

**Secondary Plan**

# **Foster Northwest Secondary Plan**

**Municipality of Clarington Official Plan**

Approved September 17, 2018

# Foster Northwest Secondary Plan

## 1 Introduction

### 1.1 The Plan's Role

As a secondary plan, this Plan provides more specific guidance regarding the uses, intensity and form of development for the Foster Northwest Area. New *development* will be carried out in accordance with the policies of the Clarington Official Plan and the policies of this Secondary Plan.

### 1.2 Structure

The Foster Northwest Area is one quadrant of the Foster Neighbourhood. The Neighbourhood Structure as a whole is outlined in Section 2.

### 1.3 Plan Area

The Foster Northwest Area is bounded by Provincial Highway 35/115 to the northwest, Rudell Road to the east, Durham Highway No. 2 to the south, and the Wilmot Creek valleylands to the west. The Foster Northwest Area is approximately 48 hectares in size. The limits of the Foster Neighbourhood and the Foster Northwest Area Secondary Plan Area are identified in Map A of this Secondary Plan.

### 1.4 History of the Area

The lands along the Wilmot Creek have been frequented by the Mississauga First Nation for centuries to hunt and fish.

The Foster Northwest Area includes a significant property, known as Belmont Farm. It was owned by Samuel Street (S.S.) Wilmot and subsequently owned by his youngest son Samuel Wilmot. Both men were prominent in Ontario life. S.S. Wilmot was the Deputy Surveyor for Upper Canada and a member of the House of Assembly. Samuel Wilmot built the first fish hatchery in Canada in an effort to combat the devastation of the fishery in Lake Ontario by early settlement.

The Belmont House, located on the east side of the creek along the former Kingston Road, occupies a prominent location in the neighbourhood.

### 1.5 Former Neighbourhood Plan and Updated Land Uses

These lands formerly were subject to a Neighbourhood Design Plan. Under the provisions of the Durham Regional Official Plan, the Foster Northwest Area was

identified as an area where a Secondary Plan shall be prepared. This Secondary Plan was prepared to:

- a) Provide detailed land use policies;
- b) Address the revised land uses resulting from the purchase of a school site internal to the neighbourhood by the Kawartha Pine Ridge Public School Board;
- c) Implement the Local Corridor and other policies contained in the Clarington Official Plan; and
- d) Improve the land use arrangement adjacent to the Wilmot Creek and Belmont House having consideration for the input from various heritage groups.

## **2 Neighbourhood Structure**

2.1 Neighbourhoods are self-contained areas with a mix of housing types, land uses and activities. Neighbourhoods are edged either by natural features or the primary road network, giving each neighbourhood a unique identity. The Foster Northwest Secondary Plan applies only to the Northwest quadrant of the Foster Neighbourhood but it implements neighbourhood structure of the Foster Neighbourhood as whole. The components of the Foster neighbourhood that define its urban structure are identified below.

### **2.2 Housing**

Neighbourhoods have a mix of low and medium density housing types and mixed-use development where appropriate. Residential densities, lot sizes and building types will vary throughout each neighbourhood.

### **2.3 Local Corridor**

The Foster Neighbourhood has a Local Corridor Area through the centre of the neighbourhood. A Local Corridor is an area of higher intensity development along both sides of King Avenue West which provides not only for medium density mid-rise residential uses but also supports neighbourhood convenience commercial functions.

### **2.4 Natural Corridors**

The Foster Creek on the east and the Wilmot Creek on the west provide are the defining easterly and westerly boundaries of the Foster Neighbourhood. The Foster and Wilmot Creek valleylands are important natural heritage areas that are to be protected and enjoyed, providing opportunities for trail connections.

### **2.5 Parks**

Each of the four quadrants of the Foster Neighbourhood contains parks of various scales. Neighbourhood level parks are located in the north-east, north-west and south-east quadrants. The neighbourhood park in the north-west quadrant will provide a heritage interpretation opportunity for the community.

The Community Park, including the Diane Hamre Recreation Complex, occupies the greater portion of the south-west quadrant. This park provides higher order park and indoor recreation facilities to the entire Newcastle urban area and surrounding rural areas.

### 2.6 Schools

The Foster Neighbourhood is intended to have both public and separate elementary schools. The Neighbourhood is also the site of a future Secondary School intended to serve residents of Newcastle, Orono and surrounding rural lands.

## 3 Goals & Design Principles

### 3.1 Goals for This Plan

1. To create a safe, walkable residential area connected to nature to enhance community health and well-being.
2. To provide a range of housing appropriately located and designed in order to meet the evolving housing needs for approximately 700 households upon full build out.
3. To celebrate the cultural heritage of the area with the recognition of the Belmont House, the Newcastle Fish Hatchery and the indigenous community.
4. To celebrate the importance of the natural features of the Wilmot Creek as an important design element and a significant feature for the quality of life for local residents.
5. To promote high quality design practices centered on energy conservation, efficiency and environmental sustainability.
6. To create a complete neighbourhood with mixed land use.

### 3.2 Design Principles for the Foster Northwest Area

The Foster Northwest Area Secondary Plan is guided by design principles outlined below:

#### 3.2.1 Green Spaces

- a) Access to a green environment is important for the health and well-being of residents.

- b) The neighbourhood *park*, *natural heritage features* and stormwater management facilities shall form a connected system.
- c) The natural heritage system will be protected, enhanced, interpreted and enjoyed.
- d) The neighbourhood *park* will be a neighbourhood focal point.
- e) Stormwater management facilities shall be designed as landscape amenities.
- f) Safe and accessible pedestrian connections *adjacent* to *significant* natural features shall be planned to anticipate use and to avoid impact on the identified features' environmental functions.

### 3.2.2 Cultural Heritage

- a) The Foster Northwest Area contains the Belmont House, home of the Wilmot family and the site of the first fish hatchery in Canada along the banks of the Wilmot Creek. It is also a site frequented by indigenous people.
- b) The layout of the streets and the design of the neighbourhood park will celebrate the cultural heritage of this area.

### 3.2.3 Land Uses

- a) A diversity in housing types will be provided to achieve the minimum densities stipulated by the Official Plan.
- b) *Development* along the Local Corridor will be designed and developed, at a minimum, to meet the densities stipulated in the Official Plan to ensure development is transit-supportive and incorporates limited commercial service uses.

### 3.2.4 Infrastructure

- a) The neighbourhood design is based on a modified grid system to enable ease of access and improved connections into and through the community.
- b) Complete streets will be designed to have regard for the safety and accessibility of all users: pedestrians, cyclists, public transit and motor vehicles.
- c) A continuous system of trails for walking and cycling will be constructed and connected to places where people live, learn, play, and work.

### 3.2.5 Environmental Sustainability

- a) Community design shall incorporate state of the art environmental, energy and water conservation measures designed to minimize the carbon footprint of new development.

#### 3.2.6 Design Excellence

- a) The buildings, streetscapes, *parks* and open spaces and infrastructure should be distinctive and aesthetically pleasing.

## 4 General Policies

### 4.1 Maps

A general pattern of development is established through land use designations for the Foster Northwest Planning Area as shown on Map B. The Transportation network is identified on Map C.

### 4.2 Relationship to Official Plan

Unless otherwise specified in the Secondary Plan, development shall be undertaken in accordance with the relevant provisions of the Clarington Official Plan.

### 4.3 Housing

4.3.1 This Secondary Plan Area provides opportunities for several forms of housing:

- a) The interior part of the Neighbourhood shall be comprised primarily of detached dwellings and very limited street townhouse dwellings.
- b) The Local Corridor, as shown on Map A shall include the medium-density housing and may include housing in live/work units or in *mixed-use buildings*.

4.3.2 In order to meet housing affordability and accessibility needs, the Municipality encourages new residential dwellings to be designed to meet the following:

- a) A portion of the single detached units be designed as fully accessible bungalows;
- b) A portion of residential units will be designed with smaller floorspaces to contribute to affordability and reflect the needs of all residents; and
- c) A portion of medium density residential units be designed for seniors and/or special needs housing.

### 4.4 Cultural Heritage

- 4.4.1 The design and development of the Foster Northwest Area shall be undertaken in a manner that highlights the important cultural history of this area including indigenous history.
- 4.4.2 The Belmont House will be maintained in a manner that preserves its character and importance as designated property under the Ontario Heritage Act.
- 4.4.3 The conservation and enhancement of *significant cultural heritage resources* shall be consistent with the provisions of Chapter 8 in the Municipality of Clarington Official Plan and all relevant Provincial legislation and policy directives.

#### **4.5 Sustainability**

- 4.5.1 The Municipality seeks to minimize the carbon footprint of future development in order to reach a net zero energy requirement in future years. To achieve this new development shall:
- a) Preserve and enhance tree cover including, where trees and other vegetation is removed through the development process, they will be compensated through new plantings in accordance with Section 9.5;
  - b) Houses will be designed with regard to the Municipality's Priority Green Framework; and
  - c) All housing should be constructed to easily provide for future home charging stations for electric vehicles.

### **5 Land Use Policies**

#### **5.1 Low Density Residential**

##### **5.1.1 Role**

The majority of the Foster Northwest Area is for lower intensity residential dwellings that integrates with the existing development in the Foster Northeast Area.

##### **5.1.2 Permitted Uses**

Uses will be fully defined in the Zoning By-law. Generally, the uses permitted in the Low Density Residential Area are:

- Detached dwellings;
- Semi-detached dwellings;
- Limited street townhouse dwellings;

- Accessory apartments and garden suites;
- Group homes;
- Home occupation uses;
- Private Home Daycare; and
- Places of worship.

### 5.1.3 Intensity

- a) Within this area, buildings will be between 1 and 3 storeys unless otherwise specified.
- b) Development surrounding the Belmont House will be sensitively designed in terms of massing, scale and architectural character.

## 5.2 Medium Density Residential

### 5.2.1 Role

The Medium Density Residential Area is part of the Local Corridor along King Avenue West.

### 5.2.2 Permitted Uses

Uses will be fully defined in the Zoning By-law. Generally, the uses permitted in the Medium Density Residential Area are:

- Townhouses, stacked townhouses and back-to-back townhouses;
- Low-rise to mid-rise apartments;
- Retirement homes;
- Special needs housing; and
- Places of worship.

### 5.2.3 Intensity

- a) Within this area, buildings will be between 2 and 5 storeys in height and have a minimum density of 40 units per net hectare.
- b) Appropriate arrangements shall be made for the parcel at 3382 Durham Highway 2 to be consolidated in the future with medium density block identified in the plan of subdivision S-C-2017-0005.

## 5.3 Mixed Use Area

### 5.3.1 Role

To provide for convenience commercial services in a mixed use format. A small mixed-use area is identified as part of the Local Corridor on the north-west corner of Rudell Road and Durham Highway 2.

### 5.3.2 Uses

- a) Permitted uses include:
  - Mixed-use buildings;
  - Office buildings;
  - Place of Worship;
  - Community Facility including daycare; and
  - Existing single detached dwellings.
- b) Commercial uses that may cause conflicts with surrounding residential uses, such as uses with the outdoor display of goods and materials, drive-throughs, places of entertainment will not be permitted in the implementing zoning by-law.

### 5.3.3 Intensity

- a) Any ground floor commercial use will be limited to those that service the convenience needs of the surrounding residential area. Individual stores will be limited in size, generally 300 square metres or less.
- b) Building heights shall be within a range of 2 to 4 storeys.
- c) The lands designated Mixed Use must be consolidated into one property prior to any redevelopment in order to create a suitable development block and provide for appropriate entrance locations.

## 5.4 Environmental Protection Area

### 5.4.1 Role

Lands designated Environmental Protection Area recognize the natural heritage system and the associated buffers and setbacks. These lands shall be subject to the Environmental Protection Area policies of the Official Plan.

### 5.4.2 Uses

- a) No *development* shall be permitted in Environmental Protection Areas, except:
  - Low intensity recreation;

- Uses related to forest, fish and wildlife management; and/or
- Erosion control.

## **5.5 Heritage Dwelling Area**

### **5.5.1 Role**

The Belmont House is a historically and culturally significant structure that provides a key organizational element for the Neighbourhood. Information on the Wilmot family, Belmont House and the Newcastle Fish Hatchery is contained in Appendix A.

### **5.5.2 Use**

The Belmont House is a designated heritage dwelling under Part IV of the Ontario Heritage Act. It will be conserved as a private residence.

### **5.5.3 Intensity**

Additions to the rear of the Belmont house may be permitted subject to approval in accordance with the Ontario Heritage Act and provided that the architectural integrity of the building and landscape is not compromised or overwhelmed. The large front lawn will be maintained.

## **5.6 Parks and Open Space**

### **5.6.1 Parks and Open Space designation shall include lands within the following categories:**

- a) A neighbourhood *park*;
- b) Open space; and
- c) Storm water management ponds.

### **5.6.2 The Neighbourhood *Park*, as shown on Map B, shall be established in accordance with the following:**

- a) The neighbourhood *park* shall be a key focus of the overall community.
- b) The neighbourhood *park* shall be located adjacent to the Wilmot Creek valley and the Belmont House. It may include an array of neighbourhood recreational functions, and it shall provide heritage interpretation features related to the Belmont House, the Samuel Wilmot Fish Hatchery and indigenous settlement.
- c) The *park* shall have a minimum size of 1.20 ha outside of the Environmental Protection and Open Space Areas;

- d) The neighbourhood *park* will be part of the parkland dedication required under the Planning Act for the Northwest Foster Area;

5.6.3 Dedication of lands for a neighbourhood *park*, shall be in accordance with the policies of the Official Plan and the parkland dedication by-law.

5.6.4 Open space areas adjacent to valleylands and Highway 35/115 will be designed appropriately to contribute to the green environment for residents of the neighbourhood in addition to other functional requirements such as noise mitigation and the location of connector trails.

5.6.5 Storm water management ponds will be designed in accordance with the policies of Section 8.2.

## **5.7 Schools**

### **5.7.1 Role**

The Foster Northwest Area is the site of a future Secondary School that will provide educational facilities for public secondary students in Newcastle, Orono and the surrounding rural areas of the former Clarke Township.

### **5.7.2 Uses**

A secondary school site is permitted within the Secondary Plan as shown on Map A. It is understood that the Kawartha Pine Ridge District School Board may consider a public elementary school site in conjunction with the Secondary School.

### **5.7.3 Policies for school sites**

School sites and buildings will be developed in accordance with the following:

- a) The configuration and size of school sites will be defined in consultation with the school boards in a manner to minimize traffic congestion;
- b) The school will be designed as an architectural focus that integrates into the neighbourhood;
- c) The Secondary school will be designed with direct pedestrian access from Grady Drive;
- d) Adequate off-site areas for school bus loading and unloading will be provided in a manner that doesn't impact street traffic;
- e) Access points designed to minimize conflicts between pedestrian and vehicular traffic and will enhance the aesthetic character of the neighbourhood;

- f) Safe active transportation routes will designed around schools to increase student's us of active travel to get to and from school; and
  - g) A segment of the local trail system will be constructed by the School Board at their expense as part of the total integrated trail and pedestrian system serving the school;
- 5.7.4 At-grade trail crossings of Regional Highway 2 shall be subject to further study to the Region's satisfaction to ensure the safety of all users.
- 5.7.5 Prior to site plan approval, a traffic management plan shall be prepared to the satisfaction of the Municipality to address the anticipated volume of buses and private vehicular traffic of students, teacher and parents, pedestrian traffic including primary access points and the location of school crossings.

## **6 Urban Design Policies**

### **6.1 General Provisions**

The Secondary Plan is designed based on achieving a walkable complete community that is diverse in use and population, and has a well-defined and high quality public realm, as follows:

- a) The provision of a clearly defined public realm;
- b) A highly interconnected pattern of lotting for development blocks;
- c) Consistent built form;
- d) Safety, accessibility, shade and comfort in the pedestrian environment;
- e) Support for bicycle lanes, routes and storage throughout the community to make active travel a priority choice; and
- f) Support for accessible public transit services throughout the community.

### **6.2 Public Realm**

6.2.1 The public realm is comprised of: public roads, open spaces/*parks*, natural heritage features and their associated *buffers*, stormwater management facilities, and the public use activity areas of other public lands and private development sites and buildings.

#### **6.2.2 Roads and Lanes**

Roads and lanes will:

- a) Provide safe and convenient access for vehicles, pedestrians and bicycles; and
- b) Be subject to comprehensive *streetscape* requirements including landscaping, that will provide a comfortable shaded environment for pedestrians.

### 6.2.3 Views and Focal Points

The preservation, enhancement and creation of significant views and focal points shall be encouraged by:

- a) Preserving and enhancing views to natural features including woodlots, topographic features, water bodies and across open spaces; and
- b) Providing opportunities for views of heritage buildings, open spaces and *parks, natural heritage features* and other landmarks.

## 6.3 Land Development

### 6.3.1 Development Blocks and Lots

- a) All the available urban lands are to be subdivided into a series of development blocks and lots, defined by a modified rectilinear grid system of public roads.
- b) The size and configuration of each development block will:
  - Be appropriate for its intended use;
  - Facilitate and promote pedestrian movement and a variety of route options; and
  - Provide a sufficient number and, where appropriate, a range of building lots to achieve cost effective and efficient *development*.
- c) Ravine lots are discouraged to allow for visual and physical access to the Wilmot Creek valley throughout the neighbourhood.
- d) Each development *lot* in a block will:
  - Have frontage on a public road; and
  - Be of sufficient size and appropriate configuration to accommodate *development* that reflects the planning and urban design policies set out in this Secondary Plan.

6.3.2 Location of Buildings with Respect to Roads and Open Space to reinforce the road and block pattern established by this Secondary Plan, the following measures will be employed:

- a) Buildings will be aligned parallel to a public road;
- b) Buildings on corner sites will be sited and massed toward the intersection of the adjoining public roads;
- c) Siting and massing of buildings will provide a consistent relationship, continuity and enclosure to the public roads;
- d) Siting and massing of buildings will contribute to and reinforce the comfort, safety, and amenity of the public roads;
- e) Buildings located adjacent to, or at the edge of *parks* and open spaces, will provide opportunities for overlook onto the *parks* and open spaces;
- f) The massing, siting and scale of buildings located adjacent to, or along the edge of a *park* or open space will create a degree of enclosure or definition appropriate to the type of *park* or open space they enclose; and
- g) Buildings of significant public use or architectural merit may be sited to specifically differ from the surrounding urban fabric in order to emphasize their importance as landmarks.

#### 6.3.3 Integration

- a) Recognizing that the lands adjacent to Highway 2 are designated for higher intensity uses, new *development* will be designed to minimize privacy and shadow impacts on lower density housing forms internal to the neighbourhood.
- b) Cultural heritage features will provide context for new development. In new areas, heritage buildings will be incorporated in a sensitive manner.

#### 6.3.4 Location of Building Entrances

- a) Primary entrances shall be clearly visible and located on a public road frontage or onto public open spaces.
- b) Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, accessible with minimum changes in grade.

#### 6.3.5 Parking

- a) To enhance the quality and safety of the public streetscapes throughout the Secondary Plan Area, the construction of parking lots/structures which occupy significant proportions of the at-grade frontage of public roads shall not be permitted.
- b) Underground parking shall be encouraged for development sites fronting onto Durham Highway 2.

## **7 Transportation Policies**

### **7.1 General**

- 7.1.1 The transportation network in the Foster Northwest Secondary Planning Area shall be developed in accordance with Map C and standards established through the Official Plan and this Secondary Plan. It shall include public roads, transit, bicycle and pedestrian routes and facilities.
- 7.1.2 Minor revisions to transportation routes to incorporate design features such as streetscaping, bicycle lanes, traffic calming measures and bikeways may be made without further amendment to this Secondary Plan, provided that the principles of neighbourhood permeability and inter-connectivity are maintained to the satisfaction of the Municipality.

### **7.2 Road Network Policies**

- 7.2.1 Road classifications and right-of-way requirements shall be consistent with Appendix C of the Official Plan with the exception of the policies contained in Section 7.2. Design details shall be confirmed through the Traffic Impact Studies submitted in support of development applications.
- 7.2.2 Durham Highway No. 2 is a designated Type A arterial road subject to the policies of the Official Plan. However, the adjacent lands are designated Local Corridor. Cycling and pedestrian movements will be important to serve medium density and convenience commercial uses. The following exceptions to the Road Classification Criteria contained in Appendix C of the Official Plan apply:
  - Traffic movement shall be addressed in any request for private access;
  - Travel speed is 60 km/hour;
  - Exceptions to the private access spacing criterion for Type A arterial roads may be considered through a site-specific study in consultation with the Region of Durham;
  - Combined or shared access is promoted; and
  - Right-of-way width is 36 metres.

- 7.2.3 The Region is encouraged to provide appropriate signage, pavement markings or other features as appropriate to inform drivers that they are entering an urban area, and to promote safety for pedestrians and cyclists.
- 7.2.4 The design of all roads within plans of subdivision shall implement the recommendations of the traffic impact studies submitted in support of development applications, including recommendations for traffic calming measures.

### **7.3 Public Transit**

- 7.3.1 The Municipality will encourage Durham Transit and Metrolinx, to improve transit service along the Durham Highway 2 corridor and throughout the Newcastle Urban Area.
- 7.3.2 To facilitate the development of a transit supportive urban structure, the following measures shall be reflected in *development* proposals, including the subdivision of land:
- a) Provision of greater residential and employment densities along the Local Corridor;
  - b) Provision of a local road pattern and related pedestrian routes that provide for direct pedestrian access to existing and potential transit routes and stops to be developed in accordance with Durham Region Transit.

### **7.4 Active Transportation System**

- 7.4.1 The *Active Transportation* system identified on Map C is an essential part of the Municipality's integrated sustainable transportation network. The active transportation system will be designed based on the needs of all ages and abilities and incorporate:
- a) major sidewalks and minor sidewalks;
  - b) bicycle lanes and multi-use paths;
  - c) valley trails; and
  - d) connector trails.
- 7.4.2 Major and minor sidewalks are defined by the anticipated volume of pedestrian traffic accessing schools, parks, access to transit stops and higher density areas. Major sidewalks, generally located in the vicinity of schools or along Durham Highway 2, will have a greater width and opportunities for pedestrian rest areas.
- 7.4.3 Future locations for bicycle lanes or multi-use paths are identified with an emphasis on safe passage to parks, schools and the GO commuter lot. Future studies will determine the appropriate options to best accommodate cyclists.

7.4.4 Valley trails will be designed to connect to a broader trail network along the Wilmot Creek providing access to the natural environment, connections to the waterfront and opportunities for natural and cultural interpretation.

7.4.5 Connector trail will be designed to provide east-west connectivity from the valley trail system on an open space alignment separated from traffic.

## **7.5 Parking**

7.5.1 Subject to the findings and recommendations of a traffic impact study, on-street parking may be approved at certain locations for specified times of the day to satisfy a portion of the parking requirements of adjacent non-residential development.

## **8 Municipal Services**

8.1 All new *development* within the Secondary Planning area shall proceed on the basis of the sequential extension of full municipal services in accordance with the municipal capital works program.

8.2 The Stormwater Management Facilities shown on Map B of this Secondary Plan shall be designed based on the following considerations:

- a) Low impact development techniques should be considered to minimize stormwater pond requirements;
- b) Stormwater facilities will be designed to maintain environmental and *ecological integrity*, and to provide a net benefit to the environment;
- c) Stormwater facilities will be designed as a natural heritage feature and aesthetic amenity for the neighbourhood;
- d) The Stormwater ponds shall be sized and designed to accommodate drainage for the entire Foster Northwest area including the secondary school site; and
- e) The stormwater pond beside the Wilmot Creek will be designed to provide an entrance feature to Newcastle and integrate with the interpretation of the historic Wilmot fish hatchery.

## **9 Implementation**

### **9.1 General**

9.1.1 This Secondary Plan shall be implemented in accordance with the provisions of the Planning Act, other applicable Provincial legislation, and the provisions of the Municipality of Clarington Official Plan.

9.1.2 Phasing of *development* will be implemented as required by the Municipality of Clarington.

9.1.3 *Development* within the Secondary Plan Area shall be consistent with programs intended to reduce the consumption of energy and water and to promote *waste* reduction.

## **9.2 Capital Works**

9.2.1 The capital works program for Foster Northwest is generally outlined through the Municipality of Clarington Development Charges Background Study as amended from time to time. Specific timing of works may vary depending on the rate of growth and the Municipality's ability to incorporate required works in its capital budget and forecast.

9.2.2 Prior to the approval of any *development*, the Region of Durham must be notified to determine if sufficient water supply and sanitary sewerage capacity is available for the proposed development of these lands.

9.2.3 Prior to the registration of any phase of a draft plan of subdivision:

- a) The Municipality shall have approved any necessary capital works for that phase of *development* in its capital budget;
- b) The owner shall have entered into a subdivision agreement with the Municipality of Clarington and the Region of Durham that will identify among other things, the capital expenditures associated with servicing the lands.

## **9.3 Cost-Sharing Arrangements**

9.3.1 Public Schools, parks, storm water management facilities and other infrastructure are located in areas where they best suit the overall plan for this segment of the Foster Northwest Neighbourhood. Developers will be required to enter into appropriate private cost sharing agreements to recognize the fair distribution of expenses for infrastructure and facilities in accordance with Section 23.12.7 of the Clarington Official Plan.

## **9.4 Required Studies**

9.4.1 The Clarington Official Plan identifies the studies, plans, and assessments to be completed to the satisfaction of the Municipality of Clarington and any agency that has jurisdiction, prior to the approval of development applications. Additional study requirements may be identified by the Municipality and other agencies as *development* within the Secondary Plan Area proceeds.

## **9.5 Tree Compensation**

9.5.1 All trees are important for their aesthetic, health and environmental benefits. Every opportunity will be utilized to maintain and enhance the tree canopy.

- 9.5.2 Any tree to be removed, regardless of the reason and health, shall be compensated for on the Aggregate Inch Replacement basis in a location satisfactory to the Municipality but not necessarily within the boundaries of the Secondary Planning Area. Tree compensation shall be over and above any requirement for street trees, landscaping of private development, parks and storm water management facilities. Shrubs will also be compensated on the basis of a replacement pot size to provide an enhanced natural environment.
- 9.5.3 Prior to any construction on-site, landowners are required to enter a site specific tree removal and protection agreement and to provide financial securities as a condition of approval to allow for the removal of trees and shrubs on private lands.
- 9.5.4 Where trees and shrubs are destroyed or harvested pre-maturely prior to proper study and approval, compensation will be based on the estimated tree value.

## **9.6 Architectural Control**

- 9.6.1 The Architectural Control Plan for a plan of subdivision shall incorporate appropriate provisions to ensure the integration and compatibility of the Belmont House in terms of scale, height, and building materials.

## **10 Interpretation**

- 10.1 It is intended that the Foster Northwest Secondary Plan Area be developed in accordance with the policies of this Secondary Plan and the Official Plan of the Municipality of Clarington. Where there is a conflict, the principles, objectives and/or policies of this Secondary Plan shall prevail.
- 10.2 Inherent to the Foster Northwest Secondary Plan is the principle of flexibility, provided that the general intent and structure of the Plan are maintained to the satisfaction of the Municipality. As such, it is the intent of the Municipality to permit some flexibility in the interpretation of the policies, regulations and numerical requirements of this Secondary Plan except where this Secondary Plan is explicitly intended to be prescriptive.
- 10.3 The boundaries between land use designations are to be considered approximate except where they meet with roads, river valleys or other clearly defined physical features. Where the general intent of this Secondary Plan is maintained, to the satisfaction of the Municipality, minor boundary adjustments will not require an amendment to this Secondary Plan.
- 10.4 Defined terms in this Secondary Plan relate to terms defined in the Clarington Official Plan.

# **Appendix 1 - Samuel Wilmot and the Newcastle Fish Hatchery**



Samuel Wilmot was born on August 22nd, 1822, at Belmont Farm in Clarke Township, Upper Canada, now part of the community of Newcastle, Ontario. His father, Samuel Street Wilmot, belonged to a prominent New Brunswick loyalist family. He moved to Upper Canada in 1796 and became the Deputy Surveyor of Upper Canada and while in this role he surveyed Clarke and Darlington townships and the road from Kingston to Toronto. He was also a member of the House of Assembly, and a prosperous farmer. S.S. Wilmot purchased approximately 400 acres of land west of Newcastle and built the original Belmont House.

His youngest son, Samuel Wilmot, was educated at Upper Canada College (1830–34). When his father died in 1856, he took over the management of the farm in addition to carrying on a general merchandising business in Newcastle. He served for some years on the council of the Agricultural and Arts Association of Ontario; in 1879 he became its president. He was also active in local government. From 1850 to 1854 and 1862 to 1868 he was the municipal clerk in Clarke Township; in 1859–61 and 1869–70 he sat as a member of the township council; and from 1871 to 1877 he held the office of reeve. In 1871 he was warden of the united counties of Durham and Northumberland. He was appointed a justice of the peace in 1856 and was an officer in the Durham militia from 1847 to the 1870s. However, it is his work in the artificial breeding of salmon for which he is most widely known. Wilmot became the driving force behind the development of the hatchery system in Canada.

Wilmot's farm was situated on what became known as Wilmot Creek. The creek was a noted spawning stream for Lake Ontario (Atlantic) salmon and figured prominently in the lives of First Nations people and early settlers. However, overfishing and degradation of shoreline by tree cutting and grazing had severely damaged the fishery as early as the beginning of the nineteenth century. Indeed, legislation was passed in 1806 forbidding the netting of fish in the creeks of the district. This effort proved unsuccessful and by the 1850s the runs of salmon in the creek, and in other salmon streams on Lake Ontario, had been greatly depleted. Samuel Wilmot became interested in the possibility of restocking the stream by means of artificial propagation. In 1866 he built an experimental hatchery and succeeded in hatching the spawn from four salmon. The humble beginnings of his work can still be seen in the basement of Belmont House, where a small water course was constructed. Encouraged by Wilmot's success, he



received support for his efforts from the federal government. Ontario's first full scale hatchery was developed on the site in 1868.

In July of 1868, Wilmot was appointed to the Department of Marine and Fisheries as a fishery overseer with special responsibility for operating the hatchery. On 1 July 1876, Wilmot was made superintendent of fish culture, a position he held until his retirement on 1 April 1895. He was charged with the construction and management of a system of 15 hatcheries across Canada and with the planting of hundreds of millions of fry annually. In addition, he advised the government on fishery regulations and pollution. In 1892–93 he carried out extensive investigations into the fisheries of British Columbia and the Great Lakes.

Wilmot did not discover the process of artificial propagation of fish. The basic techniques had been known in Europe for at least a century and a government fish hatchery had been established in France in 1851. In British North America experiments with artificial propagation had already been conducted by Richard Nettle, superintendent of fisheries for Lower Canada. Wilmot did, however, develop apparatus and techniques for hatcheries that were widely copied in North America. His equipment was awarded medals by the Société Nationale d'Acclimatation of France in 1872 and by the International Fisheries Exhibition at London in 1883.

Although the technical operation of hatching fish was a success, even the massive plantings of fry could not maintain salmon stocks in the face of continuing environmental degradation and overfishing. Wilmot recognized the importance of environmental change in the decline of the Lake Ontario salmon and argued that the hatchery program

was only an adjunct to the strict enforcement of a system of closed seasons which would allow natural reproduction of fish populations. Unfortunately, Atlantic Salmon, the species which Wilmot began working with, never regained its original status. The last Atlantic Salmon was taken from Lake Ontario in 1898. Wilmot Creek remains an important fishery but the salmon one sees in the Wilmot Creek today are Pacific Salmon (Coho or Chinook) introduced to Lake Ontario in later years to control alewife and carp populations.

Samuel Wilmot died on May 17<sup>th</sup>, 1899. The hatchery he founded continued to operate until 1914 and was successful at introducing a variety of game species into Ontario waters. An historic plaque located just south of the family homestead at Belmont House commemorates the site and Wilmot's efforts.

Acknowledgments: The majority of the above text was taken from the Dictionary of Canadian Biography and edited for chronology and space.



## LEGEND

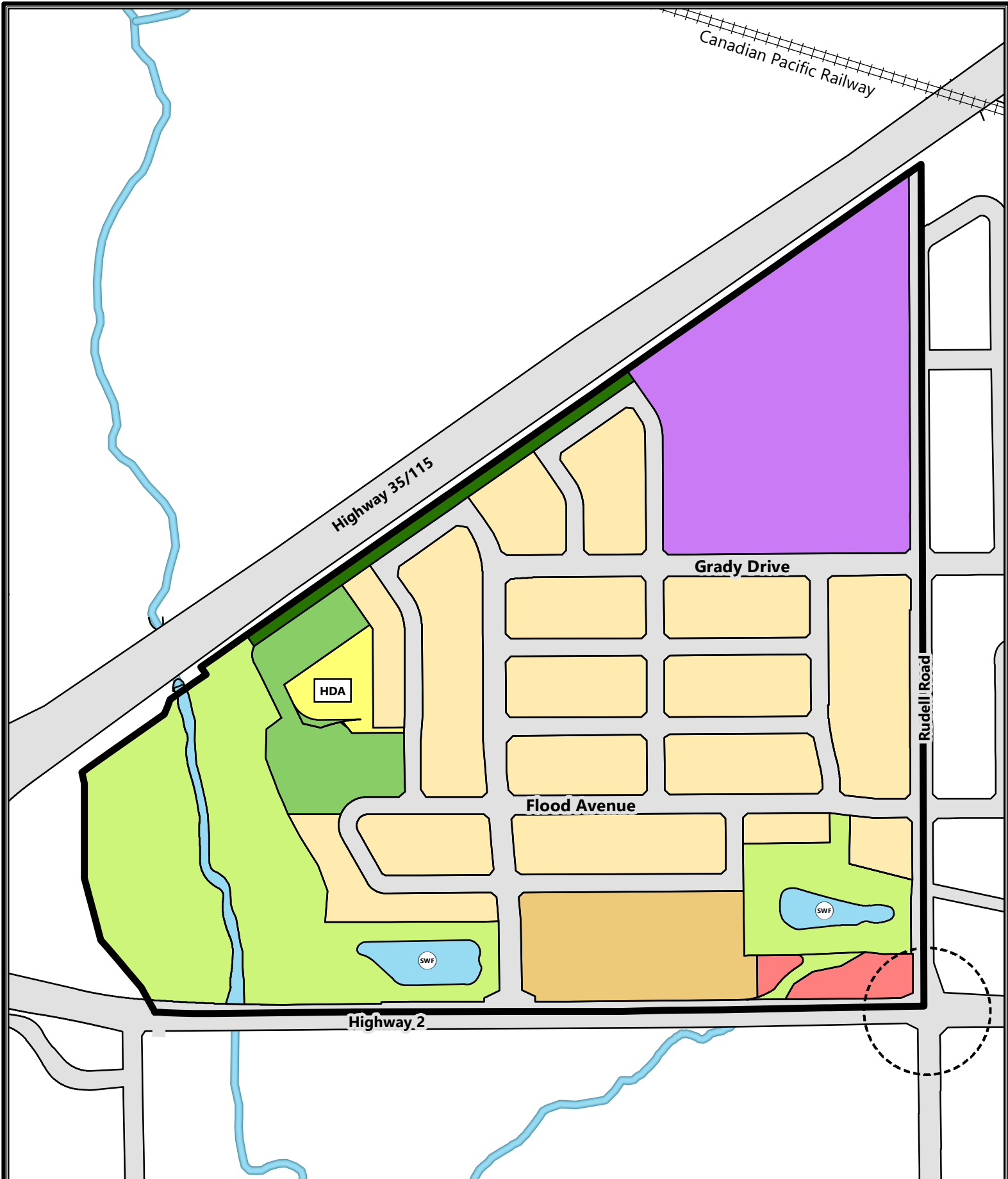
- |                               |                           |                              |
|-------------------------------|---------------------------|------------------------------|
| Secondary Planning Area       | Neighbourhood Park        | GO Bus Commuter Station      |
| Foster Neighbourhood Boundary | Elementary School         | Valleylands                  |
| Downtown                      | Secondary School          | Storm Water Management Ponds |
| Community Park                | Significant Heritage Site | Urban Trails                 |



## MAP A NEIGHBOURHOOD STRUCTURE

FOSTER NORTHWEST  
SECONDARY PLAN

November, 2024



**LEGEND**

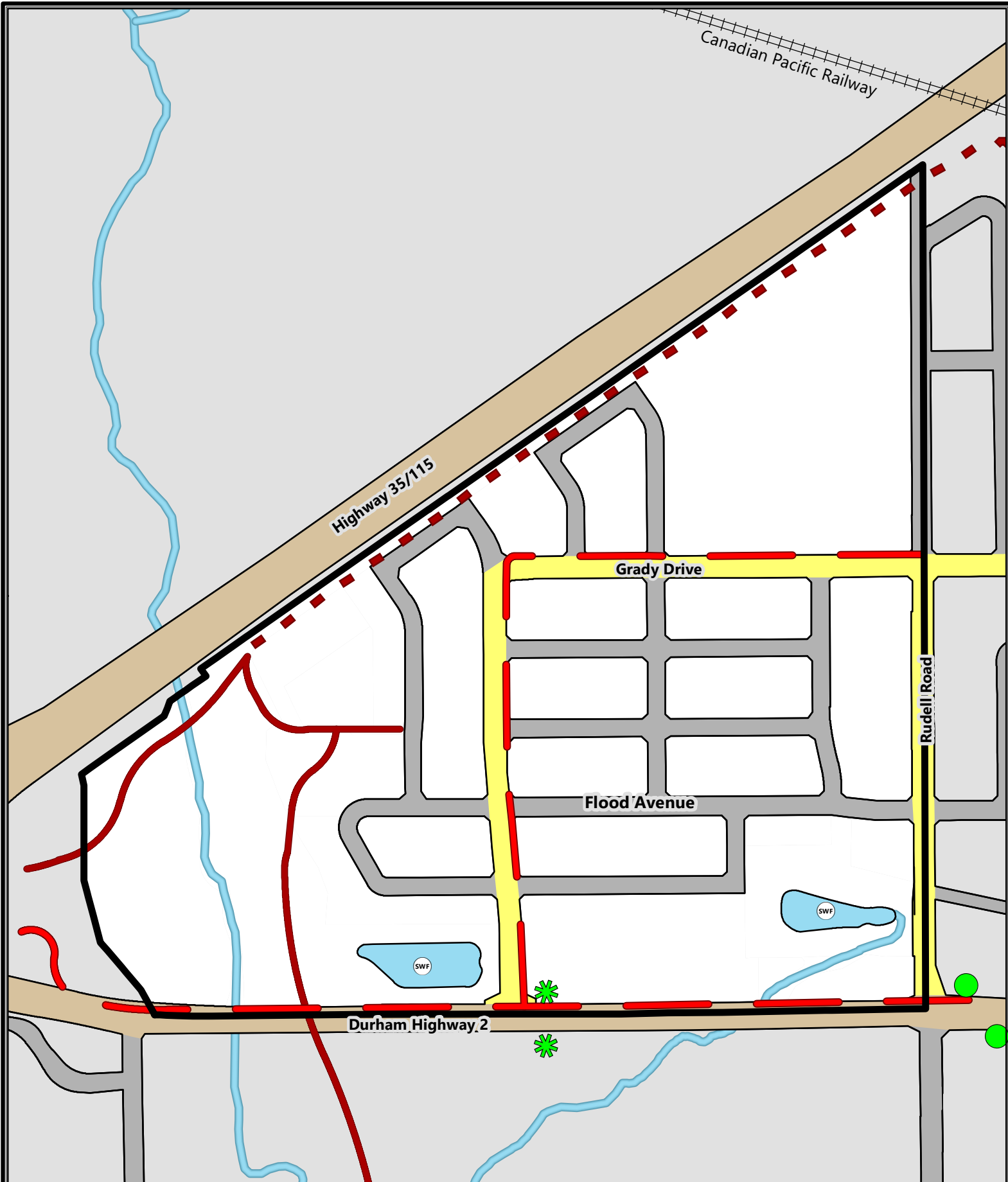
- |                            |                               |
|----------------------------|-------------------------------|
| Secondary Planning Area    | School                        |
| Low Density Residential    | Park                          |
| Medium Density Residential | Open Space                    |
| Mixed Use                  | Environmental Protection Area |

- |                                |
|--------------------------------|
| Stormwater Management Facility |
| Heritage Dwelling Area         |
| Prominent Intersection         |



**MAP B  
LAND USE**

FOSTER NORTHWEST  
SECONDARY PLAN  
November, 2024



# LEGEND

- |  |                         |  |                             |
|--|-------------------------|--|-----------------------------|
|  | Secondary Planning Area |  | Valley Trail                |
|  | Type A Arterial Road    |  | Connector Trail             |
|  | Collector Road          |  | Bike Lanes / Multi-Use Path |
|  | Local Street            |  | GO Bus Station              |

- |  |                                |
|--|--------------------------------|
|  | Existing Transit Stop          |
|  | Future Transit Stop            |
|  | Stormwater Management Facility |



## MAP C TRANSPORTATION

FOSTER NORTHWEST  
SECONDARY PLAN

November, 2024