

Secondary Plans

Port Darlington Neighbourhood Secondary Plan

Municipality of Clarington Official Plan
Approved 1996

Port Darlington Neighbourhood Secondary Plan

1 Introduction

- 1.1 The Port Darlington Neighbourhood Area comprises all lands south of the Canadian National Railway mainline and generally includes all lands from Lot 5, Broken Front Concession to the West Beach Road South. Historically, a community developed around the activities of the Port Darlington Harbour Company, founded in 1837. By the early 1900's, Port Darlington included a store, post office, hotels, a dance pavilion, a chapel and numerous homes. Over the years, the area has changed significantly, losing its character as a bustling waterfront area. Some homes have deteriorated; others have been recently renovated. Public access to the waterfront is limited.
- 1.2 The Secondary Plan for the Port Darlington Neighbourhood is prepared to provide a comprehensive plan to guide the development of a new residential area and the transformation of the existing residences. This area will provide a major focal node of activity for Clarington residents as well as for the broader community.

2 Goals

- 2.1 To establish a liveable, attractive, and vibrant residential *environment* based on its unique waterfront setting, history and environmental features.
- 2.2 To recognize the importance of the waterfront to achieve an improved quality of life for local residents of Clarington.
- 2.3 To balance the need for public access, environmental protection, recreational use, tourism, employment and residential growth.

3 Objectives

- 3.1 To provide for housing that is desirable for a waterfront area and supports the housing policies of the Municipality and Province.
- 3.2 To provide for viable tourism and commercial facilities and uses appropriate for the site constraints and compatible with economic and environmental objectives.
- 3.3 To establish an attractive continuous waterfront Greenway that connects to the existing and future open space system.

- 3.4 To protect, maintain, enhance and, where possible, interpret significant natural heritage features.
- 3.5 To provide for a diversity of waterfront recreational opportunities accessible to both local and regional residents.
- 3.6 To recapture the character and history of the Port Darlington area through the *development* and *redevelopment* of lands in the community.

4 General Policies

- 4.1 The land use designations for the Port Darlington Neighbourhood shown on Map A establish the general pattern for future development.
- 4.2 The Port Darlington Neighbourhood will accommodate a population of approximately 2,800 persons.
- 4.3 The Municipality will seek to achieve a high quality urban *environment* within the Secondary Planning Area. In particular, all *development* shall respect and protect heritage resources. Future *development* shall maintain the historical themes and waterfront attributes of the area. Council shall require proponents to submit comprehensive design documents showing that the nature of specific proposals comply with this requirement.
- 4.4 Notwithstanding Section 24.3 of this Official Plan, the road alignments and land use designations on Map A-Land Use will be confirmed by detailed *park* development and engineering studies. Any realignment of Port Darlington Road will be located exclusively on land owned by the Municipality of Clarington in 2005. The designations Village Commercial and Waterfront Greenway abutting the north and south limits of East Beach Road for a distance of approximately 240 metres east of the easterly limit of Port Darlington Road may be moved approximately 45 metres to the north so that they will continue to abut the north and south limits of this section of East Beach Road as it may be relocated.
- 4.5 Urban Design Guidelines shall be prepared to implement the policies of the Secondary Plan. They shall act as a visual interpretation of future development and shall provide guidance for the evaluation of development proposals at the site plan and subdivision approval stage. The Urban Design Guidelines shall form an appendix to this Plan and may be reviewed and revised from time to time without an amendment to this Plan.

5 Residential

- 5.1 Unless otherwise specified in the Secondary Plan, residential development shall be in accordance with Section 9 of the Official Plan.

- 5.2 Notwithstanding the residential densities indicated in Section 9.4 of the Official Plan, High Density Residential Areas shall not exceed 120 units per net residential hectare and shall not exceed 8 *storeys*.
- 5.3 This Secondary Plan allows the integration of the school structure within residential buildings or community facilities subject to the approval of the School Board. Special care shall be taken to integrating the building into the residential or community building so that:
- a) The school has a separate and identifiable entrance;
 - b) School bus circulation is accommodated;
 - c) School children have direct access to playing fields;
 - d) Playgrounds are located to minimize noise impact on residential *amenity areas*; and
 - e) Vehicular access to residential parking areas does not conflict with pedestrian access to the school.
- 5.4 Siting of residential buildings shall maximise the potential for lakeviews, while ensuring that lake vistas are maintained as part of the scenic driving routes.
- 5.5 New residential development in the Port Darlington Neighbourhood shall proceed in a phased manner which ensures timely completion of public *infrastructure* to meet the needs of residents and the Municipality, including the required grade separations for public roads crossing the CNR mainline.

6 Marina Commercial

- 6.1 Permitted uses are:
- Boat moorage, repairs and storage
 - Boat manufacturing and sales
 - Associated marina uses
 - Hotel, motels and conference facilities
 - Restaurants
 - The existing residential uses
- 6.2 Council encourages the upgrading and improvements of the existing marina, hotel facilities, and ancillary uses.

- 6.3 Any works related to the improvement or expansion of the existing marina facilities, which may include the alteration and/or improvement to the creek or shoreline, shall be in accordance with the requirements of Section 13 of the Secondary Plan.
- 6.4 In addition to the existing marina facility, the feasibility of establishing a new offshore marina may be investigated within the Secondary Plan Area subject to an Environmental Impact Study and other detailed studies which assess the following:
- Market conditions and economic feasibility
 - *Site* conditions and physical layout
 - Impact on coastal processes and *fish habitat*
 - Other items deemed appropriate by the Municipality
- 6.5 Where the offshore marina is feasible, there shall be no net loss of potential public space along the waterfront. In particular, the design of a new marina shall address the following:
- Maximise public accessibility and lake views
 - Provide for continuity of waterfront trails
 - Screen boat storage and maintenance areas
 - Any other requirements deemed appropriate by the Municipality

7 Village Commercial

- 7.1 Permitted uses are:
- Retail and personal *service uses*
 - Retail speciality shops and studio facilities
 - Restaurants
 - Office and related uses
 - Residential uses incidental to the main use
- 7.2 The maximum amount of gross leasable area for retail and personal services uses shall be 1,500 square metres. All new construction shall be limited to two *storeys*.

- 7.3 *Development and redevelopment* of the Village Commercial Area shall enhance the historical character of the area and conform to the urban design guidelines.

8 Waterfront Greenway and Parks

- 8.1 The Waterfront Greenway comprises lands within the Regulatory Shoreline Area and additional lands to be acquired by means of parkland dedication or municipal acquisition. The Municipality will seek to secure parkland for an appropriate distance beyond the Regulatory Shoreline area as determined through the review of development applications, detailed park development plans, hydraulic shoreline and wetland studies.
- 8.2 Within the Waterfront Greenway, in addition to the uses permitted through Section 14 of the Official Plan, Council may give consideration to restaurants, theatres, seasonal waterfront commercial uses or a hotel in accordance with the policies in Section 13 of the Secondary Plan provided such uses do not adversely hinder the public's visual or physical access to the water.
- 8.3 The Municipality intends to develop two District Parks within the Waterfront Greenway as indicated on Map A. It is the long term goal of this plan for the Municipality to acquire lands in the West and East Beaches for one of these District Parks. The Municipality has developed an acquisition strategy setting out priority areas and timeframes for acquisition. Council may amend the acquisition strategy based on the detailed plans for the park development. The other District Park will be acquired and developed in conjunction with residential development.
- 8.4 District Parks will be developed to provide a wide range of outdoor and recreational opportunities including significant areas devoted to unstructured activities such as walking, cycling, picnicking, beach use and nature appreciation.
- 8.5 In addition to the policies set out in Section 23.10 and 23.11 of the Official Plan, the following shall also apply:
- a) Lands subject of flooding and erosion from the waters of Lake Ontario shall generally not be considered for parkland dedication unless measures have been taken to mitigate the hazards of flooding and erosion to the satisfaction of the Municipality and the Conservation Authority; and
 - b) Lands not suitable for parkland dedication will be requested to be dedicated gratuitously to the Municipality for open space purposes.

- 8.6 In requiring the dedication of lands for public recreation purposes priority shall be given to establishing district parks and public open space along the waterfront.

9 Prestige Industrial

- 9.1 Lands designated Prestige Industrial on Map A shall be subject to the policies of Section 11 of the Official Plan.

10 Environmental Protection Areas Protection

- 10.1 Lands designated Environmental Protection Areas shall be subject to the provisions of Section 14.4 of the Official Plan.

11 Transportation Network

- 11.1 The transportation network in the Port Darlington Neighbourhood shall be developed in accordance with the provisions of Section 19 and Map B of the Official Plan.
- 11.2 The Municipality will undertake, in cooperation with other agencies and landowners, the eventual construction of grade separated crossing of the CNR rail lines at Liberty Street and at Lambs Road. As an interim measure the Municipality may consider the feasibility of constructing an at-grade crossing of the CNR rail lines at Liberty Street and eliminate the at-grade crossing at Port Darlington Road.
- 11.3 A new Type “C” arterial road parallel to the waterfront, shall be designed and constructed with a 26 metre wide right-of-way which shall incorporate on-street bicycle lanes and on-street parking on the south side of the road adjacent to the Waterfront Greenway designation.
- 11.4 Parking associated with recreational areas, will be located and designed in an unobtrusive manner along the waterfront.
- 11.5 The West Beach Road west of the Liberty Street extension shall be maintained as a rural cross section. All other local roads shall be constructed and maintained to an urban standard, except through the district park where urban standards may be altered to provide for *park* related features.
- 11.6 The Municipality will undertake the development of a continuous trail system, as shown on Map A, comprised of:
- a) The Waterfront Trail which provides a regional east-west linkage across the Lake Ontario waterfront; and

- b) The local trail system which will provide linkages to northern portions of the Bowmanville urban area and provide internal neighbourhood connections to *parks*, schools and open space systems.

11.7 It is the intent of this Plan that all trails be contained within public lands or by way of access agreements/easements with private lands owners. Trails may be secured by acquisition or dedication to the Municipality as a condition of approval. Minor changes to the trail system may be made without an amendment to this Plan.

11.8 Any reconfiguration and/or reconstruction of Port Darlington Road between its intersection with East Beach Road as it may be relocated, north to the southerly limit of the intersection of Port Darlington Road with West Beach Road, shall reflect the function of this section of Port Darlington Road as an industrial/commercial local road.

12 Utilities

12.1 Lands designated Utilities on Map A, contain the Regional Municipality of Durham Water Pollution Control Plant and Water Supply Plant and shall be subject to the policies of Section 21 of the Official Plan.

12.2 The Municipality encourages the Regional Municipality of Durham to incorporate high quality design and landscaping standards in any future expansion to their facilities.

12.3 All *development* shall be setback from the Water Pollution Control Plant as required by the Ministry of the Environment.

13 Natural Features and Constraints

13.1 The Regulatory Shoreline Area Flood and Fill Lines and Wetland are indicated on Map B of the Secondary Plan. The applicable provisions of Section 4 of the Official Plan shall apply.

13.2 While permanent structures are not encouraged within the Regulatory Shoreline Area, the following uses may be permitted:

- Building and/or structures necessary for public work
- Bridges/boardwalks
- Parking
- Pavilions
- Boat launching ramps

- Marina facilities

13.3 In addition to the requirements of the Environmental Impact Study required under Section 4.4.35 of the Official Plan, the following shall also apply:

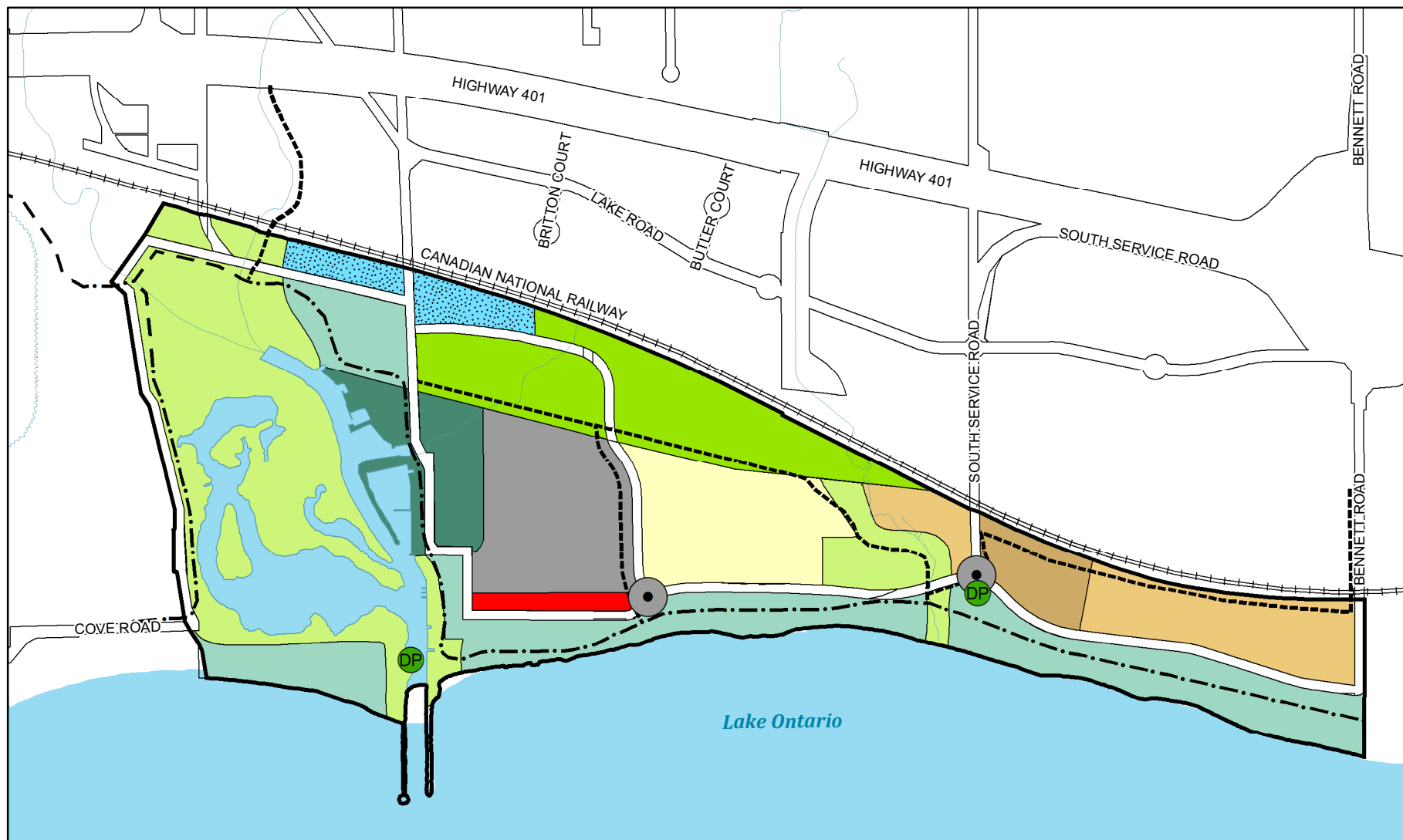
- a) Any projects on the shoreline, or in a creek shall obtain approvals from the Ministry of Natural Resources under the Lakes and River Improvement Act, the Public Lands Act, the Conservation Authorities Act, the Federal Fisheries Act or any other legislation as applicable; and
- b) An Environmental Impact Study shall not be required for any undertaking where an Environmental Assessment has been completed pursuant to the provision of the Environmental Assessment Act.

13.4 Where shoreline stabilization works are included in lands to be dedicated as public lands, the Municipality may require the proponent to enter into a perpetual maintenance agreement.

14 Implementation and Interpretation

14.1 This Plan refines and implements the policies of the Official Plan. Unless otherwise indicated, the policies of the Official Plan shall apply to this Secondary Planning Area.

14.2 The policies of this Plan shall be implemented and interpreted in conjunction with the applicable policies of the Official Plan.



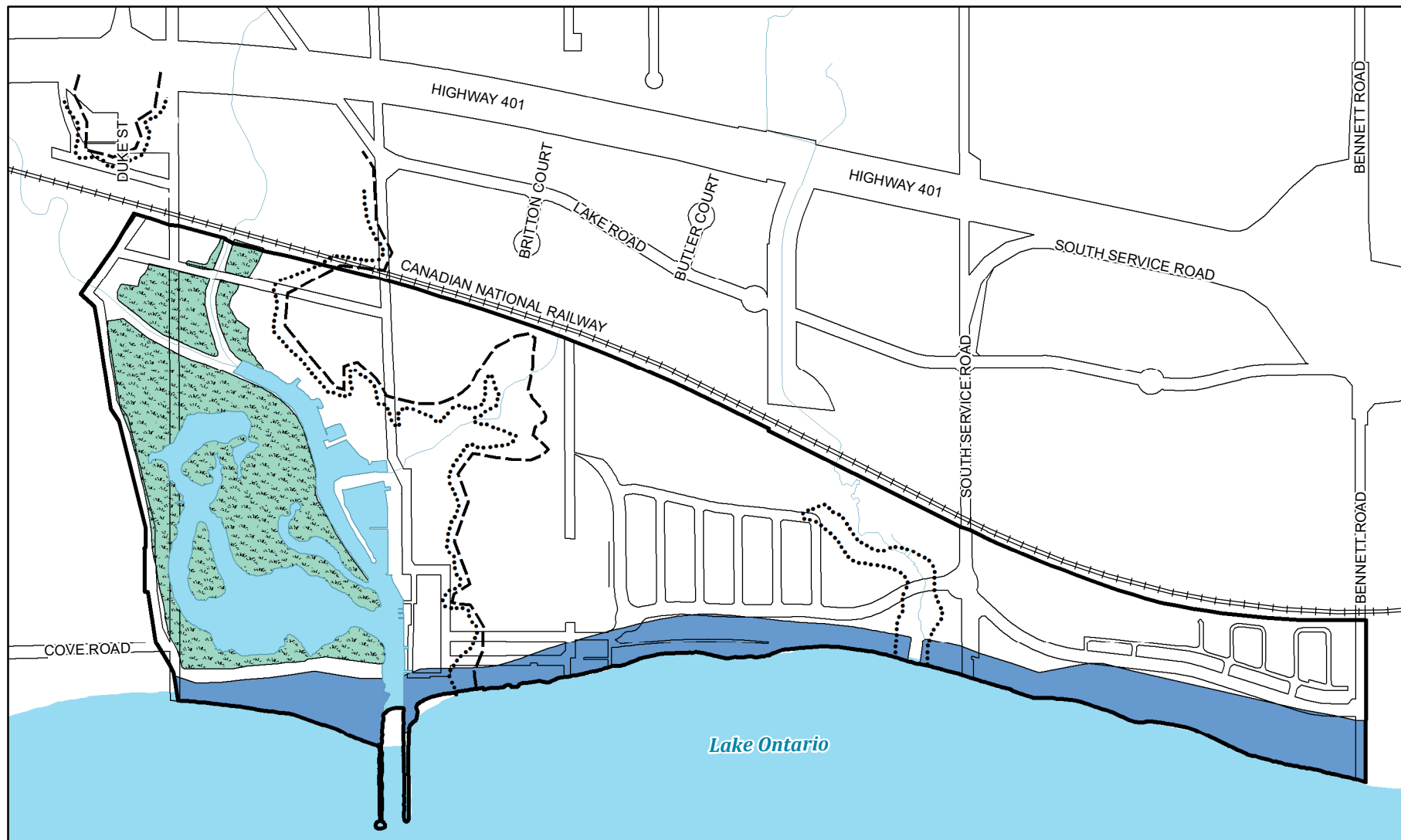
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|----------------------------|-------------------------------|
| Secondary Planning Area | Marina Commercial |
| Low Density Residential | Prestige Employment Area |
| Medium Density Residential | Utilities |
| High Density Residential | Public Elementary School |
| Village Commercial | Environmental Protection Area |

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| Waterfront Greenway |
| Green Space |
| District Park |
| Waterfront Trail |
| Local Trail |
| Traffic Roundabout |

MAP A LAND USE

PORT DARLINGTON NEIGHBOURHOOD
SECONDARY PLAN

November, 2024
OFFICE CONSOLIDATION



- Secondary Planning Area
- Wetland
- Regulatory Shoreline Area
- Fill Line
- Flood Line

MAP B NATURAL FEATURES AND CONSTRAINTS

PORT DARLINGTON NEIGHBOURHOOD
SECONDARY PLAN

November, 2024
OFFICE CONSOLIDATION