards

To achieve logical and efficient development and land use patterns and coordinated planning for transportation and municipal services to sustain the financial well-being of the municipality over the long term.

Objectives

- To ensure that appropriate densities within the Secondary Plan area are strategically located to promote cost efficient construction of new infrastructure.
- To design the road network in a manner that enables transit routes within the Secondary Plan area to be located, intersect, or form a central corridor with key destinations such as schools, Village Corridor, and the Neighbourhood Centre.
- To optimize the use of existing infrastructure investments and to promote the coordinated, efficient, and cost-effective delivery of service infrastructure and community infrastructure that is appropriate for the planned urban development forms

- To ensure the phasing of future development is planned as a logical and sequential extension of infrastructure that is both cost effective and minimizes disruption of existing transportation routes, residential, and employment uses.
- To include higher density built forms and intensity of land uses as a way of reducing land consumption and maximizing the efficiency and cost effectiveness of municipal service infrastructure.

3.0 COMMUNITY STRUCTURE

The Community Structure of the Secondary Plan is based on achieving the principles and objectives identified in Section 2.2. The components of the community structure are a collection of high level structuring elements that shape the Brookhill Neighbourhood. The Community Structure elements include the following:

- i. Open Space System
- ii. Major Road Network
- iii. Park
- iv. Residential Neighbourhoods
- v. Retail/Service Commercial
- vi. Institutional

1. Open Space System

The Open Space System includes the natural heritage system which is the initial structuring element around which all other elements are built. The natural heritage system includes all core natural heritage features, such as wetlands, woodlands, and tributaries and shall be protected, restored, and enhanced to create continuous green corridors.

2. Major Road Network

The Road Network includes the major connector roads within the Brookhill Neighbourhood. The road network will follow a modified grid pattern to

ensure a permeable and connected system of roads that allow for direct routes into, through, and out of the community. The road network will be developed under the principle of “complete streets” and will accommodate appropriate facilities for the movement of pedestrians, cyclists, transit, and vehicles. Bowmanville Avenue is identified as a Local Corridor in the Official Plan and will support transit and opportunities for active transportation facilities including a multi-use trail.

3. Parks System

The parks system includes Neighbourhood Parks, parkettes, urban squares, and a trail network. Neighbourhood Parks are located adjacent to planned community facilities and the Natural Heritage System to support active transportation and connections to a community trail system. Parkettes and urban squares are smaller components of the parks system and offer passive recreation opportunities. Parks are located throughout the community and are centrally located such that most residents are within a 5 minute walk (400m) of an open space. This encourages daily physical activity and creates a central focus and gathering space for the neighbourhoods.

4. Residential Neighbourhoods

The Residential Neighbourhoods shall be planned and designed as accessible, pedestrian-oriented areas that are distinct in character and connected within the larger Brookhill Neighbourhood within an approximate 5 minute walk (400 metres) of local transit, schools, and parks, and within a 10 minute walk (800 metres) of higher order transit and services. The Residential Neighbourhoods will include a mix and diversity of housing types to ensure variety and choice.

The Residential Neighbourhoods include low density housing such as single detached, semi-detached dwelling types, and limited townhouse dwellings; medium density housing, such as townhouses, stacked townhouses, and live/work units; and high density housing with stacked townhouses and low-rise and mid-rise apartment buildings. Apartment units may be permitted in either stand-alone residential buildings or above the ground floor in a mixed-use building. Medium and high density housing will be distributed along collectors and arterials. Transit oriented development will occur along Bowmanville Avenue, a Local Corridor, providing the highest densities in the Neighbourhood.

5. Retail/Service Commercial

Retail/service commercial areas have been included in the Brookhill Neighbourhood to provide opportunities for amenities and services within an approximate 10 minute walk of residents (800 metres). Two community elements include a Neighbourhood Centre and a Village Corridor.

A Neighbourhood Centre is located at Bowmanville Avenue and Longworth Avenue, which will be an area with the highest concentration of uses, supporting Bowmanville Avenue's role as a Local Corridor. The uses include mixed use buildings, with ground floor retail and residential above, and stand-alone commercial/retail uses up to 5,000 square metres. The residential built form includes townhouses, stacked townhouses, and apartments and provides for a concentration of users within easy access of transit.

The Village Corridor is a primary focus along Longworth Avenue and will incorporate retail and service commercial, recreational, and cultural uses, as well as ground related housing and residential apartment buildings within a mixed-use context, which are also a built form that removes driveways from the road frontage.

6. Institutional

Elementary schools have been located central to the Brookhill Neighbourhood at a walking distance of approximately 5 minutes (400 metres) of residents to support children walking to school. Elementary schools also act as a neighbourhood focal point and when located adjacent to a neighbourhood park further create opportunities for the sharing of facilities.

4.0 THE ENVIRONMENT AND SUSTAINABILITY

Built form plays a major role in creating a healthy, vibrant, and sustainable community. Communities, neighbourhoods, and new buildings should be designed with a focus on reducing water use, waste generation, and energy use. Since human activity is the principle cause of elevated levels of air pollutants and greenhouse gases, and of demands on energy, water, and waste systems, the policies of this Plan will focus on means of mitigating this impact on both the built and natural environments. The policies will also address public health issues through a variety of measures that encourage urban design strategies to promote daily physical activity.

4.1 Sustainable Design and Climate Change

- a) The Municipality will use its array of planning tools, including this Secondary Plan and associated Sustainable Urban Design Guidelines, as well as the Green Development Program, to help guide development to be more sustainable.
- b) The promotion of green building technologies, renewable and alternative energy sources, and other sustainable design options for development shall be developed in accordance with the policies of Section 5.5 of the Official Plan and all relevant Provincial legislation and policy directives.
- c) Development applications shall be consistent with Section 5.6.5 of the Official Plan and shall include a Sustainability Report indicating how the development meets the sustainable development principles and policies of this Plan, including addressing sustainable community, site and building design.

Climate Change Adaptation and Mitigation

- d) The Municipality will work to integrate climate change adaption and mitigation strategies through land use and development patterns that are sustainable, including:
 - i. Maximizing the use of vegetation to support improved air quality;
 - ii. Reduced greenhouse gas emissions;
 - iii. Water conservation and management;
 - iv. Maximizing opportunities for the use of renewable energy systems; and,
 - v. Promoting the use of active transportation and reduced vehicle trips.
- e) The Municipality shall work with Durham Region, GO Transit, Metrolinx and adjacent municipalities to improve transit services, carpooling and other traffic demand management measures to reduce greenhouse gas emissions from transportation.

Air Quality

- f) In order to minimize the air quality and climate change impacts associated with new growth, the following is achieved by this Plan:
 - i. The reduction of air pollution through the development of ‘complete’ communities that are characterized by greater densities placed at mixed use centres, or near transit facilities; mix and diversity of housing types; and connected and walkable road patterns to encourage healthier lifestyles by making it easier to walk, bike, or take transit;
 - ii. The reduction of vehicle kilometres travelled across the Secondary Plan Area through increased mobility choices and the promotion of active transportation, including accessible transit within a 400 metre (5 minute) walking distance of residential development, walking, and cycling, to reduce automobile dependence and single-occupancy vehicle trips; and,
 - iii. The separation of sensitive land uses from air pollutant sources through appropriate separation distances, mitigation measures, land use planning, and zoning.
- g) The Municipality will support the use of electric vehicles through the provision of charging infrastructure in the Neighbourhood Centre and/or Village Corridor.
- h) The Municipality will require the minimum number of parking spaces to minimize the impact of car parking through the following.
 - i. Require that mixed use developments include shared use of parking among uses that have different peaking characteristics;
 - ii. Design parking areas so they are not the primary visual component of a neighbourhood;
 - iii. Reduce the parking ratio required in areas that are served by transit; and,
 - iv. Dedicate priority parking spaces for carpool, ride sharing, and ultra-low emission vehicles - 5% of total parking spaces.

Water Conservation

- i) To support water conservation, the Municipality will:
 - i. Encourage green infrastructure to utilize the absorbing and filtering abilities of plants, trees, and soil to protect water quality, reduce runoff volumes, and recharge groundwater supplies. Provide an interconnected network of open spaces, natural areas, greenways, wetlands, parks, and forest areas;
 - ii. Encourage the use of drought tolerant and native tree and shrub species in parks, along streetscapes, and in public and private landscaping to reduce water use;
 - iii. Encourage the use of porous or permeable pavement instead of standard asphalt and concrete for surfacing sidewalks, driveways, parking areas, and many types of road surfaces as a stormwater run-off management strategy; and,
 - iv. Where feasible, implement Low Impact Design Standards that emphasize the use of bio-swales, innovative stormwater practices, constructed wetlands, at-source infiltration, greywater re-use system, and alternative filtration systems such as treatment trains and water conservation measures.

Energy Conservation

- j) In order to reduce energy consumption, development proposals that include energy efficient building design and practices in building renovations and re-developments such as passive solar energy gain, increased building insulation, green roofs, Energy Star® rated appliances and mechanicals, alternative energy systems, and conformity with LEED (Leadership in Energy and Environmental Design – Canada) standards® (or equivalent alternative), in all new buildings, shall be encouraged and supported.
- k) Development within the Secondary Plan Area shall be developed with regard to the principles of of Canadian LEED-ND (Leadership in Energy and Environmental Design for Neighbourhood Development) as they evolve.

- l) The Municipality will promote the mitigation of heat island effect by:
 - i. Incorporating green roofs planted with vegetation to contribute to cooling while also assisting with stormwater management, improved air quality, and energy efficiency of buildings;
 - ii. Implementing cool roofs strategies into building design that use high albedo materials to reduce heat gain;
 - iii. Strategic use of deciduous trees or preserve existing trees as part of a free cooling strategy to help with evapotranspiration and shading of sidewalks and hard surface areas in summer and solar access in winter; and,
 - iv. Installing light-coloured paving materials including white concrete, grey concrete, open pavers and any material with a solar reflectance index of at least 29.

Energy Generation

- m) The Municipality shall:
 - i. Encourage development plans and building designs to maximize solar gains and that buildings be constructed in a manner that facilitates future solar installations (i.e. solar ready- *built with all the necessary piping and equipment that would be needed to install a rooftop solar power system*);
 - ii. Where feasible, development plans and building designs shall provide opportunities for south facing windows and building orientation to maximize potential for passive and active solar energy. Where feasible, implement street and block alignment within 25 degrees of geographic east-west to maximize solar gain; and,
 - iii. Where feasible, provide alternative community energy systems such as geo-exchange, sewer heat recovery, and/or inter-seasonal thermal energy.

Urban Forest Resource Enhancement

- n) The Municipality will increase the urban canopy by reforesting parkland, residential, and commercial areas, open spaces, marginal land, and streetscapes. Trees sequester CO₂ and will contribute to the Region's greenhouse gas emissions target of 80% reduction by 2050.
- o) New development applications shall include a planting plan that provides for a variety of trees that are hardy, resilient, non-invasive, salt tolerant, drought resistant and low maintenance. All trees shall be non-invasive species and provide a large canopy and shade over sidewalks, parks, and open spaces.
- p) Any development proposal on a site which includes a woodlot, hedgerow, or trees shall be accompanied by, or may be required to prepare a Tree Preservation Plan. Tree Preservation Plans shall be submitted at the draft plan of subdivision application stage, or at the site plan application stage, or as otherwise required by the Municipality.
- q) A Tree Preservation Plan shall be prepared by a qualified professional in the field of ecology, arboriculture, or forestry to the satisfaction of the Municipality. A Tree Preservation Plan shall identify the present conditions of the site and shall make recommendations on tree preservation in conjunction with the development proposed.
- r) In the consideration of development applications in which there is a net loss of trees, the Municipality will require this loss to be compensated by the developer with the replacement of trees in a location to be determined by the Municipality. In determining appropriate compensation, consideration shall be given to the significance and value of the ecological function that the existing tree inventory provides.

Local Food Production

- s) The creation of opportunities for local food production in the Secondary Plan Area is supported by the Municipality. Development plans and building designs shall provide opportunities for local food growing and production through:
 - i. Community gardens;

- ii. Edible landscapes;
- iii. Small scale food processing (i.e. community kitchens, food co-ops, community food centres);
- iv. Food-related home occupations/industries;
- v. Small and medium scaled food retailers; and,
- vi. Local market space (i.e. a farmer's market).

4.2 Environmental Protection

- a) The Natural Heritage System is largely composed of lands that contain key natural heritage features and key hydrologic features. The system also includes other lands that serve as linkages, corridors, and adjacent buffer lands.
- b) The Municipality recognizes the important contribution that natural heritage features make to the creation of a vibrant, livable community. The natural heritage features within the Secondary Plan Area are identified as Environmental Protection Area on Schedule B – Open Space and Parks and comprise approximately 40% of the Brookhill Neighbourhood Secondary Plan. Lands designated Environmental Protection Area shall be subject to the policies of the Official Plan.
- c) The Environmental Protection Area recognizes the interdependence of natural heritage features and their associated functions, and thus seeks to maintain connections among natural features, so that their existing ecological and hydrological functions are maintained or enhanced.
- d) The biodiversity, ecological function, and connectivity of the Environmental Protection Area shall be protected, maintained, restored or, where possible, improved for the long-term, recognizing linkages between and among natural heritage features and areas, surface water features, and ground water features.
- e) Lands within the Environmental Protection Area are to be protected, conserved, restored, and where possible, enhanced as the community evolves. Moreover, the Environmental Protection Area together with a network of parks and trails can be leveraged to provide unique views and

connections through the community that contribute to creating a sense of place.

- f) Natural heritage features should be physically and visually accessible from the abutting roads.
- g) Preservation of existing vegetation is encouraged. Where necessary, indigenous and ecologically complementary plantings should be encouraged.
- h) A linked open space system is also seen as a fundamental element of the urban structure of the Brookhill Neighbourhood. Public recreation has evolved from taking place primarily in formal active recreation areas, to include activities undertaken in informal public spaces such as wooded areas, valley lands, and other open space areas.
- i) The community will be designed to avoid natural hazards.

5.0 CREATING VIBRANT URBAN PLACES

- a) The Municipality's objectives for urban design in the Brookhill Neighbourhood are based on the belief that the livability and physical appeal of a community can be enhanced by the quality, layout, and attractiveness of its public and private realms.

5.1 Urban Design Intent

- a) 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:
 - i. The provision of a clearly defined public realm;
 - ii. A standardized and highly interconnected pattern of lotting for development blocks;
 - iii. Consistent built form;
 - iv. Safety, accessibility, and comfort in the pedestrian environment;

- v. Support for cycling lanes, routes and stands throughout the community;
 - vi. Achievement of an overall density within the community of at least 50 residents and employees per net hectare; and,
 - vii. Support for transit services throughout the community.
- b) The design policies of this Plan provide development proponents with an understanding of the design intent of the Municipality. New development shall conform with the urban design policies contained in the Official Plan.
 - c) This Secondary Plan includes Sustainable Urban Design Guidelines, which are attached as Appendix B. The intent of the Sustainable Urban Design Guidelines is to promote an appropriate built form and public realm within the Secondary Plan Area. The Sustainable Urban Design Guidelines function as an implementation tool for successive development and approval processes that are required to implement this Secondary Plan, particularly the Zoning By-law, and Draft Plans of Subdivision/Condominium.
 - d) All development within the Secondary Plan Area shall be consistent with the Sustainable Urban Design Guidelines attached as Appendix B. Adjustments and further refinements to the Sustainable Urban Design Guidelines are anticipated and may be considered at the development stage through submission of an Urban Design Brief which demonstrates how the general design approach in the Sustainable Urban Design Guidelines is being achieved, or the rationale for the deviation, to the satisfaction of the Municipality and Region.

5.2 Placemaking

- a) Place-making is the recognition and enhancement of a local community's unique aspects/assets. Recognizing the unique aspects of a neighbourhood requires an understanding of its existing attributes and how they contribute to creating a recognizable and defined character. They assist in understanding the physical make-up of an area and help to identify what sets an area apart from its surrounding context.

- b) To achieve excellent community design, the Municipality shall require the creation of landmarks and other distinctive elements or focal points for activities and events to help foster community identity and sense of place. In addition, the Municipality shall support development that:
 - i. Offers pedestrians and other users a high level of comfort, enjoyment, and personal protection;
 - ii. Provides an integrated mix of uses, activities and experiences, including the provision of social and health facilities, arts, culture, and recreation facilities;
 - iii. Is designed to fit its context by considering the mix of uses, building massing, height, scale, architectural style, and details of existing and/or historical, adjacent buildings and structures; and,
 - iv. Establishes appropriate relationships between built and natural environments, which ensure that natural systems are protected and celebrate significant aspects of the natural and cultural landscape.
- c) The principle of compatible development will be applied to all applications for development to ensure the sensitive integration of new development with existing built forms and landscapes in a way that enhances the image and character of the Secondary Plan Area.
- d) Within the framework of compatible development, the Municipality shall support and encourage contemporary architecture and design approaches that interpret and enrich living culture, and thereby creates a 21st century cultural heritage for future generations.
- e) To ensure development is compatible, when considering any application for development within the Brookhill Neighbourhood, attention shall be paid to the following:
 - i. The landscape, built form, and functional character of the surrounding community is enhanced;
 - ii. No undue, adverse impacts are created on adjacent properties in the vicinity;

- iii. Significant natural heritage features and their associated ecological functions are appropriately protected;
- iv. Identified on-site or adjacent cultural heritage resources are appropriately conserved;
- v. The height and massing of nearby buildings is appropriately considered, and buffers and/or transitions in height and density to adjacent properties are implemented, where necessary;
- vi. On-site amenity space is provided, and it is reflective of the existing patterns of private and public amenity space in the vicinity;
- vii. Streetscape patterns, including block lengths, setbacks and building separations are maintained; and,
- viii. Utility, infrastructure, and transportation system capacity exists to serve the proposed development and there are no undue adverse impacts on the Municipality's sewer, water, storm water management and transportation systems.

5.3 The Public Realm

- a) The public realm comprises public roads, lanes, parks and open spaces, 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.
- b) The design and development of the public realm shall be consistent with the policies of Section 5.3 of the Official Plan. In addition to the policies of the Official Plan, and the policies of this Secondary Plan, the Sustainable Urban Design Guidelines, attached to this Secondary Plan as Appendix B, provide detailed guidelines for the public realm.

5.3.1 Roads and Streetscapes

- a) The design of Public 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;
 - 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;
 - iv. Be designed to ensure efficient walking routes to schools, centres, transit, and other key destinations with continuous sidewalks, or equivalent provisions for walking, on both sides of the road;
 - v. Implement traffic calming measures such as on-street parking, reduced lane widths, laneways, raised intersections, curb bulb-outs, and/or roundabouts to reduce vehicular traffic speeds and to ensure safe walking and cycling environments;
 - vi. Provide neighbourhood permeability by designing blocks to be between 150 to 180 metres in length (no more than 250 metres) to promote active transportation, discourage excessive driver speed, and disperse traffic movements; and,
 - vii. Provide street trees and landscaping on both sides of the road to create and enhance the urban tree canopy while providing shade over sidewalks.
- b) Streetscaping elements shall be provided throughout the community. They shall be designed to be consistent and complementary to the character of the community. The coordinated installation of roadways, utilities, sidewalks, bicycle lanes, streetscaping elements, lighting and tree planting will be part of the planning, design, and development of all streets. Regard will be given to adequate space and safety provisions for the movement of pedestrians and cyclists, with a clear system of through routes and for safe transfers, on and off, of transit vehicles.
- c) Sidewalks shall form a continuous network throughout the community and constitute an integral part of the pedestrian system to promote active transportation. All sidewalks shall be designed to enhance accessibility for all residents and will comply with the AODA.

- d) Locate all utilities underground where feasible, including the consideration of cost. Where components of utilities must be located above ground, they should be located within the public right-of-way or on private property, such as a rear lane or in locations where there is no conflict with the street tree planting line.
- e) Utility providers will be encouraged to consider innovative methods of containing utility services on or within streetscape features including, but not limited to, gateways, lamp posts, and transit shelters when determining appropriate locations for larger equipment and cluster sites.

5.3.2 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.

5.3.3 Public Buildings

- a) Public buildings, facilities, and spaces enhance the quality of the urban setting and are an important component of a community. To recognize the importance of public and institutional buildings in the community and to enhance their status, public buildings will:
 - i. 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;
 - ii. Be designed as special landmark buildings with high quality design, materials, and finishes. The site should be well landscaped in recognition of the prominent locations and status as landmark buildings; and,

- iii. Be located close to the road right-of-way to reinforce the road edge to create a visually dominant feature in the community.

5.3.4 Building Orientation

- 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 to emphasize their importance as landmarks.

5.3.5 Prominent Intersection

- a) A Prominent Intersection is located at Bowmanville Avenue and Longworth Avenue.
- b) The intensity of development and variety of uses will establish this area as a community focal point. The significance of Prominent Intersections as

community focal points will be emphasized through building massing and height, materiality, street furniture, landscaping, and public art.

5.3.6 Public Art

- a) The Municipality will support the installation of new pieces of public art in the Secondary Plan Area in public locations, such as gateways, public squares, and parks.

5.4 The Private Realm

- a) The private realm within the Secondary Plan Area is comprised of a variety of built forms and private spaces, and their relationship to natural features, open spaces, and street network. The variety of residential types, and commercial/retail uses envisioned for the Brookhill Neighbourhood will contribute to its character and support the public realm through form and architectural details/features. The following private realm guidelines are intended to:
 - i. Encourage harmonious, attractive streetscapes through attention to the architectural quality of the building facade and the at-grade relationship of buildings to streets, to parks, and to natural features;
 - ii. Create a high standard of architectural detail and design excellence that enhances the overall character and uniqueness of the community;
 - iii. Encourage a range and mix of housing forms, a diversity of height, and lot type variety to create a diverse built environment; and,
 - iv. Reduce and mitigate the visual prominence of garages and utilities within the residential landscape.

5.4.1 Development Blocks and Lots

- a) Development will be accommodated on a modified street grid including Arterial Roads, Collector Roads, Local Roads, and Lanes to establish development blocks that achieve an efficient pattern and provide visual interest and diversity.

- b) Where possible, development blocks should maximize solar gains through building orientation and layout to maximize potential for passive and active solar energy.
- c) The size and configuration of each development block will:
 - i. Be appropriate for its intended use;
 - ii. Facilitate and promote pedestrian movement; and,
 - iii. Provide a sufficient number and, where appropriate, a range of building lots to achieve cost effective and efficient development.
- d) Each development lot in a block will:
 - i. Have frontage on a public road or lane;
 - ii. Ensure buildings are designed to front, face, and feature abutting public streets. Reverse frontage shall generally not be permitted for development within this Secondary Plan Area. Where conditions exist that require reverse frontage, it shall be done to the satisfaction of the Municipality; and,
 - iii. 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 attached Sustainable Urban Design Guidelines.
- e) Notwithstanding the provisions of this Secondary Plan, development lots within the Village Corridor or Neighbourhood Centre designations, having substantial frontage on a Type A 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 and Sustainable Urban Design Guidelines.

5.4.2 Built Form

- a) Buildings shall be designed for an urban context by directing their primary building facades to the abutting public street. Buildings must be designed for close siting which facilitates street activity and active transportation, with views directed to the street and public spaces rather than towards parking areas and neighbouring sites.
- b) New development will be compatible with adjacent and neighbouring development as per Section 5.2 e) of this Secondary Plan.
- c) 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.
- d) 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.
- e) Architectural styles of individual dwelling units shall complement each other. The various architectural forms within the community shall provide for a harmonious mix of distinctive architecture, which may incorporate both traditional/heritage and modern influences. It is important that the architectural form and architectural style complement the design of the public realm.
- f) To minimize disruptions to the safety and attractiveness of the Type B and C Arterials and Collector Roads, a system of rear lanes may provide the primary access for on-site parking and servicing functions.
- g) 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.

- h) 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 Centre 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. Appropriate landscaping and screening measures shall be provided to mitigate their visual impact on public views.

5.4.3 Pedestrian Environment

- a) 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) 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; and,
 - ii. Provision of a consistent level of landscape design, incorporating such elements as appropriate paving, planting, fencing, street furniture, lighting, and signage.

5.5 Accessibility for Ontarians With Disabilities (AODA)

- a) The Municipality will consider accessibility for persons with disabilities in all land-use planning and development decisions. As such:
 - i. All new and/or renovated Municipally-owned, leased, or operated facilities, parks and open spaces, municipal infrastructure systems, and any other space that is accessible to the public, shall comply with the accessibility requirements as set out by the Ontario Building Code and the Accessibility for Ontarians with Disabilities Act; and,
 - ii. All new private sector development shall incorporate universal physical access features and follow the accessibility requirements as set out by the Ontario Building Code and the Accessibility for Ontarians with Disabilities Act. Accessible private sector development shall be achieved through Site Plan Approval, enforcement of the Building Code, and the implementation of all applicable Provincial legislation and standards.

5.6 Crime Prevention Through Environmental Design (CPTED)

- a) All development, with a focus on streetscapes, parks and open spaces, parking lots and other publicly accessible areas, shall include Crime Prevention Through Environmental Design (CPTED) principles, including:
 - i. Adequate lighting;
 - ii. Clear sight lines, allowing views from one end of a walkway to the other;
 - iii. Appropriate landscaping, but avoiding landscaping that might create blind spots or hiding places;
 - iv. Adequate fencing and fenestration;
 - v. Clear signage that delineates permitted use and speed; and,
 - vi. Streetscape and building design that promotes ‘eyes on the street’.

6.0 ENCOURAGING HOUSING DIVERSITY

6.1 Housing

- a) Housing is vital to the creation of healthy, sustainable, and complete communities. Residents of all ages, income levels and abilities rely on a range and mix of housing types to offer a meaningful place to grow and a safe and secure place to live. An appropriate range of housing choices contributes to the overall health and well-being of communities. By providing a range and mix of housing types, the diverse range of housing needs can be met, and it enables people to live in the community as they progress through the stages of life. The policies of this section are intended to facilitate the provision of a broad range and mix of housing opportunities in appropriate locations in the Secondary Plan Area.
- b) The Secondary Plan shall encourage and support a variety of housing forms, and where appropriate, private, public, and non-profit housing developments designed to provide housing options for seniors including small ownership dwellings, higher density condominium dwellings, building with rental units, as well as developments such as retirement and assisted living facilities that facilitate “aging-in-place”.
- c) 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.
- d) New residential buildings should incorporate universal physical access features and follow the accessibility requirements as set out by the Ontario Building Code (OBC) and the *Accessibility for Ontarians with Disabilities Act*.
- e) All of the relevant policies of Section 6 of the Official Plan apply to all new residential development within the Brookhill Neighbourhood. The Official Plan states that a broad range of housing types, tenure, and cost is encouraged to meet the evolving housing needs of people of all ages, abilities, and income groups in the Municipality. Providing a range of

housing types includes not only various forms, sizes, and tenures, but also includes affordable and special needs housing.

- f) Residential development abutting the Natural Heritage System shall be oriented and developed in a manner that is compatible, complimentary, and supportive of the natural heritage features and ecological functions of the system.
- g) All residential development shall be consistent with the Sustainable Urban Design Guidelines attached to this Secondary Plan as Appendix B and submit an Urban Design Brief as a component of a development application.
- h) 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 rear lanes. 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 Bowmanville Avenue right-of-way. Noise attenuation fencing will be discouraged.
- i) Home occupations may be permitted in residences if they are compatible with the surrounding uses and subject to the inclusion of appropriate provisions in the Zoning By-law.

Live/Work Units

- j) The Municipality will encourage live-work opportunities through a combination of flexible zoning permissions and accommodations for combined residential and business or personal services, office uses, where appropriate, to facilitate home-based employment, which ensures proximity between housing and jobs and provides a mix of uses.
- k) Live-work units should be located along Collector Roads, transit routes, or at the gateway to a neighbourhood. These units provide not only higher densities to help support transit systems but a diverse range of shops and services that are within a convenient walking distance of the majority of adjacent residential neighbourhoods.
- l) Live-work development is subject to the following:

- i. Permitted within street and block townhouses;
- ii. The first floor within any live-work unit may be used for commercial, retail, and office uses, and be oriented towards a public road; and,
- iii. Off-street parking in front of buildings is prohibited. Parking should be accommodated through on-street parking or in driveways located off a rear lane.

Additional Dwelling Units

- m) Additional dwelling units shall be permitted within residential areas in a new single detached dwelling, semi-detached, dwelling, and townhouse dwelling, including in an ancillary structure to one of these dwellings. Only one additional unit is permitted per property.
- n) Additional dwelling units can be created without triggering a development charge.

Garden Suites

- o) Garden Suites are permitted in conjunction with all permitted single detached dwellings, subject to the provisions of a Temporary Use By-law and the policies of Section 6.3 of the Official Plan.

Assisted and Special Needs Housing

- p) Assisted and special needs housing shall be integrated into residential areas and in close proximity to community facilities to support access to everyday needs.
- q) Assisted and special needs housing shall be subject to the provisions of Section 6.3 of the Official Plan.

6.2 Affordable Housing

- a) The Secondary Plan supports the provision of affordable housing for low- and moderate-income households in accordance with the definitions and policies of the Province.
- b) The Secondary Plan supports the Municipality's affordable housing objectives by requiring a variety of housing sizes and types and permitting accessory apartments, as per Policy 6.3.5 of the Official Plan. Affordable

housing will be achieved through Municipal Regulatory and Process Tools, Land Based Incentives, and Financial Incentives.

- c) As an incentive for the provision of affordable housing, as defined in Section 24.2 of the Clarington Official Plan, reductions in the minimum parking requirements under the Zoning By-law may be considered by the Municipality on a site-by-site basis where housing that is affordable is provided as part of a development proposal.
- d) In addition, the Municipality will explore other potential incentives under a Community Improvement Plan or other legislated tool, such as reduced or deferred development charges, reduced application fees, grants and loans, to encourage the development of affordable housing units and purpose-built rental housing. The Municipality will also encourage Durham Region to consider financial incentives for these types of development.
- e) The Municipality shall explore options such as the dedication of land, or payment-in-lieu, to support the construction of affordable housing units in Clarington.
- f) The Municipality will work with other government agencies and the private sector, to promote innovative housing forms, development techniques, and incentives that will facilitate the provision of affordable housing.
- g) The Municipality shall encourage, as a component of the affordable housing target, the provision of housing that is cost-subsidized (i.e. assisted housing) and is necessary to meet the needs of households unable to find affordable housing through the private market. Such assisted housing may be provided by the public or private sector and may be in conjunction with government programs for seniors.
- h) Affordable housing will be encouraged to locate in proximity to local community facilities and existing or potential public transit routes and active transportation facilities.

6.3 Accessible Housing

- a) The Municipality shall work with appropriate agencies to ensure an adequate supply of appropriately scaled accessible housing forms including assisted living; special needs housing; nursing homes and other

forms of housing for seniors; and innovative housing models such as co-housing.

- b) Appropriately scaled accessible housing forms shall be integrated into the Neighbourhood Centre and Village Corridor where community services and amenities are easily accessible to ensure people with special needs have the best opportunity to care for themselves as much as possible in a non-institutional setting.

7.0 CELEBRATING OUR CULTURAL HERITAGE

- a) Cultural Heritage resources include archaeological and historic resources, built heritage resources, and cultural heritage landscapes. The combination of human-made buildings and structures, as well as the natural landscape create an area that is valued by the community.
- b) The conservation and enhancement of significant cultural heritage resources shall be consistent with the provisions of Chapter 8 in the Official Plan and all relevant Provincial legislation and policy directives.
- c) 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.
- d) No grading or other disturbance shall take place on any site within the Brookhill Neighbourhood Secondary Plan Area prior to the issuance of a letter of clearance from the Ministry of Citizenship, Culture and Recreation.
- e) In addition to the policies of the Official Plan, when reviewing applications for zoning amendments, site plan approval, demolition, minor variance, or the provision of utilities affecting lands/properties adjacent to a designated cultural heritage resource, the Municipality will ensure that the proposal is compatible by:
 - i. Respecting the massing, cladding materials, profile and character of adjacent heritage buildings;
 - ii. Having regard and approximating the width of nearby heritage buildings when constructing new buildings facing the street;

- iii. Approximating the established setback pattern on the street;
- iv. Orienting the building to the street in a similar fashion to existing heritage buildings;
- v. Ensuring that parking facilities are compatibly integrated into heritage areas by locating them to the rear of the property; and,
- vi. Requiring local utility companies to place metering equipment, transformer boxes, power lines, conduit equipment boxes, and other utility equipment and devices in discrete locations that do not detract from the visual character or architectural integrity of the heritage resource.

8.0 MOBILITY AND STREETS

- a) The Secondary Plan shall provide for a balanced transportation system that promotes active transportation facilities to encourage walking and cycling. This Plan requires that a highly walkable community is developed based on an interconnected network of streets with pedestrian supportive streetscapes that provide for ease of access, orientation, and safety for pedestrian, cyclists, and motor vehicles to ensure that all members of society have a range of transportation options.

8.1 General Mobility Policies

- a) The road network serving the Secondary Plan Area will be designed with complete streets principles to accommodate all modes of travel while prioritizing transit, cycling, and walking to balance the needs of all users.
- b) The policies applicable to the provision of transportation services within this Secondary Plan are within Section 19 of the Official Plan. Notwithstanding the provisions of Section 19, roads shall be provided in accordance with the provisions and standards established through this Secondary Plan.
- c) All road designs shall be consistent with Appendix A - Road Standards and Profiles, the Sustainable Urban Design Guidelines included as Appendix B to this Secondary Plan and confirmed through a Traffic Impact Study submitted as part of a development application.

- d) The intent of the Secondary Plan is to develop connected and continuous, grid-like multi-modal street network while recognizing constraints such as natural areas that create barriers which limit the achievement of a completely connected street network.
- e) Final route alignments, designs and requirements for roads, trails and other components of the active transportation system shall be established based on the detailed traffic impact studies required at future planning applications (site plans/draft plan of subdivisions). This study shall be completed and the requirements for all active transportation system components confirmed to the satisfaction of the Municipality in consultation with other agencies having jurisdiction, prior to approval of development within the Secondary Plan Area.
- f) All streets will be designed as important components of the public realm, providing a network that is appealing for pedestrians, cyclists, motorists and in the longer term, transit users. The road network shall be designed to provide vistas and view sheds to public parks and open spaces and to the Natural Heritage System to assist in the creation of a sense of place.
- g) Cul-de-sacs, crescent streets, and loop streets will not be utilized unless they are located and provide pedestrian connections to adjacent or nearby significant infrastructure or are abutting the Natural Heritage System.
- h) 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.

8.1.1 Arterial Roads

- a) Bowmanville Avenue bisects the Secondary Plan Area and will be a key component of the transit system for the area and is identified in the Official Plan as a Type A Arterial Road. Green Road and Nash Road are identified as Type B Arterial Roads and Longworth Avenue is a Type C Arterial Road.
- b) Bowmanville Avenue is a major regional transportation corridor and is identified as a Local Corridor in the Official Plan. Development along

Bowmanville Avenue shall be consistent with the policies of Chapter 10.6 of the Official Plan.

- c) Bowmanville Avenue 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 Neighbourhood. Reverse frontage development will not be permitted adjacent to Bowmanville Avenue. 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.
- d) Driveway access on Green Road, Nash Road, and Longworth Avenue Arterial Roads shall be limited.
- e) Back-lotting or reverse lot frontages shall be avoided where feasible and not considered unless demonstrated to be the only alternative.
- f) All development within the Secondary Plan Area that directly abuts an Arterial Road shall provide appropriate buffering, landscaped open space, and shall consider the aesthetic function of the corridor.
- g) The alignment of the Longworth Avenue extension as shown on Schedule A is approximated and will be determined through detailed planning to determine the appropriate intersection point at Bowmanville Avenue, 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.

8.1.2 Collector Roads

- a) Clarington Boulevard is identified as a Collector Road in the Official Plan and will be extended north from the Longworth Avenue extension to Nash Road, the north boundary of the Secondary Plan Area, to provide for a continuous north-south Collector Road.

- b) Collector Road right-of-way widths shall be designed up to a maximum of 26.0 metres, and in accordance with Section 19 of the Official Plan.
- c) The location and design requirements for Collector Roads will be confirmed and implemented through subsequent development approvals.
- d) Back-lotting or reverse lot frontages shall be avoided where feasible and not considered unless demonstrated to be the only alternative.
- e) Bicycle lanes should be provided in the boulevard on both sides of a 26.0 metre Collector Road.
- f) Roundabouts will be encouraged to be used at the intersection of any two Collector Roads.

8.1.3 Local Roads

- a) The complete Local Road pattern is not identified on any of the statutory schedules to this Secondary Plan. A conceptual Local Road pattern is identified as part of the Sustainable Urban Design Guidelines included as Appendix B to this Secondary Plan. 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.
- b) Local roads will have an interconnected street layout with multiple route choices to arterial and collector roads where transit routes and supporting retail facilities are most commonly located.
- c) Local Roads are expected to have a right-of-way width of up to a maximum of 20.0 metres. Lesser right-of-way widths for Local Roads are encouraged.
- d) Local Roads will generally be designed to accommodate on-street parking, sidewalks on both sides, and landscaping in the boulevards.
- e) The location and design requirements for Local Roads will be confirmed and implemented through subsequent development approvals.
- f) Back-lotting or reverse lot frontages shall be avoided, where feasible, and not considered unless demonstrated to be the only alternative.

8.1.4 Lanes

- a) Lanes shall be used on a limited basis to access a private garage or parking space, or access to the rear yard of a commercial building, and to promote through traffic movements on Arterial and Collector Roads, where individual direct access is limited.
- b) Residential lanes may be provided for dwelling units that front onto Arterial Roads, Collector Roads, or neighbourhood parks. The inclusion of rear lanes provides significant benefits, such as creating safer pedestrian environments through the removal of driveways.
- c) Lanes shall have a maximum right-of-way of 8.5 metres with a pavement width of 6.0 metres.
- d) The use of permeable materials shall be encouraged in areas where insufficient drainage exists.
- e) Public utilities may be located within rear lanes subject to functional and design standards established by the Municipality.
- f) The location and design requirements for residential lanes will be confirmed and implemented through subsequent development approvals.

8.1.5 Roundabouts

- a) The Municipality shall consider the following as general design policies for Roundabouts:
 - i. Roundabouts are intended to calm traffic and direct traffic flows without necessarily requiring stop signs at intersections. The open spaces created in the traffic circles add to the character of neighbourhoods;
 - ii. Whenever Roundabouts are used, they should incorporate significant landscape features, as well as traffic calming devices; and,
 - iii. The design of a Roundabout should ensure safe pedestrian and bicycle movement, as well as ease of snow removal and maintenance.

8.1.6 Public Transit

- a) The Municipality and Region will develop an appropriate system of transit service for the Secondary Plan Area.
- b) Transit services will be implemented on a phased basis and based on acceptable operational and financial criteria.
- c) 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.

8.1.7 Traffic Calming

- a) Traffic calming will be achieved on neighbourhood streets by using:
 - i. Pedestrian-priority streets, woonerfs or home-zones (i.e., the speed limit is under 15km/hr. and vehicles must yield to pedestrians and cyclists);
 - ii. Street design that discourages vehicle speeding through right-of-way curvature, complimentary streetscape design, building proximity to the street, and boulevard street tree planting.
 - iii. Minimum traffic lane widths; and/or,
 - iv. Minimum number of traffic lanes in the roadway.
- b) On-street parking is an excellent traffic calming device to slow traffic, and acts as a safety buffer separating the pedestrian realm from vehicles. On-street parking should be designed as follows:

- i. Parking should be provided on at least one side of the street for all Local and Collector Roads; and,
- ii. On-street parking areas may be demarcated with a special pavement treatment in limited special areas in order to distinguish the parking lane from the roadway.

8.1.8 Pedestrian and Bicycle Path System

- a) The Secondary Plan Area shall have pedestrian and bicycle path systems which serve the entire community, and which are linked with other pathway systems in the Municipality. Pedestrians and cyclists will be appropriately accommodated within the entire road network, and within the trails network.
- b) Trails for pedestrians and cyclists within the Secondary Plan Area shall be consistent with the Sustainable Urban Design Guidelines attached to this Secondary Plan as Appendix B.
- c) 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.
- d) Trail design and type will be based on each site's sensitivity in order to minimize environmental impacts.
- e) The trails system may include trails within natural features, stormwater management facilities, open spaces, parks, and the road system.
- f) The trail system is to provide both a recreational and utilitarian function. Accordingly, connections will be made to the road network, the Neighbourhood Centre, and the existing trail system.
- g) Multi-use trails, where adjacent to the street system, will generally be separated from the road right-of-way by a landscaped berm.
- h) Trails will be designed to accommodate a range of users and abilities. Slopes, where possible, should be under 5 percent. Curb-cuts and other

safety measures and design elements must be provided to improve access at road crossings. The use of permeable materials may be considered for trail development in areas where sufficient drainage exists. Trails with asphalt surfaces may be incorporated into the trails system to address accessibility and active transportation needs.

- i) 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*.
- j) The Municipality may require trail corridors to be dedicated for public purposes as a condition of draft approval for a plan of subdivision.
- k) The Secondary Plan encourages increased bicycle and pedestrian traffic subject to the following policies:
 - i. Dedicated bicycle/pedestrian paths will be provided in new developments to create linkages to centres of activity and the sidewalk/trail system;
 - ii. Rights-of-way for bicycle/pedestrian paths will be dedicated as part of the land requirements for transportation and will be dedicated as public rights-of-way as part of new development or redevelopments;
 - iii. Adequate provision will be made in the planning, design, and development of the Secondary Plan Area to ensure safety and efficient bicycle/pedestrian movement;
 - iv. Pedestrian circulation will generally be on sidewalks or multi-use trails adjacent to roads and shall be separated from the road by a landscaped boulevard. Exceptions may be considered where insufficient right-of-way widths exist, or other terrain constraints exist;
 - v. The active transportation network will connect to major destinations, such as neighbourhood parks and community gardens, in order to provide convenient and safe access to facilitate travel by alternate modes of transportation;

- vi. Trails and bicycle routes shall be clearly signed regarding permitted use and speed. Wayfinding signage shall be provided throughout the trail network;
- vii. Vehicular crossings of off-street trails shall be minimized; and,
- viii. Trail crossings of roads shall ideally be located at an intersection where trail users can be afforded the right-of-way. At trail crossings at a midblock location along a road, provisions should be made for a signed trail crossing to alert drivers of the likely presence of trail users.

8.1.9 Parking

- a) 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.
- b) 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.
- c) 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.

9.0 PARKS AND COMMUNITY FACILITIES

- a) An important aspect of building a healthy and vibrant community is the provision of a range of passive and active public parks and open space areas. The policies of this Section are intended to provide an integrated system of municipally owned Neighbourhood Parks and Parkettes, and other publicly accessible open space areas and pathways within the community.

9.1 General Policies for Parks

- a) Wherever feasible, lands designated Environmental Protection Area shall be incorporated into the parks and open space system for leisure uses and compatible, passive recreational functions. Such lands shall not be

included as part of the parkland dedication requirements identified in this Secondary Plan.

- b) Parks that are in proximity to residential uses shall be designed so as to minimize any potential negative impacts on the residential uses.
- c) Park and open space design shall reflect the requirements of the Sustainable Urban Design Guidelines and shall consider the following:
 - i. Have regard for Crime Prevention Through Environmental Design (CPTED) principles and the Accessibility for Ontarians with Disabilities Act (AODA).
 - ii. New trees and landscaping within parks should be of a diverse, non-invasive, robust species selection, drought tolerant, and contribute to the tree canopy objectives of the Municipality and Region, and where possible, salvaged from the site or the local area.
 - iii. Bicycle and pedestrian routes to, and within, parks should be accessible, safe, and visible.
 - iv. Bicycle parking should be provided within all parks, regardless of park size.
 - v. Parks, in general, should be accessible and accommodate a range of age groups. Co-locating physical activity spaces for children and adults promotes physical activity in different age groups.
 - vi. The illumination of recreational facilities, including parking areas and playing fields, shall be directed away from the Environmental Protection Area to minimize disturbance to wildlife, to the greatest extent feasible.
 - vii. The inclusion of public art in parks, facilities, and pedestrian spaces is encouraged.
- d) Dedication of lands for Neighbourhood Parks and Parkettes shall be in accordance with the Official Plan.

9.1.1 Neighbourhood Parks

- a) Neighbourhood Parks shall form the central focus of the overall Brookhill Neighbourhood and shall:
 - i. Be centrally located and approximately within 400 to 800 metre radius (5 to 10 minute walking distance) of all residential uses within the neighbourhood it is serving;
 - ii. Shall have a minimum size of 2.0 hectares and be designed for passive and active recreational facilities such as playground equipment and active sports fields to meet the recreational needs of the neighbourhood residential area(s) as determined through more detailed planning;
 - iii. Where deemed appropriate by the Municipality, be integrated with other community facilities such as schools;
 - iv. Have frontage on a Local and/or Collector Road, with a minimum 60 metres of continuous frontage; and,
 - v. Where appropriate and feasible, be connected and/or integrated with the broader Natural Heritage System and active transportation routes shown on Schedule B to this Secondary Plan.
- b) Neighbourhood Parks are to be accepted as part of the parkland dedication required under the Planning Act.

9.1.2 Parkettes

- a) Parkettes are shown on Schedule A – Land Use and Transportation and may be implemented as part of a development application. They are required wherever the Municipality deems it necessary to augment or adjust the park requirements of any neighbourhood
- b) Parkettes are smaller scale parks, between 0.5 to 1 hectare in size, and are intended to provide passive open space areas, serve as focal points within sub-areas of each neighbourhood, and shall:
 - i. Be easily accessible for residents approximately within a 200 to 400 metre radius (3 to 5 minute walking distance);

- ii. Be designed to have significant public exposure and access. Urban design options include surrounding the park with streets or fronting dwellings directly on to the parkette/village square;
- iii. Reflect the needs of surrounding residents including places to sit and socialize, junior play area for children, and a significant tree canopy for shade; and,
- iv. Be designed with 100 percent public frontage but may be less where other design alternatives achieve public view and access. Public frontage can be a public road, a school, or natural heritage features.

9.1.3 Public Squares

- a) Public Squares are intended to enhance the public realm by providing defined spaces for social interaction and shall be incorporated within the Neighbourhood Centre, Village Corridor, or other high traffic areas.
- b) Public Squares shall be up to 1 hectare in size and can be used for cultural events, public art, farmer’s markets, and small-scale outdoor activities/games.
- c) Public squares shall be highly visible from the dominant street frontage and shall be designed to support activity year-round. 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.

9.1.4 Green Roads/Gateways/Greenways

- a) 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.
- b) 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.

9.2 Community Facilities

9.2.1 Schools

- a) Elementary school sites are shown symbolically on Schedule A of this Secondary Plan. Schools support the community structure and patterns of land use and should be located adjacent to public parks, where possible, integrated with the trail system, and central to the community to promote walking or cycling, enabling most students to walk to school. The configuration and size of school sites will be defined in consultation with the School Boards through an application for approval of a proposed plan of subdivision.
- b) Each school site should be centrally located such that the majority of students are within an 800 metre radius or 10 minute walk.
- c) 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.
- d) 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.
- e) 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 policies of this Secondary Plan.
- f) School sites and buildings will be developed in accordance with the following policies and the Sustainable 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 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.

9.2.2 Places of Worship

- a) Places of Worship shall be permitted within all designations except for the Environmental Protection Area designation.
- 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.
- c) Places of Worship should be located on Arterial or Collector Roads and along public transit routes in order to maximize transit ridership, ensure accessibility, and to provide terminus views of an important architectural feature.
- d) Site for a Place of Worship will have a minimum site size of 0.5 hectare and a maximum site size of 2.0 hectares.
- e) Parking areas should be located within the rear yards or interior side yards. Landscape buffers along any property line shall be of sufficient depth and intensity so as to provide appropriate levels of screening.

- f) The massing and scale of the building should be compatible with the character of adjacent development, especially within Low and Medium Residential areas through the use of similar setbacks, material selection, and the use of architectural elements.

9.2.3 Day Care Centres

- a) Day Care Centres shall be permitted in Low, Medium, and High Density Residential, Village Corridor, and Neighbourhood Centre designations.
- b) Day Care Centres shall be permitted within a place of worship or other place of public assembly, a community centre, an apartment building or a multiple unit housing project, and are subject to Provincial licensing policies.
- c) Day Care Centres are encouraged within elementary schools, subject to the consent of the School Boards, to encourage shared facilities and concentration of related land uses.

10.0 LAND USE DESIGNATIONS

10.1 General Land Use Policies

- a) The land use designations on Schedule 'A' – Land Use and Transportation of this Secondary Plan and the policies of this section are designed to establish a community structure which implements the Vision and Principles established for the lands subject to the Brookhill Neighbourhood Secondary Plan.

The land use designations establish a distribution of land uses to ensure an appropriate mix of land uses, heights, and densities in a manner which supports the creation of a sustainable and *complete community* that is compatible with the surrounding existing and planned *development*, while ensuring the appropriate protection and conservation of cultural and natural heritage resources.

- b) The land use pattern provided on Schedule A - Land Use and Transportation is schematic and may be adjusted through the subdivision or site plan approval processes without amendment to this Plan provided it meets the general intent of the Plan, taking into account the conservation of natural and cultural heritage features, stormwater management requirements, detailed land use relationships, and road patterns to the satisfaction of the Municipality and any other approval authority.

10.2 Low Density Residential Designation

- a) Unless otherwise specified in the Secondary Plan, land uses permitted in the Low Density Residential designation shall be in accordance with Section 9 of the Official Plan.
- b) 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.
- c) Building heights shall not exceed 3.0 *storeys*, or 10metres.
- d) Minimum net densities shall be provided in accordance with internal and edge neighbourhood criteria as set out in Table 4-3 of the Clarington Official Plan.
- e) 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.
- f) Reverse frontage development shall not be permitted within the Low Density Residential designation.
- g) Coach houses are permitted in limited 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.

10.3 Medium Density Residential Designation

- a) Unless otherwise specified in the Secondary Plan, land uses permitted in the Medium Density Residential designation shall be in accordance with Section 9 of the Official Plan.
- b) Permitted dwelling types shall include townhouses, stacked townhouses, and low rise apartment buildings, and dwelling units as part of a mixed-use building.
- c) The minimum height of any building shall be 2 storeys or 7.0 metres, and the maximum height of any building shall be 4 storeys or 13.5 metres.

- d) Retail uses shall be provided at strategic locations to reinforce the community structure and provide access to local amenities within walking distances for residents of the surrounding areas.
- e) Retail uses shall only be permitted on the ground floor of a mixed use building with an entrance and frontage onto an arterial street.
- f) Stand-alone retail is not permitted within this designation.
- g) Retail uses will generally not exceed 20% of the total ground floor area of a building, except in live/work dwelling types.
- h) Street and block townhouses should be generally located in proximity to open spaces and neighbourhood commercial uses to allow for easy access to amenity spaces and services.
- i) In addition to the policies of this Plan, multi-unit residential development in the Medium Density Residential designation shall be in accordance with Section 9.4.5 of the Official Plan.

10.4 High Density Residential Designation

- a) Unless otherwise specified in the Secondary Plan, High Density Residential development shall be in accordance with Section 9.4.5 and Local Corridor criteria as set out in Table 4-3 of the Official Plan.
- b) Permitted dwelling types shall include apartment buildings, townhouses, and mixed use buildings.
- c) The height of any building shall be a minimum of 4 storeys and a maximum of 8 storeys or 13.5 metres to 27.0 metres.
- d) Minimum net densities shall be provided in accordance with the Local Corridor typology in Table 4-3 of the Clarington Official Plan.
- e) Apartments and other multi-unit buildings are encouraged to be designed with a street frontage that is pedestrian-oriented with buildings located close to the street. Exterior pedestrian access to individual dwelling units is encouraged. Parking areas should be located within rear yards or interior side yards.
- f) Apartment dwellings should be located such that front and exterior side yards are generously landscaped to complement the streetscape. Lower

density housing forms may be utilized with apartment buildings to transition to lower density areas.

10.5 Village Corridor Designation

- a) 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.
- b) Development in the Village Corridor designation may be in either single use or mixed-use buildings.
- c) 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.
- d) 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,
- e) The following retail and service commercial land uses are specifically prohibited:
 - i. Drive-throughs;
 - ii. Any use that requires the outdoor display or storage of goods, with the exception of a seasonal garden centre, associated with another permitted use;
 - iii. Night clubs or banquet halls;
 - iv. All automobile related uses (sales, service, gas bars, car washes);
 - v. Amusement arcades;
 - vi. Places of entertainment;
 - vii. Adult live entertainment parlour;

- viii. Body rub parlour; and,
- ix. Taxi establishments.
- f) Buildings heights shall be within a range of 3 to 6 storeys, or between 10.0 to 20.0 metres.
- g) 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.
- h) Development abutting 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.
- i) 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*.

10.6 Neighbourhood Centre Designation

- a) The Neighbourhood Centre area is the primary focus for retail and service use development and the focal point of gathering in the Brookhill Neighbourhood and will benefit from high visibility from Bowmanville Avenue. The Neighbourhood Centre is located at a Prominent Intersection.
- b) The intent of the Neighbourhood Centre Designation is to provide opportunities for retail and commercial uses that benefit from Arterial Road frontage and to provide a transition to the residential lands by permitting both commercial, as well as residential uses.
- c) The Neighbourhood Centre shall be developed in accordance with the policies of Section 10.5 of the Official Plan.
- d) Buildings within the Neighbourhood Centre Designation are encouraged to accommodate an array of uses. This mixture of uses is encouraged not

just within the designation in general, but also on individual development sites, and within individual buildings.

- e) The mix of uses in a Neighbourhood Centre shall be compatible and sensitively integrated with the surrounding residential uses in terms of building mass, height, setbacks, orientation, privacy, landscaping, shadow casting, accessibility and visual impact.
- f) Building heights shall not exceed 6 storeys, or 20.0 metres, whichever is less. Minimum building heights shall be 2 storeys, or 7.5 metres whichever is greater.
- g) Retail and service uses may be developed as follows
 - i. Retail and service uses shall only be permitted in a mixed use building;
 - ii. Ground floor retail and service use that would benefit from exposure along an Arterial Road frontage are encouraged along Bowmanville Avenue;
 - iii. Parking areas shall be located at the rear of the building, away from the public street frontage. Parking areas shall be designed to incorporate vegetative islands.
- h) Residential uses may be developed as follows
 - i. Residential uses shall be permitted in a stand-alone building provided there is a mixed use building elsewhere on site;
 - ii. Parking areas shall be located in the rear or interior side yards. Where a rear or exterior lot line, or rear or side building façade abuts a public road, enhanced landscaping and building treatments should be employed to ensure that building facades are attractive and parking areas are appropriately screened from view.
 - iii. Where residential uses are proposed in mixed use buildings, they must be located above the ground floor.
 - iv. Shared parking arrangements within mixed use buildings may be permitted on a site-specific basis, subject to a Parking Demand

Analysis being submitted, as part of an application to amend the Zoning By-law, to the satisfaction of Transportation Services.

10.7 Environmental Protection Area Designation

- a) Lands designated Environmental Protection Area shall be subject to the provisions of Section 14.4 of the Official Plan.
- b) The natural heritage features within the Secondary Plan Area are identified as Environmental Protection Area on Schedule B to this Secondary Plan.
- c) No development shall be permitted in Environment Protection Areas, except passive recreation, environmental restoration, and uses related to erosion control and stormwater management.
- d) 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.
- e) 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.

10.8 Environmental Constraints Overlay

- a) The areas with an Environmental Constraints Overlay as shown on Appendix C have been identified as having the potential for environmental significance and the underlying designation can not be achieved until an Environmental Impact Study has been prepared and the limits of the natural heritage system confirmed to the satisfaction of the Municipality and the Central Lake Ontario Conservation Authority (CLOCA).
- b) The presence and precise delineation of these features and the level of development acceptable shall be determined through an Environmental Impact Study prepared as part of the review of development applications

in accordance with the policies of the Clarington Official Plan. The study will determine whether proposed development will have a significant negative impact on the identified features/functions. Mitigation and/or compensation measures may be recommended to offset impacts.

- c) If the study establishes that development can proceed, then the underlying designation shall apply over those lands.

10.9 Future Block Master Plan

- a) An area of existing large lot residential development located east of Bowmanville Avenue and south of Longworth Avenue as identified on Schedule A is designated as a Future Block Plan Area. A Block Master Plan will be required to ensure that community design elements in the Secondary Plan are further enhanced and detailed for this area.
- b) In accordance with Appendix A – General Description of Reports, Studies and Plans of the Official Plan, a Block Master Plan will be required to:
 - i. Evaluate the character, size, and urban form of residential;
 - ii. Determine the siting of a particular proposal within the broader surrounding context;
 - iii. Co-ordinate the delivery of services and roads; and,
 - iv. Determine the location of parks and where to allocate development priority.

11.0 SERVICING

11.1. Municipal Services

- a) All new development within the Secondary Planning area shall proceed based on the sequential extension of full municipal services in accordance with the municipal capital works program.
- b) 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.

11.2. Stormwater Management

- a) Stormwater Management facilities are conceptually shown on Schedule A and Schedule B and may be permitted in all land use designations within the Brookhill Neighbourhood Secondary Plan Area, except for the Environmental Protection Area designation. Symbols denoting urbanized stormwater management facilities are not traditional ponds but an integrated stormwater management approach which may include “Low Impact Development” best practices and green infrastructure.
- b) The location of the stormwater management facility symbols may be relocated without an amendment to this 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 management facilities shall be constructed in accordance with the provisions of the Sustainable Urban Design Guidelines attached as Appendix B to this Secondary Plan.
- c) Storm drainage for the secondary plan lands will be conveyed to the Bowmanville Creek and the Brookhill Tributary in accordance with the provisions of the Brookhill Neighbourhood Stormwater Management Report.
- d) Development in the Secondary Plan area is encouraged to incorporate “Low Impact Development” best practices and green infrastructure, wherever feasible and practical to minimize runoff, reduce water pollution, and protect groundwater resources quality and maintain pre-development groundwater levels as measures in addition to more traditional stormwater management systems and facilities. These measures may include but are not limited to, porous pavements, bioretention basins, enhanced swales, at-source infiltration, greywater re-use, green roofs, rain gardens, and alternative filtration systems such as treatment trains and water conservation measures, subject to the satisfaction of the Municipality.
- e) Stormwater management facilities will be key features within the community contributing to the appearance and ambience of the

neighbourhood, while achieving functional objectives related to flow moderation and water quality.

- f) Stormwater management facilities will blend with the natural landscape. Geometric forms and standard slope gradients will be avoided in favour of organic shapes and landform grading designed to replicate natural landforms in the area. Inlet and outlet structures will be concealed using a combination of planting, grading, and natural stone.
- g) 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*.
- h) Stormwater management facilities will not be fenced, but rather will be designed with trails, overlooks and interpretive signage so that they are an integral part of the parks and open space system.
- i) Stormwater management for the Secondary Plan Area will be designed in such a manner that pre-development water balance conditions are maintained for all wetlands in the Environmental Protection Area Designation. A detailed water balance will be required as part of a stormwater management plan submitted at the time of future development applications.

11.3 Utilities

- a) The Municipality shall participate in discussions with utility providers such as hydroelectric power, communications/telecommunications facilities and utilities, broadband fibre optics, and natural gas to ensure that sufficient infrastructure is or will be in place to serve the Secondary Plan Area.
- b) The Municipality shall promote utilities to be planned for and installed in initial common trenches, where feasible, in a coordinated and integrated basis in order to be more efficient, cost effective, and minimize disruption.
- c) Utility services shall be developed to be compatible with the general character of the surrounding uses and minimize visual impact, where feasible. The Municipality will encourage utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters, etc., when

determining appropriate locations for large utility equipment and utility cluster sites.

12.0 IMPLEMENTATION

12.1 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 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.

12.2 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.

12.3 Required Studies

12.3.1 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.

12.3.2 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 Bowmanville Avenue, 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.

12.3.3 Architectural Guidelines

It is the intent of the Plan to create an identifiable character for the Brookhill Neighbourhood. Architectural Guidelines shall be prepared for the Brookhill Neighbourhood 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 Sustainable Urban Design Guidelines (Appendix B) 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 Sustainable Urban Design Guidelines (Appendix B) in order to achieve the goal, objectives, principles and policies of this Secondary Plan.

12.4 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 12.3.1 are prepared and provided by the proponent. Studies, reports and information outlined in Section 12.3.1 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.

12.5 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:

- a) 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 25 residential units.
- b) In addition, the other matters referred to in subsection 41 (4) of the Planning Act, plans submitted for approval shall include:
 - i. Exterior designs, including but not limited to, character, scale, appearance and design features of the building and their sustainable designs including energy efficiency; and,
 - ii. 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.

13.0 INTERPRETATION

- a) It is intended that this Secondary Plan Area be developed in accordance with the policies of this Secondary Plan in conjunction with the applicable policies of the Municipality of Official Plan. Notwithstanding that intention, where there is a conflict between the principles, objectives, and/or policies of this Secondary Plan and the Official Plan, the principles, objectives, and/or policies of this Secondary Plan shall prevail.
- b) Inherent to this Secondary Plan is the principle of flexibility. Policies shall be subject to interpretation without Amendment to this Secondary Plan, provided that the general intent and structure of the Secondary Plan are maintained to the satisfaction of the Municipality. As such, it is the intent of the Municipality to permit some flexibility in the interpretation of the policies, regulations and numerical requirements of this Secondary Plan except where this Secondary Plan is explicitly intended to be prescriptive. The Sustainable 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 Neighbourhood. The Sustainable Urban Design Guidelines 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.

- c) The boundaries between land use designations are to be considered approximate except where they coincide with existing roads, rail lines, utilities, 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.
- d) Development within the 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 Sustainable Urban Design Guidelines (Appendix B) provide the foundation for the development of the Brookhill Neighbourhood Secondary Plan Area and the basis for the policy framework of this Secondary Plan.