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Bayview (Southwest Courtice) Secondary Plan

May 2020

Table of Contents

1	<u>INTRODUCTION</u>	4
2	<u>PLAN FOUNDATIONS</u>	5
2.1	VISION	5
2.2	PRINCIPLES AND OBJECTIVES	5
2.3	COMMUNITY STRUCTURE	8
3	<u>THE ENVIRONMENT, ENERGY, WATER AND UTILITIES</u>	9
3.1	OBJECTIVES	9
3.2	ENVIRONMENTAL PROTECTION AREAS AND NATURAL FEATURES	10
3.3	GREEN DEVELOPMENT	13
3.4	STORMWATER MANAGEMENT	13
3.5	UTILITIES	15
3.6	URBAN DESIGN AND SUSTAINABILITY GUIDELINES	16
4	<u>CULTURAL HERITAGE</u>	16
4.1	OBJECTIVES	16
4.2	POLICIES	16
5	<u>STREET NETWORK AND MOBILITY</u>	17
5.1	OBJECTIVES	17
5.2	GENERAL POLICIES	17
5.3	ARTERIAL ROADS	18
5.4	COLLECTOR ROADS	19
5.5	LOCAL ROADS	20
5.6	REAR LANES	21
6	<u>LAND USE AND BUILT FORM</u>	22
6.1	OBJECTIVES	22
6.2	GENERAL POLICIES	22
6.3	AFFORDABLE HOUSING	24
6.4	ACCESSORY APARTMENTS	25

Bayview (Southwest Courtice) Secondary Plan

6.5	NEIGHBOURHOOD COMMERCIAL	25
6.6	LOW DENSITY RESIDENTIAL	26
6.7	MEDIUM DENSITY RESIDENTIAL	26
6.8	HIGH DENSITY RESIDENTIAL / MIXED USE	27
6.9	URBAN DESIGN	28
6.10	SPECIAL STUDY AREA	30
6.11	FORMER EMPLOYMENT LANDS (EMPLOYMENT LAND CONVERSION AREA)	31
<u>7</u>	<u>PARKS AND COMMUNITY FACILITIES</u>	<u>31</u>
7.1	OBJECTIVES	31
7.2	GENERAL POLICIES	32
7.3	PARKS	33
7.4	TRAILS	34
7.5	SCHOOL SITES	34
<u>8</u>	<u>IMPLEMENTATION</u>	<u>35</u>
8.1	OBJECTIVES	35
8.2	POLICIES	35
<u>9</u>	<u>INTERPRETATION</u>	<u>38</u>
9.1	POLICIES	38

SCHEDULES AND APPENDICES

Schedule A – Land Use

Schedule B – Road Classification

Schedule C – Open Space Network

Appendix A – Bayview (Southwest Courtice) Urban Design and Sustainability Guidelines

Appendix B – Demonstration Plan

Appendix C – Cultural Heritage

1 Introduction

The Bayview (Southwest Courtice) Secondary Plan Area is generally bounded by Townline Road to the west, Robinson Creek to the east, Bloor Street to the north, and the Canadian Pacific (CP) rail corridor and Highway 401 to the south. The Secondary Plan Area is approximately 216 hectares in size, with a built-up area of approximately 106 hectares and an unbuilt area of approximately 110 hectares at the time of this Secondary Plan's adoption. The planned population for the Secondary Plan Area is approximately 7,700 residents and approximately 2,900 units.

A Secondary Plan for Bayview (Southwest Courtice) was first developed in 1996. It identified land uses, built form and densities for the northern portion of the study area, while leaving the southern portion identified as "Future Urban Residential." In this future development area, an absence of servicing prevented development from moving forward.

Most of the original Secondary Plan area has been built out, or is subject to approved development applications pending construction. This area is primarily made up of single detached residential housing, with townhouses and commercial uses, namely the Prestonvale Plaza, along Bloor Street. A new mixed-use development with a higher density residential building was approved in 2018 for the southeast corner of Bloor Street and Townline Road. The South Courtice Arena, a major recreational facility, is also located in the area as well as the St. Olha and St. Wolodymyr Ukrainian Cemetery. Municipal servicing is now being constructed to serve the remaining portion of the Bayview Neighbourhood, necessitating an update to the Secondary Plan. The Secondary Plan area includes the Bayview Neighbourhood as identified in the previous Southwest Courtice Secondary Plan. It also includes a portion of the Courtice Employment Lands immediately to the south (see "Former Employment Lands" in Schedule A). The Municipality has submitted a request to re-designate these lands to permit residential uses, and this proposed conversion will be considered as part of Durham Region's Municipal Comprehensive Review. If these lands are not converted, this Secondary Plan will be amended accordingly.

The purpose of this Secondary Plan is to establish goals and policies to guide development within the southern, undeveloped portion of the Bayview Neighbourhood, as it is implemented through subdivision, zoning and site plan control. The Urban Design and Sustainability Guidelines included in Appendix A support the policies of this Secondary Plan and will also be used to guide development.

2 Plan Foundations

The vision, principles and community structure within this section of the Secondary Plan provide the foundation upon which the goals and policies of the Secondary Plan are based.

2.1 Vision

The Bayview (Southwest Courtice) Secondary Plan envisions the Bayview Neighbourhood to be a predominantly low-rise residential community with walkable streets, a diversity of housing types, accessible and versatile parkland, and enhanced and protected natural features. The variety of housing choices will include detached and semi-detached houses, townhomes, duplexes and triplexes, and apartment buildings. Among these will be *affordable* housing options for individuals and families. Three Neighbourhood Parks will provide gathering places, and natural features associated with Robinson Creek will support a trail network. A primary school and the South Courtice Arena will also be within walking or biking distance for most residents. *Mixed use developments* along Bloor Street will provide commercial amenities and encourage walking and social interaction. With leafy streets and a wealth of open spaces, the community will have a strong green character, and, with a range of other environmental design features such as low impact development for stormwater and low-carbon homes, it will support the sustainability goals of Priority Green Clarington and the Clarington Official Plan.

2.2 Principles and Objectives

The Bayview (Southwest Courtice) Secondary Plan is based on the following eight principles, each of which is supported by a set of objectives for the community.

2.2.1 Support a high quality of life for households of all sizes, ages and incomes

Objectives:

- a) Accommodate a diverse population of at least 7,700 persons.
- b) Provide a range of housing densities, tenures, and types.
- c) Integrate *affordable* housing opportunities.
- d) Create a public realm of streets, *parks* and other open spaces that is inviting, comfortable and safe.
- e) Ensure residents have convenient access to basic commercial amenities and community facilities by all modes of travel.

Bayview (Southwest Courtice) Secondary Plan

- f) Ensure compatibility among land uses and housing types.

2.2.2 Protect, enhance and value significant natural features

Objectives:

- a) Promote *development* and human activity that does not have adverse impacts on natural heritage and *hydrologically sensitive features*, and their *ecological functions*.
- b) Establish a network of natural green corridors along the Robinson Creek and its associated tributaries and *valleylands*, linked to other *natural heritage features*.
- c) Implement the recommendations and strategies contained in the Robinson Creek and Tooley Creek Subwatershed Study.
- d) Integrate stormwater management with the open space system while minimizing impacts on the natural *environment*.
- e) Ensure that significant natural features are highly visible and contribute to the character of the neighbourhood.
- f) Significantly increase the tree canopy throughout the Bayview Neighbourhood and support *woodland* coverage targets for the *subwatershed*.

2.2.3 Promote environmental sustainability, energy efficiency and resilience

Objectives:

- a) Ensure the Secondary Plan Area is developed on the basis of full municipal sanitary sewer, storm sewer and water services.
- b) Design buildings, *infrastructure* and the neighbourhood as a whole to high standards for energy and water conservation.
- c) Design buildings, *infrastructure* and open spaces to mitigate the impacts of severe storms, flooding and droughts.
- d) Integrate opportunities for renewable energy and district energy systems in the design of the neighbourhood.
- e) Design for a low-carbon community.

2.2.4 Conserve and integrate significant and valued *cultural heritage resources*

Objectives:

Bayview (Southwest Courtice) Secondary Plan

- a) Conserve and reuse culturally significant historic buildings and their immediate landscapes.
- b) Assess, recover and protect Indigenous and Euro-Canadian *archaeological resources*.
- c) Interpret the area's cultural heritage within the public realm.

2.2.5 Connect the neighbourhood to the broader community and region by all modes of travel

Objectives:

- a) Establish new or improved road and *active transportation* connections to existing and planned destinations east of Robinson Creek.
- b) Ensure the road network facilitates the use of public transit, walking and cycling.
- c) Establish an interconnected network of trails and other *active transportation* facilities within the neighbourhood, linked to the broader municipal network.
- d) Establish inviting, comfortable transit stops within the neighbourhood.
- e) Ensure streets, buildings and parking facilities can adapt to changes in travel behavior and new transportation technologies.

2.2.6 Encourage social interaction and outdoor activity

Objectives:

- a) Ensure *parks* and other public open spaces are highly visible, accessible, and usable.
- b) Ensure *parks* contain a range of neighbourhood-scale facilities for residents of all ages and abilities.
- c) Use significant natural features, stormwater management facilities and other public open spaces to enhance the character of, and connectivity within, the *parks* and open space network.
- d) Ensure all streets are designed to encourage walking.

2.2.7 Create a distinct character and memorable sense of place for the neighbourhood

Objectives:

Bayview (Southwest Courtice) Secondary Plan

- a) Ensure trees are planted in the public and private realms to define *streetscapes* and *parks* over time.
- b) Achieve *mixed use development* on Bloor Street that helps to enliven the streetscape.
- c) Integrate public art into the design of *parks*, streets and other public spaces.
- d) Ensure there is architectural variety within each block and along each street within the neighbourhood
- e) Ensure buildings, streets and landscapes embody design excellence, have a distinct character and create a memorable sense of place.

2.2.8 Develop the neighbourhood in an orderly, coordinated and cohesive fashion

Objectives:

- a) Ensure roads and municipal services required for any part of the neighbourhood are in place and operative prior to or coincident with *development*
- b) Ensure *development* proceeds based on the sequential extension of municipal services.
- c) Ensure each phase of *development* is contiguous to a previous phase.
- d) Ensure lot patterns are rational and efficient to achieve adequately sized *lots* and well-defined street frontages and discourage remnant parcels.

2.3 Community Structure

The vision, principles and objectives for the Bayview Neighbourhood are supported by a community structure comprised of the following, as reflected in Schedule A:

2.3.1 Environmental Protection Areas: Environmental Protection Areas along the Robinson Creek valley largely define the eastern boundary of the Secondary Plan Area and the *development* potential in the southern area of the neighbourhood.

2.3.2 Street Network: Collector streets will provide direct connections to the arterial roads that frame the neighbourhood. They will function as neighbourhood spines and the framework for a grid-like network of local streets that support a highly walkable and accessible neighbourhood.

Bayview (Southwest Courtice) Secondary Plan

- 2.3.3 Public Open Spaces: Bayview will be anchored by three new Neighbourhood Parks in addition to Rosswell Park: one located adjacent to the Robinson Creek valley, one on Townline Road, adjacent to a future elementary school, and one on the north side of Townline Road, west of Prestonvale Road.
- 2.3.4 Bloor Street *Mixed Use Corridor*: As a Regional *Corridor*, planned for higher order transit, Bloor Street will be the primary location for high-density housing and commercial amenities for the neighbourhood, in accordance with the Regional Official Plan.
- 2.3.5 Low-Density and Medium-Density Residential Areas: South of the Regional *Corridor*, Bayview will consist predominately of low-rise residential areas that include low and medium density *developments*. These areas will grow and evolve over time to accommodate a mix of housing types and forms.
- 2.3.6 Prominent Intersections: *Development* at the intersection of Bloor Street and Townline Road South shall be designed with high-quality building materials to emphasize the importance of the intersection. Buildings located on this intersection will provide direct access to the street and include enhanced landscaping, street furniture and, where appropriate, public art.

3 The Environment, Energy, Water and Utilities

3.1 Objectives

- a) Ensure *development* and human activity does not have adverse impacts on natural heritage and *hydrologically sensitive features*, and their *ecological functions*.
- b) Use the Environmental Protection Areas along Robinson Creek and its associated tributaries and *valleylands* as a spine to link to other *natural heritage features* throughout the neighbourhood.
- c) Implement the recommendations and strategies contained in the Robinson Creek and Tooley Creek Subwatershed Study.
- d) Integrate stormwater management with the open space system while minimizing impacts on the natural *environment*.
- e) Ensure significant natural features are highly visible and contribute to the character of the neighbourhood.

Bayview (Southwest Courtice) Secondary Plan

- f) Significantly increase the tree canopy throughout the Bayview Neighbourhood and support *woodland* coverage targets for the *subwatershed*.
- g) Design buildings, *infrastructure* and the neighbourhood as a whole to high standards for energy and water conservation.
- h) Design buildings, *infrastructure* and open spaces to mitigate the impacts of severe storms, flooding and droughts.
- i) Integrate opportunities for renewable energy in the design of the neighbourhood.
- j) Design for a low-carbon community.

3.2 Environmental Protection Areas and Natural Features

- 3.2.1 *Natural heritage features* and environmentally sensitive areas in Bayview are identified as Environmental Protection Areas on Schedule A and C of this Secondary Plan.
- 3.2.2 There are a number of additional environmentally sensitive terrestrial features and areas, *natural heritage features* and *hydrologically sensitive features* and areas which, due to inadequate information or the nature of the feature or area, are not shown on Schedules A or C of this Secondary Plan. These features are also important to the integrity of the *natural heritage system* and may be identified on a site-by-site basis for protection through the review of a *development* application or other studies, including work related to new *infrastructure*, roads and servicing.
- 3.2.3 All *development* shall adhere to the policies of the Clarington Official Plan as it pertains to the policy areas of the *natural heritage system* in Section 3.4, the Watershed and Subwatershed Plans policies in Section 3.5, the Hazards policies in Section 3.7 and the Environmental Protection Areas policies in Section 14.4.
- 3.2.4 In addition to policy 3.2.3, the Robinson Creek and Tooley Creek Subwatershed Study (Subwatershed Study) shall form the basis for any study undertaken regarding the *natural heritage system*. More detailed studies may refine on a site by site basis the recommendations from the Subwatershed Study; however, the study must address the matters raised by the Subwatershed Study, including *linkages*.
- 3.2.5 For those properties not assessed for Headwater Drainage Features in the Subwatershed Study or where agricultural fields have gone fallow, Headwater Drainage Feature Assessments may be required prior to any

Bayview (Southwest Courtice) Secondary Plan

development in order to accurately assess hydrologic functions of these features.

- 3.2.6 A trail system shall be designed and built that connects the neighbourhood to the Robinson Creek lands, while protecting and enhancing the natural features and functions of these lands. The trail system may include pathways, pedestrian bridges, lookouts and seating areas, to the satisfaction of the Conservation Authority and the Municipality. Trails identified on Schedule B shall be assessed as part of an Environmental Impact Study being undertaken on *adjacent* lands.
- 3.2.7 Where an Environmental Impact Study or other site-specific study required as part of *development* proposals within 120 metres of a *natural heritage feature* or where updated information from the Province or Conservation Authority results in refinements to the boundaries of the *natural heritage feature* or its related *vegetation protection zone*, such refinements shall not require an amendment to the Clarington Official Plan or this Secondary Plan.
- 3.2.8 Where the valley system is considered confined, the extent of the valley is determined based on either the visible and discernible Top of Bank or the Long-Term Stable Slope, whichever is greater. A *vegetation protection zone* of 15 metres as per Table 3-1 of the Clarington Official Plan is required from the valley feature.
- 3.2.9 Proponents will be required to revegetate the *vegetation protection zone* in keeping with the Environmental Impact Study recommendations.
- 3.2.10 The alteration to the natural state of watercourses and creeks is discouraged and shall require approval by the Conservation Authority, the Municipality, and other agencies as required. Any proposal to alter a section of a watercourse must be justified through appropriate studies and reports as required by the Official Plan, demonstrate a net gain to the feature and function of the watercourse and *riparian corridor*, maintain or improve its ecological state and incorporate natural channel design features to the satisfaction of the Conservation Authority and the Municipality of Clarington.
- 3.2.11 The preservation of mature trees within and outside of the Environmental Protection Area designation is strongly encouraged in order to fully derive benefits relating to microclimate, *wildlife habitats*, hydrology and scenic quality. In this regard, mitigation measures such as tree protection fencing, silt fence/sedimentation control, dust control, and protection of

Bayview (Southwest Courtice) Secondary Plan

soil moisture regime shall be utilized during construction *adjacent* the Environmental Protection Areas.

- 3.2.12 All private *development* shall contribute to the *woodland* cover target for the *watershed* in keeping with the outcome of the Robinson Creek and Tooley Creek Subwatershed Study and in accordance with Environment Canada's target for *woodland* cover.
- 3.2.13 Through *development*, the planting of new trees shall be required in public spaces and encouraged in private spaces to fully derive benefits relating to microclimate, *wildlife habitats*, hydrology and scenic quality. New trees shall be non-invasive, tolerant of expected conditions and where possible of the largest size and maturity that the planting location permits.
- 3.2.14 Consultation is required with the Municipality prior to the removal of any trees and/or shrubs. Where trees and/or shrubs are destroyed and/or harvested pre-maturely prior to Municipal approval, in-situ compensation will be calculated at a 3:1 ratio.
- 3.2.15 The Subwatershed Study referenced in Policy 3.2.4 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.
- 3.2.16 The Subwatershed Study referenced in Policy 3.2.4 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, in consultation with the Conservation Authority:
 - a) Maintain, relocate on site 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.

Bayview (Southwest Courtice) Secondary Plan

- 3.2.17 Headwater Drainage Features that have been relocated and the associated *riparian corridors* established by permissions in policy 3.2.16 shall be considered to be designated Environmental Protection Area and shall be zoned appropriately to prohibit *development*.

3.3 Green Development

- 3.3.1 In accordance with Clarington Official Plan Policy 5.6.5, *development* applications will be required to include a Sustainability Report that indicates how the *development* meets the sustainable development policies and objectives contained within the Clarington Official Plan and this Secondary Plan.
- 3.3.2 All *development* shall be encouraged to meet high standards for energy efficiency and sustainability in building design and construction. The use of energy efficient lighting and appliances, passive building standards and high-performance building envelopes shall be encouraged to reduce the amount of energy required to heat and cool buildings.
- 3.3.3 All *development* shall be encouraged to incorporate energy and water conservation measures, including consideration for renewable and/or alternative energy systems, such as solar panels. Individual buildings shall be encouraged to accommodate solar panels, a green roof or high albedo surfaces, or a combination of these.
- 3.3.4 Landscape design should maximize infiltration through “soft” landscape features and include hardy, native plantings and trees that provide shade.
- 3.3.5 All *development* will be encouraged to meet high standards for the use of Low Impact Development strategies and minimize impermeable surfaces, to aid in stormwater infiltration.

3.4 Stormwater Management

- 3.4.1 *Stormwater management ponds* and their associated open spaces shall generally be located in accordance with Schedules A and C of this Secondary Plan.
- 3.4.2 Stormwater management facilities, such as ponds and Low Impact Development features, shall be incorporated in the Secondary Plan Area to mitigate the impacts of *development* on water quality and quantity, consistent with the Robinson Creek and Tooley Creek Subwatershed Study and the policies of Section 20 of the Clarington Official Plan. Such facilities

Bayview (Southwest Courtice) Secondary Plan

shall not be located within *natural heritage features* or Environmental Protection Areas.

- 3.4.3 Subject to a technical study to the Municipality's satisfaction prior to or at the time of a *development* application for affected lands, the *stormwater management pond* west of Prestonvale Road and north of the EPA may be used as a temporary facility but ultimately may be replaced by the facility planned on the east side of Prestonvale Road. Any lands identified for stormwater management not required for such facilities may be used for Low and/or Medium Density Residential uses without amendment to this Secondary Plan.
- 3.4.4 The precise siting of stormwater management facilities shall make use of natural drainage patterns to minimize the risk of flooding. Stormwater management facilities will not drain lands located in another *subwatershed*.
- 3.4.5 Stormwater management facilities shall include the installation of naturalized landscaping and accommodate trails and seating areas where appropriate.
- 3.4.6 Proposed stormwater management quality, quantity, erosion control and water balance for ground water and natural systems may be assessed during the *development* approval process to determine the impact on the *natural heritage system* and environmental features.
- 3.4.7 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*. All reports shall be prepared in accordance with the Robinson Creek and Tooley Creek Subwatershed Study, including:
 - a) Stormwater Management Report and Plan;
 - b) Erosion and Sediment Control Plan;
 - c) Servicing Plans;
 - d) Grading Plans;
 - e) Geotechnical reports;
 - f) Hydrogeologic reports; and
 - g) Other technical reports as deemed necessary.

- 3.4.8 The Stormwater Management Report and Plan identified in Policy 3.4.7 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.
- 3.4.9 Stormwater management plans shall demonstrate how the water balance target set in the Robinson Creek and Tooley Creek Subwatershed Study is achieved.
- 3.4.10 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.
- 3.4.11 High Volume Recharge Areas shall maintain a *pre-development* water balance.
- 3.4.12 *Development* of all low- and medium-density dwellings shall demonstrate the use of an adequate volume of amended topsoil or equivalent system to improve surface porosity and permeability over all turf and landscaped areas beyond three metres of a building foundation and beyond tree protection areas.

3.5 Utilities

- 3.5.1 Telecommunications/communications utilities, electrical stations or sub-stations, mail boxes or super mail boxes and similar facilities should be incorporated and built into architectural or landscaping features, rather than being freestanding, wherever possible. They should be compatible with the appearance of adjacent uses and include anti-graffiti measures.

3.5.2 Super mail boxes shall not be located in a municipally owned *park*.

3.6 Urban Design and Sustainability Guidelines

3.6.1 The Urban Design and Sustainability Guidelines contained in Appendix A provide directions in the form of design guidance and strategies to implement the vision and objectives of the Secondary Plan. If there is a conflict between the Secondary Plan policy and the Guidelines, Secondary Plan policy prevails.

4 Cultural Heritage

4.1 Objectives

- a) Conserve and adaptively reuse culturally significant historic buildings and their immediate landscapes.
- b) Assess, recover and protect Indigenous and Euro-Canadian *archaeological resources*.
- c) Interpret the area's cultural heritage within the public realm.

4.2 Policies

- 4.2.1 The conservation and enhancement of significant *cultural heritage resources* shall be consistent with the policies of Section 8 in the Clarington Official Plan and all relevant Provincial legislation and policy directives.
- 4.2.2 The Municipality will determine if a Cultural Heritage Evaluation Report is required prior to *development* on or *adjacent* to any properties that are identified on the Municipality of Clarington Cultural Heritage Resource List, and any properties that have been identified as having potential cultural heritage value or interest.
- 4.2.3 A Heritage Impact Assessment shall be conducted prior to *development* on or *adjacent* to properties that are designated under Part IV of the Ontario Heritage Act, or properties for which a Cultural Heritage Evaluation Report has been conducted and determined that the properties meet the criteria for cultural heritage value or interest as prescribed in O. Reg. 9/06, as amended, or any successors thereto.
- 4.2.4 Cultural Heritage Evaluation Reports and Heritage Impact Assessments shall consider and provide strategies for the conservation and protection

Bayview (Southwest Courtice) Secondary Plan

of *cultural heritage resources*, including the potential for in situ conservation.

4.2.5 Public art and/or other interpretive features recalling the area's cultural heritage shall be integrated into the design of public open spaces within the neighbourhood.

4.2.6 Properties of cultural heritage value or interest within the Secondary Plan area are identified in Appendix C. Additions, deletions, and alterations to Appendix C are permitted without amendment to this Secondary Plan.

5 Street Network and Mobility

5.1 Objectives

- a) Establish new or improved road and *active transportation* connections to existing and planned destinations east of Robinson Creek.
- b) Ensure the road network facilitates the use of public transit, walking and cycling.
- c) Establish an interconnected network of trails and other *active transportation* facilities within the neighbourhood, linked to the broader municipal network.
- d) Establish transit stops within the neighbourhood.

5.2 General Policies

5.2.1 The transportation policies contained in Section 19 of the Clarington Official Plan and the policies of this Secondary Plan shall apply with regard to the transportation network of the Secondary Plan Area. Schedule B identifies the road classification and pedestrian facilities network planned for the area.

5.2.2 *Development* will be structured by an interconnected and grid-like network of streets that facilitate direct pedestrian, cyclist and vehicular movement throughout the community.

5.2.3 *Development* will be structured to provide a pedestrian oriented community by integrating pedestrian linkages and multi-use pathways to supplement the grid-like network of streets. See Section 7.4 for policies regarding the trail network.

5.2.4 The precise public right-of-way widths and locations for all Arterial and Collector Roads within the Secondary Plan Area shall be confirmed through Phases 3 and 4 of the Southwest Courtice Municipal Class Environmental Assessment, if necessary or appropriate.

Bayview (Southwest Courtice) Secondary Plan

- 5.2.5 All owners of private properties fronting the public right-of-way are encouraged to provide trees within the landscaped open space area in their front yard setback.
- 5.2.6 Crosswalks at intersections shall be well marked. Raised crosswalks or tabletop intersections shall be considered.
- 5.2.7 The network of streets shall be supplemented by landscaped mid-block pedestrian connections that break up long blocks to further enhance the pedestrian permeability of the area, the efficiency and variety of pedestrian routes, and access to transit. Mid-block pedestrian connections should have a minimum width that accommodates a multi-use path with landscaping on both sides to provide a buffer to any adjacent private spaces.
- 5.2.8 On-street parking will be encouraged at appropriate locations on all Collector Roads and Local Roads in order to provide for anticipated parking needs and to assist in calming traffic movement and thereby enhancing pedestrian safety.
- 5.2.9 Pedestrian-friendly roundabouts may be considered at the intersections of two arterial roads, two collector roads or an arterial road, a collector road, and/or a collector road and a key local road. Roundabouts shall have special landscaping features.

5.3 Arterial Roads

- 5.3.1 Townline Road, which is under municipal jurisdiction, shall be extended to run east-west through the Secondary Plan Area and intersect with Prestonvale Road as shown on Schedule B. This new section of Townline Road shall be a Type B Arterial Road with a public right-of-way width of 36 metres.
- 5.3.2 Prestonvale Road, between Bloor Street and the future intersection with Townline Road is classified as a Type C Arterial Road, and is under municipal jurisdiction.
- 5.3.3 The portion of Prestonvale Road that crosses the railway and intersects with Baseline Road West will be included in a Special Study that considers a potential Future Freeway Interchange and other transportation improvements in the immediate area (see Policy 6.9). In the interim, the Municipality, in consultation with Metrolinx, may terminate Prestonvale Road at the railway to eliminate the at-grade crossing.

Bayview (Southwest Courtice) Secondary Plan

- 5.3.4 In the event that a Future Freeway Interchange is located at Prestonvale Road as shown on Map J2 of the Clarington Official Plan, the portion of Prestonvale Road located between the interchange and the intersection with Townline Road will be classified as a Type B Arterial Road.
- 5.3.5 Arterial Roads will generally be designed in accordance with the requirements set out in Appendix C, Table C-2 of the Clarington Official Plan and consistent with the Bayview (Southwest Courtice) Urban Design and Sustainability Guidelines (Appendix A to this Secondary Plan). Arterial Roads shall include the following elements:
- a) A multi-use path including appropriate signage and/or pavement markings on at least one side of the right-of-way;
 - b) Where a multi-use path is not feasible, bike lanes shall be provided within the right-of-way;
 - c) A sidewalk shall be provided on at least one side of the right-of-way;
 - d) A planting and furnishing zone shall be provided on both sides of the right-of-way;
 - e) A further planting zone will be encouraged between the sidewalk and residential property setbacks on one or both sides of the right-of-way;
 - f) Appropriate road scale lighting is encouraged to be provided at the pedestrian scale to contribute to the safety and comfort of the streetscape; and
 - g) Lighting shall be downcast to reduce light pollution.
- 5.3.6 A further extension of Townline Road east of Prestonvale Road may cross the Robinson Creek Valley and its associated *flood plain*. The design of this section of the road shall ensure that there are no upstream flooding impacts.

5.4 Collector Roads

- 5.4.1 In conjunction with further *development* within the Secondary Plan Area, Fenning Drive will be extended to the south and east, intersecting with Prestonvale Road as shown on Schedule B. This new section of Fenning Drive shall be a Collector Road.
- 5.4.2 Collector Roads 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:
- a) A minimum of two through lanes shall be provided, the right-of-way

Bayview (Southwest Courtice) Secondary Plan

may include a turning lane at junctions and intersections;

- b) A clearly marked on-street bicycle lane shall be provided on Collector Roads on both sides of the right-of-way;
- c) Planting and furnishing zones are encouraged on both sides of the right-of-way;
- d) A further planting zone will be encouraged between the sidewalk and residential property setbacks on one or both sides of the right-of-way
- e) 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;
- f) Appropriate lighting is encouraged to be provided to contribute to the safe function of the roadway as well as the safe and appropriate lighting of the pedestrian realm; and
- g) Lighting should be downcast to reduce light pollution.

5.5 Local Roads

5.5.1 All *development* shall provide new Local Roads in accordance with the policies of this Secondary Plan. Local Roads will feature sidewalks and street trees on both sides to enhance the tree canopy and reinforce the neighbourhood's green character. New Local Roads 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:

- a) On-street parking shall be available on either side of the right-of-way;
- b) Sidewalks are encouraged to be provided on both sides of Local Roads;
- c) A planting and furnishing zone shall be provided on both sides of Local Roads.
- d) Appropriate lighting is encouraged to be provided to contribute to the safe function of the roadway as well as the safe and appropriate lighting of the pedestrian realm; and
- e) Lighting shall be downcast to reduce light pollution.

5.5.2 Where a Local Road is aligned with a Key View Corridor (see Schedule A and policy 7.2.8), such Local Roads are strongly encouraged to reflect the conceptual cross section for Key Local Roads contained in the Urban Design and Sustainability Guidelines (Appendix A to this Secondary Plan). Key features of this cross section include sidewalks and street trees on both sides, to encourage pedestrian activity, enhance the tree canopy, and reinforce the neighbourhood's green character.

Bayview (Southwest Courtice) Secondary Plan

- 5.5.3 Window streets, where they are necessary, may have a right-of-way less than 17 metres, subject to the approval of the Municipality.
- 5.5.4 Future Local Roads identified in Appendix B are illustrative; their alignments may be modified without amendment to this Secondary Plan.

5.6 Rear Lanes

- 5.6.1 Public rear lanes are encouraged to support safe and attractive streets by eliminating the need for driveways and street-facing garages.
- 5.6.2 Public rear lanes can provide alternative pedestrian routes through a community and shall provide a safe environment for pedestrian and vehicle travel.
- 5.6.3 Public utilities may be located within public rear lanes subject to functional and design standards established by the Municipality.
- 5.6.4 Rear lanes shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 and include the following design standards:
 - a) Lanes shall allow two-way travel and incorporate a setback on either side of the right-of-way to the adjacent garage wall;
 - b) Lanes shall 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;
 - c) Lanes shall be clear of overhead obstruction and shall be free from overhanging balconies, trees and other encroachments;
 - d) Lanes shall intersect with public roads;
 - e) No municipal services, except for local storm sewers, shall be allowed, unless otherwise accepted by the Director of Engineering;
 - f) No Region of Durham *infrastructure* shall be permitted;
 - g) Lanes should be graded to channelize snow-melt and runoff;
 - h) The design of lanes shall incorporate appropriate elements of low impact design including permeable paving where sufficient drainage exists;
 - i) Lanes should be prioritized where *development* fronts onto an arterial road and for townhouse *developments*;

Bayview (Southwest Courtice) Secondary Plan

- j) Access for waste collection and emergency service vehicles is to be accommodated;
- k) Access to loading areas should be provided from rear lanes;
- l) Appropriate lighting shall be provided to contribute to the safe function of the roadway as well as the safe and appropriate lighting of the pedestrian realm; and
- m) Lighting shall be downcast to reduce light pollution.

6 Land Use and Built Form

6.1 Objectives

- a) Accommodate a diverse population of at least 7,700 persons at an overall minimum density of 50 people and jobs per hectare by the year 2031.
- b) Provide a range of housing densities, tenures, and types.
- c) Integrate *affordable* housing opportunities for individuals and families.
- d) Create a public realm of streets, *parks* and other open spaces that is inviting, comfortable and safe.
- e) Ensure residents have convenient access to basic commercial amenities and community facilities by all modes of travel.
- f) Ensure compatibility among land uses and housing types.
- g) Ensure there is architectural variety within each block and along each street within the neighbourhood
- h) Ensure buildings, streets and landscapes are designed to a high standard.

6.2 General Policies

6.2.1 The pattern of land use and the higher order transportation network planned for the area are identified in Schedule A of this Secondary Plan. Minor alterations to Schedule A may occur without amendment to this Secondary Plan through plan of subdivision or site plan approval applications provided such minor alterations are in conformity with Policies 24.1.2 and 24.1.3 of the Clarington Official Plan and the general intent of this Secondary Plan is maintained.

6.2.2 The following land use designations apply within the Secondary Plan Area, the policies for which are contained in this Secondary Plan:

Bayview (Southwest Courtice) Secondary Plan

- a) Low Density Residential
- b) Medium Density Residential
- c) High Density / Mixed Use
- d) Neighbourhood Commercial
- e) Neighbourhood Park
- f) Parkette
- g) Environmental Protection Areas

6.2.3 The following land use designations also apply, the policies for which can be found in the Clarington Official Plan:

- a) Community Park
- b) Green Space
- c) Utility

6.2.4 Schedule A also includes two overlay designations that establish where further study is required prior to *development*:

- a) Special Study Area; and
- b) Former Employment Lands.

6.2.5 The planned housing unit and population targets for the Secondary Plan Area are approximately 2,900 units and 7,700 residents. This unit target shall be achieved through a combination of Low Density, Medium Density, and High Density dwelling types across the Secondary Plan area in accordance with the policies of this Secondary Plan and Policy 9.4.5 of the Clarington Official Plan.

6.2.6 The Municipality shall make available data on the housing mix, based on existing and approved *development*.

6.2.7 Individual site access for any permitted residential use adjacent to an Arterial Road generally shall not be permitted. Rear lanes shall be the preferred option for accessing such sites. Window streets or flankage *lots* may also be considered. Reverse frontage *development* should only be permitted within the Secondary Plan Area if there are no other feasible options.

6.2.8 Buildings located adjacent to, or at the edge of *parks* and open spaces, shall include opportunities to overlook and provide pedestrian

connections into the *parks* and open spaces. More specific policies related to park access can be found in Section 7 of this Secondary Plan.

6.3 Affordable Housing

- 6.3.1 The intent of this Secondary Plan is to support the Municipality's *affordable* housing objectives by requiring a variety of housing sizes and types and permitting *accessory apartments*, as per Policy 6.3.5 of the Clarington Official Plan.
- 6.3.2 *Affordable* housing is encouraged to locate within the Regional *Corridors* to provide residents excellent access to public transit.
- 6.3.3 *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.
- 6.3.4 New *affordable* housing and purpose-built rental housing should incorporate barrier-free, universal or flex design features in both common and living areas.
- 6.3.5 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.
- 6.3.6 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 to consider financial incentives for *affordable* housing.
- 6.3.7 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.
- 6.3.8 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 or a contribution of funds to the Municipality for the *development* of *affordable*, public or non-profit housing in the community.

Bayview (Southwest Courtice) Secondary Plan

- 6.3.9 The land to be conveyed as provided in Section 6.3.8 shall have an approximate size of 1.5 hectares, be fully serviced and be gratuitously conveyed free and clear of encumbrances. Conveyance shall occur at the time of approval of the first plan of subdivision within the Secondary Plan area.
- 6.3.10 The contribution of funds as provided in Section 6.3.8 will be through a contribution agreement to be negotiated between the Municipality and the Landowners Group. The contribution of funds shall be at a rate of \$400.00 per unit.
- 6.3.11 Reduction of parking requirements for *accessory apartments* may be considered if the proposed unit is within a short walking distance of a transit stop.
- 6.3.12 The Municipality will fast track the approval of *development* applications that include *affordable* housing units that are being funded by federal and provincial government programs or non-profit groups.

6.4 Accessory Apartments

- 6.4.1 Within the Secondary Plan Area, one *accessory apartment* is permitted within a detached, semi-detached, or townhouse dwelling, and one *accessory apartment* is permitted within a detached accessory structure subject to the provisions of the Zoning By-law and other relevant regulations.
- 6.4.2 Within accessory structures, apartments are encouraged to be on the second *storey* of a detached garage.
- 6.4.3 *Accessory apartments* must be registered with the Municipality.

6.5 Neighbourhood Commercial

- 6.5.1 The Neighbourhood Commercial site on Bloor Street is intended to accommodate small-scale commercial establishments serving the local community, with gross leasable areas generally not exceeding 300 square metres. Drive-through uses shall not be permitted, and direct pedestrian connections shall be provided to the front of retail units.
- 6.5.2 The minimum height of building shall be two *storeys*, and *mixed use development*, with residential units or office space integrated with *retail uses* and/or *service uses*, shall be encouraged. The design of buildings shall reflect and reinforce the character of the surrounding neighbourhoods.

6.6 Low Density Residential

- 6.6.1 The predominant use of lands designated Low Density Residential shall be for housing purposes. Other uses may be permitted in accordance with Clarington Official Plan Policies 9.3.1, 9.3.2, and 9.3.3.
- 6.6.2 The following residential dwelling types in buildings up to three *storeys* are permitted:
- a) Detached dwellings;
 - b) Semi-detached dwellings;
 - c) Townhouses; and
 - d) *Accessory apartments*, as per Policy 6.4 of this plan.
- 6.6.3 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. Townhouses shall account for no more than 20 percent of the total number of units in the Low Density Residential designation.
- 6.6.4 Other uses, including small scale service and neighbourhood retail commercial uses, which are supportive of and compatible with residential uses, are also permitted in accordance with Policies 9.3.1, 9.3.2 and 9.3.3 of the Clarington Official Plan.
- 6.6.5 *Development* on lands designated Low Density Residential shall have an overall minimum density of 13 units per hectare.
- 6.6.6 Private streets and private lanes are not permitted within the Low Density Residential designation.

6.7 Medium Density Residential

- 6.7.1 The predominant use of lands designated Medium Density Residential shall be for housing purposes. Other uses may be permitted in accordance with Clarington Official Plan Policies 9.3.1, 9.3.2, and 9.3.3.
- 6.7.2 The following residential dwelling types are permitted:
- a) Townhouses;
 - b) Stacked townhouses;
 - c) Apartment buildings;
 - d) *Dwelling units within a mixed use building*;

Bayview (Southwest Courtice) Secondary Plan

- e) *Accessory apartments*, as per Policy 6.43 of this plan; and
- f) Other dwelling types that provide housing at the same or higher densities as those above.

6.7.3 Building heights shall be a minimum of 2 *storeys* and a maximum of 4 *storeys*.

6.7.4 Other uses, including small scale service and neighbourhood retail commercial uses, which are supportive of and compatible with residential uses, are also permitted in accordance with Policies 9.3.1, 9.3.2 and 9.3.3 of the Clarington Official Plan.

6.7.5 *Development* on lands designated Medium Density Residential shall have a minimum density of 40 units per net hectare.

6.8 High Density Residential / Mixed Use

6.8.1 The predominant use of lands designated High Density Residential shall be for housing purposes. Other uses may be permitted in accordance with Clarington Official Plan Policies 10.6.6 and 10.6.7.

6.8.2 The following building types are permitted:

- a) Apartment buildings; and
- b) *Mixed use buildings* with commercial uses located on the ground floor and apartment *dwelling units* on upper floors.

6.8.3 Stand alone retail, service or office is not permitted within this designation.

6.8.4 Building heights shall be a minimum of 7 *storeys* and a maximum of 12 *storeys*.

6.8.5 *Development* on lands designated High Density / Mixed Use shall have a minimum density of 120 units per net hectare.

6.8.6 The highest and most dense forms of *development* shall be located fronting the *Regional Corridor*, and built form transitions shall be provided to adjacent low-rise residential areas.

6.9 Urban Design

6.9.1 To ensure *development* in Low Density and Medium Density Residential areas contributes to attractive *streetscapes* and an inviting, comfortable pedestrian realm, the following policies shall apply:

- a) Grade-related *dwelling units*, excluding secondary units, shall have their main entrance visible and accessible from the sidewalk;
- b) Front double garages without living space directly above them shall be recessed from the front wall of the house;
- c) Front single garages and double garages with living space directly above them may extend partially beyond the front wall of the house, but this condition shall not dominate the length of the block;
- d) The width of a driveway generally shall correspond with the width of the garage, although in the case of single garages, a wider driveway may be permitted where it does not prevent soft landscaping in the front yard with a minimum width of three metres;
- e) Blocks with a concentration of townhouses and/or *lots* less than 9 metres wide for other housing types shall be encouraged to incorporate rear lanes;
- f) Buildings on corner *lots* shall have articulated facades facing both streets;
- g) Front and exterior side yard porches shall be encouraged.

6.9.2 Where low-rise apartment buildings and stacked townhouses are permitted in Low Density and Medium Density Residential areas, they shall be subject to the following policies:

- a) Front setbacks should be 4-6 metres;
- b) Ground-floor units in apartment buildings are encouraged to have their entrances facing the street or a landscaped yard;
- c) Balconies on apartment buildings and stacked townhouses should be integrated into the overall design of the building façade;
- d) Mechanical and electrical equipment on the roof of an apartment building should be screened with durable materials integrated with the design of the building.
- e) All buildings on corner *lots* shall address both edges with articulated facades and windows, and blank walls visible from streets or public spaces generally shall not be permitted;

Bayview (Southwest Courtice) Secondary Plan

- f) Underground parking for apartment buildings is strongly encouraged;
- g) Parking may be located at the rear of buildings and is not permitted in the front or exterior side yard of buildings;
- h) Garbage and recycling storage for apartment buildings should be located within the structure, and garbage and recycling storage for stacked townhouses should be located in a shared Rear Lane, screened from public view.

6.9.3 To ensure *development* in High Density Residential areas appropriately addresses Bloor Street, supports an active public realm and relates well to its existing and planned context, the following policies shall apply:

- a) Buildings shall be built close to the front property line to help frame adjacent streets, with setbacks of generally no greater than five metres;
- b) Primary pedestrian entrances shall be clearly visible and located on a public road frontage or onto public open spaces;
- c) Access from sidewalks, other pedestrian facilities and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade, and shall be accessible and barrier free;
- d) Ground floors containing commercial space shall have a minimum height of 4.5 metres;
- e) Long buildings, generally those over 40 metres in length, shall break up the visual impact of their mass with vertical recesses or other architectural articulation and/or changes in material;
- f) Buildings over six *storeys* shall incorporate setbacks to reduce their perceived mass and contribute to a comfortable pedestrian realm, with setbacks of at least 1.5 metres generally occurring at the seventh *storey* and, where the height is greater than 10 *storeys*, at the eleventh *storey*;
- g) Buildings shall provide appropriate transitions to adjacent low-rise residential areas, either with a separation distance equal to or greater than the height of the building or through the stepping down of building heights to no more than four *storeys* at the rear;
- h) The use of high-quality, enduring materials, such as stone, brick and glass, shall be strongly encouraged;
- i) Mechanical penthouses and elevator cores shall be screened and integrated into the design of buildings;

Bayview (Southwest Courtice) Secondary Plan

- j) Generally, balconies shall be recessed and/or integrated into the design of the building façade;
- k) Front patios for ground-floor residential units, where appropriate, should be raised to provide for privacy and a transition between the public and private realms;
- l) Vehicular entrances to parking and servicing areas should be consolidated wherever possible, and shared driveways between two properties shall be encouraged;
- m) Loading and service areas generally shall be located at the rear of the building, and enclosed loading and servicing areas shall be encouraged;
- n) Where loading and servicing is visible at the rear or side of a building, it shall be screened;
- o) Parking shall be located in underground or above-ground structures or surface parking lots at the rear of the building.

6.9.4 The relevant Urban Design policies of the Clarington Official Plan shall also apply to all land use areas.

6.9.5 As per Policy 5.4.10 of the Official Plan, the intersection of Bloor Street and Townline Road South is a Prominent Intersection, and therefore the following urban design policies shall apply to the southeast quadrant of the intersection:

- a) *Development* shall support the intersection as a community focal point, both visually in terms of building height, *massing* and orientation, architectural treatment and materials, and landscaping, and functionally in terms of destination uses and public spaces and amenities such as street furniture and public art;
- b) The tallest buildings in Bayview should be located at the intersection and should contain *retail uses* and/or *service uses* on the ground floor;
- c) A privately owned publicly-accessible plaza should be located at the corner to contribute to the intersection's visual prominence, reinforce its role as a community focal point, improve the relationship of built form to the public right of-way, and contribute to the area's identity.

6.6 Special Study Area

6.6.1 Lands associated with a potential partial interchange at the intersection of Highway 401 and Prestonvale Road / Baseline Road are identified as a Special Study Area on Schedule A. Existing uses on these lands, including

additions and renovations to existing residential buildings and accessory buildings, and new accessory buildings and structures, may continue. New *development* on these lands, however, is prohibited until such time that a detailed engineering study of the potential partial interchange is undertaken, and/or the Ministry of Transportation determines that a partial interchange is not required.

6.6.2 The detailed engineering study will determine the ultimate land requirements for the partial interchange, and/or other improvements, and should any lands identified as a Special Study Area on Schedule A be deemed to be surplus to those required for the improvements, the underlying Low Density Residential land use designation shall apply. The underlying Low Density Residential land use designation shall also apply should the interchange no longer be required and is removed from the Clarington Official Plan.

6.6.3 Sanitary service and *utility infrastructure* required to service the Bayview community is permitted on these lands.

6.7 Former Employment Lands (Employment Land Conversion Area)

6.7.1 In accordance with the Region's Municipal Comprehensive Review process, the Municipality has submitted a written request to convert the area identified as Former Employment Lands on Schedule A and in Appendix B, to a Living Area designation under the Regional Official Plan. If these lands are converted, the underlying land use designation shall apply.

6.7.2 In the event the Former Employment Lands are not converted to permit non-residential uses, this Secondary Plan shall be amended accordingly, including potential refinements to ensure that the Designated Greenfield Area minimum density requirements are achieved.

7 Parks and Community Facilities

7.1 Objectives

- a) Create a public realm of streets, *parks* and other open spaces that is inviting, comfortable and safe.
- b) Ensure residents have convenient access to basic commercial amenities and community facilities by all modes of travel.
- c) Ensure *parks* and other public open spaces are highly visible, accessible, and usable.

Bayview (Southwest Courtice) Secondary Plan

- d) Ensure *parks* contain a range of neighbourhood-scale facilities for residents of all ages and abilities.
- e) Use significant natural features, stormwater management facilities and other public open spaces to enhance the character of, and connectivity within, the *parks* and open space network.
- f) Ensure trees are planted in the public and private realms to define *streetscapes* and *parks* over time.
- g) Integrate public art into the design of *parks*, streets and other public spaces.
- h) Interpret the area's cultural heritage within the public realm.

7.2 General Policies

- 7.2.1 Parkland 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.
- 7.2.2 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 identity.
- 7.2.3 Dedication of lands for Parkland shall be in accordance with the Clarington Official Plan.
- 7.2.4 The general location of all Parkland in the Secondary Plan area is shown on Schedules A and C.
- 7.2.5 The configuration of Neighbourhood Parks is to be maintained as generally shown on Schedules A and C. The precise size and shape of Neighbourhood Parks 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 and the objectives and policies of this Secondary Plan.
- 7.2.6 *Parks* are encouraged to be bordered by public streets, Environmental Protection Areas, other natural heritage areas, other public facilities such as schools, and the flanks of residential uses. Residential and commercial uses backing onto *parks* shall be minimized.
- 7.2.7 Areas conveyed for Parkland purposes will be programmable lands.
- 7.2.8 The Key View Corridors identified on Schedule A are intended to help ensure the Environmental Protection Area is highly visible and accessible throughout the neighbourhood. Where these corridors terminate at the

Environmental Protection Area, public open space with a minimum width of 12 metres shall be provided for views to natural features, trail access and passive enjoyment.

- 7.2.9 Environmental Protection Areas, associated *vegetation protection zones* and stormwater management areas shall not be conveyed to satisfy parkland dedication requirements under the Planning Act.

7.3 Parks

- 7.3.1 The following types of *parks* are included in the Parks designation:

- a) Neighbourhood Parks; and
- b) Parkettes.

- 7.3.2 *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 *recreation* amenities in the community and improve accessibility to *park* space by walking.

- 7.3.3 The precise size and location of Neighbourhood Parks 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.

- 7.3.4 Neighbourhood Parks shall be of a size and shape that can accommodate the basic active and low-intensity *recreation* needs of the neighbourhood residents. The future central Neighbourhood Park east of Fenning Drive shall be integrated with natural areas, *stormwater management ponds*, and the trail network.

- 7.3.5 To ensure the Neighbourhood Parks are an accessible and prominent feature of the neighbourhood, a minimum of 60% of their boundaries, excluding where they abut an Environmental Protection Area or *stormwater management pond*, shall abut a public street.

Bayview (Southwest Courtice) Secondary Plan

- 7.3.6 The design of the Neighbourhood Parks shall include play elements suitable for children of all ages, benches and other seating, lawn areas for casual *recreation* and generous tree planting. Facilities such as basketball courts and splash pads shall also be considered.
- 7.3.7 *Park* design should encourage the incorporation of low impact development features into the design.

7.4 Trails

- 7.4.1 All *development* shall provide for the implementation of a trail network in accordance with the conceptual location of trails identified as Key Pedestrian Connections on Schedule C. In addition to sidewalks, dedicated cycling facilities and multi-use paths facilities within Residential Areas, this trail network will consist of Primary and Secondary Trails as defined in Section 18.4 of the Clarington Official Plan. The precise location, type and design of trails will be determined through the *development* approval process and subject to the following:
- a) Trail design and type will be based on each site's sensitivity in order to minimize environmental impacts and will be designed to accommodate a range of users and abilities.
 - b) Trails will be directed outside of natural areas where possible or to the outer edge of buffer areas.
 - c) Trails will be buffered appropriately from sensitive natural features and stormwater management facilities.
 - d) Trails located *adjacent* to natural features and stormwater management facilities should incorporate interpretive signage at various locations to promote understanding and stewardship of the features and functions of the natural *environment*.
- 7.4.2 Trail locations shall be the subject of an Environmental Impact Study, where appropriate (see Policy 3.2.6).

7.5 School Sites

- 7.5.1 One primary school is planned to serve the neighbourhood. A potential location adjacent to a Neighbourhood Park is identified on Schedule A. Notwithstanding the preferred location, a school may be developed elsewhere within a Low Density Residential area or Medium Density Residential area without amendment to this Secondary Plan.

- 7.5.2 Should an alternative site be selected for the school, the lands identified for the preferred site shall be developed in accordance with the policies for Low Density Residential areas.
- 7.5.3 The size and configuration of the school site shall be consistent with the policies and requirements of the School Board and the Clarington Official Plan.
- 7.5.4 Shared parking between the school and an adjacent or nearby municipal facility or institutional use shall be strongly encouraged.
- 7.5.5 On-site traffic flow should be considered at the detailed design stage.

8 Implementation

8.1 Objectives

- a) Ensure roads and municipal services required for any part of the neighbourhood are in place and operative prior to or coincident with *development*.
- b) Ensure each phase of *development* is contiguous to a previous phase.
- c) Ensure lot patterns are rational and efficient.

8.2 Policies

- 8.2.1 Applicants shall prepare and update phasing plans for submission with plans of subdivision. The phasing plan shall establish phases of *development* of the lands and shall provide for the staging of construction of public *infrastructure* and services in relation to phases of *development*. The phasing plan shall take into account the responsibility for construction of the public *infrastructure* and services and shall be considered by the Municipality in enacting amendments to the Zoning By-law and in recommending plans of subdivision for approval
- 8.2.2 All new *development* within the 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.
- 8.2.3 The conveyance of additional land or the contribution of additional funds to facilitate the *development of affordable* housing beyond the provisions in policies 6.3.8, 6.3.9 and 6.3.10 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.

Bayview (Southwest Courtice) Secondary Plan

- 8.2.4 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.
- 8.2.5 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.
- 8.2.6 The Secondary Plan recognizes that comprehensive planning requires the equitable sharing amongst landowners of costs associated with the *development* of land. It is a policy of this Secondary Plan that prior to the approval of any draft plan of subdivision, applicants/landowners shall have entered into appropriate cost sharing agreements which establish the means by which the costs (including Region of Durham costs) of developing the property are to be shared. The Municipality may also require, as a condition of draft approval, that proof be provided to the Municipality that landowners have met their obligations under the relevant cost sharing agreements prior to registration of a plan of subdivision.

Bayview (Southwest Courtice) Secondary Plan

8.2.7 Every *development* application, as part of complete application and updated at the time of final approval, shall be accompanied by a policy implementation monitoring report that shall include details regarding the following, if applicable:

- a) For the *development* application area:
 - i. *Net density* by land use designation
 - ii. Number and type of units in conformity to policy the Plan (height, building type)
 - iii. Total *development* application unit count
 - iv. Estimated population
- b) For the entire Secondary Plan Area:
 - i. Overall density per hectare and by land use designation e.g. *Regional Corridor*
 - ii. Number of *dwelling units* by type
 - iii. Number of units within the *built-up area*
 - iv. Amount/type of non-residential space and number of jobs
- c) How the application is implementing the housing policies in Section 8 of the Secondary Plan;
- d) Number of purpose-built *accessory apartments*.

The Municipality shall provide the most up-to-date data based on proposed and approved *development* in the Secondary Plan area.

8.2.8 Detailed studies prepared in support of a *development* application may refine on site by site basis the recommendations of the Robinson Creek and Tooley Creek Subwatershed Study however the study must address the issues raised by the Subwatershed Study.

8.2.9 The Municipality will monitor the policies of this Secondary Plan as part of the regular Official Plan review and propose updates as deemed necessary.

Bayview (Southwest Courtice) Secondary Plan

- 8.2.10 Inherent to the Bayview (Southwest Courtice) Secondary Plan is the principle of flexibility, provided that the general intent and structure of the Secondary Plan are maintained to the satisfaction of the Municipality. As such, it is the intent of the Municipality to permit some flexibility in accordance with Official Plan policy 24.1.5 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.
- 8.2.11 The Bayview (Southwest Courtice) 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 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 Bayview neighbourhood. 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 an amendment to implement an alternative design solution, or solutions at any time in the future.
- 8.2.12 Schedules included in this Secondary Plan provide further information on policies where indicated, and Appendices provide visual references.

9 Interpretation

9.1 Policies

- 9.1.1 This Secondary Plan refines and implements the policies of the Clarington Official Plan. Unless otherwise indicated, the policies of the Clarington Official Plan shall continue to apply to this Secondary Plan Area. Where there is a conflict, this Secondary Plan shall prevail.
- 9.1.2 The land use boundaries shown on Schedule A to this Secondary Plan are approximate, except where they meet with existing roads, 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.