

Region of Durham Draft Modifications Regarding Clarington’s Council Adopted Southeast Courtice Secondary Plan (OPA #124)

Instructions on how to use this document:

- **Bolded and underlined** – indicates additional words to be added by modification.
- ~~Strikeouts in red~~ - indicates words to be deleted by modification.
- ~~Double-strikeout in green~~ – indicated words that have been moved to another policy.

Southeast Courtice Amendment No. 124			
Mod No.	Policy/Topic	Modification	Comments
1.	Actual Amendment / Location	Amend the Location section, so it reads, “This Amendment applies to approximately 295-ha area generally bound by Hancock Road in the east, the Robinson Creek Valley to the west and by Durham Highway 2 in the north. The southern boundary is <u>south of</u> a future collector road located south of Bloor Street. The subject lands are entirely within the Courtice urban area.”	This minor amendment is needed to accurately reflect the southern boundary of the southeast Courtice Secondary Plan.
2.	Actual Amendment / Basis	Amend the list of background reports, so it reads, “...The list of reports is as follows: <ul style="list-style-type: none"> • Technical Background Report • Planning Background • Affordable Housing Analysis • Commercial Needs Assessment • Transportation Report • Functional Servicing Report 	Amendment required to update the study list to identify all background reports completed for the secondary plan.

		<ul style="list-style-type: none"> • Landscape Analysis • Agricultural Impact Assessment • Archaeological Assessment • Built Heritage and Cultural Heritage Landscape Screening • Natural Resources Background Analysis, SWS Integration • Sustainability & Green Principles • <u>Financial Impact Analysis</u> • <u>Robinson Tooley Subwatershed Study</u> 	
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Southeast Courtice Secondary Plan Text			
Mod No.	Policy/Topic	Modification	Comments
3.	N/A	Insert page numbers into the document.	Minor amendment required to allow for easy navigation of the amendment.
4.	3.4.1 / Parks and Open Space System	Amend policy 3.4.1, so it reads, “The parks and open space system <u>are</u> comprised <u>of</u> : Environmental Protection Areas and associated areas, parks...”	Minor grammatical amendment.
5.	4.3.8 / High Density/ Mixed Use	Amend policy 4.3.8, so it reads, “Development on lands designated High Density/Mixed Use shall have a <u>minimum</u> net density target of 120 units per net hectare.”	Amendment required to provide flexibility in the Plan.
6.	4.4.3 / Medium Density	Amend policy 4.4.3 so it reads,	Minor amendment requested by the Municipality of Clarington.

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	Regional Corridor	4.4.3 Permitted dwelling types shall include: <ol style="list-style-type: none"> a. Apartment buildings; b. Townhouses; c. Stacked townhouses; d. Dwelling units within a mixed use building; e. Additional Dwelling Units Accessory apartments, as per Policy 6.3.5 of the Clarington Official Plan; and f. Other dwelling types that provide housing at the same or higher densities as those above. 	
7.	4.4.7 / Medium Density Regional Corridor	Amend policy 4.4.7, so it reads, “Development on lands designated Medium Density Regional Corridor shall have a minimum net density target of 8560 units per net hectare.”	Amendment required to provide flexibility in the Plan.
8.	4.5.2 / Low Density Residential	Amend policy 4.5.2, so it reads, “The following residential building types are permitted: <ol style="list-style-type: none"> a. Detached dwellings; b. Semi-detached dwellings; c. Townhouses; and 	Minor amendment requested by the Municipality of Clarington.

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		d. Accessory apartments Accessory Dwelling Units. , as per Policy 6.3.5 of the Clarington Official Plan.	
9.	4.5.3 / Low Density Residential Permitted Uses	Amend policy 4.5.3, so it reads, “Detached and semi-detached dwelling units shall account for a minimum of 80 percent of the total number of units in the Low Density Residential designation, with units in other building types accounting for the remaining remainder 20 percent. ”	Amendment requested by the Municipality of Clarington. The intent of the policy is for detached and semis to be the dominant built form, however, as currently written it is too prescriptive.
10.	4.5.6 / Low Density Residential Height and Density	Amend policy 4.5.6, so it reads, “Development on lands designated Low Density Residential shall have a minimum net density of 13 to a maximum net density of 25 units per net hectare.”	Amendment requested by the Municipality of Clarington to acknowledge that there are already sufficient policies provided to guide development in this designation.
11.	5.2.8 / Urban Design – General Policies	Amend existing policy 5.2.8 by moving the last sentence in the policy to a stand alone policy following 5.2.8 and renumber all subsequent policies accordingly, so it reads, “5.2.8 To support the animation of the public realm and enhance the pedestrian	The last sentence in existing policy 5.2.8 has been revised as a freestanding policy to reflect that building entrance locations, while related to reverse lotting, is a separate issue. It also recognizes that not permitting reverse lot frontage conditions is a separate urban design consideration that limits the need for noise barrier fencing.

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		<p>environment, the primary orientation of buildings and the location of main pedestrian entrances shall be on a public street." Reverse frontage development generally shall not be permitted within the Secondary Plan Area.</p> <p><u>“5.2.9 Reverse frontage development generally shall not be permitted within the Secondary Plan Area.”</u></p>	
12.	6.4.8 a. Environmental Constraints Overlay	<p>Amend policy 6.4.8 a., so it reads,</p> <p>“6.4.8 The Subwatershed Study referenced in Policy 6.2.2 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:</p> <p>a. Maintain, relocate <u>on-site</u> and/or enhance the drainage feature and its riparian corridor;...”</p>	Amendment requested to provide clarification within the policy to ensure any modifications are done on site and features are maintained on site, as to not cause issues for neighbouring properties or encourage the elimination of environmental features on a property.
13.	7.2.15 Courtice Memorial Park	<p>Amend policy 7.2.15, so it reads,</p> <p>“Courtice Memorial Park <u>is an existing park located on Courtice Road. It</u> will serve as a</p>	Amendment requested by Clarington to provide clarity to the reader regarding Courtice Memorial Park.

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		landmark outdoor space for the larger Courtice community and will be expanded through parkland dedication associated with the development process.”	
14.	7.2.16 Courtice Memorial Park	Amend policy 7.2.16, so it reads, “ The Courtice Memorial Park shall be expanded such that it has a minimum of two frontages along major arterial roads.”	Amendment requested by Clarington to provide clarity regarding Courtice Memorial Park.
15.	7.2.17 Courtice Memorial Park	Amend policy 7.2.17, so it reads, “ The Courtice Memorial-park Park’s shall use its location adjacent to the natural heritage system to shall provide direct linkages to the Regional and Municipal Open Space Systems.”	Amendment requested by Clarington to provide clarity regarding linkages from the Courtice Memorial Park.
16.	7.2.18 Courtice Memorial Park	Amend policy 7.2.18, so it reads, “ The Redevelopment of the Courtice Memorial Park shall incorporate elements, such as plaques, pathway markers, public art and landscape features, into the park design to reflect and celebrate the cultural heritage of the area.”	Amendment requested by Clarington to provide clarity to the reader regarding Courtice Memorial Park.
17.	8.2.2	Delete the words in policy 8.2.2 in their entirety, and replace them with the following words, so it reads,	Amendment requested by the Municipality to more accurately reflect the properties with cultural heritage value within the Secondary Plan.

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Mod No.	Policy/Topic	Modification	Comments
	Reflecting the Local Community	<p>“Ten properties of cultural heritage value or interest have been identified within or adjacent to the Secondary Plan area:</p> <p>a. Properties at 1805 & 1811 Highway 2, 2840 Hancock Road (adjacent to Secondary Plan area), and 2149 Courtice Road are identified as Secondary Resources on the Municipality of Clarington Heritage Register;</p> <p>b. The Lower Alsworth House at 1738 Bloor Street and Ebenezer United Church at 1669 Courtice Road (adjacent to Secondary Plan area) are identified as Primary Resources on the Municipality of Clarington Heritage Register;</p> <p>c. Properties at 1798 Highway 2, 1604 Bloor Street and 1678 Bloor Street are identified as ‘Candidate’ resources by the Clarington Heritage Committee; and</p> <p>d. Property at 2433 Courtice Road has been identified as an additional potential <i>built heritage resource</i> during a field review.”</p> <p><u>“8.2.2 The following properties of cultural heritage value or interest have been identified within or adjacent to the Secondary Plan area:</u></p>	

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		<p>a. <u>The Lower Alsworth House at 1738 Bloor Street is listed on Clarington's Municipal Heritage Register;</u></p> <p>b. <u>Ebenezer United Church at 1669 Courtice Road, 1805/1811 Highway 2, 2430 Hancock Road, 2149 Courtice Road, 1798 Highway 2, 1604 Bloor Street, and 1678 Bloor Street are identified on Clarington's Cultural Heritage Resource List; and</u></p> <p>c. <u>The property at 2433 Courtice Road was identified as an additional potential built heritage resource during the preparation of this Plan.</u></p>	
18.	8.2.3 Reflecting the Local Community	Amend policy 8.2.3, so it reads, "The Municipality will determine if a Cultural Heritage Evaluation Report is required for any properties that are identified on the Municipality of Clarington's Cultural Heritage Resource List, and any properties that have been identified as having potential Cultural Heritage Value or Interest.	Minor amendment requested by Clarington to accurately reflect the name of the Clarington Cultural Heritage Resource List.
19.	9.1.2 Transportation Objectives	Amend policy 9.1.2, so it reads, "Establish a streets and blocks-pattern that creates fine-grained connectivity throughout the community."	Minor grammatical amendment.

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20.	9.3.8 Existing Roads	Amend policy 9.3.8, so it reads, “The conveyance of land consistent with the widening of the rights-of-way shown in this plan shall be required to permit the development of lands adjacent to existing roads. Additional dedication for road widenings may be required, for reasons such as for grading, drainage and stormwater management, auxiliary turn lanes, transit provisions and utilities.”	Minor amendment to improve readability.
21.	9.4.2 b. Arterial Roads	Amend policy 9.4.2. b. to include text moved from 9.4.2.c., so it reads, “Fulfill the function of a local road through the establishment of local service lanes adjacent and parallel to the Type A arterial road which: i. Allows the grid network of internal local and collector roads to connect to the service lanes at more frequent intervals than would be permitted by a Type A arterial road. The Multi-Way will support high levels of permeability and accessibility between low, medium and high density areas; and ii. Creates a traffic-calmed lane that buffers built form, public spaces and <i>active transportation</i> routes from higher speed through lanes; and	Amendment requested by the Region to identify the possibility of on-street parking accommodation.

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		iii. <u>Accommodates on-street parking, where appropriate.</u>	
22.	9.4.2.c. Arterial Roads	<p>Amend 9.4.2 c., as follows and re-number the following bullets accordingly, so it reads,</p> <p>“Create an attractive urban <i>corridor</i> which functions as a successful public place, a community focal point, as well as a safe and comfortable environment for <i>active transportation</i> and access to transit including specific consideration of the following:</p> <ul style="list-style-type: none"> i. Slow traffic in proximity to pedestrian and cycling <i>infrastructure</i> through the use of a service lane and other traffic calming measures as needed; ii. Utilize a planting and furnishing zone adjacent to the roadway where required; iii. Accommodate on-street parking, where appropriate; iii. Connect the pedestrian streetscape with adjacent public plazas; iv. Provide landscape plantings, shade trees and street furniture; v. Provide a sidewalk on both sides of the right-of-way; vi. Provide appropriate lighting of the pedestrian realm; and 	Amendments requested by the Region to remove on-street parking provisions within this policy as it is not a feasible option on these Regional arterial roads. In addition, the word “segregated” has been removed from this policy to accurately reflect the arterial cross-section for the Multi-Way concept in the Urban and Sustainability Design Guidelines. The Guidelines describe a Multi-Way as a shared bike route and not segregated as a cycle track or other treatment.

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		<u>vii.</u> Provide segregated bicycle routes clearly identified by signage.”	
23.	9.4.5 Arterial Roads	Amend this policy, so it reads, “9.4.5 On-street parking shall be considered within the service lane Municipal portion of the Multi-Way rights-of-way on Bloor Street and Courtice Road.”	Amendment requested by the Region to further clarify on-street parking may only be considered on the local service lane portion of the Multi-ways.
24.	9.4.7 Arterial Roads	Reword bullet point g) in the list, so it reads, “9.4.7 On segments of Bloor Street and Courtice Road where a Multi-Way configuration is not deemed feasible, alternative design solutions should be implemented that achieve the objectives for the Multi-Way established in Policy 9.4.2, with regard to Durham Region guidelines and the requirements of Arterials Type A as identified in Appendix C, Table C-2 of the Clarington Official Plan, and will consider the following elements: a. Type A arterial rights-of-way serve a wide variety of functions and shall carefully balance safety, visual amenity and pedestrian considerations; b. Dedicated bikeways with clearly identified signage and/or pavement markings shall be provided;	Amendment requested by the Region to reflect that on-street parking on Type A Arterial roads will not be permitted by the Works Department, nor is it consistent with ROP policy 11.3.3 and Schedule E, Table E7. However, it may considered on other classifications of arterial roads in consultation with the Regional Works Department.

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		<p>c. Transit oriented design elements shall be accommodated including transit shelters, accessible sidewalk connections and curb cuts to access transit stops;</p> <p>d. Regular planting of street trees is encouraged to create a comfortable and desirable pedestrian environment;</p> <p>e. Appropriate lighting will be provided to enhance the safety and comfort of the pedestrian streetscape;</p> <p>f. Lighting shall be downcast to reduce light pollution; and</p> <p>g. Strategies to accommodate on-street parking shall may be considered; particularly in proximity to Prominent Intersections.</p>	
25.	9.6.6 / Local Roads	<p>Amend policy 9.6.6, so it reads,</p> <p>“9.6.6 An east-west right-of-way shall be established as a Special Local Road local road, located north of Bloor Street, extending east of Trulls Road and providing an easterly connection from Trulls Road extending to the Farmington Drive extension. This route shall be established as a public right-of-way through the development approval process.”</p>	Minor amendment requested by the Municipality of Clarington.
26.	9.6.7 / Local Road	<p>Amend policy 9.6.7, so it reads,</p>	Minor amendment requested by the Municipality of Clarington.

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Mod No.	Policy/Topic	Modification	Comments
		9.6.7 An east-west right-of-way shall be established as a Special Local Road local road , located north of Bloor Street, extending west of Trulls Road and providing a westerly connection from Trulls Road to the Granville Drive extension. This route shall be established as a public right-of-way through the development approval process.”	
27.	9.6.8 Local Roads	Amend policy 9.6.8, so it reads, “The east-west local road connecting the Granville Drive extension to Trulls Road, and from Trulls Road to the Farmington Drive extension, north of Bloor Street, shall perform as a Special Local Road collector road to provide a connection between residential neighbourhoods and community uses. There shall be an emphasis on creating safe and pedestrian-focused environments.”	Amendment made to recognize this roadway as a special classification intended to support the connectivity through development review. It will not follow the performance criteria of a collector, and as such requires a unique indicator.
28.	New policy 9.6.9	Add new policy 9.6.9, so it reads, <u>“9.6.9 The design standards in section 9.6.4, for the Special Local Road shall include the following design standards:</u> a. <u>A clearly marked on-street bicycle lane shall be provided on both sides of the right-of-way;</u>	Amendment requested by Clarington to include details for the Special Local Road identified in modification #24.

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		<p>b. <u>Landscaping and tree plantings are encouraged within the right-of-way; and</u></p> <p>c. <u>A sidewalk shall be provided on both sides of the right-of-way set back from the curb or otherwise buffered from active lanes of traffic.</u></p>	
29.	9.7.4	<p>Amend policy 9.7.4, so it reads,</p> <p>“9.7.4. Rear lanes shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan and include the following design standards:</p> <p>a. Rear Lanes shall allow two-way travel and incorporate a setback on either side of the right-of-way to the adjacent garage wall;</p> <p>b. Rear Lanes shall provide a minimum pavement width of 6.5 metres; provide access for service and maintenance vehicles for required uses as deemed necessary by the Municipality and may include enhanced laneway widths and turning radii to accommodate municipal vehicles including access for snowplows, garbage trucks and emergency vehicles where required;</p> <p>c. Rear Laneways shall be clear of overhead obstruction and shall be free from</p>	<p>Amendment requested by the Municipality of Clarington to identify a minimum width of rear lanes and to create consistency in the laneway language.</p>

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		<p>overhanging balconies, trees and other encroachments.</p> <p>d. Rear Lanes shall intersect with public roads;</p> <p>e. No municipal services, except for local storm sewers, shall be allowed, unless otherwise accepted by the Director of Public Works;</p> <p>f. No Region of Durham infrastructure shall be permitted;</p> <p>g. Rear Lanes should be graded to channelize snow-melt and runoff;</p> <p>h. The design of rear lanes shall incorporate appropriate elements of low impact design including permeable paving where sufficient drainage exists;</p> <p>i. Rear Lanes should be prioritized where development fronts onto an arterial or collector road network;</p> <p>j. Access for waste collection and emergency service vehicles is to be accommodated;</p> <p>k. Access to loading areas should be provided from rear lanes;</p> <p>l. Appropriate lighting shall be provided to contribute to the safe function of the roadway</p>	

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		as well as the safe and appropriate lighting of the pedestrian realm; and m. Lighting should be downcast to reduce light pollution.”	
30.	9.9.17 Trails Policies	Amend policy 9.9.17, so it reads, “Trails should generally follow the alignment indicated on Schedule B. The precise classification, and alignment and the location of safe of trails crossings over roads will be confirmed through the detailed design stage of the <i>development</i> approvals process.”	Amendment requested by the Region to address the safe-trail crossings across roadways and ensure Vision Zero objectives are entrenched in policy.
31.	10.2.2 Housing – General Policies	Amend policy 10.2.2, so it reads, “Affordable housing is encouraged to locate within and near to Regional Corridors to provide residents excellent access to public transit.”	Amendment requested by the Region to ensure affordable housing is also encouraged near Regional Corridors to provide connectivity to services, while allowing for the inclusion of integrated housing forms.
32.	10.2.3 Housing – General Policies	Amend policy 10.2.3, so it reads, “Affordable housing, including community housing, supportive housing and other types of subsidized non-market housing units, is are encouraged to be integrated within neighbourhoods and combined in developments that also provide market	Amendment requested by the Region to expand the list of non-market housing options. Community housing includes both Regionally owned and non-profit housing (including both rent-geared-to-income and low end of the market). Subsidy can refer to housing assistance for individual households or operational subsidies to support community housing.

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		housing to provide opportunities for a range of housing tenures and prices that support diversity.	
33.	10.2.5 Housing – General Policies	Amend policy 10.2.5, so it reads, “The Municipality should collaborate with <u>the Region of Durham and community</u> 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.”	Amendment requested by the Region to ensure Durham can collaborate and co-ordinate with the non-profit companies they have funding agreements with. This will also ensure a range of affordable housing units are considered.
34.	10.2.6 Housing – General Policies	Amend Policy 10.2.6, so it reads, “To support the provision of affordable housing units, the Municipality will explore other potential incentives such as reduced or deferred development charges, reduced application fees, grants and loans, to encourage the development of affordable housing units. The reduction or deferral of Development Charges shall be done in consultation with the Region of Durham. The Municipality will also encourage Durham Region, <u>the Provincial government and Federal government</u> to consider financial incentives for affordable housing.”	Amendment to recognize both the Provincial and Federal government also have a role to play in helping to fund and incentivize affordable housing.

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35.	10.2.8 Housing – General Policies	Amend policy 10.2.8, so it reads, “To facilitate the development of affordable housing units within the Secondary Plan area and in the Municipality, the Landowners Group in the Secondary Plan Area shall provide at their choice either land <u>in accordance with Section 10.2.9</u> or a contribution of funds to the Municipality <u>in accordance with Section 10.2.10</u> for the development of affordable, public or non-profit housing in the community.”	Amendment is required to further clarify the options the Landowner’s Group have to contribute affordable housing to the community.
36.	10.2.9 Housing – General Policies	Amend policy 10.2.9, so it reads, “The land to be conveyed as provided in Section 10.2.8 shall have an approximate size of 1.5 hectares, <u>be designated for residential development, be located within the Southeast Courtice Secondary Plan boundary</u> , be fully serviced, and be gratuitously conveyed free and clear of encumbrances. Conveyance shall occur at <u>before</u> the time of final approval of the first plan of subdivision <u>development application</u> within the Secondary Plan area.”	Amendment required to further clarify the land requirements needed to ensure future affordable housing projects are successful.
37.	10.2.10	Amend policy 10.2.10, so it reads,	Amendment requested by the Municipality of Clarington to further clarify the contribution of funds for affordable housing.

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	Housing – General Policies	“The contribution of funds as provided in Section 10.2.8 will be through a contribution agreement to be negotiated between the Municipality and the Landowners Group. The first half of the required contribution of funds shall be paid by the Landowners Group upon the approval of the Secondary Plan and the remainder of the contribution shall be paid upon the first approval of a the first development application in the Secondary Plan area at a rate of \$400.00 per unit.”	
38.	10.2.11 Housing – General Policies	Amend policy 10.2.11, so it reads, “A range of unit sizes are encouraged within apartment and multi-unit buildings, including those suitable for single people, and larger households and families.”	Amendment requested by the Region to be more inclusive of the range of households in need of housing.
39.	10.2.12 / Housing – General policies	Delete policy 10.2.12 in its entirety. 10.2.12 An accessory apartment is permitted within the Secondary Plan Area within a following: a. Only one accessory apartment is permitted within the dwelling; b. One additional parking space is required for the accessory apartment in accordance with the Zoning By-law;	Modification requested by the Municipality of Clarington. These policies were included in the Secondary Plan to support affordable housing units in the Secondary Plan area. However, with the approval of OPA 129 as noted above, these policies are unnecessary.

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		<p>c. Sufficient water supply and sanitary servicing capacity exists;</p> <p>d. The accessory apartment complies with the provisions of the Ontario Building Code, Ontario Fire Code and any other relevant regulations; and</p> <p>e. The accessory apartment is registered with the Municipality.”</p>	
40.	10.2.13 / Housing – General policies	<p>Delete policy 10.2.13 in its entirety.</p> <p>“One additional accessory apartment shall be permitted in a detached accessory building with access to a rear lane. The additional accessory apartment is encouraged to be in the form of a unit on the second storey of a detached garage with access to the rear lane. This unit is subject to the following:</p> <p>a. One additional parking space is required for the accessory apartment in accordance with the Zoning By-law;</p> <p>b. Sufficient water supply and sanitary servicing capacity exists;</p> <p>c. The accessory apartment complies with the provisions of the Ontario Building Code, Ontario Fire Code and any other relevant regulations; and</p> <p>b. d. The accessory apartment is registered with the Municipality.”</p>	Modification requested by the Municipality of Clarington. These policies were included in the Secondary Plan to support affordable housing units in the Secondary Plan area. However, with the approval of OPA 129 as noted above, these policies are unnecessary.

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41.	10.2.14 / Housing – General policies	Delete policy 10.2.14 in its entirety. “Reduction of parking requirements for accessory apartments may be considered if the proposed unit is deemed to have excellent access to transit.”	Modification requested by the Municipality of Clarington. These policies were included in the Secondary Plan to support affordable housing units in the Secondary Plan area. However, with the approval of OPA 129 as noted above, these policies are unnecessary.
42.	10.2.15 / Housing – General policies	Renumber existing policy 10.2.15 as policy 10.2.12, so it reads, “10.2.15 10.2.12 The Municipality will give priority to development applications that include affordable housing units that are being funded by federal and provincial government programs or non-profit groups.”	Renumbering required due to the deletion of existing policies 10.2.12 to 10.2.14.
43.	10.2.15 Housing – General Policies	Amend policy 10.2.15, so it reads, “The Municipality will give priority to development applications that include affordable housing units that are being funded by federal and provincial government programs, of community housing providers, other non-profit groups, <u>and the Region of Durham.</u> ”	Amendment requested to be more inclusive of potential funding sources.
44.	New policy 11.3.9	Add a new policy after Policy 11.3.8, which reads,	Amendment requested by the Central Lake Ontario Conservation Authority to ensure flood control structures are only used as a last resort through the development of this Plan.

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		<p><u>“11.3.9 The establishment of new flood control facilities to accommodate development within this Secondary Plan are not encouraged and will only be considered once all other reasonable alternatives have been fully exhausted in accordance with the Robinson Creek and Tooley Creek Subwatershed Study or an update or addenda to that study. Other alternatives to flood control facilities could include infrastructure improvements such as relief culverts, road crossings or land acquisition.”</u></p>	
45.	11.4.7 Urban Forest and Native Plantings	<p>Add “to” after “contribute”, so the policy reads, “Selection of tree species within the Secondary Plan area will contribute to the Municipality’s species diversity objectives.”</p>	Minor grammatical amendment.
46.	11.4.8	<p>Amend policy 11.4.8, so the policy reads, Where trees, and-shrubs and/or features are destroyed or harvested pre-maturely prior to proper study and approval, compensation should occur on-site, and will be calculated at a 3:1 ratio.</p>	Amendment requested to further clarify and detail the requirements of prematurely removing vegetation from a property.

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47.	11.6.1 Urban Design and Sustainability Guidelines	Amend policy 11.6.1, so it reads, “The Urban Design and Sustainability Guidelines contained in Appendix A and described in Policy 12.3.8 12.3.7 and 12.3.9 12.3.8 provide direction in the form of design guidance and strategies to implement the vision and objectives of the Secondary Plan....”.	Amendment to the cross-referenced policies.
48.	12.3.2 Implementation	Reword policy 12.3.2, so it reads, “Detailed studies prepared in support of a development application may refine on a site by site basis the recommendations of the Robinson Creek and Tooley Creek Subwatershed Study on a site by site basis , however the study must address the issues raised by the Subwatershed Study.”	Minor amendment requested to improve the readability of the policy.
49.	12.3.4 New Policy - monitoring	Insert a new policy into 12.3.4, and renumber all following policies accordingly, so the policy reads, “ <u>12.3.4 Every development application, shall be accompanied by a policy implementation monitoring report that shall report on the following, as applicable:</u> ”	Amendment requested by the Municipality of Clarington to include a new monitoring policy to track the performance of the Secondary Plan. Suggested wording changes to improve clarity and readability.

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		<p>a. <u>For the lands subject to the development application:</u></p> <ul style="list-style-type: none"> i. <u>Net residential density by land use designation;</u> ii. <u>Identification of total square footage of non-residential land uses;</u> iii. <u>Number and type of units by land use designation in conformity to policy 11.3.6;</u> iv. <u>Total residential unit count; and</u> v. <u>Estimated population;</u> <p>b. <u>For the entire Secondary Plan Area, the Owner must work in consultation with the Municipality to provide the following statistics:</u></p> <ul style="list-style-type: none"> i. <u>Overall density per hectare and by land use designation;</u> ii. <u>Number of dwelling units by type;</u> iii. <u>Number of units within the built-up area; and</u> iv. <u>Amount/type of non-residential space and number of jobs;</u> <p>c. <u>A description of how the application is addressing and implementing the housing policies in Section 7 of the Secondary Plan; and</u></p> <p>d. <u>A summary of the number of purpose-built additional dwelling units”</u></p>	

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Mod No.	Policy/Topic	Modification	Comments
		<u>Such a Report shall be submitted as part of complete application and shall be updated prior to final approval.</u>	
50.	12.3.12 Implementation	Amend policy 12.3.12 so it reads, “The conveyance of additional land or the contribution of additional funds to facilitate the development of affordable housing beyond the provisions in policies 10.2.8, 10.2.9 and 10.10.10 10.2.10 shall not be utilized as a means to increase the number of units permitted by the Secondary Plan or as a means to not implement the policies of the Secondary Plan.”	Amendment requested to correctly reflect the cross-referenced policy.
51.	12.3.15 Implementation	Delete the words in policy 12.3.15 in their entirety and replace it with the following words, “12.3.15 <u>Certain benefitting landowners within the Secondary Plan area have entered, or will enter, into an agreement or agreements amongst themselves to address the distribution of all costs of development including those which may not be recoverable by the Municipality under the Development Charges Act, 1997, or any successor legislation, particularly</u>	Amendment requested by the Municipality of Clarington to include a cost sharing policy.

Southeast Courtice Secondary Plan Text			
Mod No.	Policy/Topic	Modification	Comments
		<u>the provision of community and infrastructure facilities such as parks, roads, road improvements, external services, storm water management facilities, public/private utilities and schools.</u> "	
52.	New Policy 12.3.16 Implementation	Add new policy 12.3.16, so it reads, <u>"12.3.16 In order to implement section 12.3.15, the Municipality shall include conditions of Draft Plan Approval that may require the benefitting landowners to enter into agreements with other benefitting landowners with respect to the provision of servicing. If a benefitting landowner chooses not to enter into such agreements, it is the Municipality's intention that no development shall be permitted until it has been demonstrated that the benefitting landowner has entered into required agreements with other affected landowners with respect to the provision of services and other infrastructure."</u>	Amendment requested by the Municipality of Clarington to include a cost sharing policy.

Southeast Courtice Mapping Schedules			
Mod No.	Policy/Topic	Modification	Comments
53. Exhibit 1	Schedule B: Transportation, Parks and Open Space Urban Design Guideline's Figure #s: 3, 31 and 51	Amend Schedule 'B' to remove the trail symbology from the south side of Bloor Street, west of Courtice Road.	<p>This amendment is required to offset the trail locations on either side of Bloor Street west of Courtice Road to discourage pedestrians from crossing midblock at unsignalized intersections to promote pedestrian safety.</p> <p>This modification is only shown on Schedule B, Exhibit 1. However, all of the Figures identified in the Policy/Topic column are subject to this modification and should be reflected in the consolidated OPA by the Municipality.</p>
54. Exhibit 1	Schedule B: Transportation, Parks and Open Space Urban Design Guideline's Figure #s: 3, 31 and 51	Amend Schedule 'B' to remove the trail loop symbology north of Bloor Street west of Granville Drive and straighten the location.	<p>This amendment is required to offset the trail locations on either side of Bloor Street to discourage pedestrians from crossing midblock at unsignalized intersections to promote pedestrian safety.</p> <p>This modification is only shown on Schedule B, Exhibit 1. However, all of the Figures identified in the Policy/Topic column are subject to this modification and should be reflected in the consolidated OPA by the Municipality.</p>

Southeast Courtice Urban Design Guidelines			
Mod No.	Policy/Topic	Modification	Comments
55. Exhibit 2	Map Figure #'s 3-9, 11, 12, 20, 31, 32, 36, 39, 41, 59, 60 and 64	Amend all identified Figures contained in the Urban Design Guidelines to add existing Sandringham Drive, west of Courtice Road.	<p>Minor amendment required to include existing Sandringham Drive located within the study area.</p> <p>Please note that the modification is only shown on Figure 3, Exhibit 2. However, all the Figures identified in the Policy/Topic column are subject to this modification and should be reflected in the consolidated OPA by the Municipality.</p>
56. Exhibit 3	Map Figure #'s: 11 and 41	Amend these figures to replace "Service Road" with "Multiway (Service Lane)" in the legend.	<p>The 'Service Road' item in the legend should read "Multi-Way (Service Road)" to link the guidelines and connect/integrate the terms Multi-Way or service road which are used to describe the concept.</p> <p>Please note that the modification is only shown on Figure 11, Exhibit 3. However, all of the Figures identified in the Policy/Topic column are subject to this modification and should be reflected in the consolidated OPA by the Municipality.</p>
57. Exhibit 3	Map Figure #'s: 11 and 41	Amend these figures to change the 'Local Road' extent depicted in Figure 11, east of Granville Drive and north of Bloor Street to a 'Mid-block Pedestrian Connection'.	<p>Modification #'s 50-55 and 57-60 are all amendments to satisfy Regional Works and Regional Transportation Division by reducing the number of local road connections intersecting with Bloor Street and Courtice Road. This amendment will protect these arterial roads in the instance that the Multi-Way (Service Lane) does not get constructed.</p>

Southeast Courtyce Urban Design Guidelines			
Mod No.	Policy/Topic	Modification	Comments
			Please note that the modification is only shown on Figure 11, Exhibit 3. However, all the Figures identified in the 'Policy/Topic' column are subject to this modification and should be reflected in the consolidated OPA by the Municipality.
58. Exhibit 3	Map Figure #'s: 11 and 41	Amend these figures to change the 'Local Road' extent depicted in Figure 11, west of Trulls Road and south of Meadowglade Road to a 'Mid-block Pedestrian Connection'.	See comment in Modification #50.
59. Exhibit 3	Map Figure #'s: 11 and 41	Amend these figures to change the 'Local Road' extent depicted in Figure 11, west of Courtyce Road and south of Meadowglade Road to a 'Mid-block Pedestrian Connection'.	See comment in Modification #50.
60. Exhibit 3	Map Figure #'s: 11 and 41	Amend these figures to change the 'Mid-block Pedestrian Connection' extents depicted on Figure 11, east of Courtyce Road and south of Meadowglade Road to a 'Local Road'.	See comment in Modification #50.
61. Exhibit 3	Map Figure #'s: 11 and 41	Amend these figures to delete the 'Local Road' extent depicted in Figure 11, east of Courtyce Road, north of Bloor Street.	See comment in Modification #50.

Southeast Courtice Urban Design Guidelines			
Mod No.	Policy/Topic	Modification	Comments
62. Exhibit 3	Map Figure #'s: 11 and 41	Amend these figures to change the 'Mid-block Pedestrian Connection' extent depicted on Figure 11, east of Courtice Road, north of Bloor Street to a 'Local Road'.	See comment in Modification #50.
63. Exhibit 3	Map Figure #'s: 11 and 41	Amend these figures to remove the 'Multiway (Service Lane)' on the north and south side of Bloor Street at the Courtice Road intersection to the extent depicted in Figure 11.	This amendment is required to delete portions of the Multi-Way (Service Lane) that will not feasibly have the ability to accommodate the Service Lane, such as in areas adjacent to environmental features.
64. Exhibit 3	Map Figure #'s: 11 and 41	Amend these figures to delete the 'Local Road' extent depicted in Figure 11, west of Farmington Drive, north of Bloor Street.	See comment in Modification #50.
65. Exhibit 3	Map Figure #'s: 11 and 41	Amend these figures to change the 'Local Road' extent depicted in Figure 11, east of Trulls Road, north of Bloor Street to a 'Mid-block Pedestrian Connection'.	See comment in Modification #50.
66. Exhibit 3	Map Figure #'s: 11 and 41	Amend these figures to delete the 'Local Road' extents depicted in Figure 11, on either side of Trulls Road.	See comment in Modification #50.
67. Exhibit 3	Map Figure #'s: 11 and 41	Amend these figures to delete the 'Local Road' extents depicted in Figure 11, west of Trulls Road and south of Bloor Street.	See comment in Modification #50.

Southeast Courtice Urban Design Guidelines			
Mod No.	Policy/Topic	Modification	Comments
68. Exhibit 3	Map Figure #'s: 11 and 41	Amend these figures to remove the 'Multiway (Service Lane)' on the north and south side of Bloor Street, west of Granville Drive to the extent depicted in Figure 11.	This amendment is required to delete portions of the Multi-Way (Service Lane) that will not feasibly have the ability to accommodate the Service Lane, such as in areas adjacent to environmental features.
69. Exhibit 3	Map Figure #'s: 11 and 41	Amend these figures to delete the 'Mid-Block Pedestrian Connection' extent depicted in Figure 11, west of Granville Drive and north of Bloor Street.	See comment in Modification #50.
70. Exhibit 4	Figure 51: Active Transportation Map	Delete 'Special Local Road' from the legend.	Special Local Road was not intended to have its own identifiable active transportation requirements.
71. Exhibit 4	Figure 51: Active Transportation Map	Replace the 'Special Local Road' classification with the 'Bicycle Lane' classification.	The Special Local Road was intended to show the active transportation function of Bicycle Lanes in this graphic.
72. Exhibit 4	Figure 51: Active Transportation Map	Delete 'Bicycle Sharrow' from the legend.	Bicycle Sharrows were not intended for use in this Plan.
73. Exhibit 4	Figure 51: Active Transportation Map	Replace 'Bicycle Sharrow' along the entirety of Bloor Street with 'Bicycle Path'.	Bicycle Sharrows were not intended for use in this Plan, and as such they have been replaced with their intended active transportation function which is a 'Bicycle Path'.
74. Exhibit 4	Figure 51: Active Transportation Map	Replace 'Bicycle Sharrow' along the entirety of Courtice Road with 'Bicycle Path'.	Bicycle sharrows were not intended for use in this Plan, and as such they have been replaced with their intended active transportation function which is a 'Bicycle Path'.

Southeast Courtyce Urban Design Guidelines			
Mod No.	Policy/Topic	Modification	Comments
75.	5.1.5 g) Access, Servicing and Storage	Amend policy 5.1.5 g) so it reads, “ Where feasible , utility box locations should be buried or located so as to minimize their visual impact on the public realm.”	Amendment requested by the utility companies, as it is understood that burying infrastructure is the preferred method of construction, however, it is not always feasible, in which cases the company must minimize the visual impact in the area.
76.	6.1.2 n. iv) Neighbourhood Parks - Guidelines	Amend policy 6.1.2 n. iv), so it reads, “n. The following guidelines apply specifically to Courtyce Memorial Park: ... iv. Where feasible, n New and-existing utilities shall be located underground preferably or located discreetly and should be incorporated into landscape features and/or screened, where necessary, to preserve desirable views.”	Amendment requested by the utility companies, as it is understood that burying infrastructure is the preferred method of construction, however, it is not always feasible, in which cases the company must minimize the visual impact in the area.
77.	6.3.1 e. Type A Arterial Roads	Delete bullet point ii. in its entirety from 6.3.1. e., so the policy reads, “e. Should a Multi-Way design be deemed not feasible, the following components shall be provided in the right-of-way in accordance with Durham Region standards and guidelines: i. Boulevard: sidewalk, bicycle path and planting and furnishing zones with regular planting of street trees and	Amendment requested by the Region as on-street parking on Type ‘A’ Arterial roads will not be permitted by the Region of Durham, as it is not consistent with Regional Official Plan policy 11.3.3 and Schedule ‘E’ - Table E7.

Southeast Courtice Urban Design Guidelines			
Mod No.	Policy/Topic	Modification	Comments
		<p>plantings to create a comfortable environment.</p> <p>ii. Roadway: travel lanes and, where feasible, on-street parking, particularly at Prominent intersections.</p>	
78.	6.3.1 Type A Arterials	<p>Insert the following paragraph after the second paragraph under section 6.3.1. which reads,</p> <p><u>“A hybrid option for the Type A Arterial Multi-way on one side of the road, and a two-way cycle track on the other side of the road may be more appropriate in some areas based on further study.”</u></p>	<p>This amendment is meant to provide a hybrid option. Given that the southeast quadrant of Bloor Street and Courtice road is not part of the designated urban area, the Service Roads along the east side of Courtice Road, or the south side of Bloor Street, would not be required. Therefore, a hybrid option may be more appropriate in these places subject to further study.</p>
79.	6.3.4 Collector Roads	<p>Insert a new paragraph under the first paragraph, which reads,</p> <p><u>“A hybrid option for the Collector Road showing bike lanes and on-street parking without a centre median may be more appropriate in some areas based on further study”.</u></p>	<p>This amendment is meant to provide a hybrid option. Collector roads do not always need a centre median to provide all necessary functions, and as such the hybrid option should be considered where appropriate.</p>
80.	Section 6.3.5 a)	<p>Amend policy 6.3.5 a), so it reads,</p>	<p>This amendment is requested by the Region to denote the different bicycle protected lanes that occur across the municipality.</p>

Southeast Courtice Urban Design Guidelines			
Mod No.	Policy/Topic	Modification	Comments
	Local Roads	a. "A Special Local Road running east-west between Farmington Drive and Granville Drive, north of Bloor Street, shall be designed to provide a level of connectivity the functional requirements of similar to a Collector Road."	Bicycle sharrows are not intended to be on Bloor Street or Courtice Road due to their high traffic volumes. This amendment clarifies the intent of this road and the arterial roads.
81. Exhibit 5	Figure 43 Type A Arterial (Multi-way) Cross Section and Plan	Insert new text on Figure 43 in the figure, as follows, "45m ROW (minimum)"	Notation required for consistency with the Transportation Report.

Brian Bridgeman

Brian Bridgeman, MCIP, RPP
Commissioner of Planning and Economic
Development

March 2, 2022

Date