

Southeast Courtice Secondary Plan - Draft

1 Introduction

Southeast Courtice represents a major expansion of the Courtice community.

The Southeast Courtice Secondary Plan area is approximately 295 hectares in size. It is comprised of portions of the Emily Stowe, Avondale and Ebenezer neighbourhoods as identified in Appendix B of the Clarington Official Plan. It is generally bounded to the north by Durham Highway 2 and Hancock Road to the east, while the southern boundary is south of Bloor Street and the western boundary is located east of Prestonvale Road near Robinson Creek.

Prominent features include the presence of a number of regional roads which bisect and border the area and significant natural heritage and hydrological features, including the headwaters and tributaries of Tooley Creek and Robinson Creek.

The Secondary Plan area is anticipated to undergo significant growth and *development*, with a planned population of approximately 11,800 residents and 4,900 units. The purpose of the Secondary Plan is to establish goals and policies to guide *development* within Southeast Courtice, as it is implemented through subdivision, zoning and site plan control. Several key themes run throughout this Secondary Plan:

Sustainability – Southeast Courtice will be developed to minimize the community's impact on the environment and to protect and celebrate nature. The Secondary Plan supports sustainability by:

- Setting a high standard of environmental performance for buildings, *infrastructure* and other parts of the built environment;
- Mitigating the community's contribution to climate change while also assuring its resilience through adaptation measures;
- Supporting lifestyles that result in lower resource consumption and produce less waste and pollution.
- Creating a community where people can move around by walking, cycling and transit rather than private automobile; and
- Developing in a manner that is compatible with the surrounding natural environment.

Liveability – Southeast Courtice will offer an excellent quality of life for residents and workers. The Secondary Plan supports liveability by:

- Providing the public and private amenities needed in day-to-day life;

- Creating a pleasant place to be through the design of the built environment and access to nature;
- Fostering a sense of identity and belonging; and
- Supporting and enabling healthy active lifestyles.

Inclusivity – Southeast Courtice will be a community that everyone can call home, regardless of age, ability or income. Inclusivity is promoted by:

- Providing a range of housing choices for a diversity of income levels and household sizes, including *affordable* housing.
- Creating a community that is fit for all stages of life and people of varying ability.
- Reflecting and celebrating the cultural heritage of the area, past and present.

The Urban Design and Sustainable Development Guidelines included as an appendix provide further guidance on the implementation of the policies of this Secondary Plan.

2 Vision and Objectives

2.1 Vision

Southeast Courtice will be a sustainable, livable and inclusive community. It will have its own identity, while contributing to the larger Courtice and Clarington communities. Although predominantly residential, it will feature a mix, location and intensity of uses that allow many needs to be met locally, while also having access to broader amenities in the surrounding areas. Walking, cycling and transit will be attractive and viable alternatives to the car.

A key part of Southeast Courtice's identity will be the presence of nature. The *natural heritage system*, including features related to the Robinson and Tooley Creeks, will be preserved, enhanced, and sensitively incorporated into a parks and open space system. Trees and landscaped spaces will extend greenery throughout the area.

The area's major roads will also serve as defining features for Southeast Courtice. While providing important transportation routes, they will feature landscaping, built form, mix of uses and connections to the interior of the neighbourhood that make them attractive and inviting public places. They will serve as community focal points which join Southeast Courtice together.

In this manner, Southeast Courtice will combine diverse uses, intensities and places into an integrated and connected whole.

2.2 Objectives

The goals of sustainability, liveability and inclusivity link all parts of the Secondary Plan and are pursued in tandem to create a well-balanced community that meets the needs of its residents and workers while respecting fundamental environmental constraints. To realize these goals, *development* within the Southeast Courtice Secondary Plan Area shall achieve the following objectives:

- 2.2.1 Foster a sustainable low-carbon community, resilient to the potential impacts of climate change.
- 2.2.2 Create an efficient land use pattern and urban form which is supportive of transit provision, enables residents to meet many of their needs locally within walking distance, and provides good transitions between uses and areas of *development* intensity.
- 2.2.3 Foster a multi-modal community where walking, cycling and transit are viable and attractive alternatives to travel by automobile.
- 2.2.4 Protect, maintain and enhance the *natural heritage system* in a manner which preserves its ecological integrity and function.
- 2.2.5 Provide access within walking distance to an appropriate supply of parks, schools, community amenities and local retail and services.
- 2.2.6 Integrate the built and natural environments to create a sense of place and identity, as well as provide access to nature in an appropriate manner.
- 2.2.7 Prioritize the creation of an attractive and vibrant public realm, integrated with a hierarchy of community focal points, to serve as the focus of day-to-day activities and community life.
- 2.2.8 Offer a variety of housing forms, sizes and tenures, including *affordable* housing, that allow households of various sizes and incomes to find a home within Southeast Courtice.
- 2.2.9 Celebrate the cultural heritage of the area in a manner which communicates and preserves meaningful elements of its landscape and historic evolution.
- 2.2.10 Phase *development* in a manner which supports efficient *infrastructure* implementation.

3 Community Structure

The community structure for the Southeast Courtice Secondary Plan establishes a distribution of uses and intensities of *development* to achieve the objectives identified in Section 2 of this Secondary Plan. The components of the Southeast Courtice Secondary Plan that define its community structure are identified below.

3.1 Regional Corridor

- 3.1.1 Bloor Street, Courtice Road and Highway 2 are Regional *Corridors*. They are Priority *Intensification* Areas and the likely routes for future transit service. Regional *Corridors* align with the Medium Density Residential and High Density/Mixed Use designations shown on Schedule A.
- 3.1.2 Regional *Corridors* shall be the location of the highest densities, tallest buildings and greatest mixing of uses, in order to concentrate population in areas with good access to transit and amenities.
- 3.1.3 Regional *Corridors* shall include a mix of low-, mid- and high-density buildings that achieves an overall density of 85 units per net hectare.
- 3.1.4 Regional *Corridors* shall be the location of commercial retail and service uses to serve the community. Commercial retail and services shall be concentrated to reinforce community focal points.
- 3.1.5 Regional *Corridors* serve as the principal transportation routes through and within the community. They will feature the highest frequency and most direct transit connecting the area to the rest of Clarington and Durham Region.
- 3.1.6 Regional *Corridors* also contribute to local connectivity, joined to a grid network of streets that connects to the rest of the neighbourhood.
- 3.1.7 Given volumes of vehicular traffic, particular care shall be given to creating an environment that is safe, comfortable, attractive and efficient for users of *active transportation*.
- 3.1.8 Within Regional *Corridors*, the public right-of-way and private built form shall be designed to create important and inviting public spaces which contribute significantly to the identity of the area and serve as community focal points.

3.2 Prominent Intersections

- 3.2.1 Prominent Intersections are located at Bloor Street and Trulls Road, Bloor Street and Courtice Road, and Highway 2 and Courtice Road.

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3.2.2 Within Regional *Corridors*, the greatest heights and densities shall occur at Prominent Intersections and the nodes which surround them. These areas shall also have the greatest concentration of commercial retail and service uses.

3.2.3 Among these nodes, a hierarchy will be established as follows:

- a. Bloor Street and Courtice Road shall feature the greatest heights and densities and the primary concentration of retail and service uses. Notwithstanding Policy 4.2.4 of this plan, *development* at this intersection shall have no maximum restriction in height. The location of a commercial node, anchored by a full-service grocery, is encouraged that would allow residents to meet many of their retail and service needs within the local area.
- b. Highway 2 and Courtice Road shall feature a similar intensity of *development* as the node above, although over a smaller area. Existing levels of retail and service uses will be maintained in this area.
- c. Bloor Street and Trulls Road shall feature built form at the upper end of the medium density category and an offer of retail and service uses that provides amenity to the surrounding neighbourhoods.

3.2.4 The intensity of *development* and variety of uses will establish these areas as community focal points. The significance of Prominent Intersections as community focal points will be emphasized through building massing and height, materiality, street furniture, landscaping, and public art.

3.3 Urban Residential

3.3.1 Urban Residential areas are predominantly residential areas, outside of the Regional *Corridors*, which will feature built form of lower density and height in ground-related units. Urban Residential areas correspond with the Low Density Residential designation shown on Schedule A.

3.3.2 Urban Residential areas will be the location of many of Southeast Courtice's larger parks and schools. These amenities will be integrated into areas removed from the intensity of the Regional *Corridors*.

3.3.3 Other compatible uses, including small-scale service and neighbourhood retail commercial uses and home-based occupation will be permitted.

3.3.4 The interior of Urban Residential areas will have a minimum density of 13 units per net hectare. Sites within Urban Residential areas adjacent to arterial roads will have a minimum density of 19 units per net hectare.

3.4 Parks and Open Space System

3.4.1 The parks and open space system comprises: Environmental Protection Areas and associated areas, parks and other outdoor civic uses and stormwater management features. Together, they provide spaces that support the ecological and hydrological function of the area and serve as venues for outdoor community and recreational life.

Environmental Protection Areas and Associated Areas

3.4.2 Environmental Protection Areas are the primary structuring component of the parks and open space system. They include natural heritage features, hydrologically sensitive features and lands within the regulatory flood plain of a watercourse. Areas associated with Environmental Protection Areas support the ecological integrity of the area and include *vegetation protection zones* and other natural heritage areas. The preservation and enhancement of Environmental Protection Areas will bring the imprint of the area's natural features and original geography into the development of Southeast Courtice in a way that defines community structure and identity.

3.4.3 The features of the Robinson Creek and Tooley Creek systems contribute particularly strongly to community structure and connect to a broader sub-watershed beyond the Secondary Plan area boundaries. The Robinson Creek defines the western boundary of the Secondary Plan area. The Tooley Creek creates green spines that run through much of the Secondary Plan area.

3.4.4 Access to Environmental Protection Areas and associated areas and their use for amenities such as trails will be undertaken in a manner which preserves their ecological integrity. Environmental Protection Areas will serve as the backbone of network of parks, trails and open spaces.

Parks

3.4.5 Parks are vital public spaces connecting to a broader public realm network. A quantity and quality of park space shall be provided that meets the needs of residents and enables a variety of opportunities for passive and active recreation.

3.4.6 Parks shall be located to achieve a number of objectives:

- a. By locating adjacent to Environmental Protection Areas, foster a connection to natural areas, contribute to the identity of Southeast Courtice as a community close to nature, create a visual connection to the larger open space system and link into a system of trails.
- b. By locating adjacent to other outdoor civic uses, like school grounds, create larger open spaces and realize co-benefits in terms of amenities.

- c. Ensure that the entire community has good access to parks within walking distance of their homes.
- d. Ensure good access and visibility from public streets.

Stormwater Management Ponds

3.4.7 Stormwater management ponds will be treated as public assets and part of the parks and open space system. Their amenity and ecological value will be realized as: areas of passive recreation through the inclusion of paths and trails; areas of ecological value as enhanced wildlife habitat through appropriate planting; and visual extensions of other components of the parks and open space system.

3.5 Gateways

3.5.1 Gateways shall be identified at key locations and feature built form or landscape features that highlight entry into the Southeast Courtice area.

4 Land Use

4.1 General Policies

4.1.1 The pattern of land use is identified in Schedule A of the Secondary Plan. Minor alterations which maintain the general intent of the policies of this Secondary Plan may occur without amendment through the *development* approval process in accordance with policies 24.1.2 and 24.1.3 of the Clarington Official Plan.

4.2 High Density/Mixed Use

4.2.1 The High Density/Mixed Use designation allows for the greatest concentration of density and mix of uses in the Secondary Plan Area along portions of Regional *Corridors*. High Density/Mixed Use areas shall serve as community focal points located at Prominent Intersections.

Permitted Uses

- 4.2.2 The following residential building types and commercial uses are permitted:
- a. Apartment Building
 - b. Dwelling unit within a mixed-use building
 - c. Retail and service uses

- 4.2.3 The High Density/Mixed Use designation supports *mixed use* buildings with commercial uses located within a building podium.

Height and Density

- 4.2.4 Building heights shall be a minimum of 7 storeys and a maximum of 12 storeys.
- 4.2.5 The highest and most dense forms of *development* shall be located fronting the Regional *Corridor*. *Development* shall provide a transition, locating less dense and lower scale buildings in locations adjacent to lower density designations.
- 4.2.6 New *development* within this designation shall provide a range of unit sizes within multiple-unit buildings.

4.3 Medium Density Residential

- 4.3.1 Lands designated as Medium Density Residential are located within the Regional *Corridor*.
- 4.3.2 The predominant use of lands within the Medium Density Residential designation are a mix of housing types and tenures in mid- and low-rise building forms. Retail and service 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.

Permitted Uses

- 4.3.3 Permitted dwelling types shall include:
- a. Apartment buildings;
 - b. Townhouses;
 - c. Stacked townhouses; and,
 - d. Dwelling units within a mixed-use building.
- 4.3.4 Retail and service commercial uses shall only be permitted on the ground floor of a *mixed use* building with an entrance and frontage onto the Regional *Corridor* or an arterial street.
- 4.3.5 Stand alone retail is not supported within this designation.
- 4.3.6 A concentration of retail reinforcing the Prominent Intersection of Bloor Street and Trulls Road is encouraged.

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- 4.3.7 Along Regional *Corridor* frontages within the Medium Density Residential designation, townhouses are permitted but shall not exceed 10% of the total frontage.
- 4.3.8 To increase the visual interest of the streetscape and to promote permeability.

Height and Density

- 4.3.9 Building heights shall be a minimum of 3 storeys and shall not exceed 6 storeys.
- 4.3.10 The highest and most dense forms of *development* shall be located fronting the Regional *Corridor*. *Development* shall provide a transition, locating less dense and lower scale buildings in locations adjacent to the Low Density Residential designation within the Urban Residential area.
- 4.3.11 New *development* within this designation shall consider a range of unit sizes within multiple-unit buildings.
- 4.3.12 Buildings of less than 4 storeys shall not be permitted within 50 metres of an intersection of a Regional *Corridor* with an arterial or collector street.

4.4 Low Density Residential

- 4.4.1 The predominant use of lands within the Low Density Residential designation shall be a mix of housing types and tenures in low-rise building forms.
- 4.4.2 The consolidation and integrated development of properties within the Low Density Residential designation shall be encouraged.

Permitted Uses

- 4.4.3 The following residential building types are permitted:
- a. Detached dwellings;
 - b. Semi-detached dwellings;
 - c. Townhouses;
 - d. Low-rise apartments adjacent to arterial roads; and
 - e. *Accessory apartments*, as per Policy 6.3.5 of the Clarington Official Plan.
- 4.4.4 Small scale service and neighbourhood retail commercial uses which are supportive of and compatible with residential uses are also permitted in accordance with Policy 9.3.2 and 9.3.3 of the Clarington Official Plan.

Height and Density

- 4.4.5 Buildings within the Low Density Residential designation shall not exceed 3 storeys in height.
- 4.4.6 Minimum net densities shall be provided in accordance with Policy 4.3.9 of the Clarington Official Plan.
- 4.4.7 New *development* within this designation shall consider a range of unit sizes within multiple-unit buildings.

4.5 Schools

- 4.5.1 The location of school sites are shown symbolically on Schedule A and shall be further delineated through the *development* review process or during site selection by a School Board.
- 4.5.2 The school sites shown on Schedule A shall not preclude the selection of alternate school sites by a School Board.
- 4.5.3 School sites will be developed in accordance with the relevant policies of Section 18.5 of the Clarington Official Plan.
- 4.5.4 In the event that all or part of a school site should not be required by a School Board, the Municipality of Clarington shall be given the first opportunity to purchase all or part of the school site.
- 4.5.5 Elementary school sites shall be located centrally to promote accessibility by walking and, where feasible, adjacent to planned Neighbourhood Park sites.
- 4.5.6 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.

4.6 Parks

- 4.6.1 Parks shall be provided as part of an integrated and connected parks and open space system.
- 4.6.2 Parks shall be integrated and connected into a broader public realm network that also includes civic/institutional uses, streets, mid-block connections, trails and privately owned publicly-accessible spaces.
- 4.6.3 The park system, as a whole, shall provide a variety of opportunities for passive and active recreation and be comprised of well-designed spaces that contribute to the area's sense of identity.

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- 4.6.4 The Parks designation for Southeast Courtice includes lands within the following categories:
- a. Neighbourhood Parks;
 - b. Parkettes; and
 - c. Public Squares.
- 4.6.5 Parks shall be established in accordance with the following:
- a. Neighbourhood Parks are parks of between 1.5 and 3 hectares in size that provide a variety of amenities, including sports fields. They are located in central locations to allow for good accessibility by walking. All planned school sites shall, wherever feasible, have a Neighbourhood Park abutting them to provide areas of shared amenity.
 - b. Parkettes are parks of between 0.5 and 1.0 hectares in size that provide a variety of amenities, but do not contain sports fields. Parkettes contribute to the variety of leisure and recreational amenities in the community, and improve accessibility to park space by walking.
 - c. Public Squares are smaller components of the parks system, not exceeding 1.0 hectares. Public Squares shall enhance the public realm by providing defined spaces for social interaction within the Medium Density Residential and High Density/ Mixed Use designations. They will contribute to the sense of place and add to the interest of the urban environment.
- 4.6.6 Dedication of lands for Neighbourhood Parks, Parkettes and Public Squares shall be in accordance with the Clarington Official Plan.
- 4.6.7 The location of all Neighbourhood Parks and some Parkettes are shown on Schedule A. The precise size and location of each park shall be determined at the time of *development* review and approval, based on the parkland provision requirements of Section 18 of the Clarington Official Plan.
- 4.6.8 The location of Public Squares will be determined at the discretion of the Municipality at the time of *development* review and approval for sites within the Medium Density Residential and High Density/Mixed Use designations.
- 4.6.9 In addition to the publicly-owned lands which 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. The Municipality will determine at its discretion the potential for these spaces to result in a reduction of parkland dedication requirements.

- 4.6.10 Areas conveyed for parkland purposes will be programmable lands. Environmental Protection Areas and associated *vegetation protection zones* shall not be conveyed to satisfy parkland dedication requirements.

4.7 Environmental Protection Area

- 4.7.1 Lands designated Environmental Protection Area are shown on Schedule A. They include *natural heritage features, hydrologically sensitive features* and lands within the *regulatory flood plain* of a watercourse.
- 4.7.2 All *development* shall adhere to the Natural Heritage System policies of Section 3.4, the Watershed and Subwatershed Plans policies of Section 3.5, the Hazards policies of Section 3.7 and the Environmental Protection Areas policies of Section 14.4 of the Clarington Official Plan.
- 4.7.3 The delineation of lands designated as Environmental Protection Area are approximate and shall be detailed through appropriate studies prepared as part of the review of *development* applications in accordance with the policies of the Clarington Official Plan.
- 4.7.4 Environmental Protection Areas are encouraged to be conveyed to a public authority, where appropriate, as part of the *development* approval process at minimal or no cost to the receiving public authority. Conveyance of lands designated Environmental Protection Area and associated *vegetation protection zones* shall not be considered as contributions towards the parkland dedication requirements under the Planning Act.

4.8 Environmental Constraints Overlay

- 4.8.1 Environmental Constraints are shown as an overlay on Schedule A.
- 4.8.2 Environmental Constraints include features identified as “Moderate Constraint Areas” in the Robinson Creek and Tooley Creek Subwatershed Study Phase 1 Report completed by Aquafor Beech Ltd. These features are not currently identified as Environmental Protection Areas but have potential ecological or hydrological value that requires site-specific assessment.
- 4.8.3 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.
- 4.8.4 If the study establishes that *development* can proceed, then the underlying designation shall apply over those lands.

- 4.8.5 The Subwatershed Study referenced in Policy 4.8.2 also identifies “Low Constraint Areas”, comprising features in which *development* intrusion is not restricted by existing policies and regulations. It is encouraged that these features be incorporated into site-level plans where possible to avoid net loss of natural cover.
- 4.8.6 The Subwatershed Study referenced in Policy 4.8.2 identifies and assesses a number of Headwater Drainage Features. Those identified as “protection” are included in the Environmental Protection Area designation. For those Headwater Drainage Features identified as “conservation”, applications for *development* shall:
- a. Maintain, relocate and/or enhance the drainage feature and its riparian corridor;
 - b. If catchment drainage will be removed due to diversion of stormwater flows, restore lost functions through enhanced lot level controls as feasible;
 - c. Maintain or replace on-site flows using mitigation measures and/or wetland creation, if necessary;
 - d. Maintain or replace external flows to the extent feasible; and
 - e. Use natural channel design techniques to maintain or enhance the overall productivity of the reach.

5 Urban Design

5.1 General

- 5.1.1 *Development* shall distribute heights, densities and concentrations of varied uses as per the policies of this Secondary Plan to realize diversity within the built environment and create community focal points.
- 5.1.2 *Development* shall provide good transitions between areas of different *development* intensity and uses within the Secondary Plan area and to the areas and uses outside its boundaries.
- 5.1.3 A grid network of streets and associated blocks shall serve to integrate and link high, medium and low density areas into a unified urban fabric. This highly-connected network of streets shall be supplemented by mid-block connections and trails to further enhance the pedestrian permeability of the area and the efficiency and variety of pedestrian routes.
- 5.1.4 *Development* shall contribute to the creation of a high quality public realm which is safe, comfortable, visually-pleasing and animated, supports *active*

transportation and community life, and contributes to the distinct character of Southeast Courtice.

- 5.1.5 Streets, mid-block connections and trails are important parts of the public realm. In addition to serving as routes, they shall serve as public places in their own right and a venue for community life. They link Southeast Courtice together, and with other public places create a public realm network.
- 5.1.6 The primary orientation of buildings and the location of main entrances shall be on a public street. Reverse frontage *development* generally shall not be permitted within the Secondary Plan Area.
- 5.1.7 Built form shall be massed and sited to frame streets and public spaces in a consistent manner and provide at-grade animation.
- 5.1.8 Architectural detailing and massing shall be used to create built form variation that is harmonious and that avoids repetition which can reduce the visual interest of streetscapes.
- 5.1.9 *Development* shall limit the negative impacts of parking and loading on the public realm.
- 5.1.10 *Development* shall enhance the experience of the community within its natural setting, linking the Regional *Corridor* and lower density areas to the parks and open space system.
- 5.1.11 *Development* within the Secondary Plan Area shall be developed in accordance with the urban design policies of this Secondary Plan as well as the Urban Design and Sustainability Guidelines.

5.2 Development within Regional Corridors

- 5.2.1 The urban design policies in this section pertain to lands designated High Density/Mixed Use and Medium Density Residential.

Intensity and Transitions

- 5.2.2 Within the Regional *Corridors* the greatest heights and highest density buildings shall be located on the Regional *Corridor* frontage, with height and density decreasing as a transition to lower density designations and Environmental Protection Areas. The Municipality may require that applications for *development* include an analysis as part of the *development* review process to address applicable angular plane guidance.
- 5.2.3 Along the Regional *Corridor*, the greatest heights and densities will occur primarily at Prominent Intersections and secondarily at the intersection of Regional *Corridors* with other arterials.

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- 5.2.4 *Development* may be required to undertake technical studies including a wind study and/or sun/shadow study which demonstrate mitigation of potential shadow or wind impacts on existing or proposed parks, pedestrian routes and public spaces to the satisfaction of the Municipality.

Public Realm and Connections

- 5.2.5 *Development* shall be located at or close to the property line to frame the street and provide a continuous streetscape.
- 5.2.6 *Development* shall be oriented toward the *Regional Corridor* with the main entrances and animating uses facing the street to activate the public realm and enhance the pedestrian environment. More broadly, *development* shall be sited and building elevations and site plans designed to create an animated frontage or flankage of streets, mid-block connections and public spaces to achieve animation and passive surveillance, through the location of building entrances and outdoor amenity areas, street furniture, and glazing.
- 5.2.7 Side and rear elevations visible from the public realm shall have desirable façade treatments.
- 5.2.8 New *development* shall provide a balance of hard and soft landscaping.
- 5.2.9 Mid-block pedestrian connections shall be provided at regular intervals from the *Regional Corridor* to improve access from interior neighbourhoods to arterial streets.
- 5.2.10 Gridded rectilinear lot dimensions shall be established within the *Regional Corridor*.

Parking, Loading and Mechanical Structures

- 5.2.11 Parking and loading facilities shall not be located between building(s) and the public right of way, to promote an attractive public realm and encourage pedestrian activity.
- 5.2.12 Off-street parking areas shall be configured to reduce their visual impact when viewed from the public realm or adjacent residential lots by:
- a. Locating parking facilities underground or within a parking structure that is integrated within a residential, mixed-use or commercial building;
 - b. Establishing joint access to parking lots on adjoining properties where feasible;
 - c. Using hard and soft landscaping within the parking area to reduce the visual impact of large parking surfaces;

- d. Screening parking areas adjacent to residential properties using a combination of opaque fencing or walls and landscaping;
 - e. Screening parking areas through the use of low decorative fences, walls and landscaping; and
 - f. Locating site access at the rear of properties fronting the *Regional Corridor*.
- 5.2.13 Loading, servicing and other functional 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.
- 5.2.14 Loading areas are encouraged to be integrated within a building envelope.
- 5.2.15 Garbage and recycling facilities shall be integrated within a building envelope.
- 5.2.16 All major rooftop mechanical structures or fixtures including satellite dishes communications antenna shall be suitably screened and integrated with the building. Parapets may be utilized to accommodate such screening.

5.3 Development within Low Density Residential Designation

- 5.3.1 To ensure *development* in Low Density Residential areas contributes to attractive streetscapes and an inviting, comfortable pedestrian realm, the following policies shall apply:
- a. Dwelling units shall have their main entrance visible and accessible from the sidewalk;
 - b. Garages are encouraged to be accessed from a rear lane, particularly for townhouses and/or lots less than 12 metres wide;
 - c. Where garages are located at the front of the building facing a street, they shall be set recessed or flush with the front wall of the house;
 - d. Driveways shall not exceed the width of the garage;
 - e. The majority of lots along the length of a block shall have front yards with a minimum of 50% soft landscaping;
 - f. The maximum number of contiguously attached townhouses shall be six;
 - g. Buildings on corner lots or abutting parks shall have windows, materials and architectural treatments consistent with the front elevation where sides or flankage of buildings is visible;
 - h. Front and exterior side yard porches shall be encouraged.
- 5.3.2 Individual site access for any permitted residential use adjacent to an Arterial Road generally shall not be permitted. Rear laneways shall be the preferred option for accessing such sites.

5.3.3 Policies 5.2.11 to 5.2.16, pertaining to parking, loading, garbage/recycling and mechanical, apply to the *development* of low-rise apartments within the Low Density Residential designation.

5.3.4 Policies 5.2.12 to 5.2.16, pertaining to parking, loading, and mechanical, apply to the *development* of townhouses within the Low Density Residential designation.

5.4 Transition

5.4.1 Where new development abuts a lawfully existing use, mitigation measures including transition setbacks or buffers shall be provided from the adjacent lawfully existing use in accordance with the appropriate studies and in keeping with the Urban Design and Sustainability Guidelines.

5.4.2 Where new *development* abuts designated Prime Agricultural land, mitigation measures including transition setbacks or buffers shall be provided from the adjacent designation in accordance with the Urban Design and Sustainability Guidelines. Any required mitigation shall be provided for within the Urban Area.

5.4.3 Applications for new *development* may be required to undertake studies to ensure compatibility with adjacent uses, addressing such adverse impacts as noise, vibration, dust and odour or the location of industrial facilities on adjacent employment lands.

5.5 Private Amenities

5.5.1 New multi-unit residential *development* will provide space for both indoor and outdoor amenities. Each resident will have access to outdoor amenity spaces which may include private outdoor spaces including balconies, terraces and rooftop gardens or privately owned and publicly accessible spaces including gardens and courtyards.

5.5.2 Courtyards and privately owned publicly-accessible amenities should be accessed by at least two points of access.

5.5.3 The design and location of entrances to courtyards and privately owned publicly-accessible amenities shall be clearly identifiable as public to encourage public use through their siting and the use of design elements.

6 Housing

- 6.1 A variety of housing forms, sizes and tenures shall be provided in Southeast Courtice to meet the needs of a diverse population and households of various sizes, incomes and age compositions. This housing mix is encouraged to include purpose-built rental and seniors housing.
- 6.2 *Affordable* housing is encouraged to locate within the *Regional Corridors* to provide residents excellent access to public transit.
- 6.3 *Affordable* housing, including subsidized non-market housing units, is encouraged to be integrated within neighbourhoods and combined in developments that also provide market housing to provide opportunities for a range of housing tenures and prices that support diversity.
- 6.4 New *affordable* housing should incorporate barrier-free, universal or flex design features in both common and living areas.
- 6.5 The Municipality should collaborate with public and non-profit housing providers to encourage a supply of subsidized non-market housing units to be included within the housing mix in the Secondary Plan area.
- 6.6 To support the provision of affordable housing units, 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. The Municipality will also encourage Durham Region to consider financial incentives for affordable housing.
- 6.7 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 requirement 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.
- 6.8 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.
- 6.9 A range of unit sizes are encouraged within apartment and multi-unit buildings, including those suitable for larger households and families.
- 6.10 An *accessory apartment* is permitted within the Secondary Plan Area within a detached or semi-detached dwelling subject to the following:
- a. Only one *accessory apartment* is permitted;

- b. One additional parking space is required for the *accessory apartment* in accordance with the Zoning By-law;
- c. Sufficient water supply and sanitary servicing capacity exists;
- d. The *accessory apartment* complies with the provisions of the Ontario Building Code, Ontario Fire Code and any other relevant regulations; and
- e. The *accessory apartment* is registered with the Municipality.

7 Transportation

7.1 Transportation Network

- 7.1.1 The transportation network in the Southeast Courtice Secondary Plan area shall be developed in accordance with Schedule B Transportation, Parks and Open Space and the policies of this Secondary Plan, with further guidance provided in the Urban Design and Sustainability Guidelines and the Southeast Courtice Transportation Network Report. It shall include public roads, public rear lanes, transit, and bicycle and pedestrian routes and facilities.
- 7.1.2 The road network shall be aligned to create a modified rectilinear grid pattern that defines *development* blocks and establishes a highly interconnected and permeable network that supports *active transportation* and maximizes accessibility and support for transit. Connectivity by *active transportation* throughout the Secondary Plan area and to surrounding areas shall be further enhanced by mid-block connections and trails through and across Environmental Protection Areas.

7.2 Road Network

- 7.2.1 The alignment of arterial and collector roads is shown on Schedule B. These alignments are approximate and will be built according to detailed planning and engineering studies. Changes to the alignments which the Municipality determines are in keeping with the intent of this Secondary Plan shall not require an amendment to this Plan.
- 7.2.2 *Development* applications for lands abutting the arterial road and collector roads shown in Schedule B shall require that lands be dedicated for road widenings as determined by the Municipality or Region.
- 7.2.3 Roads shall be designed to ensure that all kinds of traffic can use them in a safe and comfortable manner: motorists, transit users, cyclists, pedestrians and people with accessibility challenges. Active modes of transportation and the needs of the most vulnerable users shall be prioritized.

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- 7.2.4 Roads shall be designed to be important public places and create environments which are safe, inviting, comfortable and visually-pleasing for pedestrians and other forms of *active transportation*.
- 7.2.5 Courtice Road and Bloor Street are Regional *Corridors* and Type A arterials. They shall be developed as Multi-Ways as detailed in the Urban Design and Sustainability Guidelines. The design of the Multi-Ways shall realize the following objectives:
- a. Fulfill the function of a Type A Arterial as an efficient and high-volume route for a range of travel modes;
 - b. Connect the grid network of local and collector roads to the Regional *Corridor* to support high levels of permeability and accessibility between high density and low density areas; and
 - c. Create an attractive urban corridor which functions as a successful public place, a community focal point, as well as a safe and comfortable environment for *active transportation*.
- 7.2.6 The Municipality of Clarington will work with the Region of Durham to design and stage the implementation of the Multi-Way concept on the portions of Courtice Road and Bloor Street within the Secondary Plan area, and shall consider its extension beyond the Secondary Plan area's borders.
- 7.2.7 Newly constructed and reconstructed arterial and collector roads shall be built with sidewalks on both sides. Cycling shall be provided for through on-road or off-road facilities.

7.3 Local Roads

- 7.3.1 Local roads shall be established on a rectilinear grid pattern to realize high connectivity and permeability across the Secondary Plan area, modified to local geography and to respect Environmental Protection Areas.
- 7.3.2 The grid pattern of streets will create blocks with a maximum length of 200 m.
- 7.3.3 Draft plans of subdivision shall have regard for the design guidelines for local roads, laneways and green streets contained in the Urban Design and Sustainability Guidelines.
- 7.3.4 Sidewalks shall be considered for all new local roads on both sides and set back from the curb or otherwise buffered from active lanes of traffic.
- 7.3.5 On street parking shall be considered on all local roads and within the Municipal portion of the Multi-Way rights-of-way on Bloor Street and Courtice Road.

7.3.6 Local roads shall be designed to incorporate passive and physical traffic calming measures to reduce speeds and improve safety.

7.4 Public Rear Lanes

7.4.1 Public rear lanes are encouraged to support safe and attractive streets by eliminating the need for driveways and street-facing garages.

7.4.2 Public rear lanes shall be designed to have a right-of-way width of 8.5 metres.

7.4.3 Public utilities may be located within public rear lanes subject to functional and design standards established by the Municipality.

7.5 Public Transit

7.5.1 The Municipality, in conjunction with the Region of Durham, shall integrate Southeast Courtice into the regional public transportation system.

7.5.2 To facilitate the *development* of a *transit-supportive* urban structure, the following measures shall be reflected in *development* proposals, including the subdivision of land:

- a. *Transit-supportive* densities within the *Regional Corridor*;
- b. An *active transportation* network that promotes direct pedestrian access to transit routes and stops;
- c. Provision for transit stops and incorporation of bus-bays where appropriate into road design requirements; and
- d. Transit waiting areas incorporated into buildings located adjacent to transit stops.

7.6 Integration and Quality of Active Transportation Routes

7.6.1 The *active transportation* network may be provided within road rights-of-way as well as through trails and mid-block connections. *Active transportation* connections across barriers (natural and related to *infrastructure*) shall be planned at appropriate walking/cycling intervals to reduce barriers between areas and increase accessibility for all ages and abilities.

7.6.2 Destinations such as natural areas, parks, schools, recreation areas and stores and connections with areas outside the Secondary Plan area boundaries will be integrated through the on- and off-street *active transportation* network.

- 7.6.3 All collector and local roads shall also be planned to include a vibrant and healthy tree canopy, consisting of primarily native plantings. The tree canopy will provide shade and enhance and establish a vibrant urban environment. A tree canopy plan shall be prepared for each plan of subdivision. In order to maximize the amount of tree planting and to minimize the removal of in-situ trees, the co-location of utilities is encouraged.

8 Servicing, Infrastructure and Environmental Performance

8.1 Extension of Municipal Services

- 8.1.1 All new *development* within the Southeast Courtice Secondary Plan area shall proceed on the basis of the sequential extension of full municipal services through the Regional and Municipal capital works programs and plans of subdivision.

8.2 Infrastructure and Utilities

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

8.3 Stormwater Management and Low Impact Development

- 8.3.1 Proposed stormwater management quality, quantity, erosion control and water balance for ground water and natural systems shall be assessed during the *development* approval process to determine the impact on the *natural heritage system* and environmental features.
- 8.3.2 The submission of the following plans and reports shall be required to determine the impact of stormwater quality/quantity, erosion and water balance of the proposed *development*:
- a. Stormwater Management Report and Plan;
 - b. Erosion and Sediment Control Plan; and
 - c. Servicing Plans.

8.3.3 The Stormwater Management Report and Plan identified in Policy 8.3.2 shall apply a range of stormwater management practices including Low Impact Development to ensure water quality control, baseflow management, water temperature control and the protection of aquatic habitat. The Stormwater Management Report and Plan shall 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.

8.3.4 Stormwater management plans shall demonstrate how the water balance target set in the Robinson Creek and Tooley Creek Subwatershed Study is met.

8.3.5 Stormwater management for all *development* shall be undertaken on a volume control basis and shall 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 shall be demonstrated.

8.3.6 Significant ground water recharge areas shall maintain a *pre-development* water balance.

8.3.7 *Development* of all detached, semi-detached and townhouse dwellings shall demonstrate the use of 300 mm 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.

8.4 Urban Forest and Native Plantings

8.4.1 The preservation of trees on site is strongly encouraged. Mature trees shall be incorporated into the landscape plan of new *development*, where possible. Injury or destruction of trees shall be subject to Municipality of Clarington By-law 97-35.

8.4.2 Together, new *development* and public realm improvements shall establish an urban canopy throughout the Secondary Plan area to reduce the heat island

effect, provide for shade and wind cover and contribute to a green and attractive environment.

- 8.4.3 New *development* and public realm improvements will be encouraged to use native plant species wherever possible and particularly along rights-of-way and pedestrian trails.
- 8.4.4 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 and hydrologic features.
- 8.4.5 A diversity of tree species shall be planted in parks, parkettes and along rights-of-way to provide a healthy and more robust tree inventory that is less prone to insects and diseases.
- 8.4.6 Selection of tree species within the Secondary Plan area will contribute the Municipality's objective that each tree species planted within the Municipality not account for more than 10% of the overall tree inventory.

8.5 Building Technology

- 8.5.1 Buildings shall be constructed with attractive and durable materials that conserve energy by lowering maintenance and replacement costs.
- 8.5.2 New *development* shall consider the use of renewable energy sources.
- 8.5.3 New *development* shall consider the use of technologies such as green roofs and reflective roof surface materials with high thermal reflectivity.

8.6 Role of Urban Design and Sustainability Guidelines

- 8.6.1 The Southeast Courtice Urban Design and Sustainability Guidelines contained in Appendix A further articulate strategies for achieving the sustainability policies of this Secondary Plan.

9 Community Culture and Heritage

9.1 Reflecting the Local Community

- 9.1.1 The conservation and enhancement of significant cultural heritage resources shall be consistent with the provisions of Section 8 of the Clarington Official Plan and all relevant Provincial legislation and policy directives.

- 9.1.2 The naming and design of parks, public spaces and prominent streetscapes shall have regard for the evolved cultural and natural heritage landscape. These features and amenities shall incorporate local heritage or natural influences including historic names, interpretive features, vernacular building elements, plantings and historic drainage patterns.

9.2 Location of Future Community Facilities

- 9.2.1 Future community facilities shall be located in highly accessible areas that can be accessed by pedestrians and cyclists, as well as by automobile.
- 9.2.2 The co-location of elementary schools and future community facilities shall be considered.

10 Implementation and Interpretation

10.1 Environmental Study Area

- 10.1.1 Lands identified as Environmental Study Area are identified on Schedule A. The lands generally bound by Trulls Road in the west, Courtice Road in the east, Bloor Street in the South and Meadowglade Road to the north and shown on Schedule A have been identified as an Environmental Study Area.
- 10.1.2 The Environmental Study Area identifies an Area that contains complex natural features and functions, many of which require additional study to define. An Environmental Impact Study shall be prepared for the Area, in accordance with the policies of the Official Plan.
- 10.1.3 Until the Environmental Impact Study has been completed in accordance with Section 10.1.2, land uses within the Environmental Study Area shall be limited to existing uses.
- 10.1.4 Following the completion of the required study to the satisfaction of the Municipality, the Environmental Study Area may be lifted as deemed appropriate by the study, without amendment to this Plan, and the underlying land use designation will apply.
- 10.1.5 The Zoning By-law shall be amended as appropriate following the completion of the required study to implement new land use permissions for this area.

10.2 Zoning By-law

- 10.2.1 A Zoning By-law shall implement the policies of this Secondary Plan.

10.3 Implementation

- 10.3.1 The policies of this Secondary Plan shall be considered when making decisions related to *development* of the lands within the Southeast Courtice Secondary Plan Area. The policies of this Secondary Plan shall be implemented by exercising the powers conferred upon the Municipality by the Planning Act, the Municipal Act and any other applicable statutes, and in accordance with the applicable policies of the Official Plan.
- 10.3.2 The Municipality will monitor the policies of this Secondary Plan as part of the five-year Official Plan review and propose updates as deemed necessary.
- 10.3.3 It is not possible or desirable to recognize all existing uses in the Secondary Plan. An existing use of land, building or structure which is lawfully in existence prior to the passage of the implementing Zoning By-law and which does not conform to this Secondary Plan, but continues to be used for such purposes, shall be deemed to be legal non-conforming.
- 10.3.4 Non-conforming uses, legal or otherwise, shall be encouraged to relocate or redevelop so that the subject land may be used in conformity with the policies of this Secondary Plan and the provisions of the implementing Zoning By-law.
- 10.3.5 Inherent to the Southeast Courtice Secondary Plan is the principle of flexibility, provided that the general intent and structure of the Plan are maintained to the satisfaction of the Municipality. As such, it is the intent of the Municipality to permit some flexibility in the interpretation of the policies, regulations and numerical requirements of this Secondary Plan except where this Secondary Plan is explicitly intended to be prescriptive. The Urban Design and Sustainability Guidelines, including the Demonstration Plan, are contained as an appendix to this Secondary Plan. The Urban Design and Sustainability 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 Southeast Courtice community. The Demonstration Plan illustrates the planning principles that are inherent to the Secondary Plan. It is one example of how the Secondary Plan might be implemented within the Secondary Plan area. The Urban Design and Sustainability Guidelines and Demonstration Plan have been approved by Council, however do not require any formal amendment process to implement an alternative design solution, or solutions at any time in the future.
- 10.3.6 Engineering infrastructure shall follow the schedule within the Municipality's and Region's capital budget, as agreed to by the landowners' group.
- 10.3.7 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

community 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.

- 10.3.8 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.

10.4 Interpretation

- 10.4.1 The Southeast Courtice Secondary Plan has been prepared to align with the policies of the Official Plan. The policies of this Secondary Plan, along with Maps and Appendices shall be read and interpreted in conjunction with the policies of the Official Plan.
- 10.4.2 In the event of a conflict between the Official Plan and this Secondary Plan, the policies of the Secondary Plan shall prevail.
- 10.4.3 The boundaries shown on Schedule A to this Plan are approximate, except where they meet with existing roads, river valleys or other clearly defined physical features. Where the general intent of this Secondary Plan is maintained to the satisfaction of the Municipality, minor boundary adjustments will not require an amendment to this Secondary Plan.
- 10.4.4 Where examples of permitted uses are listed under any specific land use designation, they are intended to provide examples of possible uses. Other similar uses may be permitted provided they conform to the intent and all applicable provisions of this Secondary Plan.