

North Village Secondary Plan

Municipality of Clarington

Draft May 2023

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SCHEDULE A – Land Use, Transportation, Parks and Open Space

APPENDIX A – Urban Design & Sustainability Guidelines

1 Introduction

The North Village Secondary Plan area is located on the northern edge of the Village of Newcastle, an urban settlement area centered on Durham Highway 2 (King Avenue) and Regional Road 17 (Mill Street). The Village of Newcastle is one of four urban areas in the Municipality of Clarington, the easternmost municipality in the Region of Durham. The Secondary Plan area is bound by Concession Road 3 to the north, Arthur Street to the east, and Highway 35/115 to the west. A residential neighbourhood is located to the south. It is approximately 51 hectares (127 acres) in area and is mostly being used for agriculture today. On the west side of Regional Road 17, there are existing residential uses, a place of worship, and a fast food restaurant.

The lands are designated as Urban Residential in the Clarington Official Plan and are intended to be used primarily for housing. A secondary plan is required to facilitate the development of North Village, establishing a forward-thinking framework for a complete community that supports residents in living healthy, low-carbon lives in a walkable neighbourhood that complements the existing small-town character of Newcastle.

The North Village Secondary Plan (“this Plan”) is based on the latest Provincial, Regional, and local planning policies including the Growth Plan for the Greater Golden Horseshoe (2021), the Durham Region Official Plan (2006) and the Clarington Official Plan (2018) (“the Clarington Official Plan”). It has been prepared to guide growth in a logical, efficient, and fiscally responsible manner.

This Plan includes several technical studies and is rooted in four priorities identified by Clarington’s Council:

- Excellence in urban design
- A mix of housing options including affordable housing
- Resilience to the impacts of a changing climate
- A comprehensive community engagement program

The Secondary Plan area (“the Plan area”) is anticipated to achieve a planned population of approximately 2,800 residents, with approximately 1,100 units in a variety of low- and medium-density housing forms. Approximately 110 jobs are anticipated to be generated by new small-scale commercial uses in the Neighbourhood Centre, and in a future elementary school.

Development proposals within the Plan area will adhere to this Plan, ensuring that North Village achieves the vision and guiding principles formulated during the secondary planning process with input from key stakeholders and the Newcastle community. This Plan is complemented by Urban Design & Sustainability Guidelines (“the Guidelines”) that are attached as Appendix A, which provide direction for its implementation.

2 Objectives & Principles

2.1 Objectives

North Village is a vibrant neighbourhood that is open to all, at all stages of their life. Walkable and welcoming, it reflects the rich spirit of the Newcastle community. Its design reflects some of the most treasured characteristics of the Village, including walkable streets and great parks.

A Mixed Use Neighbourhood Centre will be the heart of the neighbourhood, animated and anchored by a school, a public park, and small-scale shops and services. The Neighbourhood Centre will also have a public square which can be used for community events.

The area's major roads are a defining feature of North Village that serve as the boundaries of the Plan area as well as important transportation routes for getting to and from. They will feature landscaping, active transportation facilities, an attractive built form, and connections to the interior of the neighbourhood.

Despite the presence of these major roads, walking, cycling and transit will be attractive and viable alternatives to the car for residents of North Village. A high-quality neighbourhood design with attractive and inviting public places including parks and a public square will encourage people to get outside and spend time with their neighbours.

This Plan includes affordable housing strategies to contribute to the Municipality of Clarington's goal for a thirty (30) percent affordable housing for all new development in Urban Areas. In this way, it is ensuring that North Village is an inclusive community. The North Village Secondary Plan includes measurable targets to move towards a net zero neighbourhood that is resilient to the impacts of climate change.

2.2 Principles & Objectives

The following principles further articulate the vision and outline key objectives that form part of the basis for the Secondary Plan's policies:

- 2.2.1 **A Livable Neighbourhood**, that is home to individuals and families of all ages, abilities, incomes and household sizes. The neighbourhood is anchored by community amenities, services, and places for connection that support a sense of well-being and neighbourliness.
- 2.2.2 **A Connected Neighbourhood**, with streets, sidewalks, and multi-use paths providing a range of options for traveling through the neighbourhood and beyond. Safe travel to neighbourhood destinations such as schools and parks on foot or by bicycle, as well as future regular transit provides connections to the larger region.
- 2.2.3 **A Beautiful and Inviting Neighbourhood**, where residents can enjoy a variety of open spaces, connected by a beautiful and functional public realm. The design of buildings is varied but still cohesive, and feels like a natural extension of the older parts of the Village of Newcastle.

- 2.2.4 **A Resilient Neighbourhood**, that proactively responds to the impacts of a changing climate employing green design and construction practices and minimizing consumption of energy and water. Social resilience is strengthened through the provision of a range of housing options and buildings that can be adapted over time to respond to changing needs.
- 2.2.5 **A Unique, Newcastle Neighbourhood**, that celebrates the community's rural heritage and connection to the landscape that surrounds it. An engaged community, residents of North Village will continue to shape the future of the neighbourhood together.

3 Community Structure

The community structure for North Village establishes a distribution of land uses and intensities of development to achieve this Plan's vision, principles & objectives. North Village's key components and structure includes:

- Neighbourhood Centre
- Gateway & Prominent Intersections
- Residential Areas
- Parks & Open Space
- Schools

3.1 Neighbourhood Centre

- 3.1.1 A Neighbourhood Centre will be provided around the intersection of Street A and Street B, as shown on Schedule A. The Neighbourhood Centre is the focal point of the neighbourhood, a hub of activity with a concentration of retail and public uses in a pedestrian-oriented main street format along Street A and Street B, complemented by adjacent Medium-Density Residential, a Park and a school.
- 3.1.2 The Neighbourhood Centre is centrally located so it is accessible to all residents of North Village, as well as the neighbourhoods to the south. It will feature an attractive, welcoming, and high-quality public realm that encourages people to linger. A public square will serve as an additional community gathering place.
- 3.1.3 The Neighbourhood Centre partially captures the Neighbourhood Park and School site, which define the two corners of the Prominent Intersection opposite to the Mixed Use Area. They serve as civic and recreational anchors and activity nodes for the Neighbourhood Centre.
- 3.1.4 The Neighbourhood Centre also includes a Mixed Use Area which serves as a "mini Main Street" for North Village, with a range of small-scale retail and service uses. Buildings provide a continuous streetwall with active ground floor uses. Above the ground floor, the buildings may contain residential or non-residential uses up to a

height of six (6) storeys.

- 3.1.5 Surrounding the Mixed Use Area, the Medium Density Residential area provides a transition in scale and activity, with a mix of residential buildings up to six (6) storeys in height, small-scale institutional uses such as long-term care, and street-oriented live-work units.

3.2 Gateway and Prominent Intersections

- 3.2.1 Gateways are key locations that are to be designed to serve as landmarks highlighting arrival into the Municipality or a transition from the rural to urban area. Gateways shall be located at:
- a. Road 17 and Concession Road 3; and,
 - b. Street B and Arthur Street.
- 3.2.2 Gateways will celebrate the entrance to the neighbourhood through enhanced architectural and landscaped features that create a sense of arrival, including:
- a. Public art and murals;
 - b. Signage;
 - c. Hardscaping for pop-up markets and display events.
- 3.2.3 Prominent intersections are intersections that function as community focal points, where there is a cluster of civic uses and where built form and special architectural and landscaping elements serve to emphasize the significance of the intersection.
- 3.2.4 Prominent intersections are located at:
- a. Regional Road 17 and Street A;
 - b. Street A and Street B.

3.3 Residential Areas

- 3.3.1 Residential areas make up the majority of the Secondary Plan Area and include the Low Density Residential and Medium Density Residential designations and will be implemented in general accordance with Schedule A.
- 3.3.2 Residential areas will be designed as accessible and pedestrian-oriented and will include a mix of primarily ground-related housing forms. In addition to housing, residential areas will contain parks and schools.
- 3.3.3 Other compatible uses, including small-scale service and neighbourhood retail commercial uses and home-based occupations are also permitted.

3.4 Parks and Open Space

- 3.4.1 The parks and open space system includes neighbourhood parks, parkettes, a public square, multi-use paths (MUPs) and mid-block connections. The parks system will be implemented generally as illustrated on Schedule A. Parks are located throughout the community so that all residential units are within a short walk of an open space. This encourages daily physical activity and provides gathering space in each quadrant of the neighbourhood.
- 3.4.2 A neighbourhood park is planned adjacent to the school site to provide for co-located and expanded recreational programs that can be used by residents after school hours.
- 3.4.3 Mid-block connections and MUPs provide additional travel routes through the neighbourhood for active transportation.

3.5 Schools

- 3.5.1 An Elementary school is been located central to the North Village Neighbourhood to support walkability. It is within the Neighbourhood Centre and adjacent to a neighbourhood park to create an activity node, and to provide opportunities for the sharing of facilities.

4 The Environment and Sustainability

4.1 Objectives

Built form plays a role in creating a healthy, vibrant, and sustainable community. Communities, neighbourhoods, and new buildings will be designed with a focus on reducing waste, and conserving water and energy. Buildings are one of the largest contributors to greenhouse gas emissions, and the activities of daily life exert high demands on energy, water, and waste systems. This Plan focuses on mitigating negative impacts and establishes the framework for a low-carbon, resilient community.

4.2 Sustainable Design and Climate Change

- 4.2.1 The Municipality's array of planning tools, including this Plan, the associated Urban Design & Sustainability Guidelines, as well as the Priority Green Development Program, will ensure development proposals meet increasingly rigorous standards of energy and water conservation, and reduce carbon emissions. The Municipality may consider the use of a Community Benefits By-law and other financial incentive programs to assist with the achievement of sustainability objectives.
- 4.2.2 Development proposals should:
 - a. Demonstrate best practices in green building technologies, use of renewable and alternative energy sources, and employ other sustainable design measures to contribute to the achievement of the Region of Durham's

greenhouse gas emissions target of 80% below 2007 levels by 2050.

- b. Where feasible, utilize materials from sustainable sources for construction and infrastructure projects, and account for positive and negative life-cycle impacts of materials when assessing their contribution.
 - c. Consider the climate risks and implement where feasible the primary adaptation measures outlined in the most recent version of the Durham Region Climate Resilience Standard for New Houses.
 - d. Utilize street alignments, building placement, and façade design to maximize potential for passive and active solar energy capture.
 - e. Support the use of electric vehicles through the provision of charging infrastructure in the Mixed Use Neighbourhood Centre and in on-street parking areas near parks. Engagement with utility companies early in the planning process is strongly encouraged.
- 4.2.3 In multi-unit residential, townhomes, and non-residential with shared common onsite parking spaces, provide at least 20% of parking spaces with electrical vehicle charging stations. All remaining spaces will be designed to enable future charging station installation.
- 4.2.4 Implement the primary measures for basement flood protection, extreme wind protection, and extreme heat protection from the most recent version of the Durham Region Climate Resilience Standard for New Houses.

4.3 Water Conservation and Management

- 4.3.1 Prioritize development proposals that include water efficient building design and practices in all new building, including measures such as ultra-low flow fixtures, dual flush toilets, and rainwater harvesting.
- 4.3.2 Implement xeriscaping using native, drought-tolerant plants as a cost-effective landscape method to conserve water on a residential and community wide level.
- 4.3.3 Buildings are encouraged to collect rainwater for reuse in the building and/or for irrigation.

4.4 Energy Generation and Conservation

- 4.4.1 Integrate energy conservation strategies into development proposals that maximize energy performance and conservation in infrastructure design.
- 4.4.2 Incorporate energy-saving measures in buildings such as window shading, daylight design, daylight sensors, heat recovery ventilation, high-efficiency mechanical equipment, and energy efficient appliances and lighting.
- 4.4.3 Window shading or canopy systems are encouraged to reduce glass reflections and

save on cooling loads in the summer.

- 4.4.4 Buildings should be designed and constructed to achieve all mandatory measures of the most current version of ENERGY STAR for New Homes.
- 4.4.5 Public realm light fixtures should be LED, pedestrian-scaled, and conform with the Municipality's lighting standards.
- 4.4.6 The following can be used to mitigate heat island effects:
 - a. Green roof and cool roof strategies that use high albedo materials to reduce heat gain;
 - b. The strategic use of deciduous trees to help with evapotranspiration and shading of sidewalks and hard surface areas in summer
 - c. Solar access in winter; and,
 - d. Light-coloured paving materials with an initial solar reflectance of at least 0.33 at installation or a solar reflectance index of at least 29.
- 4.4.7 Encourage the use of renewable energy sources for building's energy, heat, and cooling needs.
- 4.4.8 Buildings should be designed for solar readiness by accommodating connections to solar PV or solar thermal connections to solar PV or solar thermal technologies.
- 4.4.9 Alternative energy systems and renewable energy systems are permitted and encouraged in accordance with Provincial and Federal requirements.

4.5 Urban Forest and Native Plantings

- 4.5.1 Together, new development and public realm improvements shall establish an urban tree canopy throughout the Secondary Plan Area to minimize the heat island effect, provide for shade and wind cover, and contribute to a green and attractive environment.
- 4.5.2 New development and public realm improvements are required to use native plant species wherever possible, particularly along rights-of-way and pedestrian trails.
- 4.5.3 All private development shall be supported by landscape plans which demonstrate how the development will contribute to the urban forest, improve the health and diversity of the natural environment, support other local plant and animal species, and further enhance the connectivity of the built environment to natural heritage features and hydrologically sensitive features.
- 4.5.4 A diversity of tree species shall be planted in parks and along rights-of-way to provide a healthy and more robust tree inventory that is less prone to insects and diseases. The selection of tree species within the Secondary Plan Area will

contribute the Municipality's species diversity objectives.

- 4.5.5 Where trees and shrubs are destroyed or harvested pre-maturely prior to proper study and approval, compensation will be calculated at a 3:1 ratio.

4.6 Local Food Production

- 4.6.1 Incorporate community gardens, rooftop gardens, and spaces that support farmers markets in appropriate locations to contribute to the accessibility of locally grown produce in urban areas.
- 4.6.2 Programs and spaces for community gardening should be provided as part of new development.

5 Creating Vibrant Urban Places

5.1 Objectives

This Plan seeks to create a great place for people to live and call home, which can be realized in part through high-quality and integrated urban design. This section includes policies to guide the design of the public and private realm, in order to promote and enhance livability, cohesion and physical appeal of the North Village Community. The Plan seeks to create a network of fine-grained connectivity between all parts of the Secondary Plan area and provide good transition between areas of different development intensity and uses.

5.2 General Policies

- 5.2.1 The Urban Design & Sustainability Guidelines that accompany this Plan are to be used as guidance in the interpretation and implementation of this Plan's policies.
- 5.2.2 Development proposals will contribute to a high-quality public realm which is safe, comfortable, visually-pleasing and animated, supports active transportation and social interaction, and contributes to the distinct character of North Village.
- 5.2.3 Buildings will be oriented to address adjacent streets and public spaces with doors and windows, contributing to a pedestrian-oriented environment.

5.3 Placemaking and the Public Realm

- 5.3.1 Incorporate public art into the public realm, especially at Gateways and Prominent Intersections, to contribute to the neighbourhood's sense of identity.
- 5.3.2 Enhance the experience of the community within its natural setting by providing off-road connections to parks and the Neighbourhood Centre and a dense tree canopy along public streets.
- 5.3.3 Buildings should animate the frontage or flankage of streets. Mid-block connections

and public spaces will achieve animation and passive surveillance, through the location of building entrances and outdoor amenity areas, street facing windows, and the provision of street furniture and recreational amenities.

- 5.3.4 The primary orientation of buildings and the location of main pedestrian entrances will be on a public street. Reverse frontage development generally is not permitted within the Plan area. In cases where a lot has dual frontages, both will be treated as active frontages and buildings will have entrances from both.

5.4 Gateways and Prominent Intersections

- 5.4.1 Gateways and Prominent Intersections are identified on Schedule A. Gateways are points of arrival and entry to Clarington and include features such as landscaping, public art, high-quality architecture and landscaping. Gateways are designed in accordance with the Clarington Official Plan's policies on Gateways.
- 5.4.2 The Gateway at Concession Road 3 and Regional Road 17 will serve as the threshold into Newcastle for cars exiting Highway 35/115. The Gateway at Arthur Street and Street A will be secondary in nature, and its treatment may evolve over the long-term as lands east of Arthur Street are added to the urban area of Newcastle.
- 5.4.3 Prominent Intersections serve as community focal points, both visually in terms of building height, massing and orientation, architectural treatment and materials, and landscaping, and functionally in terms of destination uses, public spaces and amenities.
- 5.4.4 Prominent Intersections are part of the Neighbourhood Centre and anchor the enhanced streetscape along Streets A and B. The enhanced streetscape should include a wide spectrum of elements such as generous sidewalks, special paving, street furniture, stroller and bike parking, additional street tree planning and intersection bump outs, among others.
- 5.4.5 The Prominent Intersection at the intersection of Street A and B is the terminus of the Mixed Use Area where it meets important civic functions, notably the school and parks. Unique building materials, architectural treatments, and special landscaping will differentiate this area from its surroundings. A hardscaped plaza will provide programmable space for community events.
- 5.4.6 The Prominent Intersection at Street A and Regional Road 17 marks the entry into the Neighbourhood Centre, and is the main point of connection between the west and east sides of the Neighbourhood. The intersection design will highlight the multi-modal nature of the intersection and invite passersby into the Neighbourhood Centre.
- 5.4.7 For both Gateways and Prominent Intersections, buildings should respond to their prominent location, framing and orienting views towards adjacent streets to signify points of entry and exit. Streetscape design elements within the public right-of-way should be coordinated with and enhance private development sites adjacent to the gateway location, to create a distinctive identity.

5.5 Building Siting and Design

- 5.5.1 Site buildings to avoid front-to-back and/or overlook conditions. Where this cannot be achieved, impacts should be minimized with appropriate screening through architectural or landscape treatment.
- 5.5.2 Use variation in building typology, architectural detailing and massing to create visually interesting streetscapes.
- 5.5.3 Air conditioning units, utility metres and similar features should not be visible from the public realm (street/sidewalk) and should be well integrated into a building massing, recessed and screened.

5.6 Neighbourhood Centre

- 5.6.1 The urban design policies in this section pertain to lands within the Neighbourhood Centre as designated on Schedule A.
- 5.6.2 The Neighbourhood Centre has a Mixed Use, Main Street spine. Development will frame the street with a consistent street wall and active frontages.
- 5.6.3 The “four corners” of the intersection of Street A and Street B will be animated with public uses further identified through the Prominent Intersection policies of Section 5.3.
- 5.6.4 The streetscape in the Neighbourhood Centre will express and support its function as the heart of the neighbourhood and focal point for the community and will incorporate street trees and other landscaping. The public realm will support a high level of pedestrian activity and local businesses located within it.
- 5.6.5 The Neighbourhood Centre will include a public square as per the policies of Clarington’s Official Plan. It will provide patio and retail spill-out space for adjacent commercial uses, and be programmable for community events such as fairs or markets.
- 5.6.6 Within the Neighbourhood Centre, buildings will generally be located at the lot line to frame the street. Commercial uses in the Mixed Use area will have active frontages along Street A and Street B.
- 5.6.7 In the Neighbourhood Centre, continuous, small-scale commercial uses will be provided at the ground level and will:
 - a. Be expressed as narrow shopfronts oriented to the sidewalks on Street A and Street B, as well as any publicly accessible open spaces, including the public square and mid-block connections;
 - b. Have a ground floor height of no less than 4.5 metres, as measured from floor-to-floor; and

- c. Include the primary entrance to the shops and restaurants, and large display windows with a high degree of transparency.

5.7 Public Square

5.7.1 The public square should be located to maximize its sun exposure, which is generally in the south end of the Neighbourhood Centre.

5.7.2 The public square within the Neighbourhood Centre will be designed to:

- a. Optimize its location and design to maximize its prominence and enhance views to public streets or utilize mid-block connections to connect with the street network;
- b. Provide adjacent commercial uses with continuous weather protection and opportunities for spill out activities and patios.
- c. Accommodate daily use in all seasons as well as occasional gatherings and events, such as markets;
- d. Have two or more of its edges defined by buildings and one or more edge open to Street A;
- e. Utilize high-quality materials, pedestrian-scale Dark Sky Friendly lighting, and other furnishings as well as significant public art installation.
- f. Provide a variety of pedestrian traffic generators such as cultural or institutional uses, retail, and residential surrounding the public square to promote vibrancy in all seasons.
- g. Provide retail uses at ground level facing the public square, with a preference for restaurants and cafes.
- h. Ensure ground floor facades facing the public square are more than 75% glazing.
- i. Provide pedestrian amenities such as seating areas, tables, water features, kiosks, public art, public restrooms and trees for shade.

5.7.3 It is expected that the public square will be a privately-owned but publicly accessible space.

5.7.4 Enhance the visual and physical connectivity between the public square and other open spaces and public destinations, through streetscape continuity, pedestrian connections and orienting landmarks such as clock towers or public art.

5.8 Parking, Loading and Mechanical Structures

5.8.1 Locate parking and loading facilities at the side or rear of buildings, to promote an

attractive public realm and encourage pedestrian activity.

- 5.8.2 Street parking should be provided along Street A and Street B, including an adequate number of accessible parking spaces to facilitate access for individuals with mobility challenges.
- 5.8.3 Parking will generally be screened from view of the public realm. This may take the form of parking accessed through rear laneways in Medium Density and mixed-use areas, or parking in garages for low-density residential areas. The visual impact of garages in low-density residential areas will be further reduced by:
 - a. Providing parking access areas at the side or rear of dwellings, where feasible;
 - b. Recessing garages located at the front of the building facing a street;
 - c. Limiting pavement with driveways that do not exceed the width of the garage; and,
 - d. Minimizing the garages' appearance and area on a building façade so that windows, doors, and active elements of a residential building's façade take visual primacy.
- 5.8.4 Parking that is accessed from a rear lane will include an attractive and safe rear lane streetscape, including Dark Sky Friendly lighting, barrier-free access, functional drainage, and where feasible landscape improvements and tree planting.
- 5.8.5 Minimize the visual impact of off-street parking areas by:
 - a. Establishing joint access to parking lots on adjoining properties where feasible; and
 - b. Using hard and soft landscaping within the parking area and where appropriate providing a visual buffer between parking areas and adjacent residential properties.
- 5.8.6 On-site parking requirements for specific non-residential development/redevelopment proposals in the Neighbourhood Centre may be satisfied, at the discretion of Municipal Staff, through communal, municipal or privately-owned parking areas located off-site in the Neighbourhood Centre. Provision of cash-in-lieu of parking may be required in accordance with the Planning Act.
- 5.8.7 Screen rooftop mechanical structures and fixtures, including, without limitation satellite dishes and communications antenna, and where feasible integrate within the design of the building. Parapets may be utilized to accommodate such screening.
- 5.8.8 Loading, servicing and other functional elements are encouraged to be integrated within the building envelope. Where this is not possible, these elements shall not be located adjacent to public spaces and shall be screened from view to avoid visual impact to the public realm or surrounding residential areas.

6 Encouraging Housing Diversity

6.1 Objectives

This Plan seeks to create a welcoming and accessible community for everyone. Housing and the types of housing available play a critical role in ensuring a community is accessible and affordable. The policies described below will ensure a future housing stock that is diverse in tenure, affordability, and size, in order to accommodate individuals and families at all stages of life.

6.2 General Policies

- 6.2.1 Provide a variety of housing forms, sizes and tenures in North Village that allow for various household sizes and incomes, including purpose-built rental and seniors housing.
- 6.2.2 Prioritize affordable housing, including subsidized non-market housing units, that are integrated within neighbourhoods and combined in market housing developments to provide opportunities for a range of housing tenures and prices.
- 6.2.3 Support ageing in place by encouraging a range of accessible housing, including seniors housing, that can meet the needs of North Village residents during all phases of life.
- 6.2.4 A range of unit sizes including those suitable for larger households are encouraged within apartment and multi-unit buildings.
- 6.2.5 All development proposals should incorporate barrier-free, universal or flex design features in both common and living areas.
- 6.2.6 One accessory apartment is permitted within a detached, semi-detached, or townhouse dwelling, and one accessory apartment is permitted within a detached accessory structure subject to the provisions of the zoning by-law and other relevant regulations.
- 6.2.7 Residential development should include Accessory Dwelling Unit (ADU) ready design so that the owner can add an ADU, such as a basement suite.
- 6.2.8 To facilitate the development of affordable housing units within the Plan area and in the Municipality, in accordance with Section 6.1.7, the Landowners Group in the Secondary Plan Area will provide either land or a contribution of funds to the Municipality, in accordance with Section 6.1.8, for the development of affordable, public or non-profit housing in the community.
- 6.2.9 The land to be conveyed as provided in Section 6.1.6 will be approximately 1.5 hectares in size, vacant, designated for residential development, be fully serviced and gratuitously conveyed free and clear of encumbrances. Conveyance will occur before the approval of the first plan of subdivision within the Secondary Plan area.
- 6.2.10 The contribution of funds as provided in Policy 6.1.7 will be through a contribution

agreement to be negotiated between the Municipality and the Landowners Group. 50 % of the funds will be paid at the time of signing the agreement, and the remaining 50% at the first building permit.

6.2.11 The Municipality will collaborate with public and non-profit housing providers to encourage a supply of subsidized non-market housing units within the Plan area.

6.2.12 In providing affordable housing, including subsidized non-market housing units, within North Village, effort will be made to integrate this housing with market housing.

7 Mobility and Streets

7.1 Objectives

North Village will be an accessible and inter-connected community where all road users can move around freely and safely. The policies described below establish a pattern of roads, laneways, multi-use paths, and cycle tracks that support safety and efficiency for all road users and is well integrated into the broader community and meet the objectives of the Clarington Official Plan and Durham Region.

7.2 Transportation Network

7.2.1 The Transportation Network, including Arterial and Collector Roads and a few key local roads will be provided generally as indicated on Schedule A.

7.2.2 The road network includes the following types of roads:

- a. **Arterial Roads:** Arterial Roads are higher-order roadways designed to efficiently move large volumes of traffic at moderate to high speeds over long distances. These generally serve as perimeter roads around large development areas. Arterial Roads may be under the jurisdiction of the Region of Durham or the Municipality.
- b. **Collector Roads:** Collector Roads are under Municipal jurisdiction. They provide for key linkages between local roads and Arterial Roads and carry moderate amounts of traffic.
- c. **Local Roads:** local roads carry lower volumes of vehicular traffic and are under Municipal jurisdiction.
- d. **Rear Lanes:** laneways provide access to private garages, parking spaces, and loading and servicing areas at the rear of buildings (such as an apartment or mixed-use building). Laneways maybe under Municipal jurisdiction or privately owned.

7.2.3 Design all roads to connect with the existing road network to create a fine-grained grid pattern that defines development blocks, supports active transportation, and

maximizes access to future transit.

- 7.2.4 Arterial Roads that interface with rural lands outside of the urban boundary will be designed to accommodate farm vehicles as well as urban traffic.
- 7.2.5 Built form should be designed to address all roads, including the Arterial Roads (Regional Road 17, Concession Road 3 and Arthur Street); however, new direct vehicular access from individual properties to Arterial Roads is not permitted.
- 7.2.6 The Region of Durham is encouraged to connect regional transit and provide levels of service that make transit a viable and attractive mode of transportation.
- 7.2.7 Regional Road 17 will be re-aligned generally in accordance with Schedule A and in conformity with the outcomes of the Municipal Class Environmental Assessment. Changes to the alignments which the Municipality determines are in keeping with the intent of this Plan will not require an amendment to this Plan.
- 7.2.8 Design roads as complete streets to ensure that all modes of mobility can use them in a safe and comfortable manner: motorists, transit users, cyclists, pedestrians and people who are differently abled. Prioritize active modes of transportation and the needs of the most vulnerable users.
- 7.2.9 Promote the safety and visibility of vulnerable road users through the use of street lighting, crosswalks, and speed control measures such as speed humps and intersection bump-outs, particularly around neighbourhood destinations such as parks, the school, and the Neighbourhood Centre.
- 7.2.10 . Create environments which are safe, inviting, comfortable and visually-pleasing and consistent with the requirements set forth in the Urban Design Guidelines for North Village to ensure streets are designed as important public places.
- 7.2.11 Design Arterial, Collector and local roads to include a vibrant and healthy tree canopy.
- 7.2.12 Incorporate green infrastructure, such as perforated pipes, rain gardens and bioswales on public rights-of-way.
- 7.2.13 Additional land conveyance may be required to permit development adjacent to roads.
- 7.2.14 Improvements to Concession Road 3, Highway 35/115, and Arthur Street will meet the planning, engineering, design, and approval requirements of the Road owner, and be designed in accordance with the Clarington Official Plan and this Plan including the Urban Design & Sustainability Guidelines.
- 7.2.15 Local roads are generally not permitted to connect directly to Arterial Roads, such as Regional Road 17. This plan does support limited connections in order to avoid terminating local streets with cul-de-sacs and support more points of access for emergency service vehicles. Such a connection must be supported by a traffic study prepared to the satisfaction of municipal staff. That connection will have limited turn

movements, such as right-in, right-out only.

7.2.16 Roads are to be designed in conformity with the Table below:

Element	Arterial			Collector	Local		Rear Lane
	Type B (RR 17) *	Type B (Conc Rd 3-W of RR17) *	Type C (CR 3-E of RR17, Arthur)		Standard	Standard plus MUP	
Clarington Official Plan ROW (OP Table C-2)	30-36 m	30-36 m	26-30 m	23-26 m	17-23 m	17-23 m	8.5 m
Proposed ROW	30 m*	30 m*	26-30 m	23 m	20 m	23 m	8.5 m
Proposed Road Space	10.5-12.0 m	10.5-12.0 m	10.5 m	≈11 m	8.5 m	8.5 m (road centreline not centred in ROW due to MUP)	6.0 m
Number of Lanes	Two plus continuous left turn lane	Two plus continuous left turn lane	Two plus continuous left turn lane	Two plus two on-street parking	Two plus one on-street parking	Two plus one on-street parking	Two
Parking	No	No	No	Two sides	One side	One side	No
Cycling and Walking	One sidewalk and one MUP	One sidewalk and one MUP	One sidewalk and one MUP	Two sidewalks, cycling route on-street	Two sidewalks where the local road connects to a park or other neighbourhood destination; otherwise one is permitted	One sidewalk and one MUP	No
Transit Service	Desired spine route	Desired spine route	Desired spine route	Desired local route	Typically not	Typically not	No
Notes	(*) Configuration to be confirmed through ongoing RR17 EA	(*) Configuration to be confirmed through ongoing RR17 EA	MUP provides continuity with CR 3 MUP, and is also consistent with Clarington TMP identifying a facility	No Standard drawing, but consistent with OP Table C-2	20m Standard drawing has one sidewalk, but OP Table C-2 encourages two sidewalks	20m Standard drawing has one sidewalk, but OP Table C-2 encourages two sidewalks	Clarington working on a new standard drawing for rear laneways

Table 1: North Village road design standards

7.3 Roads

- 7.3.1 The road network includes Arterial, Collector and Local roads and will be implemented to generally align with the road locations as shown on Schedule A. Only key Local roads have been identified on Schedule A, additional Local roads will be implemented following the policies of this Plan.
- 7.3.2 The road network will follow a modified grid pattern to ensure a permeable and connected system of roads that allow for direct routes of travel into, through and out of the neighbourhood.
- 7.3.3 The local road network will connect to local roads in the surrounding area, in particular the north-south local roads in the approved subdivisions to the south, as delineated on Schedule A. In addition, a conceptual local road pattern is identified on the Demonstration Plan as part of the Urban Design & Sustainability Guidelines.
- 7.3.4 A few key Local roads are included on Schedule A that form key connections within the Plan area. Additional Local roads will be provided to achieve an interconnected street layout with multiple route options to Arterial and Collector Roads, prioritizing connectivity and permeability.
- 7.3.5 Local roads will be designed to accommodate on-street parking and landscaping.

7.4 Arterial Roads

- 7.4.1 Arterial Roads will be improved in accordance with Durham Region and Clarington requirements, as appropriate, and the policies of the Clarington Official Plan, including the Arterial Road design criteria.
- 7.4.2 Regional Road 17 is classified as a Type B Arterial Road according to the Clarington Official Plan, and must have a Right-of-Way width of 30-36 metres.
- 7.4.3 Type B Arterial roads should have a double row of trees on both sides to give shade for pedestrians and cyclists and create a green corridor. Planting boulevards, with a minimum width of 2 metres, should be provided to facilitate street trees and landscaping on both sides of Arterial Roads.
- 7.4.4 Lands within North Village may not develop until the alignment of Regional Road 17 is finalized and any required lands are conveyed to the Municipality or the Region of Durham.
- 7.4.5 No direct vehicular access to Arterial Roads will be provided for individual development proposals. Signalized intersections will be installed where approved by the Region of Durham.
- 7.4.6 Intersection spacing on Arterial Roads is limited in accordance with Durham Region guidelines and the policies of the Clarington Official Plan.

- 7.4.7 Regional Road 17 will have a 3 metre multi-use path on its east side and a sidewalk with a minimum width of 2 metres on the west side. Additional tree plantings and vegetated berms will be incorporated into the road allowance or in adjacent areas.
- 7.4.8 Concession Road 3 is classified under the Official Plan as an Arterial B and Arterial C. Once Regional Road 17 is realigned, its classification will be updated so that the transition between Arterial B and C occurs at the new re-aligned intersection of Regional Road 17 and Concession Road 3.

7.5 Collector Roads

- 7.5.1 Design Collector Roads in accordance with the Clarington Official Plan and the following standards:
- a. Provide a right-of-way width of 23 metres;
 - b. Provide a minimum of two through lanes (one per direction) and the road may include an auxiliary turning lane at junctions and intersections where required;
 - c. Provide a clearly marked, separated, on-street bicycle lane on Collector Roads on one side of the road;
 - d. Landscaping and tree plantings are required within the right-of-way;
 - e. Provide a sidewalk on one side of the right-of-way set back from the curb or otherwise buffered from active lanes of traffic;
 - f. Provide appropriate lighting to contribute to the safe function of the roadway as well as the safe and appropriate lighting of the pedestrian realm.
 - g. Lighting should be downcast to reduce light pollution.
 - h. Incorporate traffic-calming measures where appropriate to reduce speeds and improve safety.
- 7.5.2 Within the Neighbourhood Centre, Collector Roads will include street parking and limit curb cuts to no more than one per block.

7.6 Local Roads

- 7.6.1 Local Roads should have a right-of-way width of 20 metres.
- 7.6.2 A conceptual Local road pattern is identified on the Demonstration Plan as part of the Urban Design & Sustainability Guidelines for illustration purposes.
- 7.6.3 Two important local roads that connect to the approved subdivision to the south will be provided generally as delineated on Schedule A. In addition, a fine-grain pattern of local roads will be established following a modified grid pattern that prioritizes connectivity, permeability, especially for active transportation modes.

- 7.6.4 Cul-de-sacs are discouraged.
- 7.6.5 Design local roads to incorporate passive and physical traffic calming measures to reduce speeds and improve safety. Traffic calming measures include road width reductions, bump outs, special paving crosswalk treatments, and raised roadbeds.
- 7.6.6 Planting boulevards with a minimum width of 2.0 metres, should be provided to facilitate street trees on both sides of Local Roads.
- 7.6.7 Local roads that lead to a community destination such as a park or the Neighbourhood Centre shall have sidewalks on both sides of the street. Otherwise, local roads shall have sidewalks on at least one side of the street.
- 7.6.8 Where necessary, local roads may be window streets adjacent Arterial roads. Window streets may have a reduced right-of-way subject to Municipal standards. They shall provide sidewalk connections to the Arterial sidewalks or multi-use paths.

7.7 Rear Lanes

- 7.7.1 In the low density land use designation, only public laneways are permitted. Private laneways are permitted in the Medium Density designation only.
- 7.7.2 Laneways should be considered adjacent to Arterial Roads and Public Parks within the medium density land use category, in order to provide a street-oriented built form presence with a continuous rhythm of building frontages and front yard landscaping, while eliminating the need for front yard driveways.
- 7.7.3 Laneways should have a minimum right-of-way width of 8.5 metres.
- 7.7.4 Public utilities may be located within public laneways subject to functional and design standards established by the Municipality.
- 7.7.5 Lanes are designed to accommodate access to garage structures at the rear of a residential lot. They may be considered where it is either not desirable or possible to have driveways and garages fronting directly onto a road.

7.8 Mid-Block Connections

- 7.8.1 Mid-block connections should be no less than 4.5 metres wide and provide barrier-free pedestrian access.
- 7.8.2 Mid-block connections should be easy to find, clearly visible, safe and have direct connections to public sidewalks.
- 7.8.3 Mid-block connections should have adequate lighting from adjacent streets or from within the mid-block connection to enhance safety and visibility, without causing adverse impacts on adjacent residential uses.

7.9 Active Transportation

- 7.9.1 The active transportation network includes both on- and off-street facilities including multi-use paths, sidewalks, cycle tracks and on-street bicycle lanes to accommodate all abilities, and facilitate all self-powered forms of mobility and provide alternatives to automobile transportation. The active transportation network will connect to parks, schools, and the Neighbourhood Centre.
- 7.9.2 The active transportation network in North Village integrates with the Municipality's Active Transportation Network and connects residents of North Village to other destinations in Newcastle and throughout Clarington.
- 7.9.3 Mid-block connections will be established throughout the Plan area to increase porosity and travel routes by active means; support increased network connectivity; provide relief from continuous facades; and, to establish prominent secondary view corridors connecting Arterial or Collector Roads.
- 7.9.4 Introduce publicly-accessible mid-block connections in Mixed Use and Medium Density residential blocks to provide non-motorized access to Arterial Roads and in proximity to the Neighbourhood Centre.
- 7.9.5 Minimize conflicts with other modes of transportation through signage, appropriate grades, paved surface, surfacing width and delineation of rights-of-way, and well-designed transitions where facilities merge with roads.
- 7.9.6 Pedestrian walkways should be provided along the full length of apartment, mixed use and commercial buildings, including residential lobby, residential apartment, storefront or restaurant entrances, and along any façade abutting parking areas.
- 7.9.7 Internal pedestrian walkways should be distinguished from driving surfaces through the use of landscaping, concrete or special paving to enhance pedestrian safety and the attractiveness of the walkway.
- 7.9.8 The multi-use path shown on Schedule A is located adjacent to the required buffer for Highway 35/115. It provides for a future north-south off-street connection that can be extended through the redevelopment of adjacent lands.
- 7.9.9 Design Multi-Use Path's to have:
 - a. A minimum width of 3 metres;
 - b. A row of trees provided along both sides of the MUP, with minimum 2-metre-wide planting beds;
 - c. Traffic calming measures, including road width reductions, bump outs, special paving crosswalk treatments, and raised roadbeds may be considered at key locations.
- 7.9.10 The implementation of on-street cycling facilities will to be determined at the plan of subdivision stage.

7.10 Public Transit

- 7.10.1 Public transit will play a role in reducing greenhouse gas emissions, as well as facilitating active transportation choices and healthy lifestyles in North Village.
- 7.10.2 Future public transit routes will generally follow the Collector and Arterial Road network as illustrated on Schedule A. Therefore, the delineation of local roads will facilitate easy and convenient connections to these streets.
- 7.10.3 Coordinate the location and design of transit stops with Durham Region Transit, and incorporate appropriate amenities including, without limitation:
- a. transit shelters;
 - b. seating;
 - c. tactile paving;
 - d. bike racks;
 - e. and lighting.
- 7.10.4 Transit stops and bus routes will be located to optimize pedestrian access to as many residences, employment locations, schools, shopping and public facilities in the area as possible.
- 7.10.5 Locate transit stops as close to intersections as possible, to minimize walking distances and to implement the service standards set out by Durham Region Transit.

8 Parks and Community Facilities

8.1 Objectives

The parks and community facilities within the Plan area contribute to the livability of the neighbourhood and promote connection, social cohesion, and environmental sustainability. Parks and community facilities within North Village will serve as places for gathering, civic engagement, and physical activity. As described in the policies below, they will be linked and interconnected, offering alternative routes around the community through walking or cycling. The location of parks and community facilities will promote the co-location of uses, to facilitate safe and convenient access for all users.

8.2 Parks

- 8.2.1 Dedication of lands for neighbourhood parks and parkettes is in accordance with the Clarington Official Plan. Areas conveyed for parkland purposes will be of a size and shape that they can be programmed with activities, such as recreation fields and

play areas among others.

- 8.2.2 The parks system in North Village consists of neighbourhood parks and parkettes which are shown on Schedule A. The precise size and location of these spaces be determined at the time of development review and approval, based on the parkland provision requirements of the Clarington Official Plan; however, they will be provided generally in accordance with the locations and size shown on Schedule A.
- 8.2.3 Neighbourhood parks are to be provided in the first phase of development. They are between 1.5 and 3 hectares in size and provide a variety of amenities, including sports fields. The planned school site is adjacent to a Neighbourhood Park to provide areas of shared amenity.
- 8.2.4 Where the Neighbourhood Park is adjacent to the mixed use Neighbourhood Centre, the function and design should be complementary and supportive.
- 8.2.5 The Neighbourhood Park is planned to be contiguous to the school block to allow for opportunities for the shared use of facilities.
- 8.2.6 Parkettes are intended to augment the recreation, leisure and amenity needs of a neighbourhood but will not contain sports fields. They are to be between 0.5 ha and 1 ha in size. Parkettes support passive recreation activities, additional green space and habitat for plants and wildlife.
- 8.2.7 Parks must have a frontage to at least one public street. Conditions where other land uses, such as residential or commercial, directly back onto a park will generally be minimized. Where other uses do abut parks, they should provide an active frontage to the park with windows, doors and not back onto it.

8.3 Privately Owned Publicly-Accessible Spaces

- 8.3.1 In addition to the publicly owned lands that form the parks designation, development is encouraged to include privately-owned publicly-accessible spaces that contribute to the sense of place in the community and the quality of the urban environment.
- 8.3.2 Privately-owned publicly-accessible spaces can include public squares, plazas, courtyards, walkways and passages, atriums, arcades and parklike spaces. They contribute to the urban environment by creating spaces for social interaction, adding to visual interest, improving mid-block permeability and complementing adjacent land uses.
- 8.3.3 Public access to privately owned publicly-accessible spaces will be secured through the development approval process.

8.4 Elementary School

- 8.4.1 The location of a school site is shown symbolically on Schedule A and will be further delineated through the draft plan of subdivision process. School sites will be developed in accordance with the relevant policies of the Clarington Official Plan.

- 8.4.2 In the event that all or part of a school site should not be required by a School Board, the Municipality of Clarington would be given the first opportunity to purchase all or part of the school site.
- 8.4.3 The co-location of elementary schools with day care centres and community centres is encouraged, and the school site will be designed to facilitate Neighbourhood Park joint use potential.
- 8.4.4 The siting and design of the school should evoke a prominent civic presence that will reinforce its strategic location at a Prominent Intersection and contribute to the Neighbourhood Centre overall as an architectural landmark, that can serve as an orienting device and opportunity for distinct placemaking.

9 Land Use

9.1 Objectives

The land use policies below seek to ensure that North Village develops in a manner that is consistent with the overarching vision of the community. The policies support a community with an appropriate mix of uses, heights, and densities. The land use pattern sets the framework for growth that is in conformity with the Municipality of Clarington and the Durham Region.

9.2 General Policies

- 9.2.1 The development of North Village will realize efficient and transit-supportive urban densities by achieving a minimum of 50 people and jobs per gross hectare.
- 9.2.2 Development will adhere to the distribution of land uses as indicated in Schedule A. Minor alterations that maintain the intent of this Plan's policies may occur without amendment through the development approval process and in accordance with the Clarington Official Plan.
- 9.2.3 This Plan includes the following land uses:
 - a. Mixed Use;
 - b. Medium Density Residential;
 - c. Low Density Residential;
 - d. Highway Commercial;
 - e. Neighbourhood Parks; and,
 - f. Parkettes.
 - g. Water Reservoir and Pumping Station

- 9.2.4 Drive-through and service station facilities are not permitted, except for in the Highway Commercial land use designation.
- 9.2.5 Within residential areas, small-scale service and neighbourhood retail commercial uses, which are supportive of and compatible with residential uses, are also permitted in accordance with the Clarington Official Plan.
- 9.2.6 In residential areas, the following policies apply:
- a. Locate the main entrance of dwelling units so they are visible and accessible from the public street;
 - b. The maximum number of contiguously attached townhouses is seven;
 - c. Buildings on corner lots or abutting parks will have windows, materials and architectural treatments consistent with the front elevation where sides or flankage of buildings is visible;
 - d. Provide front or exterior side yard porches or amenity areas to create a transition between public and private space and to animate the street;
 - e. Back lotting onto Arterial and Collector Roads is not permitted.
- 9.2.7 Landscaping with native and drought-tolerant species is encouraged, in the place of turf lawns.
- 9.2.8 Direct vehicular access from the Arterial Road is not permitted. For residential uses adjacent to Arterial Roads, vehicle access will be provided from a rear lane or adjacent local or collector street.

9.3 Mixed Use

- 9.3.1 Live-work units including small-scale offices and service uses are permitted. Permitted uses include:
- a. Personal aesthetic and wellness services;
 - b. Professional Services;
 - c. Artists and craftspeople studios.
- 9.3.2 Permitted dwelling types include:
- a. Dwelling units within a mixed use building; and
 - b. Apartment buildings
- 9.3.3 The predominant use of lands in the Mixed-Use designation is street-oriented, low to mid-rise buildings with neighbourhood-scale retail and service at grade, and residential and/or non-residential uses above.

- 9.3.4 Building heights will be a minimum of 2 storeys and a maximum of 6 storeys.
- 9.3.5 The Mixed Use designation is the commercial component of the Neighbourhood Centre. It provides the opportunity for residents to meet some of their daily needs in a short walk from their homes.
- 9.3.6 The Mixed Use designation allows for the greatest concentration of density and mix of uses including commercial, institutional, recreational, and residential uses.
- 9.3.8 A minimum commercial gross floor area of 3,200 square metres, up to a maximum of 4,200 square metres, will be provided within Mixed Use designated lands.
- 9.3.9 Single-use residential development will not be permitted in the Mixed Use designation until a minimum commercial area of 3,252 square metres is constructed.
- 9.3.10 Development on lands designated Mixed Use will have a minimum net density of 40 units per net hectare.

9.4 Medium Density Residential

- 9.4.1 The predominant use of lands within the Medium Density Residential designation are a mix of housing types and tenures in low and mid-rise building forms to achieve a minimum net density of 40 units per net hectare.
- 9.4.2 Building heights will be a minimum of 2 storeys and a maximum of 4 storeys.
- 9.4.3 Permitted dwelling types include:
 - a. Apartment buildings; and,
 - b. townhouses.
- 9.4.4 Within the area identified as the Neighbourhood Centre on Schedule A, the following additional permissions apply:
 - a. Building heights may be up to six (6) storeys;
 - b. Street-oriented live-work buildings are permitted;
 - c. Small-scale institutional uses are permitted.

9.5 Low Density Residential

- 9.5.1 The predominant use of lands within the Low Density Residential designation will be a mix of housing types and tenures in low-rise building forms to achieve a minimum net density of 19 units per net hectare.
- 9.5.2 Buildings within the Low Density Residential designation will not exceed 3 storeys in height.
- 9.5.3 The following residential building types are permitted:

- a. Detached dwellings;
 - b. Semi-detached dwellings;
 - c. Townhouses; and
 - d. Accessory apartments, as per the Clarington Official Plan.
- 9.5.4 Detached and semi-detached dwelling units account for the majority of the total number of units in Low Density Residential designation, with a maximum of 20% townhouses distributed throughout.
- 9.5.5 Where lands designated Low Density are adjacent to an Arterial Road, a Neighbourhood Park or a Parkette, higher density building forms, such as semi-detached houses and townhouses, are strongly encouraged.
- 9.5.6 Private streets and private lanes are not permitted within the Low Density Urban Residential Designation.

10 Servicing

10.1 Objectives

All new development within the North Village Secondary Plan Area will be serviced by municipal water and sewer services and storm water management facilities. Existing development within the Secondary Plan Area shall, over time, also be connected to these same services, as appropriate. This section of the Plan outlines how services are to be provided to the Secondary Plan Area.

10.2 Municipal Services

- 10.2.1 New development will proceed based on the sequential extension of full municipal services in accordance with the municipal capital works program.
- 10.2.2 Any Regional infrastructure required to support the development of the North Village Neighbourhood is subject to the annual budget and business planning process.
- 10.2.3 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. A phasing plan will be prepared as part of a functional servicing report by development proponents at the time an application for draft plan of subdivision is submitted.
- 10.2.4 Locate a Region of Durham Water Reservoir on the east side of North Village with Driveway access off of Street B. It will be framed by the rear of the residential lots and fenced to ensure the safety of water supply.
- 10.2.5 Development proponents and the Municipality will seek to incorporate infrastructure and utilities in a manner that is sensitive to the quality of the public realm and reduce

the impact of development on hydrologic and ecological systems.

10.3 Stormwater Management and Low Impact Development

10.3.1 Storm drainage for the Secondary Plan Area will be conveyed to Foster's Creek in accordance with the provisions of a Functional Servicing Report.

10.3.2 In addition to the Stormwater Management Report, the submission of the following plans and reports are required to determine the impact of stormwater quality/quantity, erosion and water balance of the proposed development.

- a. Erosion and Sediment Control Plan;
- b. Servicing Plans;
- c. Grading Plans;
- d. Geotechnical reports;
- e. Hydrogeologic reports; and
- f. Other technical reports as deemed necessary.

10.3.3 The Stormwater Management Report and Plan identified in Policy 10.2.2 will apply a range of stormwater management practices including Low Impact Development techniques to ensure water quality control, baseflow management, water temperature control and the protection of aquatic habitat. The Stormwater Management Report and Plan explore and consider the feasibility of, and opportunities to, implement such Low Impact Development measures as:

- a. Permeable hardscaping;
- b. Bioretention areas;
- c. Exfiltration systems;
- d. Bioswales and infiltration trenches;
- e. Third pipe systems;
- f. Vegetation filter strips;
- g. Green roofs (multi-unit buildings);
- h. Rainwater harvesting; and
- i. Other potential measures.

10.3.4 Proposed stormwater management quality, quantity, erosion control and water balance for ground water and natural systems will be assessed during the

development approval process to determine the impact on the natural heritage system and environmental features.

10.3.5 Stormwater management for all development will be undertaken on a volume control basis and demonstrate the maintenance of recharge rates, flow paths and water quality to the greatest extent possible. Peak flow control and the maintenance of pre-development water balance will be demonstrated.

10.3.6 Development proposals will demonstrate the use of an adequate volume of amended topsoil or equivalent system to improve surface porosity and permeability over all turf and landscaped areas beyond 3 metres of a building foundation and beyond tree protection areas.

10.4 Utilities

10.4.1 The Municipality will 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.

10.4.2 The Municipality will promote utilities to be planned for and installed in common trenches, where feasible, in a coordinated and integrated manner in order to be more efficient, cost effective, and minimize disruption.

10.4.3 Telecommunications/communications utilities, electrical stations or sub-stations, mail boxes or super mail boxes and similar facilities should be incorporated and built into architectural and landscaping features, rather than being freestanding. Where feasible, these will be compatible with the appearance of adjacent uses and include anti-graffiti initiatives, and not be located in a municipally owned park.

10.5 Water Reservoir and Pumping Station

10.5.1 A Region of Durham facility is planned for the east side of the Plan Area, adjacent to Arthur Street. The design of construction of the facility will be led by the Region of Durham.

10.5.2 Along the north, west and south sides of the Water Reservoir and Pumping Station Provide a visual buffer in the form of landscaping from residential uses.

11 Implementation and Interpretation

11.1 Implementation

11.1.1 The policies of this Plan will inform decisions related to development of the lands within the North Village Secondary Plan Area. The policies of this Plan will be implemented by exercising the powers conferred upon the Municipality by the

Planning Act, the Municipal Act and any other applicable statutes, and in accordance with the applicable policies of the Clarington Official Plan.

- 11.1.2 A Zoning By-law will implement the policies of this Plan.
- 11.1.3 The Municipality will monitor the policies of this Plan as part of the regular Official Plan review and propose updates as deemed necessary.
- 11.1.4 Inherent to this Plan is the principle of flexibility, provided that the general intent and structure of the Plan are maintained to the satisfaction of the Municipality. As such, it is the intent of the Municipality to permit some flexibility in accordance with the Clarington Official Plan in the interpretation of the policies, regulations and numerical requirements of this Plan except where this Plan is explicitly intended to be prescriptive.
- 11.1.5 A Sustainability Report is required to be submitted along with any development applications for lands in the Secondary Plan Area. The report should indicate how the development meets the sustainable development principles and policies of this Plan, the Clarington Official Plan, and the Priority Green Development Standards, and should address sustainable community, site, and building design.
- 11.1.6 The Urban Design & Sustainability Guidelines, including the Demonstration Plan, are contained as an appendix to this Plan.
- 11.1.7 The Urban Design & Sustainability Guidelines provide 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 North Village community. The Demonstration Plan illustrates one manner of implementing the planning principles of the Secondary Plan. The Urban Design & Sustainability Guidelines and Demonstration Plan have been approved by Council, however, do not require an amendment to implement an alternative design solution, or solutions at any time in the future.
- 11.1.8 Engineering infrastructure must follow the schedule within the Municipality's and Region's capital budget, as agreed to by the Landowners' Group.
- 11.1.9 All new development within the North Village Secondary Plan area will proceed on the basis of the sequential extension of full municipal services through the Regional and Municipal capital works programs and plans of subdivision.
- 11.1.10 Development applications for lands abutting the Arterial Roads shown in Schedule A require that lands be dedicated for road widenings as determined by the Municipality or Region.
- 11.1.11 Approval of development applications are 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 community facilities. These works will 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.

11.1.12 Approval of development applications are 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 will 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.

11.1.13 The Secondary Plan recognizes that comprehensive planning requires the equitable sharing amongst landowners of costs associated with the development of land. It is a policy of this Plan that prior to the approval of any draft plan of subdivision, applicants/landowners will enter into appropriate cost sharing agreements that establish the means by which the costs (including Region of Durham costs) of developing the property are to be shared. The Municipality may also require, as a condition of draft approval, that proof be provided to the Municipality that landowners have met their obligations under the relevant cost sharing agreements prior to registration of a plan of subdivision.

11.2 Existing Uses

11.2.1 The block containing existing commercial uses at the interchange of Highway 35/115 and Concession Road 3 is designated for Highway Commercial uses.

11.2.2 Expansion of the lands designated for Highway Commercial uses is strongly discouraged.

11.2.3 After realignment of Regional Road 17, it anticipated that a remnant portion of the existing Regional Road 17 right-of-way will be retained in order to provide access to the existing Highway Commercial block to its west. Vehicular access to adjacent residential blocks will not be permitted from this remnant portion that provides access to the existing Highway Commercial block.

11.2.4 The existing residential uses along Regional Road 17 will continue to have driveway access to their lots from Regional Road 17, including after its realignment. If and when those uses redevelop, they will be subject to this Plan's policies, which include restriction on new and additional direct vehicular access to Arterial Roads including Regional Road 17.

11.3 Interpretation

11.3.1 The North Village Secondary Plan aligns with the policies of the Clarington Official Plan. The policies of this Plan, along with Maps and Appendices must be read and interpreted in conjunction with the policies of the Clarington Official Plan.

11.3.2 In the event of a conflict between the Clarington Official Plan and this Plan, the policies of this Plan prevail.

11.3.3 The boundaries shown on Schedule A to this Plan are approximate, except where they meet with existing roads or other clearly defined physical features. Where the general intent of this Plan is maintained to the satisfaction of the Municipality, minor boundary adjustments will not require an amendment to this Plan.

11.3.4 Where examples of permitted uses are listed under any specific land use designation, they are intended to provide examples of possible uses. Other similar uses may be permitted provided they conform to the intent and all applicable provisions of this Plan.

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