

# Planning Rationale for the Bayview (Southwest Courtice) Secondary Plan

May 29, 2020

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## Introduction

The Municipality of Clarington initiated an update to the Bayview (Southwest Courtice) Secondary Plan in 2018 for the area generally bounded by Townline Road in the west, Robinson Creek in the east, Bloor Street in the north, and the CP rail corridor and Highway 401 to the south. The area is home to the South Courtice Arena and the Saint Wolodymyr and Saint Olha Ukrainian Cemetery, as well as significant green spaces associated Robinson Creek and its associated tributaries and valley lands. Approximately half of the 216-hectare area has been developed under the existing Secondary Plan completed in 1996. The ultimate planned population for the area is approximately 7,700 residents, occupying approximately 2,900 units. A draft of the updated Secondary Plan, together with Urban Design and Sustainability Guidelines, was completed in May 2020. This report supports these documents by setting out a rationale for the policies and guidelines they contain.

As explained below, the planning rationale for the Bayview (Southwest Courtice) Secondary Plan and accompanying guidelines is based principally on the following:

- Respect for and general consistency with and conformity to provincial land use policies
- General conformity with the Durham Region Official Plan
- General conformity with the Clarington Official Plan
- Alignment with the goals and directions of Priority Green Clarington
- Sensitive integration of the area's natural and cultural heritage
- Planned enhancements to the existing neighbourhood
- Input from landowners in the area and the broader community

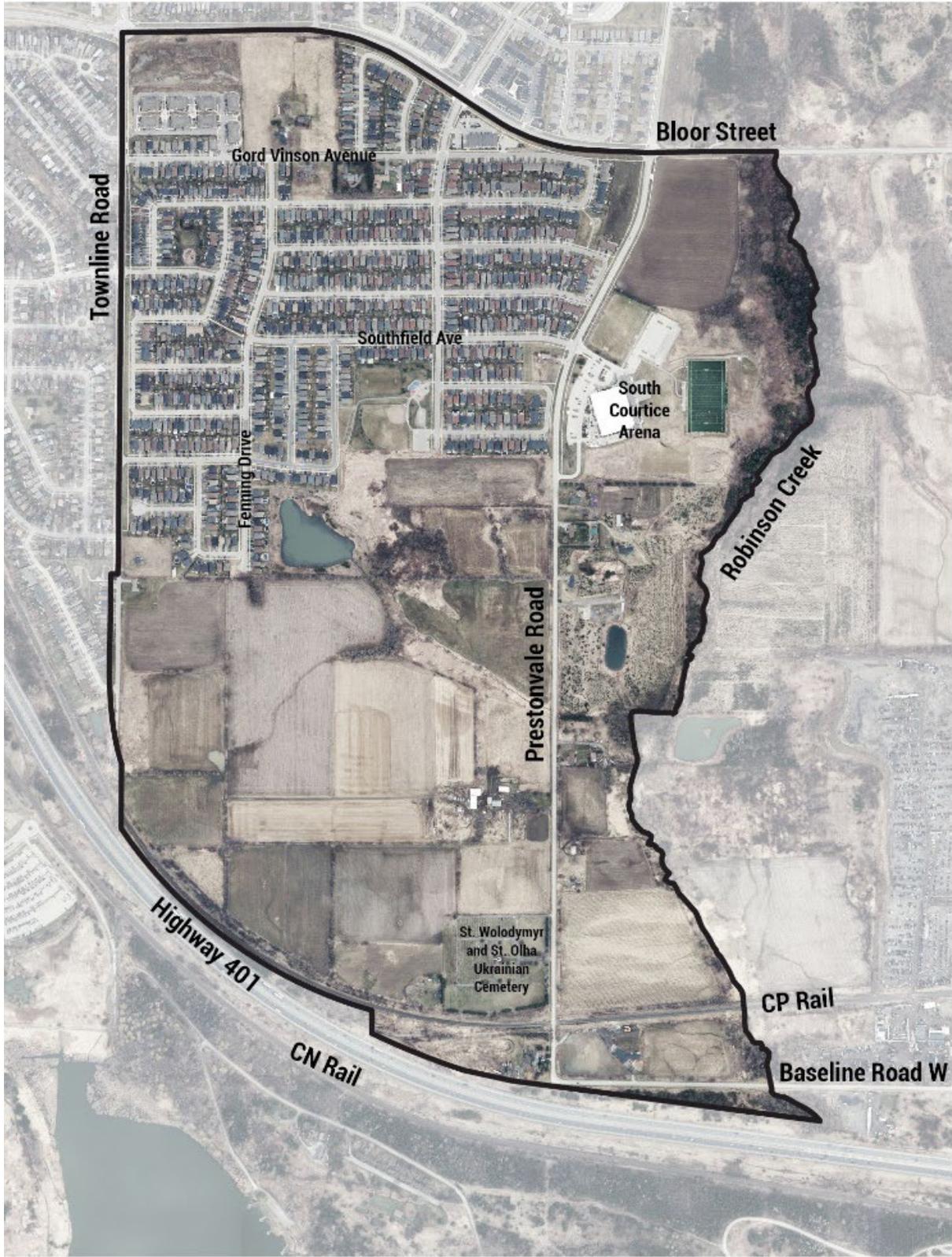


Figure 1: Bayview Area - Existing Conditions

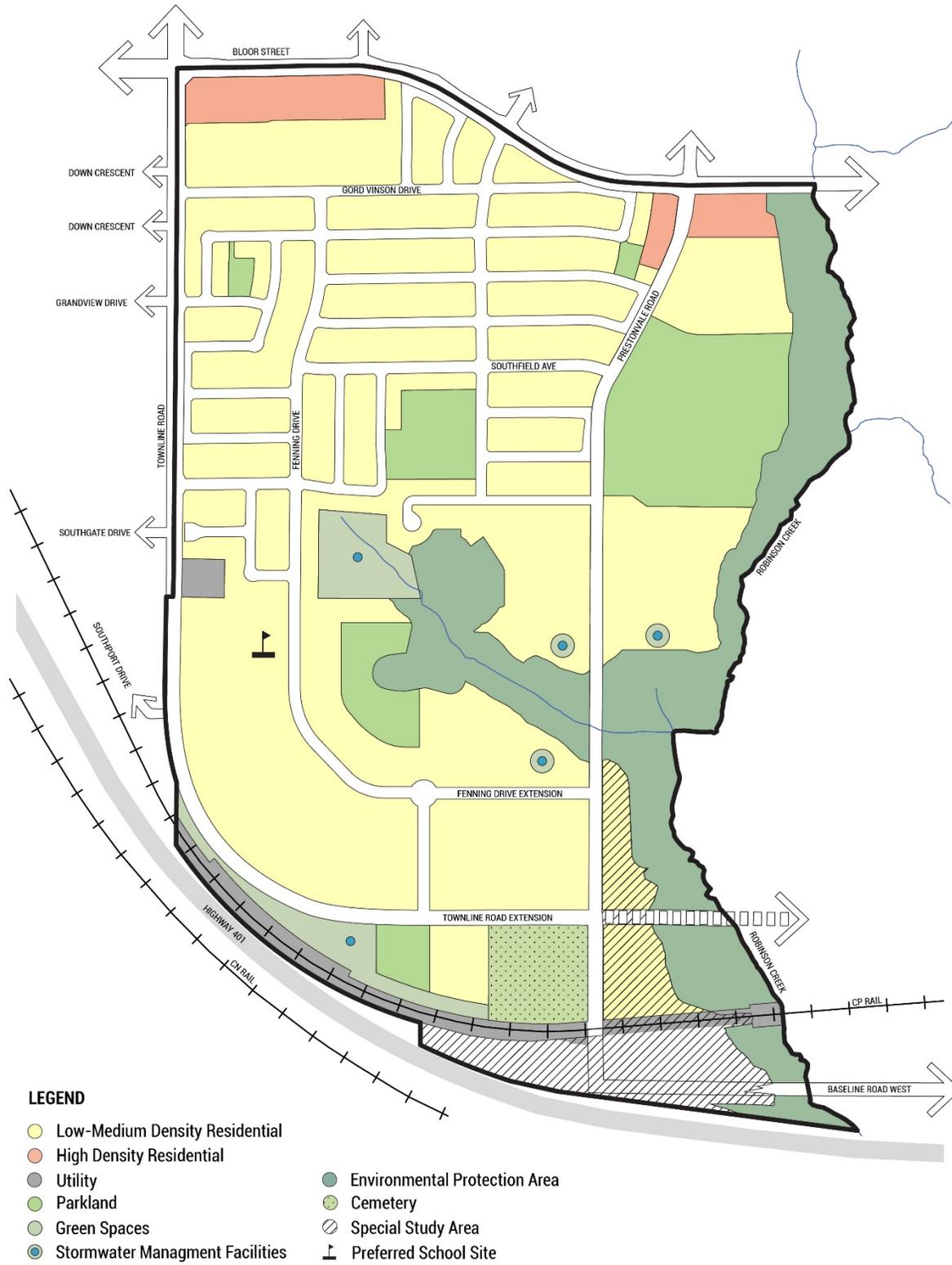


Figure 2: Bayview Secondary Plan Land Use Map

## **1. The Bayview Secondary Plan is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe**

The current *Provincial Policy Statement* (PPS) took effect on May 1, 2020, and *A Place to Grow: Growth plan for the Greater Golden Horseshoe* (“the Growth Plan”) came into force on May 16, 2019. The PPS provides policy direction on matters of provincial interest related to land use planning and development, while the Growth Plan provides direction for managing growth and building complete communities throughout the Greater Golden Horseshoe (GGH) to 2041. Development in the GGH’s upper and lower-tier municipalities must be consistent with both the PPS and the Growth Plan, and since the documents echo one another in many respects, their related applicable policies are summarized in tandem below.

### **1.1. Community and Housing**

“Building Healthy Strong Communities” is a focus of the PPS, and to that end, it promotes efficient development and land use patterns that sustain the financial well-being of the Province and the municipality, accommodate a range of uses and housing types, and conserve biodiversity (Policy 1.1.1). Housing policies emphasize the importance of considering the mix of housing types and densities to meet the needs of residents in the regional market area. These policies focus on accommodating residential growth through intensification, while ensuring that there is an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs (Policies 1.4.1 and 1.4.3). These goals will be met by: implementing targets for the provision of affordable housing; permitting all forms of housing required to meet the needs of current and future residents; directing housing to where infrastructure and public services are or will be available; and promoting densities for efficient land use supporting the use of active transportation and transit (Policy 1.4.3). Housing policies in the Growth Plan (2.2.6) require upper-tier municipalities, in consultation with lower-tier municipalities, to support housing choice through the achievement of minimum intensification and density targets by identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents. The minimum density target for greenfield areas across Durham Region is 50 residents and jobs combined per hectare (Policy 2.2.7.2(a)). In addition, land use planning and financial tools are to be identified that support housing diversity and affordable housing (Policy 2.2.6.1(b)).

All municipalities are to support the achievement of complete communities by planning to achieve the minimum intensification and density targets in the Growth Plan; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify their overall housing stock (2.2.6.2). Policy 2.2.7 addresses greenfield areas like the unbuilt portion of Bayview, stating that new development is to be planned and designed in a manner that: supports the achievement of complete communities; supports active transportation; and encourages the integration and sustained viability of transit services.

In promoting healthy, active communities, Policy 1.5.1 of the PPS calls for: planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate

active transportation and community connectivity; and planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

## 1.2. Natural Heritage

Section 2.1 of the PPS addresses natural heritage. Policy 2.1.1 states that natural features and areas shall be protected for the long term. Policy 2.1.2 states that the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features. Under Policy 4.2.2.2 of the Growth Plan, municipalities are required to apply appropriate policies to maintain, restore, or enhance the diversity and connectivity of the Natural Heritage System for the Growth Plan, as mapped by the Province, and the long-term ecological or hydrologic functions of features and areas within the system.

## 1.3. Cultural Heritage

With respect to cultural heritage, Section 2.6 of the PPS states that significant built heritage resources and significant cultural heritage landscapes shall be conserved. Policy 4.2.7.1 of the Growth Plan states that cultural heritage resources will be conserved in order to foster a sense of place and benefit communities.

## 1.4. Climate Change

Both the PPS and the Growth Plan contain policies regarding climate change, calling for complete communities and land use patterns that promote the use of active transportation and transit, promotes design that maximizes energy efficiency, incorporates appropriate green infrastructure, and maximizes vegetation.

## 1.5. Employment Areas and Provincially Significant Employment Zones

The southern portion of the Secondary Plan area is currently designated for employment uses in the Clarington Official Plan and has been designated a Provincially Significant Employment Zone (PSEZ) under the Growth Plan. Therefore, the Employment Area policies of both provincial policy documents apply. These policies state that planning authorities shall plan for, protect and preserve employment areas for current and future uses (PPS 1.3.2.1). PPS Policy 1.3.2.2 states that, at the time of an official plan review or update, planning authorities should assess employment areas to ensure that this designation is appropriate to the planned function of the employment area. Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes

over the long term and that there is a need for the conversion (1.3.2.4). Policy 1.3.2.5 applies to a strip of employment land not considered provincially significant, stating that such lands may be converted to a designation that permits non-employment uses prior to a municipal comprehensive review.

Policy 2.2.5.9 of the Growth Plan reiterates the requirement for a Municipal Comprehensive Review before provincially significant employment lands can be converted and states that conversions may be permitted only where it has been demonstrated that:

#### 1.6. Bayview Secondary Plan Response to Provincial Policies

*The Bayview Secondary Plan is consistent with the policy directions of the PPS and the Growth Plan applicable to new communities. The Secondary Plan permits a range of housing types, from detached houses to mid-rise apartment buildings, requires a mix of housing, and establishes targets for low-, medium- and high-density forms. Higher densities will be concentrated along the Bloor Street transit corridor. The policies and guidelines call for a grid-like street network and accessible open spaces that encourages social interaction and active transportation. The plan also:*

- *Supports the regional greenfield density target with a minimum residential density for large developments;*
- *Directs the Municipality of Clarington and Durham Region to explore incentives for affordable housing;*
- *Contains extensive policies intended to protect and enhance the natural features associated with Robinson Creek and its tributaries;*
- *Ensures appropriate assessments will be completed for identified areas of potential archaeological and cultural heritage significance prior to development;*
- *Encourages energy efficiency in all development, requires tree planting throughout the public realm and facilitates the achievement of a net-zero carbon community over time.*

*While respecting the employment area policies of the PPS and the Growth Plan, the Bayview Secondary Plan proposes the conversion of the portion of the Courtice Employment Lands (CEL) west of the Robinson Creek to permit residential uses. The lands are severely constrained for employment uses and unlikely to achieve the current policy objective for a high concentration of employment and/or economic output, specifically:*

- The lands are physically isolated from existing and planned employment areas within the larger PSEZ areas of South Courtice. The lands are separated by the 401 corridor to the south and the Robinson Creek valley to the east. The isolation would severely restrict the potential for synergies and agglomeration with the rest of the CEL and the Energy Park to the south.
- The lands have limited access to the regional transportation network. Convenient access to highways and/or rail infrastructure is important to the viability of employment lands, and a strong rationale for designation as a PSEZ. Existing access to regional roads and highways from the lands is dependent on Baseline Road, a local road with limited capacity (Townline Road and Prestonvale Road provide access to Bloor Street to the north but travel through residential areas). A new east-west arterial road is planned across the CEL; however, a lengthy and costly crossing of the Robinson Creek Environmental Protection Area ultimately will be needed to complete the road and is not expected to be justified in the foreseeable future. With respect to rail access, the geometry of the CP rail corridor that runs along the south edge of the CEL West Lands, combined with the planned future use of this corridor for extended GO rail service to Bowmanville, will limit the ability to provide siding or spur lines into the lands.
- The lands have constrained parcels that reduce their flexibility to accommodate a range of employment uses. The size and irregular shape of the lands limit their ability to accommodate prestige employment uses, such as manufacturing and logistics facilities, which generally require large sites for buildings, parking and storage. Expected expansions of both the CP rail corridor and Highway 401 will reduce the developable area, and an existing 4-hectare cemetery, planned to expand to 7 hectares, is an additional constraint. Furthermore, the proposed Townline Extension would bisect the designated employment lands rather than forming a boundary, which would result in reduced parcel sizes and less development flexibility for employment uses.

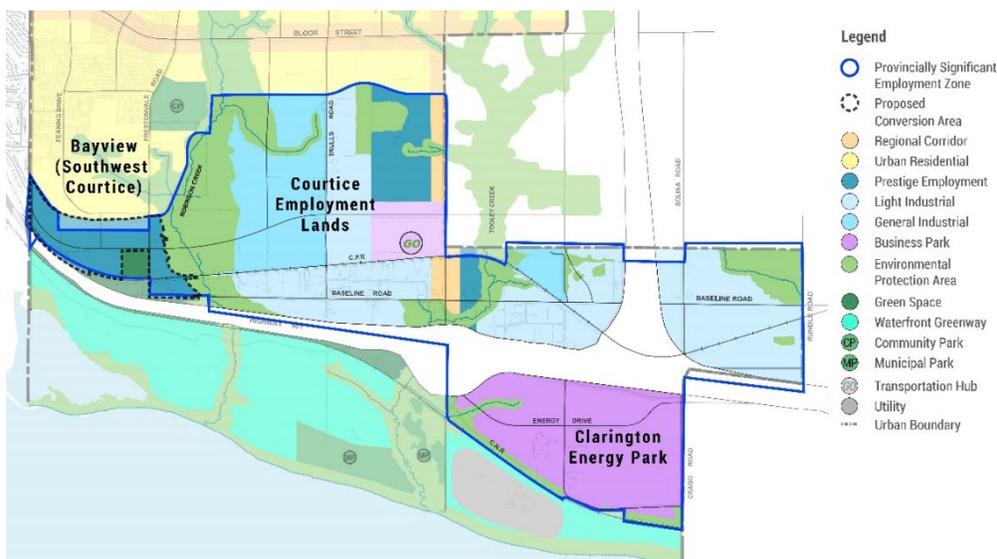


Figure 3: South Courtice Employment Areas

With respect to the conversion criteria set out in the Growth Plan:

- (a) There is a need for the conversion, since it will allow the Bayview community to grow to a population that will trigger the need for a primary school and ensure demand for a diversity of housing types, thus supporting the goal of a complete community.
- (b) and (c) The lands are undeveloped and not suitably located for employment uses, and they are not required to meet the Municipality’s land need for employment growth to 2041. Clarington has an abundance of planned and vacant employment lands in more accessible locations.
- (d) The conversion would not affect the remainder of the CEL, given the significant separation provided by the Robinson Creek valley.
- (e) There is existing and planned infrastructure and public service facilities (school, parks) to accommodate the further extension of the Bayview community.

In summary, subject to Durham Region’s current Municipal Comprehensive Review supporting the proposed employment land conversion, the Bayview Secondary Plan is consistent with both the PPS and the Growth Plan.

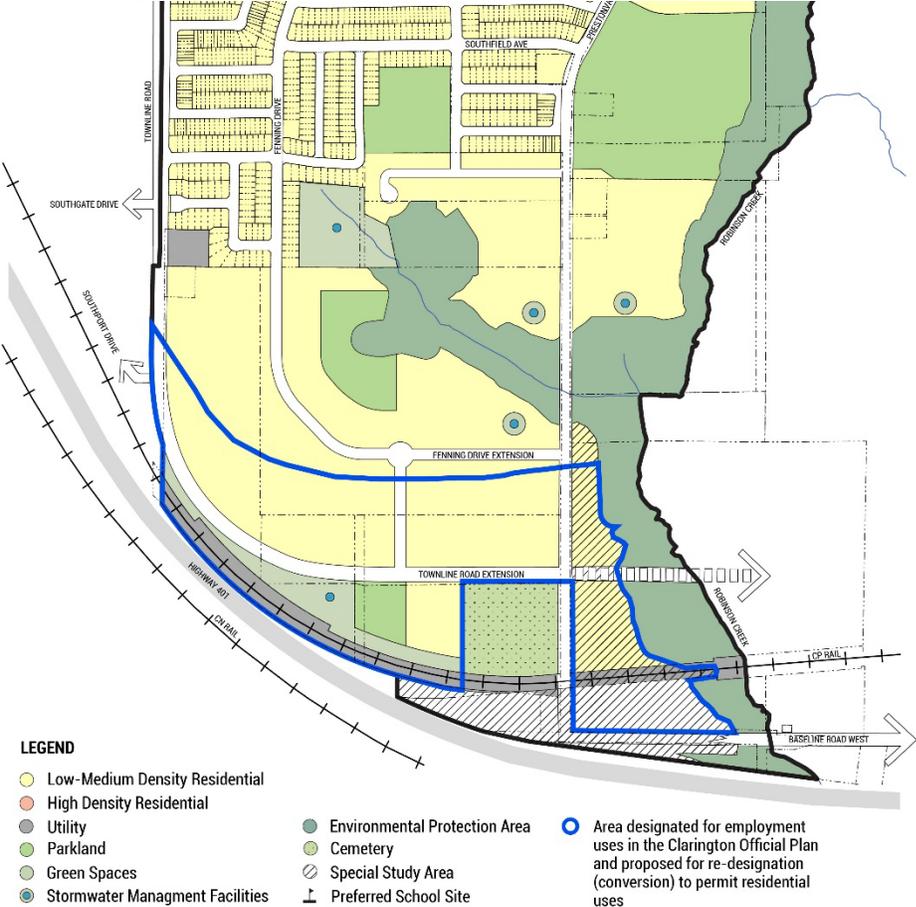


Figure 4: Proposed Bayview Land Use Plan, with parcel fabric

## 2. The Bayview Secondary Plan conforms to the general policies of the Durham Region Official Plan.

While the Region is undertaking a Municipal Comprehensive Review, the current Region of Durham Official Plan (ROP) applies to the Bayview Secondary Plan area, which falls within the Region's Urban Area. With the exception of the employment area discussed above, the area is designated Living Areas in Schedule 'A' Regional Structure, and the unbuilt portion of the area is considered a greenfield area. Under policy 7.3.9(b), the Region will work with area municipalities through their area municipal official plan conformity exercises to develop area specific targets for Living Areas and Employment Areas that together and Region-wide achieve the minimum overall gross density of 50 residents and jobs combined per hectare (as mandated by the Growth Plan).

### 2.1. Living Areas

Living Areas shall be developed:

- To incorporate the widest possible variety of housing types, sizes and tenure (Policy 8B.1.1);
- In a compact form through higher densities and by intensifying redeveloping existing areas, particularly along arterial roads (Policy 8B.1.3);
- With particular consideration for supporting and providing access to public transit (Policy 8B.1.3); and
- In a cost-effective and efficient manner while creating and maintaining a living environment that is safe, energy efficient and in harmony with nature (Policies 8.1.15 and 8.1.16).

Furthermore, development applications in Living Areas shall have regard for (8B.2.3):

- The intent to achieve a compact urban form;
- The use of good urban design principles;
- The provision of convenient pedestrian access to public transit, educational facilities and parks;
- A grid pattern of roads;
- The provision and distribution of parks, trails, pathways, and educational facilities;
- The types and capacities of the existing municipal services, infrastructure and the feasibility of expansion; and
- The balance between energy efficiency and cost.

### 2.2. Regional Corridors

Bloor Street is designated a Regional Corridor within the Bayview Secondary Plan Area. Corridors are to be developed to incorporate a more compact form promoting transit-supportive growth; a mixture of uses at higher densities; good urban design that orients development to the corridor with consolidated access points; increased public transit usage on a transit-supportive road pattern; pedestrian and cyclist linkages; and preservation and enhancement of cultural heritage resources (Policy 8.2.1 and 8A.1.5).

2.3. Major Open Space Areas

The ROP identifies environmental features within the Bayview Secondary Plan area as Major Open Space Areas, which include natural heritage features and hydrologic features. Major Open Space Areas are concentrated around the Robinson Creek. The ROP directs that the continuity of Major Open Space Areas associated with streams and valleys shall be maintained, exclusive of roads, railways and utilities (Policy 10.3.3). The predominant use in these areas is to be conservation, and any proposal for development or site alteration on these lands must demonstrate that there will be no negative effects on key features or their functions and that connectivity between features is maintained (Policy 10A.2.1 and 10A.2.2).

2.4. Employment Lands Conversions

The ROP is consistent with the PPS and the Growth Plan in requiring employment land conversions to be considered through a municipal comprehensive review (Policy 8C.2.16).

2.5. Bayview Secondary Plan Response to Regional Policies

*The Bayview Secondary Plan conforms to the ROP policies for Living Areas, ensuring development of a range of housing types and densities. The minimum targets for medium- and high-density forms of housing (20% and 10%, respectively), together with a minimum density requirement of 30 units per net hectare for larger low-rise subdivisions, support the Region-wide minimum density target for greenfield areas. Higher densities are directed toward arterial roads, including Bloor Street, the Townline Road Extension, and Prestonvale Road, to support public transit. A number of policies in the Plan emphasize the need for sensitivity and compatibility with the existing natural heritage features associated with the Robinson Creek and its tributaries.*

*Development in the Bayview Secondary Plan area will have a regard for compact urban form, good design principles, access to transit and connectivity. The alignments of the Townline Road and Fenning Drive extensions allow for a grid pattern of local roads, and policies included in the plan will ensure that this opportunity is realized. The plan further embeds principles of good urban design with policies requiring highly visible and accessible parks and ensuring development contributes to green, pedestrian-friendly streetscapes. Connectivity will be improved in the community with an interconnected trail network and generous treed spaces in the boulevards of key streets for pedestrians. The Secondary Plan’s environmental policies ensure that development adjacent to Major Open Space Areas has no negative effects on key features or their functions and that connectivity between features is maintained or improved.*

**3. The Bayview Secondary Plan conforms to the general policies of the Clarington Official Plan.**

The Clarington Official Plan (OP) provides a vision for the future growth and development of the municipality to the year 2031, in conformity with the Regional Official Plan and the Growth Plan, and

consistent with the PPS. It also provides direction on fostering the economic, environmental, cultural, physical and social well-being of the residents of Clarington. The most recent municipal OP was adopted in June 2017.

### 3.1. Growth Management and Housing

Developable land within the Bayview Secondary Plan Area is identified as Greenfield Areas in the OP. The Municipality will support the achievement of a density of 50 residents and jobs combined per gross hectare within the Greenfield Areas across Clarington (Policy 4.5.1). The Greenfield Area density target will be achieved by a number of measures, including:

- Establishing minimum residential densities and employment targets in Secondary Plans;
- Focusing higher densities within Priority Intensification Areas; and
- Encouraging mixed use developments in Greenfield Areas.

New residential development is planned for the Bayview neighbourhood. The OP outlines a range of policies for new housing with the aim of encouraging a broader range of housing types, tenure and affordability (Policy 6.1.1.). Key objectives of the municipality's housing policies are to encourage a minimum of 30% of all new housing to be affordable in Urban Areas; promote high quality affordable housing; create complete communities that will meet the daily housing needs of residents; and assist in the development of new rental units (Policy 6.2).

#### *Response:*

*The Bayview Secondary Plan will ensure a broader range of housing types in the community with its requirement for a housing mix in all larger subdivisions and minimum targets for low-, medium- and high-density forms. Accessory apartments and secondary accessory apartments, in the form of units above garages on laneways, are also permitted. Policies calling for the study of incentives for affordable housing, and a no-parking-required incentive, will aid in achieving a meaningful percentage of affordable housing that supports the Municipality's broad target.*

### 3.2. Land Use

The Bayview Secondary Plan area includes lands designated Urban Residential. The predominant use on these lands is housing, accompanied by complementary community uses such as small-scale service and neighbourhood retail commercial uses, home-based occupation uses, parks, schools, and community facilities (Policy 9.3.1). A portion of land along Bloor Street is designated as Regional Corridor, which are intended to provide for intensification, mixed use development and pedestrian and transit supportive development (Policy 10.6.1). As per Policy 10.6.2, they shall be comprehensively developed for:

- Residential and/or mixed use developments with a wide array of uses in order to achieve higher densities, and transit oriented development;
- Other uses that are complementary to the intended function of the Corridor; and
- Site design that is sensitive to the existing neighbourhoods.

Response:

*Land use policies in the Bayview Secondary Plan support the Official Plan policies for Urban Residential areas. The Bayview Secondary Plan area is envisioned as a predominantly residential community, with a school, parks, an existing community centre/arena and opportunities for neighbourhood-oriented commercial amenities. Higher densities and a greater mix of uses are permitted along the Bloor Street Regional Corridor, to create a more pedestrian-oriented and transit-supportive environment. Urban design policies and guidelines ensure that the mix of heights encouraged throughout the neighbourhood, and particularly along Regional Corridors, is compatible with adjacent low-rise homes.*

### 3.3. Sustainability

In Section 4.6, the OP identifies policies for the preparation of Secondary Plans, directing that they address the criteria for Secondary Plans established through Priority Green Clarington, and are encouraged to plan for more resilient infrastructure and to move towards net-zero communities. Furthermore, Section 5.5 provides direction for sustainable design and climate change. This section calls for the Municipality to become more sustainable by minimizing the consumption of energy, water and other resources and reducing impacts of development on the natural environment.

Response:

*The Bayview Secondary Plan policies were developed with regard for sustainability, specifically taking into consideration the goals of Priority Green Clarington, as discussed below. Refer to Section 4 of this document for details on how the Secondary Plan responds to Priority Green.*

### 3.4. Natural Heritage

The Official Plan emphasizes the need to protect and enhance linkages between natural heritage features and hydrologically sensitive features (Policy 3.5.8 and 3.5.9). Such linkages shall be identified, evaluated and protected through the Secondary Planning process (Policy 3.5.10). Where feasible, linkages shall be incorporated into the design of new developments in order to retain and enhance the qualities of the landscape (Policy 3.5.11). Environmental Protection Areas are recognized in the OP as the most significant components of the Municipality's natural environment. As such, these areas and their ecological functions are to be preserved and protected from the effects of human activity (Policy 14.4.1). A 30-metre vegetation protection zone from the natural heritage or hydrologically sensitive feature is incorporated in the extents of the EPA designation (Policy 14.4.2), though appropriate setbacks shall be determined based on the sensitivity of the feature (Policy 14.4.8).

The Robinson Creek and Tooley Creek Subwatershed Study is an important supporting technical document for these Official Plan goals, establishing the base environmental parameters for neighbourhood planning, including an inventory and analysis of natural heritage features and hydrological systems, and recommending high-level drainage planning and watershed management strategies for the Secondary Plan Areas that the Robinson Creek and Tooley Creek traverse. More

information on the Subwatershed Study as it relates to the Bayview Secondary Plan can be found in Section 5.1.

*Response:*

*The Bayview Secondary Plan builds on the Official Plan with specific policies intended to protect natural heritage features, hydrologically sensitive features and their ecological functions from the effects of development and human activity. The plan envisions development that maintains, restores and creates continuous green corridors along the Robinson Creek and associated tributaries and valley lands. Environmental policies discourage alteration to the natural state of watercourses and creeks while encouraging the preservation of mature lots and woodlands, as well as the preservation of mature trees and the planting of new trees. Development may be required to revegetate the Vegetation Protection Zone around natural features.*

### 3.5. Public Realm

Regarding the public realm, the OP directs parkland to be designed to include connections with the Open Space System, using trails, bike paths, walkways, sidewalks and utility corridors. Parks will be located centrally to the areas they serve, shall be accessible from at least two sides and have street frontages no less than 30% of the park perimeter (Policy 18.3.6). Under Policy 23.10.3, the amount of parkland to be dedicated for residential development shall be either equal to 5% of the land proposed for development or subdivision or 1 hectare per 300 dwelling units, whichever is greater. With respect to trails, the Municipality seeks to develop an integrated trail network, accessible to all in the community (Policy 18.4).

Public streets should be designed to accommodate a variety of modes (Policy 5.3.1) and to provide an interconnected grid-like pattern with blocks that are walkable (Policy 5.3.2). Section 19 of the OP calls for an interconnected transportation system that is integrated, accessible, safe and efficient and offers a full and practical range of mobility options. Key policies call for:

- Integration of complete streets principles into the planning and design of urban streets (Policy 19.3.4);
- Establish a transit-supportive built environment (Policy 19.4.4);
- Establish an extensive network of on-road and off-road facilities for active transportation (Policy 19.5.3 and 19.5.4);
- Create a grid system of walkable streets which reinforces and complements land use patterns (Policy 19.6); and
- Minimize the adverse impacts of vehicular parking (Policy 19.6.26).

*Response:*

*Based on projected growth of a minimum of 1,200 additional units in Bayview, and the OP parkland dedication requirement of one hectare per 300 units, four hectares of parkland, divided between two*

*neighbourhood parks, are planned for the unbuilt portion of Bayview. Park locations are central and easily accessible, while policies and urban design guidelines support street frontages along no less than 60% of the park's perimeter not adjacent to a natural area or other public open space. Trails, bike paths, walkways, and sidewalks will form an interconnected network for active transportation.*

*The Plan provides a framework of higher-order roads that will enable a grid-like pattern of local roads. The interconnected network and the design of streetscapes, reflecting complete street principles, will support walking, cycling, transit and driving. The adverse impacts of parking will be mitigated through the encouragement of rear laneways, particularly for townhouse developments and narrow-lot housing generally. Limits on driveway widths and protruding garages will further prevent off-street parking from dominating the streetscape.*

#### **4. The Bayview Secondary Plan is aligned with the goals and directions of Priority Green Clarington.**

The Municipality of Clarington has been a leader among municipalities in the Greater Toronto Area in the development of sustainable development guidelines and strategies. Priority Green Clarington ("Priority Green") is the municipality's flagship initiative to promote green development, and focuses on the efficient use of energy, water, land and other resources, as well as taking action on climate change. Priority Green supports the updated PPS and Growth Plan, which place increasing importance on sustainable development, the mitigation of climate change and the development of resilient communities.

Priority Green provides a Secondary Plan Checklist to apply to the preparation of any Secondary Plan for the Municipality, covering criteria within the categories of built environment, mobility, natural environment and open space, and infrastructure and buildings, as described below.

##### **4.1. Built Environment**

Secondary Plans should help achieve density and unit targets as recommended in the Clarington Official Plan. Residential areas should be designed to provide a diversity of housing types, tenure and affordability, while locating higher density housing along the Corridors and in the Centres. Street networks and block patterns should be designed to be interconnected and walkable. Residential areas should be within an 800 metre walking distance of at least three community amenities and/or facilities.

*Response:*

*Development in the Bayview neighbourhood will promote sustainability and energy efficiency in the design of buildings, infrastructure and neighbourhoods. With its requirement for a mix of housing types and densities, the Secondary Plan supports the municipal-wide density target for greenfield development. Higher density housing will be focused along Bloor Street, and policies require an interconnected, walkable street network. Most residents will be within 800 metres of a park, a primary school and the South Courtice Arena.*

## 4.2. Mobility

When considering mobility, planning should support a network of mixed use walkable nodes connected by transit and active transportation, with direct and continuous collector streets. The mobility network should include trails within natural features, stormwater management facilities, open spaces, parks and the road system. Within neighbourhoods, Secondary Plans should promote shorter block lengths that support active transportation.

*Response:*

*The alignments of new higher order roads envisioned in the Plan will support the potential for an interconnected and walkable street network, while policies encourage shorter block lengths and additional pedestrian linkages where needed to create direct and continuous pedestrian routes throughout the neighbourhood. The proposed alignments for the Townline Road Extension and Fenning Drive Extensions take into consideration creating direct routes through the neighbourhood that could accommodate future transit routes. An extensive trail system is also planned.*

## 4.3. Natural Environment and Open Space

The natural heritage system should be protected and enhanced, where possible. Connectivity between features and views of visible landmarks should be maintained or improved. Secondary Plans should provide a connected system of parks and open spaces, with all residents living within a 400-metre walking radius of a park.

*Response:*

*Policies in the plan as they pertain to the environment emphasize the protection of natural heritage features, hydrologically sensitive features and their ecological functions. Parks, stormwater management facilities, and development adjacent to natural heritage features will use low impact development strategies, naturalized landscaping and vegetation as are deemed necessary to maintain or enhance the nearby natural features. Policies encourage stormwater run-off mitigation through landscaping strategies and the use of LIDs, including permeable surfaces. New parks have been distributed to ensure all residents are within 400 metres of one.*

## 4.4. Infrastructure and Buildings

Stormwater management features should be designed to make use of natural drainage patterns, use low impact development techniques, and be integrated with the landscape and recreational amenities. Hard surfaces should be minimized to allow for stormwater infiltration. Techniques to maximize energy efficiency and water conservation should be integrated into road orientation, streetscape design, parks, and outdoor public spaces.

Response:

*Under the Secondary Plan and Urban Design and Sustainability Guidelines, all development in the Bayview area shall meet high standards for energy efficiency and sustainability in building design and construction, and shall incorporate energy and water conservation measures, including consideration for renewable/alternative energy systems, such as solar panels. Landscape design throughout the neighbourhood should maximize infiltration, maintain topography, feature hardy, native plantings and trees that provide shade.*

#### **5. The Bayview Secondary Plan sensitively integrates the area's natural and cultural heritage.**

*Beyond satisfying the goals and policies of upper level plans, the Bayview Secondary Plan and guidelines reflect best practices in community design, particularly in their approach to protecting and integrating natural heritage. The Robinson Creek and associated tributaries and valley lands are prominent natural heritage features running through the neighbourhood. Natural heritage features were identified based on the findings of the Robinson Creek and Tooley Creek Subwatershed Study completed by Aquafor Beech. Block and lot patterns, trails, open space and landscape design, and infrastructure will respond to the Creek and other natural heritage features in ways that minimize adverse impacts and give the features prominence. Block and lot patterns will limit the extent of development that backs onto natural heritage features and instead encourage such features to be adjacent to open spaces, public streets, trails and stormwater management facilities. Public and private development in the neighbourhood will be sensitive to buffers and avoid encroachment into sensitive natural features. Open spaces, trails and SWM facilities will respond to the sensitive context through the use of naturalized landscaping. The trail system will connect the neighbourhood to the Robinson Creek lands that, while protecting and enhancing the significant natural features of these lands, will include pathways, pedestrian bridges, lookouts and seating areas, to the satisfaction of the Central Lake Ontario Conservation Authority.*

*A Cultural Heritage Assessment Report was prepared by Golder Associates in support of the Secondary Plan, identifying a number of cultural heritage assets in the area, including a property designated under Part IV of the Ontario Heritage Act. The Secondary Plan requires the completion of a Heritage Impact Assessment prior to development on or adjacent to the designated property. Cultural Heritage Evaluation reports may be required for the three other properties of cultural heritage value. Significant and valued cultural heritage resources will be conserved and integrated into development.*

*A Stage 1 Archaeological Assessment was also prepared by Golder Associates, which found potential for the recovery of pre-contact and historic Indigenous and Euro-Canadian archaeological resources. A Stage 2 archaeological assessment will be required for these areas. The Bayview Secondary Plan requires that any areas exhibiting archeological potential be subject to assessments in consultation with the appropriate Provincial authorities prior to development.*

*In addition to ensuring the conservation of significant cultural heritage and archaeological features, the Secondary Plan and guidelines call for the integration of public art and interpretive elements that celebrate the area's cultural heritage in the design of parks and streetscapes.*

## **6. The Bayview Secondary Plan enhances the existing neighbourhood and makes it more complete.**

*In expanding Bayview, the Secondary Plan lays out a policy framework that will result in a number of enhancements to the existing community, including:*

- *A greater range of housing options to meet the needs of households of all sizes, ages and incomes and facilitate “aging in place”;*
- *Two new, highly visible parks, a central one capable of accommodating a range of neighbourhood recreation facilities, and a second southern one that will help buffer the neighbourhood from the rail corridor and Highway 401 while complementing the planned adjacent stormwater management facility and nearby cemetery;*
- *An extensive trail network through the parks, stormwater management facilities and natural areas;*
- *An extension to Fenning Drive to meet Prestonvale Road, with dedicated facilities for cyclists;*
- *A primary school for up to 600 students, within short walking distance of most Bayview residents;*
- *Additional commercial amenities in mixed-use developments along Bloor Street.*

## **7. Existing and planned infrastructure can accommodate the planned population for the Bayview Secondary Plan Area**

*The Bayview Secondary Plan will ensure municipal services, including the necessary sanitary sewer, storm sewer, water services and stormwater facilities, are in place and operative prior to or coinciding with development. All new development within the Bayview Secondary Plan will proceed on the basis of the sequential extension of full municipal services through the Regional and Municipal capital works programs and plans of subdivision, guided by a phasing plan.*

*An analysis of servicing needs was completed through a Functional Servicing Report (FSR) to support the planning process. To service the undeveloped portion of the Bayview neighbourhood, new watermains are planned. The Courtice Trunk Sanitary Sewer (CTSS) is currently being extended north from the Courtice WPCP under Highway 401 and into the Courtice Employment Lands. The undeveloped lands in Southwest Courtice are all within a catchment area that will eventually flow directly to the Courtice WPCP by a combination of gravity sewers and a localized pumping station. A new sewage pumping station referred to as the Baseline Road SSPS is identified in the CTSS MCEA and will be required to convey flows from the undeveloped lands in Southwest Courtice that are located west of Robinson Creek. The Region of Durham Development Charge By-law includes a new sub-trunk sanitary sewer on Baseline Road flowing east towards the CTSS.*

*The Bayview area is located primarily within the Robinson Creek watershed. Existing urban residential development is generally supported by roadways and storm sewers that respectively convey major and minor flows to the existing Robinson Ridge SWM Pond, which provides quantity and quality control. It is anticipated that stormwater management facilities providing enhanced level stormwater quality control*

*and post-development to pre-development stormwater quantity control will be required within the study area. Three new SWM Facilities are planned to provide control for flows to Robinson Creek.*

*A Transportation Impact Assessment was completed based on the projected population of the Bayview neighbourhood. The TIA concluded that at all existing intersections in the study area will continue operating well within acceptable standards during both morning and afternoon peaks, with the exception of the Townline Road and Bloor Street intersection. The Region is planning to add a third lane to this section of Bloor Street in the near future which could mitigate this issue. The report concludes that the development of the Bayview Secondary Plan will have a minor effect on traffic operations in the study area.*

## **8. The Bayview Secondary Plan reflects the input of landowners and the broader community.**

The engagement process for the Bayview Secondary Plan included a range of opportunities for stakeholders and the public to provide input and feedback. A project Steering Committee, comprised of staff from the Municipality of Clarington, Region of Durham, Metrolinx and the Central Lake Ontario Conservation Authority (CLOCA) as well as major developer landowners, was engaged at project milestones. In addition to ongoing online public engagement through a project web page, two Public Information Centres (PICs) were held.

### **8.1. Public Information Centre #1**

PIC #1 took place in June 2019 during Stage 1 of the planning process for both Southwest Courtice and the Courtice Employment Lands Secondary Plan. Approximately 60 people attended the PIC, which had an open house format to allow for unstructured discussion. Information boards provided background information and draft guiding principles for feedback. Themes from the public comments included support for more trail connections and active transportation infrastructure, both within the study areas and to destinations elsewhere in Courtice, including the waterfront. Participants reinforced the need for municipal servicing in the area and shared concern about potential flooding affecting new development.

### **8.2. Public Information Centre #2**

PIC #2 was held in October 2019 during Stage 2 of the planning process to gain feedback on development options for the unbuilt area of Bayview, which focused on alternative alignments for the extension of Townline Road. Approximately 32 people attended, with most expressing support for a southerly alignment of the extension should the designated employment lands be converted to allow residential uses. Participants also expressed concerns that road infrastructure and other community services, notably schools, in South Courtice are not keeping up with population growth. Most participants favoured low-rise development in keeping with the character of existing neighbourhoods, and the need for improved access to open spaces was reiterated.

### 8.3. Bayview Secondary Plan Response to Feedback

*The concerns and ideas of residents, as well as members of the Steering Committee, have been addressed in the Bayview Secondary Plan through its environmental, open space, built form and infrastructure policies. The plan includes an extensive trail and active transportation network, highly accessible open spaces, multiple facilities to manage stormwater, a hierarchy of roads to manage traffic, a new primary school and policies that call for a variety of low-rise housing across much of the area.*

### 9. The Bayview Secondary Plan represents good planning and urban design

*In conclusion, the Bayview Secondary Plan and accompanying Urban Design and Sustainability Guidelines represent good land use planning and urban design:*

- *They are consistent with and conform to provincial, regional and municipal policies applicable to greenfield residential development.*
- *In proposing the conversion of employment lands in the area, they have respected the provincial and regional policies that apply to such conversions and demonstrated how conversion will result in a more complete community.*
- *The density, diversity and walkability of the planned community, together with policies and guidelines that promote green design for buildings, landscapes and infrastructure, align with the directions of Priority Green Clarington and reflect best practices in community design.*
- *The plan incorporates the findings and recommendations from technical studies addressing natural features, cultural heritage, archaeology, transportation and servicing.*
- *Future development guided by the Secondary Plan will significantly enhance the existing community by broadening the range of housing types to include more medium- and high-density forms, adding new parks and a primary school, and improving access to existing open spaces through an extensive trail network.*
- *Both hard and soft infrastructure are planned to support development of a complete, sustainable community.*
- *The planning process engaged Municipal and Durham Region staff, agency stakeholders, landowners in the area, and the broader community, and their input is reflected in the Secondary Plan and Urban Design and Sustainability Guidelines, which will help ensure they are successfully implemented.*