

SOUTHEAST COURTICE URBAN DESIGN & SUSTAINABILITY GUIDELINES

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Prepared for the Municipality of Clarington

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1.0

INTRODUCTION

The Southeast Courtice Secondary Plan (Secondary Plan) area is approximately 295 hectares in size. It is comprised of portions of the Emily Stowe, Avondale and Ebenezer neighbourhoods. It is generally bounded to the north by Durham Highway 2, Hancock Road to the east, south of Bloor Street to the south and east of Prestonvale Road near Robinson Creek to the west. Prominent features include the presence of several Regional roads which bisect and border the area and significant natural heritage and hydrological features, including the headwaters and tributaries of Tooley Creek and Robinson Creek. The planned population for Southeast Courtice is approximately 11,800 residents and approximately 4,900 units.

Further to the north-west of Southeast Courtice, at the intersection of Trulls Road and Highway 7, is the planned Urban Centre. The lands to the north and west of the Secondary Plan Area are predominantly low-density residential. Portions of the lands to the south are contained within the Courtice Urban Area and are comprised of agricultural, commercial and employment uses; Highway 401 lands and a proposed Courtice GO station. The lands to the east comprise a narrow strip of non-farm, estate residential units and agricultural lands, wooded areas and stream courses. There are existing parks and community facilities within the Secondary Plan Area, including the Courtice Flea Market, Courtice Memorial Park, Hope Fellowship Church and Family Worship & Outreach Center.

The Urban Design & Sustainability Guidelines (Guidelines) build on the Municipality of Clarington Council's sustainable 'green lens' approach to achieve sustainable development through community design, an interconnected system of parks and open spaces, efficient street and block patterns and environments that promote walking and cycling. Both the Secondary Plan and Guidelines emphasize several key themes, including sustainability, liveability and inclusivity.

Southeast Courtice is to be developed by minimizing the community's impact on the environment. This is to be achieved by setting a high standard of environmental performance of built form, supporting lifestyles that consume fewer resources, providing mobility options other than the private automobile and developing in a manner that is compatible with the surrounding environment. The community is to offer an excellent quality of life for its residents and workers. This is to be achieved by providing a range of amenities for day-to-day life, fostering a strong sense of identity and supporting active lifestyles. Southeast Courtice will also be a community for everyone. This is to be achieved by providing a range of housing choices for a diversity of income levels and household sizes, creating a community for all stages of life and celebrating the community's cultural heritage.

Please refer to **Figure 1** to see the existing context of Southeast Courtice.

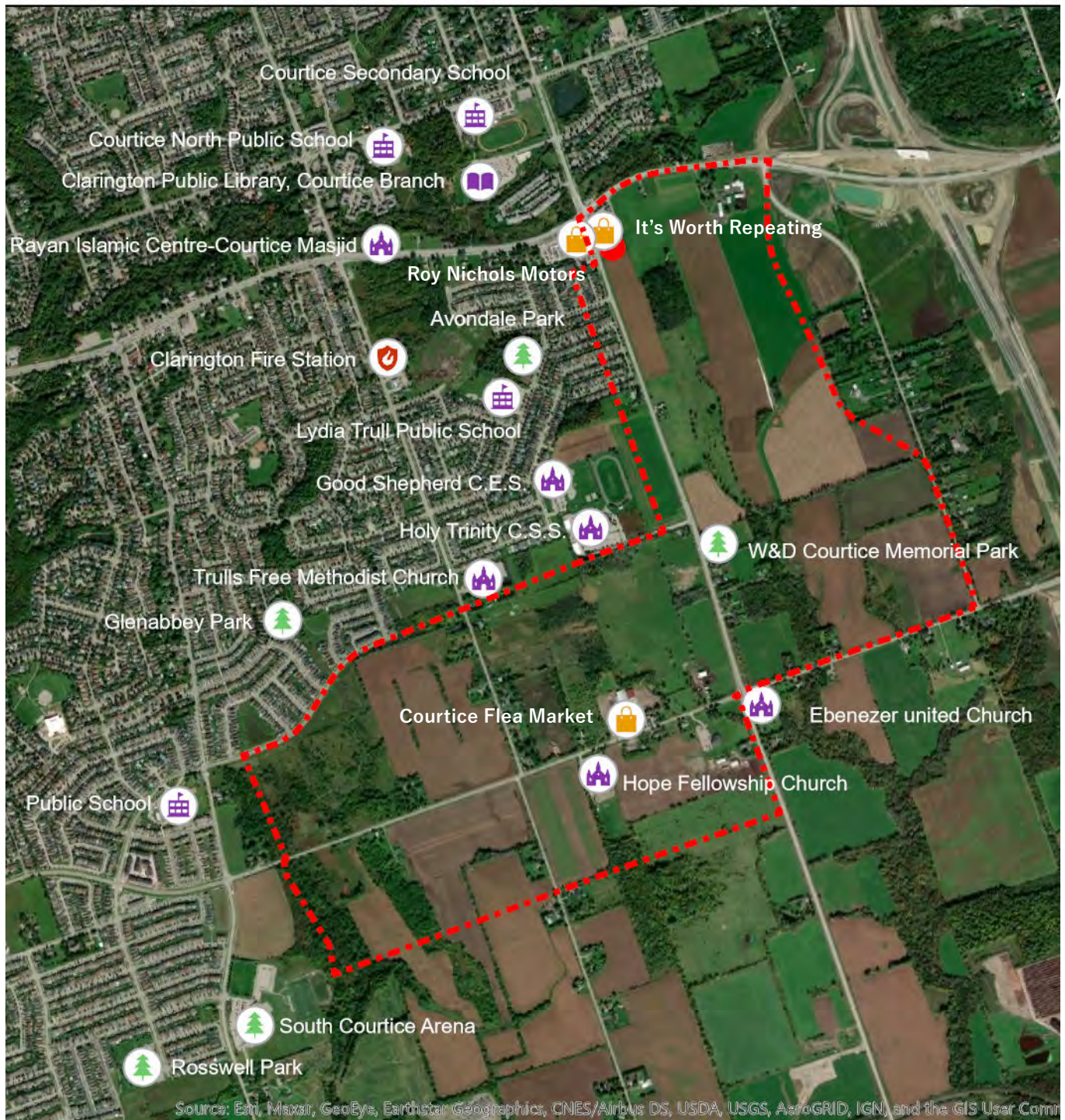


Figure 1: Existing Context

1.1 PURPOSE

The purpose of the Guidelines is to prepare the Municipality of Clarington for future development within the community of Southeast Courtice. The Guidelines provide direction in the form of design guidance to establish the vision and objectives articulated in the Secondary Plan. The Guidelines are intended to guide and promote new development that achieves the following:

- Protects and enhances the natural heritage system and other environmental features;
- Creates a vibrant, walkable and complete community;
- Ensures high-quality built form and parks and open spaces to create pleasant public and private realms; and
- Promotes health and safety by promoting active transportation and in doing so, relieves vehicular congestion by providing other options to get around.

The Guidelines are to be used as an evaluation tool for development applications. They are to be used by:

- Municipal council and committees when evaluating if an application meets the Municipality's vision for development in Southeast Courtice;
- Municipal staff and external agencies when reviewing development applications and as a reference for design decisions for Municipality-proposed studies and projects;
- The development industry including but not limited to developers, consultants and property owners to demonstrate how their proposals align with the Municipal vision for Southeast Courtice; and
- The public for use of greater awareness of the benefits of urban design in their community.

1.2 INTERPRETATION

The Guidelines are intended to provide guidance of the policies of the Clarington Official Plan (Official Plan) and Southeast Courtice Secondary Plan. It provides further guidance on the policy directions for urban design, streets, parks and open spaces, built form and sustainability. The Guidelines provide further guidance at subdivision, zoning and site plan control stages to ensure that high levels of urban design and sustainability are achieved.

The Guidelines are to be read in conjunction with the policies of the Official Plan, particularly Section 5: Creating Vibrant and Sustainable Places and Section 9: Livable Neighbourhoods and read in conjunction with the policies of the Secondary Plan, particularly Section 5: Urban Design. Furthermore, the Guidelines should be read in conjunction with the Official Plan; Clarington Zoning By-law (Zoning By-law); Priority Green, Clarington's Green Development Framework and Implementation Plan; and Clarington General Architectural Design Guidelines.

Should a conflict occur between the Clarington General Architectural Design Guidelines and the Guidelines, the guidance direction of the latter shall prevail.

1.3 RELATED DOCUMENTS

The Guidelines and Secondary Plan are not to be read in isolation. The documents are subject to further higher-tier land use planning policies and plans, both from the Municipality, Durham Region and the Province and include the following, as seen in **Figure 2**:

- Provincial Policy Statement, 2020;
- Growth Plan for the Greater Golden Horseshoe, 2019;
- Durham Regional Official Plan, 2017; and
- Municipality of Clarington Official Plan, 2018.

Other relevant documents that provide guidance and direction include the following:

- Priority Green - Green Development Framework & Implementation Plan, 2015;
- Clarington's Green Community Strategy, 2010; and
- It's All Connected: Actions to Foster a Community-Wide Culture of Sustainability in Clarington, 2014.

Additionally, the Guidelines and Secondary Plan are integrated with and respond to the adjacent neighbourhoods of Southwest Courtice and the Courtice Employment Lands. The documents also incorporate recommendations from the Robinson Tooley Subwatershed Study, 2020.



Figure 2: Related Documents

2.0

VISION & OBJECTIVES

2.1 VISION

Southeast Courtice will be a sustainable, liveable and inclusive community. It will have its own identity while contributing to the larger Courtice and Clarington communities. Southeast Courtice will feature a mix of uses, across different intensities, to allow needs to be met locally while having access to amenities in the surrounding areas. As part of encouraging healthy, active lifestyles, alternatives to getting around will be provided through walking, cycling and transit.

Southeast Courtice's road network is a defining feature, not only as important transportation routes but also as places that will feature high-quality built form, landscaping and connections to the interior of the neighbourhood to make them inviting and attractive public places. A key part of Southeast Courtice's identity is the presence of nature. The natural heritage system will be conserved, enhanced and sensitively incorporated into an interconnected system of parks and open spaces to improve and extend greenery throughout the community.

Please refer to **Figure 3** for the Demonstration Plan that provides the overall vision for Southeast Courtice.

2.2 OBJECTIVES

In order to realize the vision for Southeast Courtice, the Guidelines shall support the Secondary Plan to achieve the following objectives:

- Create an efficient land use pattern and urban form which is supportive of transit, enables residents to meet many of their needs within walking distance and provides good transitions between uses and areas of development intensity.
- Foster a multi-modal community where walking, cycling and transit are viable and attractive alternatives to travel by automobile.
- Protect, maintain and enhance the natural heritage system in a manner which conserves and enhances its ecological integrity and function.
- Provide access within walking distance to parks, schools, community amenities and local retail and services.
- Integrate the built and natural environments to create a sense of place and identity, as well as appropriately provide access to nature.
- Prioritize the creation of an attractive and vibrant public realm, integrated with a hierarchy of community focal points, to serve as the focus of day-to-day activities and community life.
- Offer a variety of housing forms, sizes and tenures, including affordable housing, that allow households of various sizes and incomes to find a home within Southeast Courtice.
- Foster a sustainable, low-carbon community, resilient to the potential impacts of climate change.
- Celebrate the cultural heritage of the area in a manner which communicates and conserves meaningful elements of its landscape and historic evolution.
- Phase development in a manner which supports efficient infrastructure implementation.

Legend

- High Density/Mixed Use
- Medium Density Regional Corridor
- Low Density Residential
- Neighbourhood Park
- Parkette
- Environmental Protection Area
- Environmental Constraint
- Environmental Study Area
- Arterial Road
- Collector Road
- Special Local Road
- Local Road
- Rear Lane
- Mid-Block Pedestrian Connection
- Trail
- Stormwater Management Facility
- 1 Elementary School
- Prominent Intersection
- Gateway

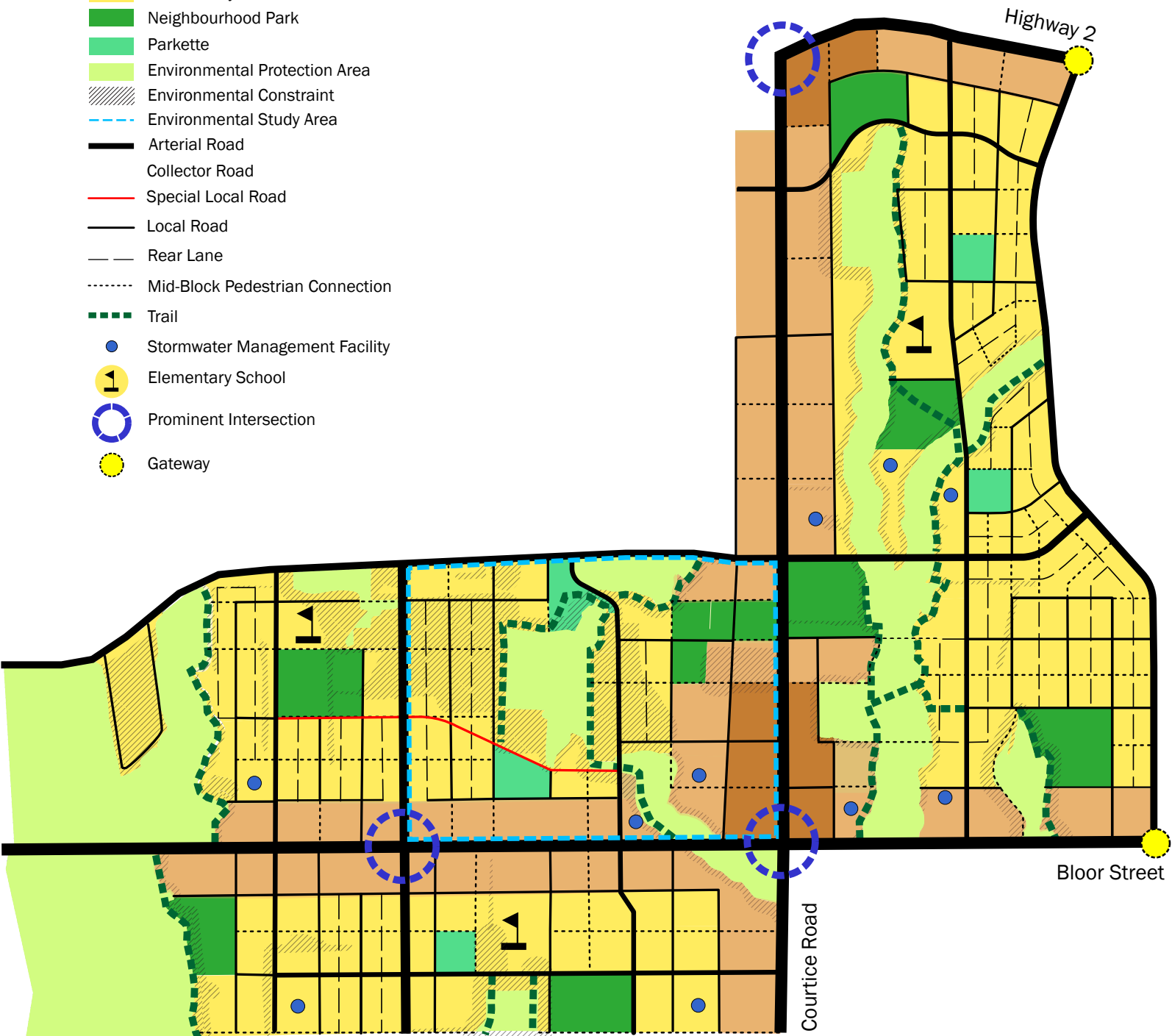


Figure 3: Demonstration Plan

3.0

COMMUNITY STRUCTURE

The Southeast Courtice Secondary Plan provides the framework for the development of a new complete, compact, walkable, friendly and accessible neighbourhood for Southeast Courtice. The Guidelines identify and guide the components that structure the community and include the following:

- Regional Corridors
- Prominent Intersections
- Urban Residential Areas
- Parks and Open Spaces
- Gateways

This section is meant to provide an overview of the different components of the community structure; however, they alone do not convey all the guidance intended. The general guidelines outlined in this section should also be read with the relevant subsequent sections of the Guidelines. Please refer to **Figure 4** for the locations of the components in Southeast Courtice.

Legend

- Regional Corridor
- Urban Residential Areas
- Neighbourhood Park
- Parkette
- Environmental Protection Area
- Prominent Intersection
- Gateway

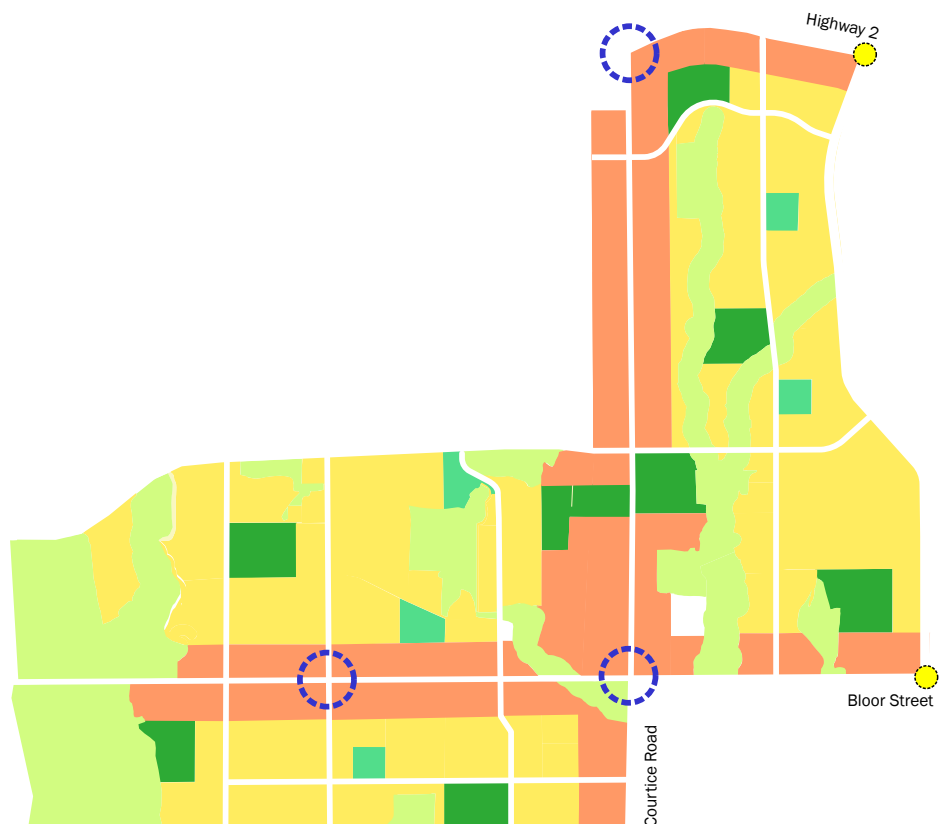


Figure 4: Community Structure

3.1 REGIONAL CORRIDORS

Regional Corridors are the primary component of the community structure. They are comprised of Bloor Street, Courtice Road and Highway 2, as well as the lands adjacent to them. As they are designated Priority Intensification Areas and are routes for future transit services, they are the locations of the highest densities in Southeast Courtice. The Regional Corridors encourage compact urban form and development patterns to support higher densities and transit services, while fostering vibrant, attractive public and private realms. Please refer to **Figure 5** for the locations of Regional Corridors in Southeast Courtice.

GUIDELINES

- a. Regional Corridors are the primary corridors for all transportation modes and shall be designed to support the highest densities, tallest built form and greatest mix of uses.

- b. Gateways, along Regional Corridors, will serve as the entries into Courtice, with appropriate landscaping and consideration of views.
- c. Development within the Regional Corridors shall incorporate a high-quality built form through appropriate architectural and landscape treatment to provide a complementary interface between the public and private realms.
- d. Regional Corridors will connect to the road and active transportation networks to promote connectivity and permeability throughout Southeast Courtice.
- e. The Regional Corridors of Bloor Street and Courtice Road are encouraged to be designed as Multi-Ways, in accordance to the right-of-way requirements of Type A Arterials.

Legend

-  Secondary Plan Boundary
-  Regional Corridor
-  Arterial Road
-  Collector Road

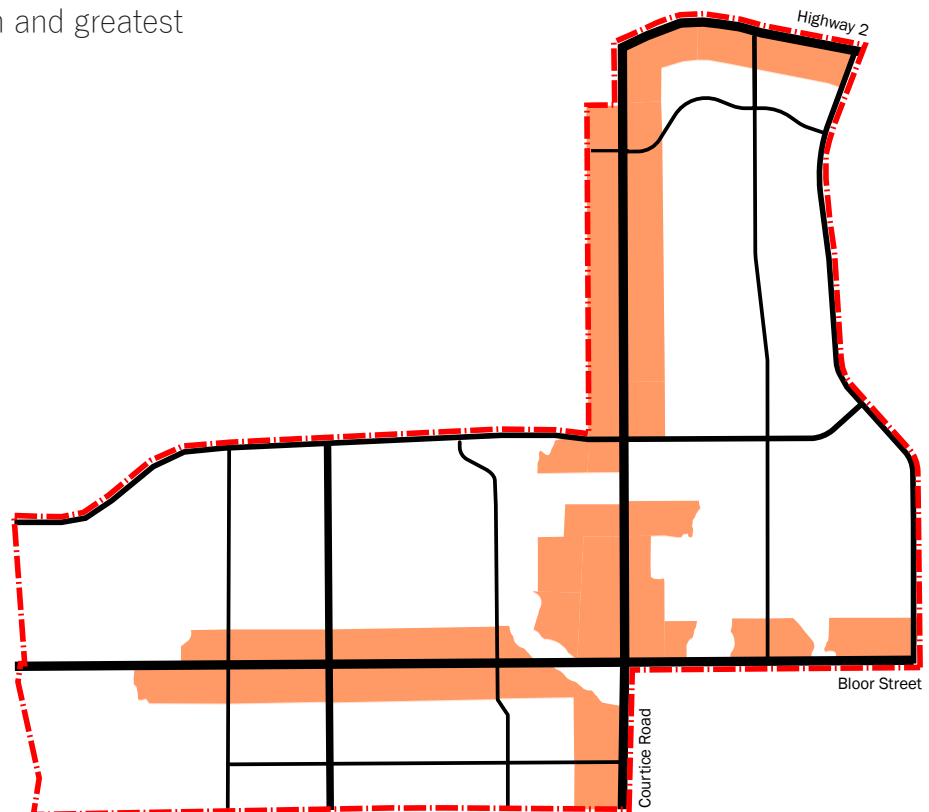


Figure 5: Regional Corridors

3.2 PROMINENT INTERSECTIONS

Within Regional Corridors, the greatest heights and densities shall occur at Prominent Intersections and the nodes which surround them. A Prominent Intersection is generally the area comprising the extent a block length in all directions at these intersections. These areas shall also have the greatest concentration of commercial retail and service uses.

Planning for nodes should take into consideration their ability to support transit ridership by coordinating the intensity and mix of uses alongside existing or planned levels of transit service. A hierarchy of Primary and Secondary Nodes is established based on built form, heights, densities, uses and locations in Southeast Courtice. Please refer to **Figure 6** for the locations of Prominent Intersections in Southeast Courtice.

- b. Primary Nodes shall be characterized by the greatest heights and densities, with a concentration of retail and commercial uses.
- c. Secondary Nodes shall be characterized by high- to medium-density built form with ground-floor retail either framing a public square or fronting a linear plaza. It shall be articulated by high-quality landscape design to support wayfinding and a sense of place within the community.
- d. At Prominent Intersections, there are to be privately owned publicly-accessible plazas that act as community focal points and improve the interface between public and private realms.

GUIDELINES

- a. Prominent Intersections shall be designed to be community focal points and will be articulated through built form massing and density, architectural treatment, landscaping and the design of privately owned publicly-accessible plazas.

Legend

-  Secondary Plan Boundary
-  Regional Corridor
-  Arterial Road
-  Collector Road
-  Prominent Intersection (Primary Node)
-  Prominent Intersection (Secondary Node)

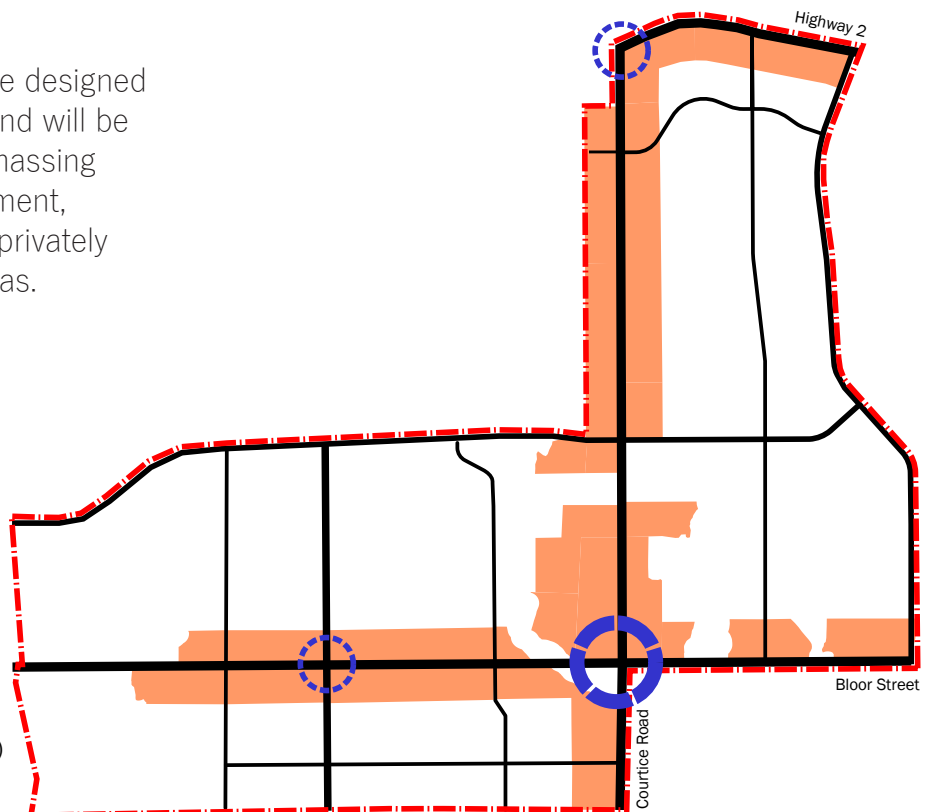


Figure 6: Prominent Intersections

3.3 URBAN RESIDENTIAL AREAS

Urban Residential Areas are predominantly residential neighbourhoods located outside of the Regional Corridors and include lower-density built form and building heights. Urban Residential Areas will promote compact ground-related housing and provide smaller-scale commercial needs. They will also be supported by schools, parks and local movement networks, including trails, Collector and Local roads.

Urban Residential Areas contain a mix of land uses and housing types, have access to smaller-scale service and retail needs, and are within 400 metres (or a 5-minute walking distance) to a Neighbourhood Park or Parkette. The neighbourhoods will help implement the vision of Southeast Courtice to become a complete, compact community. Please refer to **Figure 7** for the locations of Urban Residential Areas in Southeast Courtice.

GUIDELINES

- New development shall not negatively impact the existing established neighbourhoods in Courtice.
- Neighbourhoods will be connected to the surrounding areas by the street and active transportation networks to encourage permeability and connectivity.
- Higher-density built form is encouraged along Arterial and Collector Roads.
- Neighbourhoods will provide opportunities to encourage small-scale service and neighbourhood retail.

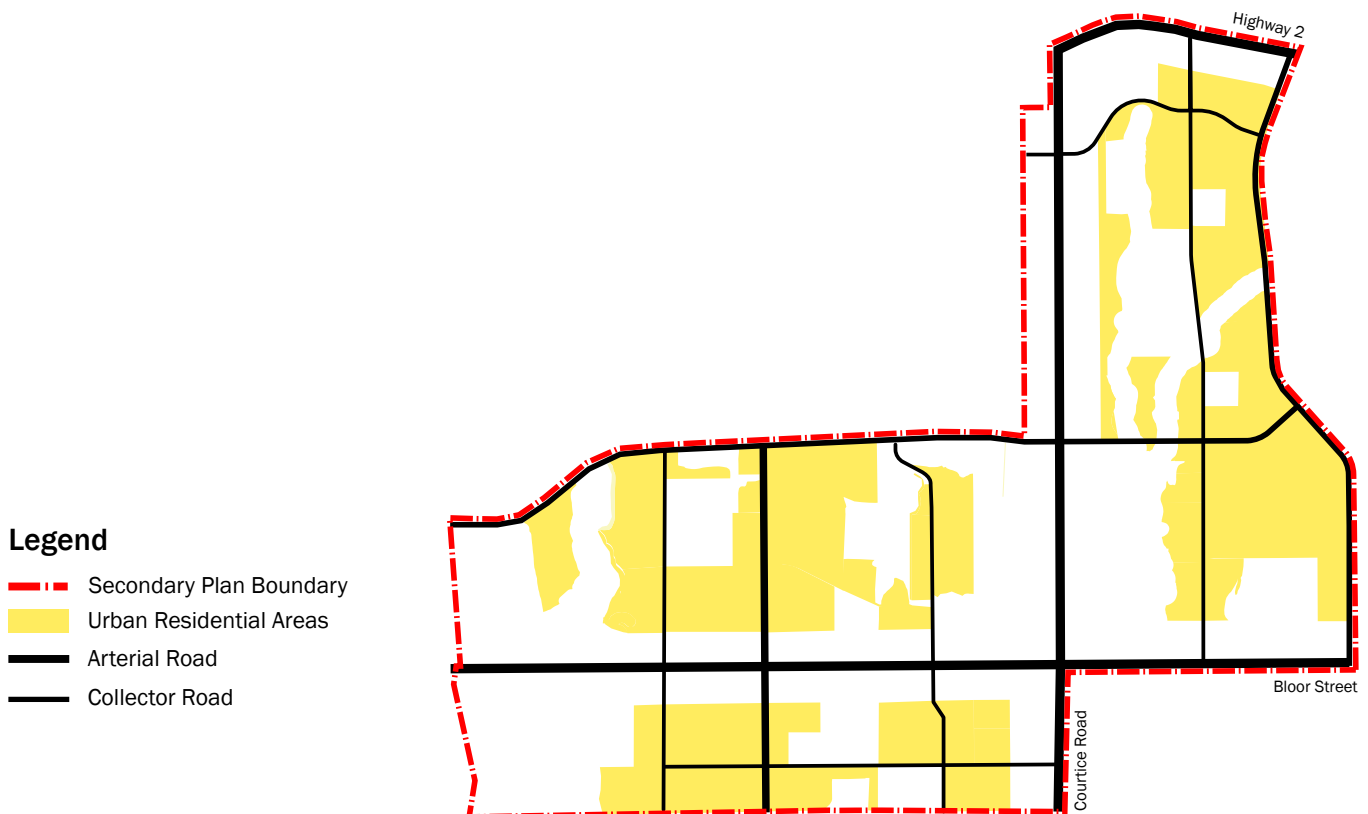


Figure 7: Urban Residential Areas

3.4 PARKS & OPEN SPACES

The parks and open space system comprise of Environmental Protection Areas and parks, along with stormwater management ponds. Together, they provide spaces that support social vibrancy, community gathering and recreation, while supporting the ecological and hydrological function of the community. The parks and open space system will also be functional, safe and interconnected as a system within Southeast Courtice. Please refer to **Figure 8** for the locations of Parks and Open Spaces in Southeast Courtice.

GUIDELINES

- The Environmental Protection Areas are the primary structuring component of the parks and open space system.
- The Environmental Protection Areas are to be protected, preserved and enhanced to improve ecological diversity and environmental stability while improving access and opportunities for appropriate low-intensity recreation.
- Parks and open spaces shall be designed to promote accessibility and usage for all ages and abilities. Therefore, they shall be bordered by public streets and other public facilities.
- Parks will be located strategically for high visibility throughout the community so that most residents are within a 5-minute walking distance to a Neighbourhood Park or Parkette.
- The design of parks should provide amenities such as entrance features, visitor drop-off area, pedestrian-scale lighting and wayfinding.
- Built form adjacent to parks and open spaces, through architectural and/or landscape treatment, will maintain a visual and/or physical connection to parks and open spaces.
- Areas with stormwater management facilities are to be integrated with parkland to visibly create a continuous green space with appropriate measures implemented for public safety.

Legend

-  Secondary Plan Boundary
-  Neighbourhood Park
-  Parkette
-  Environmental Protection Area
-  Arterial Road
-  Collector Road



Figure 8: Parks and Open Spaces

3.5 GATEWAYS

Gateways mark the arrival into Courtice from the surrounding area. They are located along Hancock Road where it intersects at both Highway 2 and Bloor Street. Their locations offer opportunities to create key landmarks in the community, with consideration of views. Please refer to **Figure 9** for the locations of Gateways in Southeast Courtice.

GUIDELINES

- Gateways should feature high-quality landscape design that includes elements that enhance the public realm, including wayfinding or landscape features that mark the entry into the community.
- Gateways should be designed to identify the intersection as an entry point into the community.
- Gateways can, but are not limited to, being smaller park-like spaces with street furniture, lighting and plantings.

Legend

-  Secondary Plan Boundary
-  Arterial Road
-  Collector Road
-  Gateway

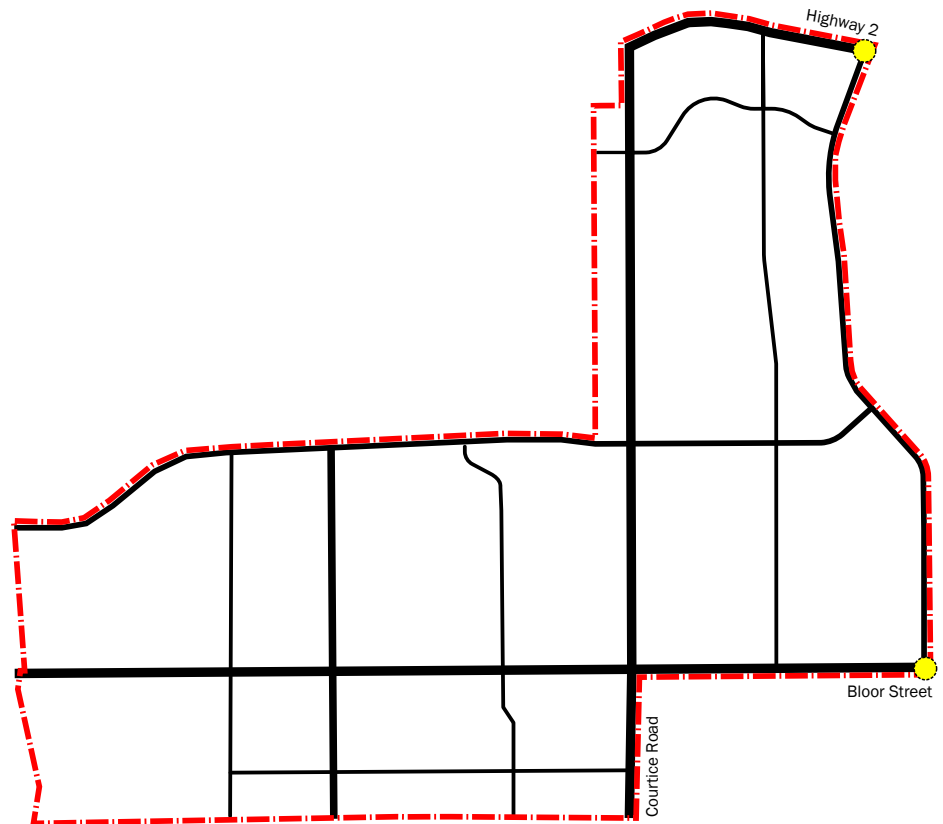


Figure 9: Gateways

4.0

STREET & BLOCK PATTERN

The street and block pattern defines and structures the community. It can directly influence development opportunities, mobility options and neighbourhood character. Southeast Courtice is designed to establish a modified grid pattern of streets, complemented by off-street mid-block connections and trails to serve as a network of fine-grained connectivity throughout the community. Blocks should be designed to be flexible and accommodate intensification over time.

Related to the street and block pattern are lot sizes. Throughout Southeast Courtice, it is encouraged to have a mix of lot sizes to promote a variety of built form, development types and urban design. Lot sizes also have a direct impact on density, affordability and development costs.

Figure 11 provides a conceptual demonstration of the streets and blocks, establishing the layout of the modified grid pattern.

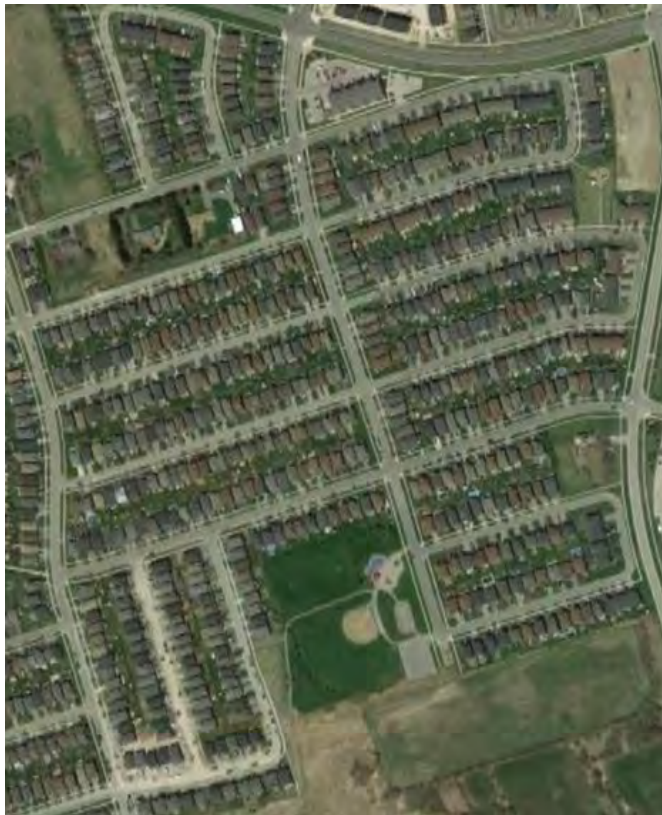


Figure 10: Existing Street and Block Pattern in Courtice

GUIDELINES

- a. A modified grid pattern of streets and blocks shall be implemented to connect within Southeast Courtice and connect out to surrounding areas to facilitate direct routes while respecting natural features and topography.
- b. Where a natural feature restricts the development of a grid pattern, the pattern of streets and blocks shall be designed to facilitate the efficient movement of people and goods, while promoting connectivity and permeability.
- c. Block lengths should be a maximum of 200 metres.
- d. In Urban Residential Areas, mid-block pedestrian connections are required for blocks longer than 200 metres.
- e. Cul-de-sac and dead-end streets are discouraged, however where deemed necessary, pedestrian connectivity and sightlines should be preserved.
- f. Variation in block sizes with a mix of building typologies is encouraged.
- g. Provide simple and rectilinear lot shapes so as not to limit design and siting options.
- h. Corner lots should have adequate width to permit appropriate building setbacks from both streets.
- i. Rear lanes are encouraged where driveways and front-yard garages are to be restricted, notably behind properties fronting along Arterial Roads.

Legend

- Arterial A
- - - Multiway (Service Lane)
- Arterial B
- Arterial C
- Collector
- Special Local Road
- Local Road
- - - Rear Lane
- - - - - Mid-Block Pedestrian Connection

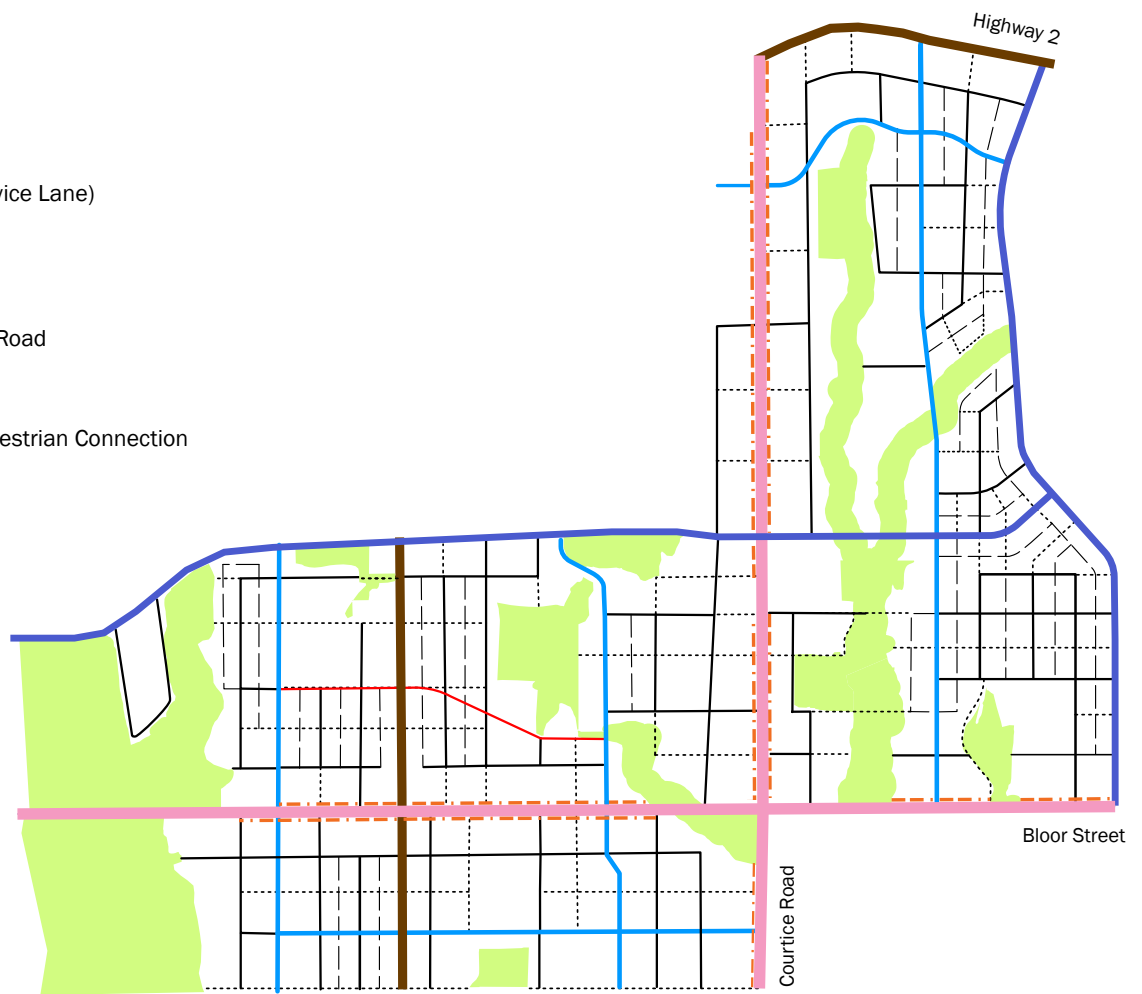


Figure 11: Street and Block Pattern

5.0

BUILT FORM

5.1 HIGH- AND MID-RISE BUILDINGS

High- and mid-rise buildings are important in establishing a compact, walkable and transit-oriented community in Southeast Courtice. They also provide the greatest densities and uses for residents and jobs and play a significant role in contributing to the creation of a vibrant community. High- and mid-rise building typologies include mixed-use and apartment buildings.

They will provide a high degree of architectural character that is suitable for their location. As noted in the Secondary Plan, high-rise buildings have heights between 7 to 12 storeys, and mid-rise buildings have heights between 3 to 6 storeys. High-rise buildings are permitted on lands designated as High Density/Mixed Use, while mid-rise buildings are permitted on lands designated as Medium Density Regional Corridor. Please refer to **Figure 12** for the locations of these land use designations.



Figure 13: Example of High-rise Building

Legend

- Secondary Plan Boundary
- High Density/Mixed Use
- Medium Density Regional Corridor
- Arterial Road
- Collector Road

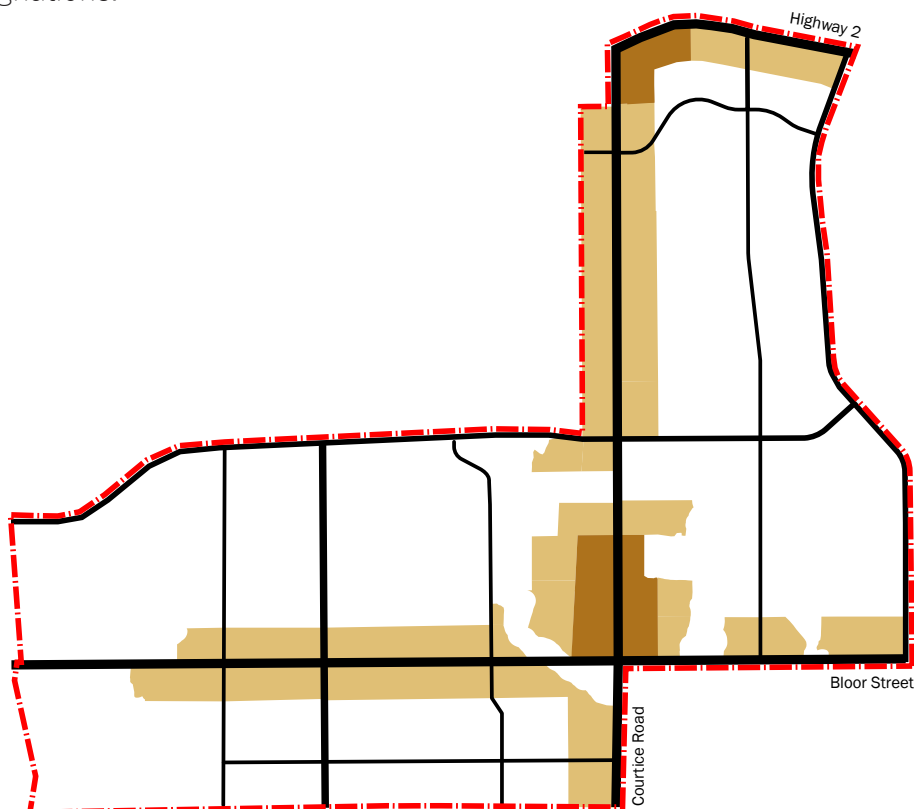


Figure 12: Land Uses that Permit High- and Mid-rise Buildings

5.1.1 SITING AND ORIENTATION

Siting and orientation are important as they determine the relationship and interface between the public and private realms, as well as adjacent properties and the streetscape.

GUIDELINES

- a. Buildings shall be oriented along the street, park and/or open space to establish a street wall that frames the street and creates a vibrant public realm.
- b. Buildings shall be sited to create continuous building frontages at street level, increase the efficiency of services, consolidate open spaces, minimize internal circulation and maximize views.
- c. Back-lotting is not permitted in order to provide an appropriate lively street frontage and foster an animated streetscape with eyes on the street.
- d. Building setbacks shall establish a strong relationship to the street and define the street edge as the interface between the public and private realms with high-quality pedestrian infrastructure such as shaded seating, lighting and landscape elements.
- e. All building elevations exposed to the public realm should be well-articulated with architectural detail.
- f. Buildings shall have their main pedestrian entrances directly fronting onto the street to allow for safe, convenient access.
- g. Building projections such as awnings and canopies are encouraged for their beneficial impact on the public realm for shelter and protection from the elements. They are permitted to project a maximum of 2 metres from the main building face and feature designs that are complementary to the architectural treatment of the building.
- h. Mixed-use buildings should have separate entrances for residential and non-residential uses.
- i. Mixed-use buildings with upper-floor office use should be accessed from a consolidated lobby entrance that is secondary to the appearance of retail entrances.
- j. Mixed-use buildings should prioritize retail and office uses at-grade with ground-floor units incorporating individual entrances that are directly accessible from the public street or pedestrian walkway.



Figure 14: Example of Siting and Orientation

5.1.2 HEIGHTS, MASSING AND TRANSITION

The height, massing and transition of a building play a significant role in its emphasis and design quality. These considerations inform how a building is perceived from the public realm, along the streetscape, adjacent properties and within the overall community.

GUIDELINES

- a. Buildings should be scaled and massed to establish a desirable relationship to the public realm, including the street, parks and open spaces.
- b. The greatest heights and massing should be concentrated along the frontage of Regional Corridors, particularly at Prominent Intersections, where intensification is most appropriate. The intersections of Regional Corridors with other Arterial Roads are expected to have greater heights and massing, however not more than at Prominent Intersections.
- c. The massing of buildings should be oriented in a sustainable manner and the least energy-consuming. A consideration of microclimates and shadows must be factored in the design given their impact on sensitive adjacent and/or surrounding land uses.
- d. Buildings should be designed to establish a distinct base, middle and upper components to visually break up their vertical massing.
 - i. The base should reinforce a human-scale environment at street level and provide visual interest through materials, colours, fenestration, articulation and architectural detailing.
 - ii. The base of buildings that are 7 storeys or higher should incorporate a podium to further define the human-scale environment at street level with step backs for the middle and top components.
 - iii. The middle component, as the largest component, should be designed to promote visual interest and should be sized, shaped and oriented to minimize shadowing.
 - iv. Where a building height is 7 storeys or higher, the middle component shall be stepped back between 1.5 to 4 metres. The depth of the setback should be proportionate to the height of the building in relation to the width of the right-of-way.
 - v. The top component should contribute to the signature, landmark character, particularly at Prominent Intersections.
 - vi. The top component shall provide screening for any mechanical rooftop equipment. The screening materials should be complementary to the rest of the building design.
- e. The height and massing of buildings should transition between areas of higher densities to those of lower densities, which include areas not on Regional Corridor frontages, lands designated as Medium Density Regional Corridor and Low Density Residential, parks and Environmental Protection Areas.
- f. Transitions should consider, but are not limited to, angular planes, microclimates, shadows, wind and noise.



Figure 15: Height, Massing and Transition of High- and Mid-rise Buildings

5.1.3 PEDESTRIAN CIRCULATION

Pedestrian circulation is the movement of pedestrians through the provision of connections between buildings and adjacent streets, open spaces and parking areas. Pedestrian circulation should be direct and free of barriers while prioritizing pedestrian movement. Their design should be consistent with the landscape design of the site and should contribute to the character of the larger area.

GUIDELINES

- a. Clear, direct and accessible walkways should be provided from the sidewalk to the main entrance of buildings.
- b. Pedestrian walkways should connect building entrances, parking areas, transit shelters and adjacent developments.
- c. Pedestrian walkways can be in the form of mid-block pedestrian connections and should be provided at regular intervals to improve access to the rear of developments fronting onto Arterial Roads, as well as further into the interior of neighbourhoods.
- d. Within the Regional Corridor, mid-block pedestrian connections are to be provided at intervals, a maximum of 100 metres from cross streets, to improve pedestrian permeability and connectivity.
- e. Pedestrian walkways should be provided along the full length of a non-residential building or façade.



Figure 16: Example of Sidewalk

5.1.4 LANDSCAPING, LIGHTING AND OTHER AMENITIES

Landscape design of the property should be complementary to the architectural style of the building, as well as the character of the broader area. Lighting and other amenities such as signage and furnishings provide safety and comfort. Their design should be consistent with the landscape and building designs.

GUIDELINES

- a. Landscape design should incorporate street trees within the public boulevard. The retention of existing mature trees should be incorporated into the design, where possible.
- b. Streetscape elements including but not limited to seating, lighting and landscaping should be provided along street frontages to provide a consistent urban character.
- c. The development of urban public spaces, including Privately Owned Publicly-accessible Spaces, is encouraged along the Regional Corridor, particularly at Prominent Intersections.
- d. A clear hierarchy of public, semi-public and private outdoor spaces should be provided.
- e. A range of outdoor amenity areas should be incorporated in the design of buildings, including but not limited to private outdoor amenity areas such as terraces and balconies or common outdoor amenity areas such as courtyards, accessible rooftops and forecourts.
- f. Landscaping should include hard and soft landscape elements, including but not limited to plantings, decorative walls/fencing and permeable paving materials.
- g. Where transitions exist from between higher-density and lower-density developments, landscaping should be used to buffer potential negative impacts.
- h. Landscaping should be used to screen parking areas.
- i. All light fixtures should be LED, pedestrian-scaled and conform with the Municipality's lighting standards.
- j. Light fixtures should be 'dark sky' compliant.
- k. Parking areas, driveways and walkways should be adequately lit for the location's purpose and context, with low-level, pedestrian-scaled lighting.
- l. Signage and other wayfinding techniques should be designed to be characteristic of the architectural identity of the development.
- m. Site furnishings should be incorporated into the private realm at building entrances, along pedestrian walkways and mid-block pedestrian connections, in Privately Owned Publicly-accessible Spaces, and at other convenient desired locations.
- n. Site furnishings should reflect the intended use of the space and the number of users.



Figure 17: Example of Landscaping

5.1.5 ACCESS, SERVICING AND STORAGE

The access, servicing and storage areas provide valuable functions to buildings; however, their presence can disrupt pedestrian circulation and create unsightly places. The design of such areas should therefore prioritize pedestrians while providing for appropriate siting, orientation and screening.

GUIDELINES

- a. Direct access for servicing and storage from Arterial Roads shall not be permitted.
- b. Primary vehicular and servicing access, including but not limited to driveways, shall be provided from side streets or rear lanes.
- c. Vehicular traffic through the site shall be minimized by locating servicing and loading bays close to vehicular entrances.
- d. Buildings may require setbacks from adjacent parking access to provide visibility to the street for entering/exiting.
- e. Garbage and recycling storage shall be located within the building envelope and screened from public view and located away from the public realm.
- f. Wall enclosures of servicing areas should be constructed of materials that are complementary to the building's materials.
- g. Where feasible, utility box locations should be buried or located so as to minimize their visual impact on the public realm.
- h. Noise attenuation measures should be provided where service areas are adjacent or may impact sensitive land uses.

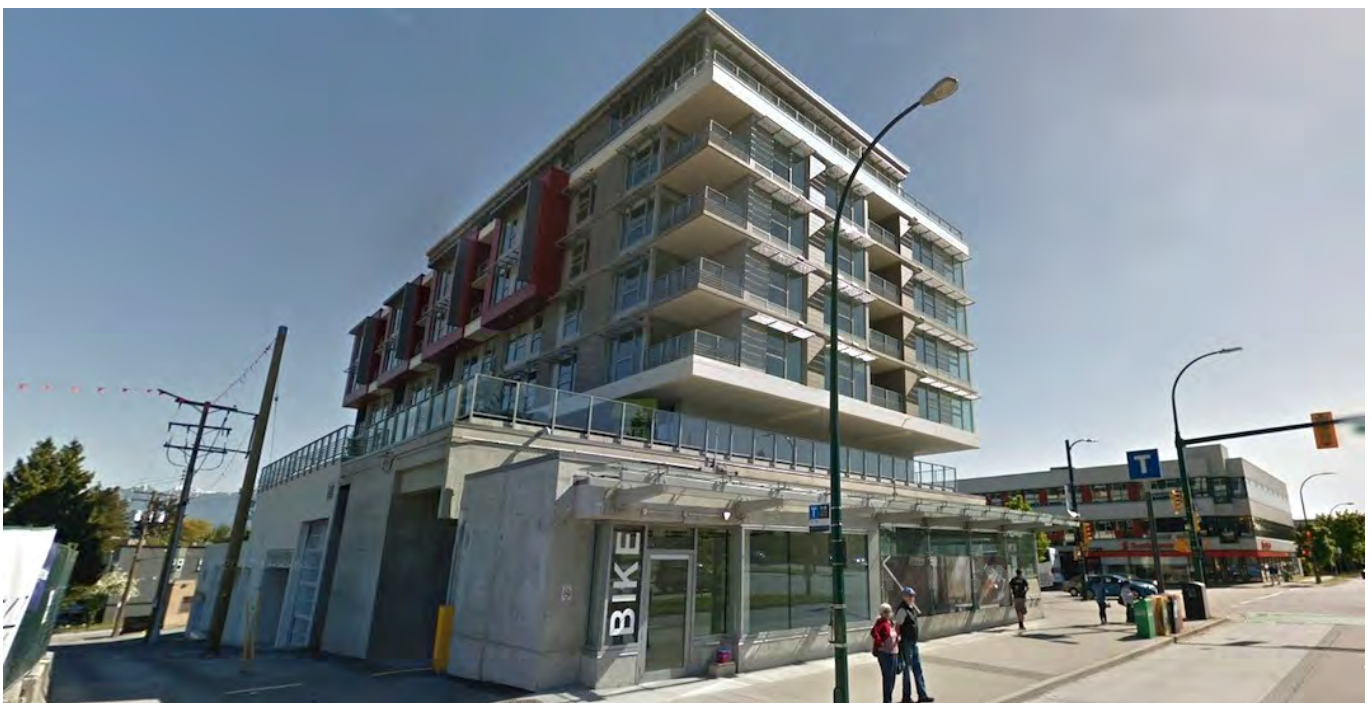


Figure 18: Example of Access, Servicing and Storage

5.1.6 PARKING

Vehicular parking, just like servicing, provides a building with functionality, however, it can disrupt pedestrian circulation and create negative impacts on the building and public realm. The design of parking areas therefore need to prioritize pedestrian circulation and incorporate appropriate siting, orientation and screening to minimize its impact. As cycling is promoted throughout the community, bicycle parking facilities should be provided. The provision of bicycle parking and amenities will promote active transportation.

GUIDELINES

- a. Direct access for parking areas from Arterial Roads shall not be permitted. They shall be accessed from side streets, Local Roads or Rear Lanes.
- b. Parking is encouraged to be underground, particularly for developments within the Regional Corridor. Where deemed not practical, structured parking is next preferred, followed by surface parking.
- c. Parking areas should be located at the side or rear of buildings.
- d. Parking areas are encouraged to be landscaped with permeable paving and plantings to discourage the use of wholly hard-surfaced areas.
- e. Structured parking should be appropriately screened with complementary materials to the building's materials. The exterior should be designed to appear as a seamless extension of the building façade.
- f. Surface parking areas should be arranged in compact formations with high-quality soft landscaping along the edges, particularly adjacent to the public realm.
- g. Parking areas for residents and visitors, and accessibility spaces for both, should be demarcated with appropriate signage.
- h. Accessible parking spaces should have direct access to building entrances and should not be placed across a drive aisle.
- i. Pedestrian circulation should be given priority in the design of all parking areas with clearly marked, direct routes. Wherever possible, pedestrian routes should be separated by raised sidewalks.
- j. Internal bicycle parking should be located at grade with direct or ramped access to the adjacent street.
- k. Bicycle parking facilities for visitors should be covered or sheltered with awnings, canopies or other elements that provide shelter.
- l. Bicycle racks, where located in the private realm, should not impede pedestrian circulation.



Figure 19: Example of Screened Structured Parking

5.2 LOW-RISE BUILDINGS

Low-rise buildings account for the majority of new development in Southeast Courtice. Low-rise building typologies include single- and semi-detached dwellings, townhouses, stacked townhouses and low-rise apartment buildings.

A high degree of architectural character is envisioned for low-rise buildings throughout Southeast Courtice. As noted in the Secondary Plan, building heights for low-rise buildings will vary depending on the relevant land use designation. Generally, with some exception noted in the Guidelines, low-rise buildings are not to exceed 3 storeys. Low-rise buildings are permitted on lands designated as Low Density Residential. Certain forms of low-rise buildings are also permitted on lands designated as Medium Density Regional Corridor. Please refer to **Figure 20** for the locations of these land use designations.

5.2.1 GENERAL SITE AND BUILDING DESIGN

The following guidelines are intended to generally apply to all new low-rise residential developments in Southeast Courtice. These guidelines should be read in conjunction with the guidelines for the specific low-rise building typologies in **Section 5.2.2**.

5.2.1.1 LOT SIZE AND VARIETY

A diversity of lot sizes and variety are envisioned in Southeast Courtice. This allows for variation in scale, massing and form to create visual built-form interest, while also ensuring a variety of built form character throughout the community.

GUIDELINES

- A variety of lot sizes should be provided to ensure a diversity of housing types, sizes and designs.
- Lots should be generally simple and rectilinear, however, variations are permitted if deemed necessary by environmental features, topography, property boundaries or other limiting features.

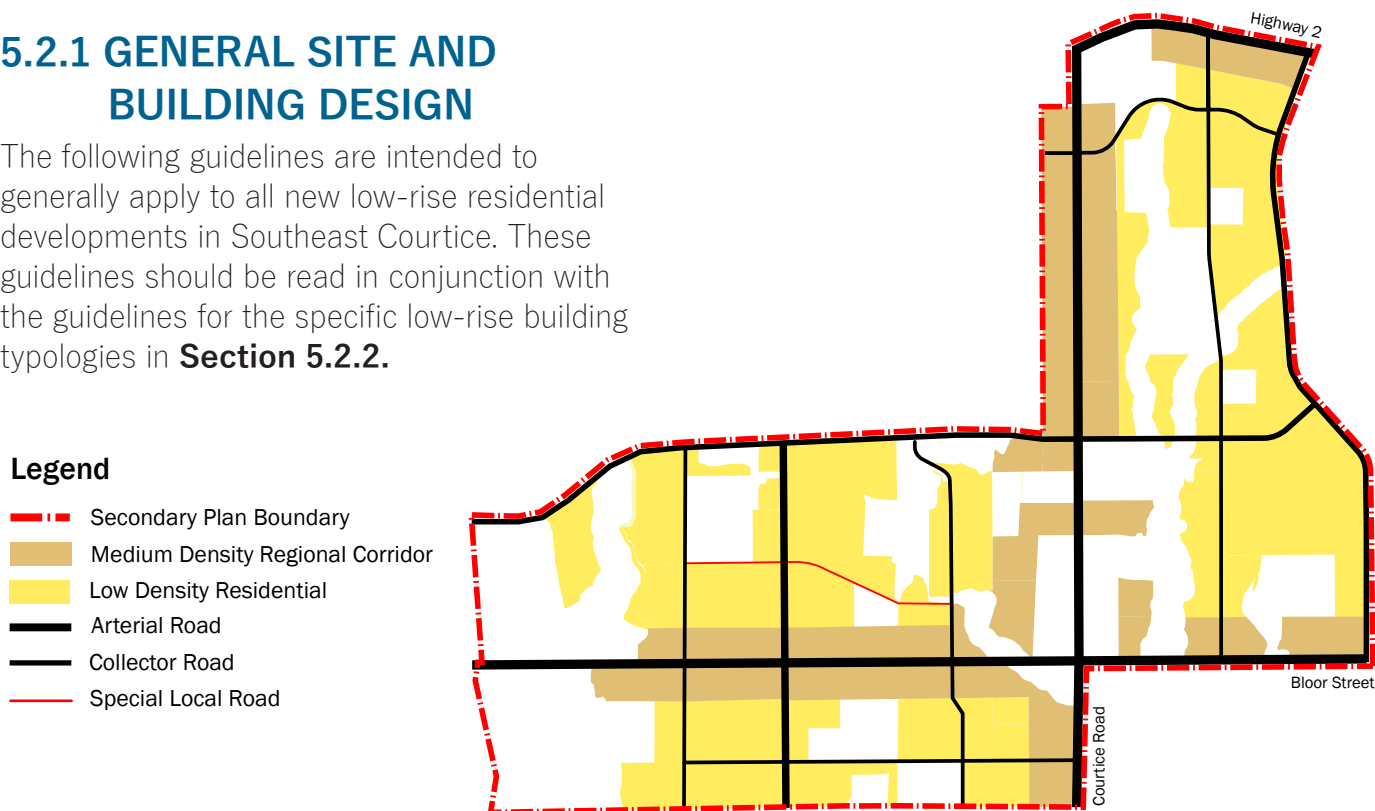


Figure 20: Land Uses that Permit Low-rise Buildings

5.2.1.2 SITING AND ORIENTATION

Siting and orientation are important as they determine the relationship and interface between the public and private realms, as well as adjacent properties and the streetscape.

GUIDELINES

- a. Buildings are to be oriented along the street, park and/or open space to establish a building wall that frames the street or space and creates a vibrant public realm for pedestrian activity.
- b. Building setbacks should define the street edge with buildings sited close to the minimum required front-yard setback.
- c. Projections into the front or flankage yards encouraged for, but not limited to, porches, porticos, front steps and bay windows. Projections must comply with the standards in the Zoning By-law.
- d. All building elevations exposed to the public realm should be well-articulated with architectural detail.
- e. For corner lots, both building elevations exposed to the public realm should be given equal architectural design consideration. Due to their prominence, architectural elements, including but not limited to balconies, wraparound porches and well-articulated fenestration are encouraged on both exposed elevations.



Figure 21: Example of Siting and Orientation

5.2.1.3 HEIGHT, MASSING, TRANSITION AND DESIGN VARIETY

Appropriate heights, massing and transitions are effective in creating comfortable, human-scaled environments.

GUIDELINES

- a. Buildings should be scaled and massed to establish a desirable relationship to the public realm, including the street, parks and open spaces.
- b. Except at Prominent Intersections or otherwise identified, within 50 metres of an intersection of a Regional Corridor and an Arterial Road or Collector Road, buildings are encouraged to be a minimum of 4 storeys in height.
- c. Buildings should be designed to individually and collectively contribute to the built form character of the community.
- d. The height difference between adjacent low-rise buildings on the same block should not vary by more than 1 storey to maintain a consistent street wall. The massing should also be consistent for buildings on the same block face.
- e. Appropriate transitions in terms of height and massing should occur between buildings of different densities, particularly if they belong in the same block.



Figure 22: Example of Height, Massing, Transition and Design Variety

5.2.2 LOW-RISE BUILDING TYPOLOGIES

5.2.2.1 SINGLE- AND SEMI- DETACHED DWELLINGS

Single- and semi-detached dwellings are permitted throughout the community on lands designated Low Density Residential.

GUIDELINES

- a. The siting and massing of dwellings should be compatible and harmonious with that of adjacent dwellings.
- b. Each dwelling should have appropriate façade detailing, materials and colours that are consistent with its architectural style.
- c. Architectural elements, primarily at the front elevation or public-facing elevation, should be proportionate. This includes, but is not limited to, window sizes and shapes, balconies, terraces, dormers and rooflines.
- d. Front porches or porticos are encouraged to give prominence to the main entrances.
- e. Private outdoor amenity spaces should be provided primarily in the rear, however, balconies and terraces may be provided at the front.
- f. Screening elements, including landscaping and fencing, should be provided between rear yards.



Figure 23: Example of Single-detached Dwellings



Figure 24: Example of Semi-detached Dwellings

- g. In addition to the above, the following apply specifically to semi-detached dwellings:
 - i. Both halves of the building should be compatible in terms of design expression. Symmetrical building elevations are encouraged; however, asymmetrical elevations may be permitted providing it is complementary and harmonious to the overall dwelling.
 - ii. The two units should be fully attached above grade.
- h. Garages are encouraged to be accessed from a Rear Lane. Where there are front-yard garages, they shall be recessed at least 1 metre from the front wall of the main building face.
- i. Front double-door garages shall have two separate openings and doors with windows to avoid a blank-wall effect.
- j. Driveways between adjoining properties should be buffered by a landscape strip.
- k. Utility connections should be concealed or buried. Where not possible, utility box locations should minimize their visual impact on the public realm.
- l. Air conditioners are encouraged to be in the rear yards.



Figure 25: Example of Accessory Apartment

m. Accessory apartments are permitted within single-detached dwellings, semi-detached dwellings and townhouses subject to the following:

- i. They are located within the dwelling;
 - ii. The architectural design is consistent or complementary to the principal dwelling, including architectural treatment, materials and proportions of architectural details;
 - iii. There is only one door per façade facing the street; and
 - iv. They shall comply with the policies and standards of the Official Plan and Zoning By-law.
- n. One additional accessory apartment may be permitted in a detached accessory building with access to a Rear Lane, subject to the following:
- i. They are encouraged to be on the second storey of a detached garage;
 - ii. The architectural design is consistent or complementary to the principal dwelling, including architectural treatment, materials and proportions of architectural details; and
 - iii. They shall comply with the policies and standards of the Official Plan and Zoning By-law.

5.2.2.2 TOWNHOUSES

Townhouses are permitted on lands designated as Medium Density Regional Corridor and Low Density Residential.

GUIDELINES

- a. The siting and massing of townhouses should be compatible and harmonious with that of adjacent developments.
- b. The maximum number of contiguously attached townhouse units is six.
- c. Townhouses should be fully attached above grade.
- d. Each townhouse block should incorporate massing and design continuity while also providing visual variety along the streetscape.

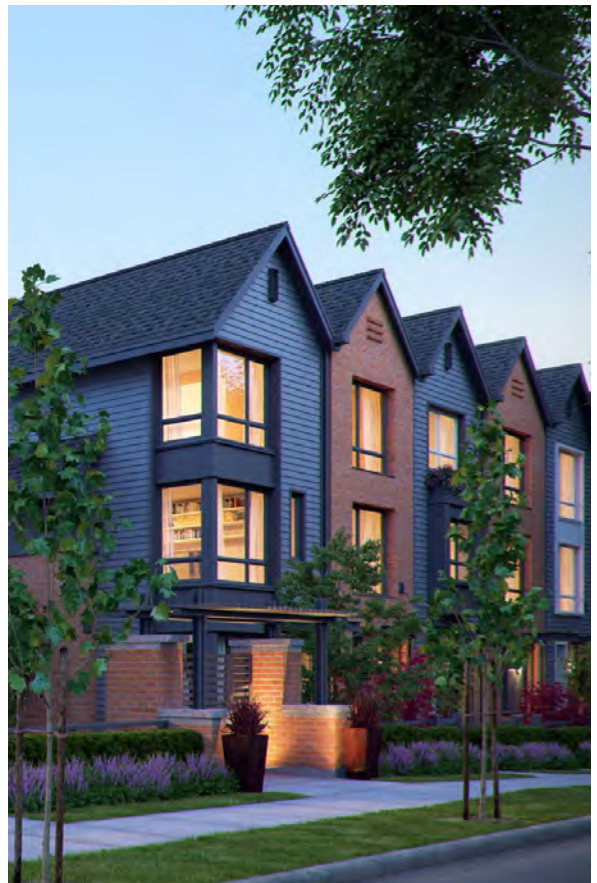


Figure 26: Example of Townhouses

- e. The massing of townhouse blocks should use appropriate architectural elements, particularly at exterior walls. Architectural elements include but are not limited to entrances, windows, balconies, porches, steps, dormers, rooflines.
- f. Low decorative fencing is encouraged to define the front-yard property line. Its material should be complementary to the architectural design of the townhouses.
- g. Clear, direct and accessible walkways should be provided from the sidewalk to the main entrance of the units.
- h. Pedestrian walkways should connect unit entrances, parking areas, transit shelters and adjacent developments.
- i. Mid-block pedestrian connections should be provided at regular intervals between townhouse blocks in the interior of neighbourhoods.
- j. Landscape design should incorporate street trees within the public boulevard. The retention of existing mature trees should be incorporated into the design, where possible.
- k. Where transitions exist from between townhouses and lower-density developments, landscaping should be used to buffer potential negative impacts.
- l. Garages for townhouses are encouraged to be located at the rear and to be accessed from Rear Lanes. Where front-yard garages are found, they shall be recessed at least 1 metre from the front wall of the main building face or the front of the porch.
- m. Utility connections should be concealed or buried. Where not possible, utility box locations should minimize their visual impact on the public realm.
- n. Air conditioners are encouraged to be in the rear yards.



Figure 27: Example of Townhouses

5.2.2.3 STACKED TOWNHOUSES AND LOW-RISE APARTMENT BUILDINGS

Stacked townhouses and low-rise apartment buildings are permitted on lands designated as Medium Density Regional Corridor.

GUIDELINES

- a. Stacked townhouses should be fully attached above grade.
- b. Stacked townhouses and low-rise apartments should be sited close to the street edge to establish a strong relationship to the street and provide a consistent street wall.
- c. All units should be provided with private amenity space in the form of a balcony for the upper-level units, or an at-grade or sunken courtyard for the lower-level units.
- d. Stacked townhouses and low-rise apartments should be designed to provide an attractive built form with careful consideration to colours and materials within each development to foster a cohesive look within each development.
- e. Building elevations should incorporate architectural elements including but not limited to porches, dormers, gables and peaked roofs.
- f. Pedestrian walkways, including mid-block pedestrian connections, should provide safe, direct access between dwelling entrances, the public street, parking areas and amenity areas.



Figure 28: Example of Stacked Townhouses

- g. Direct access for parking and servicing from Arterial Roads shall not be permitted. They shall be from Local Roads or Rear Lanes.
- h. Buildings may require setbacks from adjacent parking access to provide visibility to the street for entering/exiting.
- i. Parking is encouraged to be underground, particularly for developments within the Regional Corridor. Where deemed not practical, structured parking is next preferred, followed by surface parking.
- j. Parking areas should be located at the side or rear of buildings, either served by side streets, rear lanes or consolidated by block.
- k. Parking areas are encouraged to be landscaped with permeable paving and plantings to discourage the use of wholly hard-surfaced areas.
- l. Structured parking should be appropriately screened with complementary materials to the building's materials. The exterior should be designed to appear as a seamless extension of the building façade.
- m. Surface parking areas should be arranged in compact formations with high-quality soft landscaping along the edges, particularly adjacent to the public realm.
- n. Parking areas for residents and visitors, and accessibility spaces for both, should be demarcated with appropriate signage.
- o. Accessible parking spaces should have direct access to building entrances and should not be placed across a drive aisle.



Figure 29: Example of Low-rise Apartment Buildings

- p. Pedestrian circulation should be given priority in the design of all parking areas with clearly marked, direct routes. Wherever possible, pedestrian routes should be separated.
- q. Garbage and recycling storage shall be located within the building envelope and screened from public view and located away from the public realm.
- r. Wall enclosures should be constructed of materials that are complementary to the building's materials.
- s. Utility connections should be concealed or buried. Where not possible, utility box locations should minimize their visual impact on the public realm.
- t. Noise attenuation measures should be provided where service areas are adjacent or may impact sensitive land uses.



Figure 30: Example of Low-rise Apartment Buildings

6.0

PUBLIC REALM

The public realm includes both public lands and privately-owned spaces that are publicly accessible (herein referred to as Privately Owned Publicly-accessible Spaces in the Guidelines). The public realm is a vital component of Southeast Courtice that provides spaces that support social vibrancy, community gathering and recreation while supporting the ecological and hydrological function of the community.

The design of the public realm must be of high quality and relate well to the surrounding context to create a lively, animated community. The components of the public realm include the following:

- Parks and open spaces;
- Schools;
- Roads;
- Active transportation (sidewalks, mid-block pedestrian connections, pedestrian crossings and cycling and trail infrastructure); and
- Transit.

It is important to note that the components of the public realm are to be well connected with connections and linkages to each other. Concurrently, the components of the public realm should also connect and relate well to adjacent private developments, community facilities and other community amenities. Combined, the public realm significantly contributes to the structure, identity and character of Southeast Courtice. Please refer to **Figure 31** to see a conceptual demonstration of the public realm components and their connections to each other.

Legend

- - - Secondary Plan Boundary
- Neighbourhood Park
- Parkette
- Environmental Protection Area
- Arterial Road
- Collector Road
- Special Local Road
- Local Road
- Rear Lane
- Mid-Block Pedestrian Connection
- Trail
- 1 Elementary School

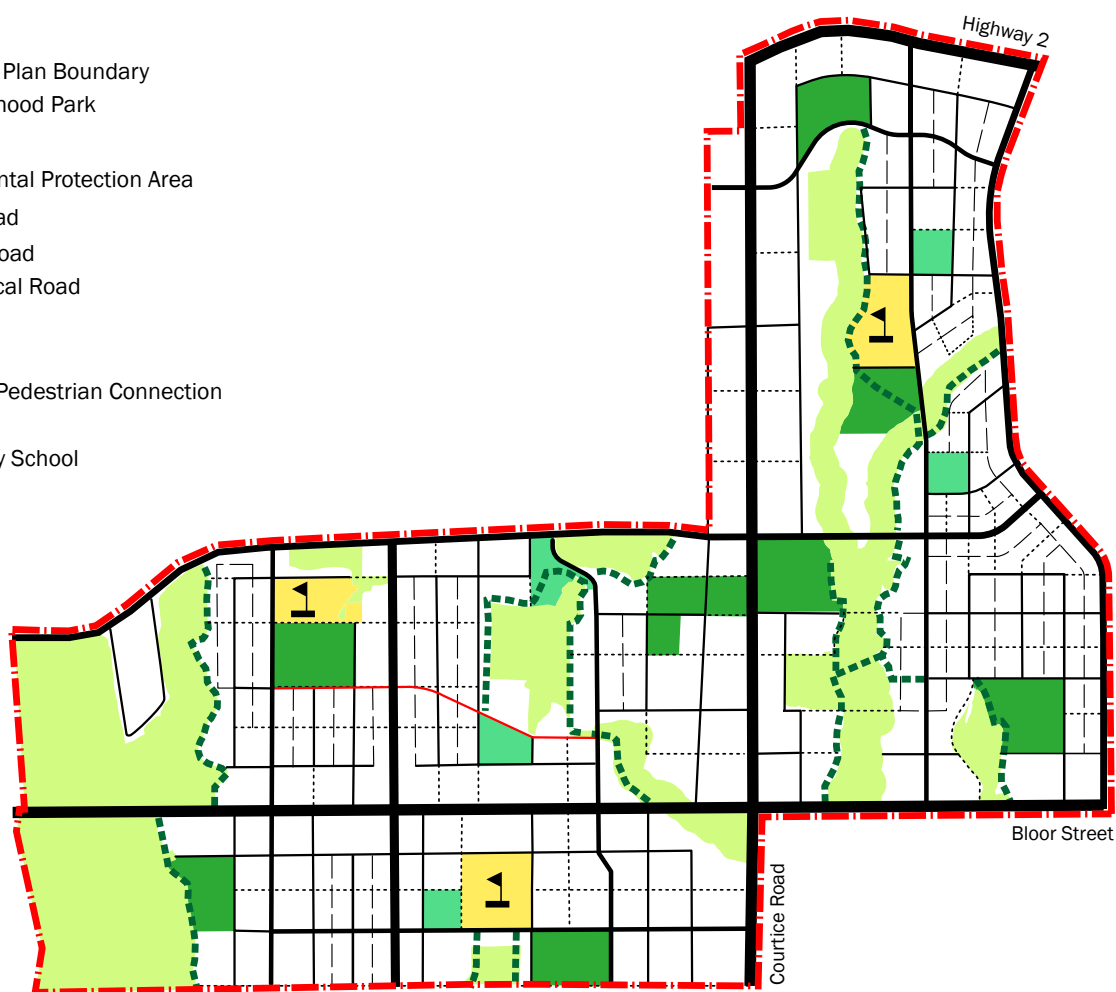


Figure 31: Conceptual Demonstration of Public Realm Components

6.1 PARKS AND OPEN SPACES

6.1.1 NETWORK & HIERARCHY

Several high-quality parks and open spaces will be established in Southeast Courtice that meet the needs of residents and enable a variety of opportunities for passive and active recreation. Parks and open spaces will create unique places that contribute to an area's identity and will be integrated into a broader network. A hierarchy of parks and open space is as follows:

- Neighbourhood Parks;
- Parkettes; and
- Privately Owned Publicly-accessible Spaces

The parks and open space network is connected to the natural heritage system, including Environmental Protection Areas, to be discussed in a subsequent section of these Guidelines.

6.1.2 NEIGHBOURHOOD PARKS

Neighbourhood Parks provide the opportunity for each neighbourhood to be unique and distinguishable from the other through the development of distinct design and landscaping treatments. They are generally between 1.5 to 3 hectares in size and provide a variety of amenities, including sports fields. As focal points and gathering spaces, they contribute to the overall community identity of Southeast Courtice. Please refer to **Figure 32** for the locations of Neighbourhood Parks in Southeast Courtice, and **Figure 33** and **Figure 34** for examples of Neighbourhood Parks.

Legend

- Secondary Plan Boundary
- Courtice Memorial Park
- Neighbourhood Park
- Arterial Road
- Collector Road
- Special Local Road

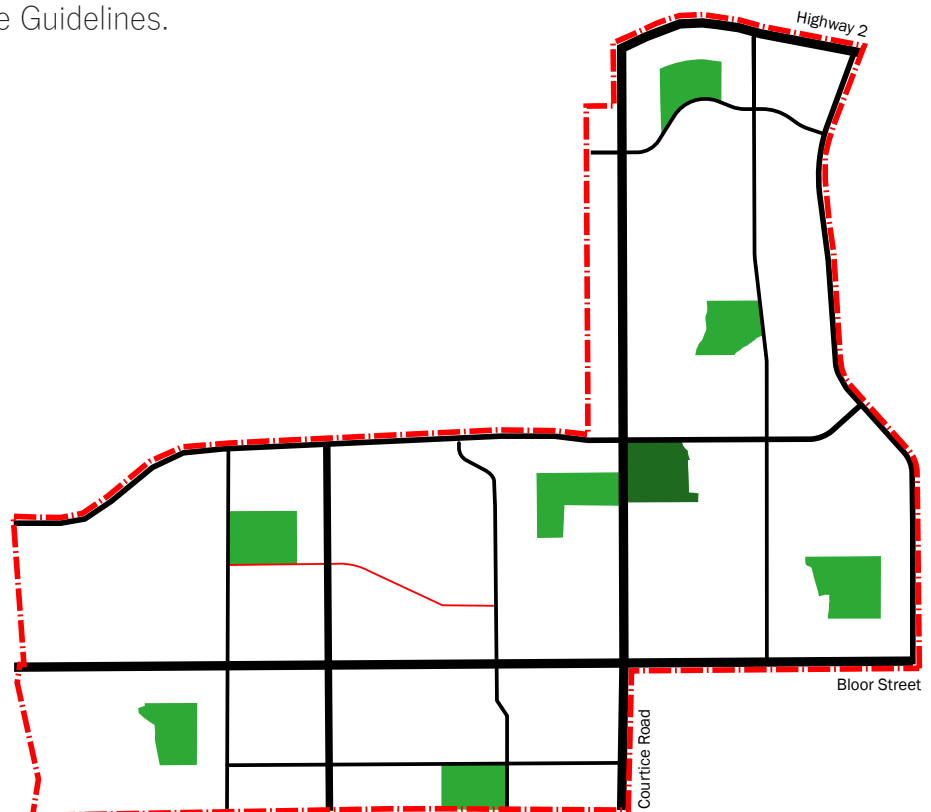


Figure 32: Neighbourhood Parks

Generally, all residents in Southeast Courtice have access to a Neighbourhood Park within 400 metres (5-minute walking distance). These parks are predominantly designed to support the active recreational needs of the community and have good accessibility to active transportation that includes trails.

Courtice Memorial Park, an existing Neighbourhood Park, will be subject to more specific guidelines because of its purpose as a larger, landmark park for the community that celebrates the history of Courtice. At a size of 4 hectares, it is strategically located at the south-east corner of the intersection of Courtice Road and Meadowglade Road and is within a priority intensification area. Courtice Memorial Park is also adjacent to an Environmental Protection Area and therefore has direct linkages to the greater natural heritage and open space systems.

GUIDELINES

- a. Neighbourhood Parks shall be programmed areas for active recreation including sports fields.
- b. Neighbourhood Parks are to be located along Collector Roads to mark a local intersection or terminus of a street. Where possible, they should integrate with an adjacent natural heritage feature.
- c. They shall have a minimum of two adjoining frontages along a street.
- d. Development adjacent to a Neighbourhood Park should be designed to frame the park, while fronting onto a public road. Where the side and/or rear yards of adjacent developments abuts a Neighbourhood Park, fencing and landscaping should be provided to demarcate the public and private realms.



Figure 33: Example of Neighbourhood Park

- e. Entrances to the park should be clearly defined using landscaping and architectural treatment, pedestrian-scale lighting and signage to assist in orientation and use of amenities.
- f. Neighbourhood Parks shall include play structures, informal playgrounds, seating, hard-surfaced areas, shaded areas under tree canopies or open-air structures.
- g. Seating and shade areas should be designed in coordination with pathways, seating and play area locations.
- h. Neighbourhood Parks shall be planted with appropriate plantings and trees, while ensuring adequate views of them from public roads.
- i. On-street parking on public roads, adjacent to Neighbourhood Parks, is encouraged.
- j. The use of interpretive plaques and pathway markers shall be encouraged.
- k. Highly visible connections should link park amenities and facilities to the active transportation network.
- l. Neighbourhood Parks should generally be connected to community facilities and amenities including but not limited to schools, community centres, libraries and other recreational facilities.
- m. Neighbourhood Parks shall connect, wherever possible to other parts of the parks and open space and active transportation systems.



Figure 34: Example of Neighbourhood Park Amenities

- n. The following guidelines apply specifically to Courtice Memorial Park:
 - i. New and existing entrances should be improved and create a focal area distinguished through distinctive, signature landscape design, including public art, pedestrian-scaled lighting, and seating areas.
 - ii. New recreational opportunities should be planned and designed for year-round, all-season use, including areas for active outdoor and possible indoor recreation (e.g. sports fields, skating rinks, bike paths, etc.) and non-programmed open space for low-intensity recreation (e.g. walking trails, community gardens, seating areas, park pavilions, interpretive displays, etc.).
 - iii. Walkways and paths should be designed throughout the park to facilitate circulation and emphasize scenic or interesting views.
 - iv. Where feasible, new utilities shall be located underground preferably or located discreetly and should be incorporated into landscape features and/or screened, where necessary, to preserve desirable views.



Figure 35: Existing Entrance of Courtice Memorial Park

6.1.3 PARKETTES

Parkettes supplement the Neighbourhood Parks to ensure a variety of amenities and spaces are available within 400 metres (or 5-minute walking distance) of all residents. Parkettes are small components of the parks and open space network, ranging from 0.5 to 1 hectare, and can be designed with a combination of soft-surfaced and hard-surfaced materials. Like Neighbourhood Parks, they are also connected to the greater active transportation network. Please refer to **Figure 36** for the locations of Parkettes in Southeast Courtice.

GUIDELINES

- Parkettes are intended to be unprogrammed spaces, however, they may have play structures and programmed areas for low-intensity, passive recreation.
- Parkettes shall be dispersed throughout the community and may be required should allocation be deemed necessary.
- Parkettes shall connect, wherever possible to other parts of the parks and open space and active transportation systems.
- Parkettes should be located on visible road frontages with entrances visibly defined through landscape treatment and built form elements.

Legend

-  Secondary Plan Boundary
-  Parkette
-  Arterial Road
-  Collector Road
-  Special Local Road

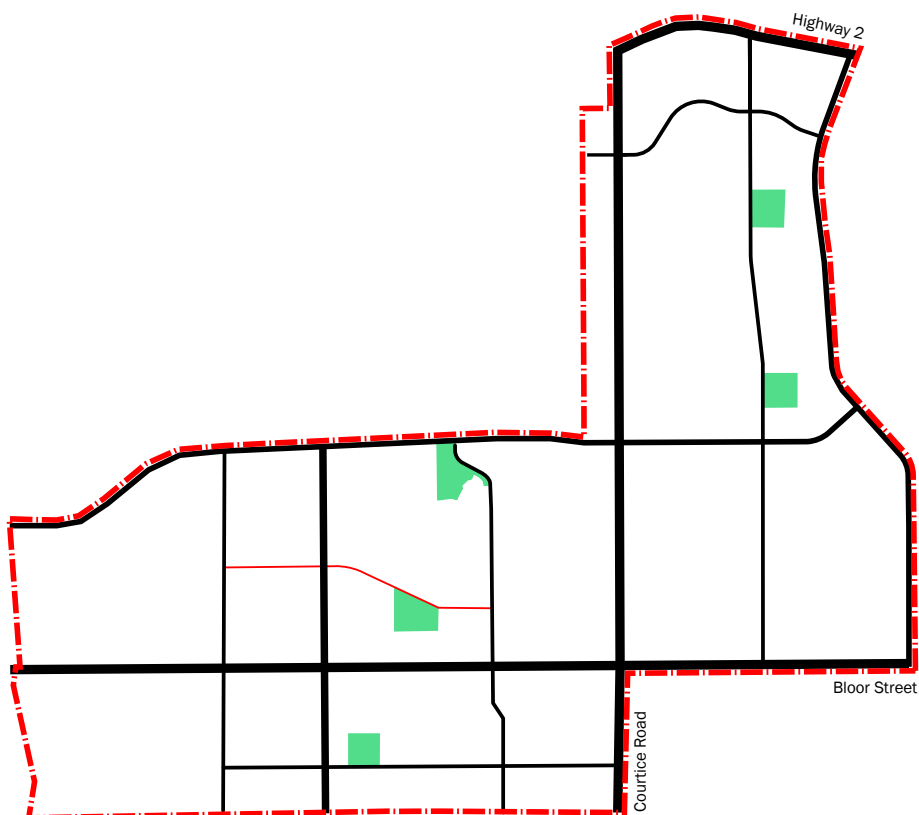


Figure 36: Parkettes

- e. Terminating vistas at Parkettes should be highlighted through landscape treatment and/or built form elements.
- f. Where located adjacent to natural features, they should provide views and passive transitions from the surrounding developed area to the natural heritage system.
- g. Landscape design of Parkettes should feature seating, walkways and paths, signage, benches, stonework, planters, structures, gardens, ornamental planting, and other elements that contribute to the character of the neighbourhoods they are within.
- h. Adjacent development shall front onto a public road and be oriented to Parkettes.
- i. Back-lotting of development adjacent to Parkettes is not encouraged and should be minimized.
- j. The use of interpretive plaques and pathway markers shall be encouraged.



Figure 37: Example of Parkettes

6.1.4 PRIVATELY OWNED PUBLICLY-ACCESSIBLE SPACES

Privately Owned Publicly-accessible Spaces are intended to enhance the public realm by providing defined spaces for social interaction. They can include public squares, plazas, courtyards, walkways, passages, atriums, arcades and park-like spaces. Their locations are primarily on lands designated as High Density/Mixed Use and Medium Density Regional Corridor. They will contribute to creating a sense of place and contribute to a visually pleasing streetscape.

Privately Owned Publicly-accessible Spaces are encouraged to be places for cultural events, public art, farmers' markets, and smaller-scale outdoor events. They shall be highly visible from the street designed to support year-round activity. Privately Owned Publicly-accessible Spaces are to create destinations at the interface of the public realm while supporting and anchoring adjacent retail, commercial, civic or cultural uses.

GUIDELINES

- a. Privately Owned Publicly-accessible Spaces shall have highly visible entries and be located within Regional Corridors, particularly at Prominent Intersections and Gateways.
- b. They should be sited adjacent to key pedestrian connections and destinations to reinforce their role as community focal points, complementing the public realm of the Regional Corridor.
- c. They shall ensure a visually pleasing streetscape and contribute to the public realm through high-quality architectural and landscape design that creates a good integration with adjacent built form.



Figure 38: Example of Privately Owned Publicly-Accessible Spaces

6.2 SCHOOLS

- d. Privately-Owned Publicly-accessible Spaces should incorporate amenities that allow for gathering and interaction including but not limited to accessible seating, garbage and recycling receptacles, bicycle facilities, pedestrian-scaled lighting, trees and decorative planting.
- e. The installation of public art is encouraged, particularly at Prominent Intersections.
- f. The use of wayfinding and signage is encouraged and should be legible and comprehensible for a wide range of users including but not limited to the use of graphics and high visibility.
- g. The use of interpretive plaques and pathway markers shall be encouraged to recognize significant, lost or relocated heritage buildings and sites.
- h. Privately Owned Publicly-accessible Spaces are encouraged to front a public road, however, they may form part of the transition zone from the rear parking areas to the street-fronting public realm.

Elementary schools are planned throughout Southeast Courtice and play an important role in the development of complete communities, while also providing educational services to students and the community. As community hubs, they are encouraged to be located in highly accessible areas with co-location of other facilities that benefit the community, including parks, open spaces and community and recreation facilities. Based on the projected population for Southeast Courtice, three elementary schools are needed and are centrally located within neighbourhoods. Please refer to **Figure 39** for the locations of schools in Southeast Courtice.

Legend

- Secondary Plan Boundary
- Neighbourhood Park
- Arterial Road
- Collector Road
- Special Local Road
- 1 Elementary School

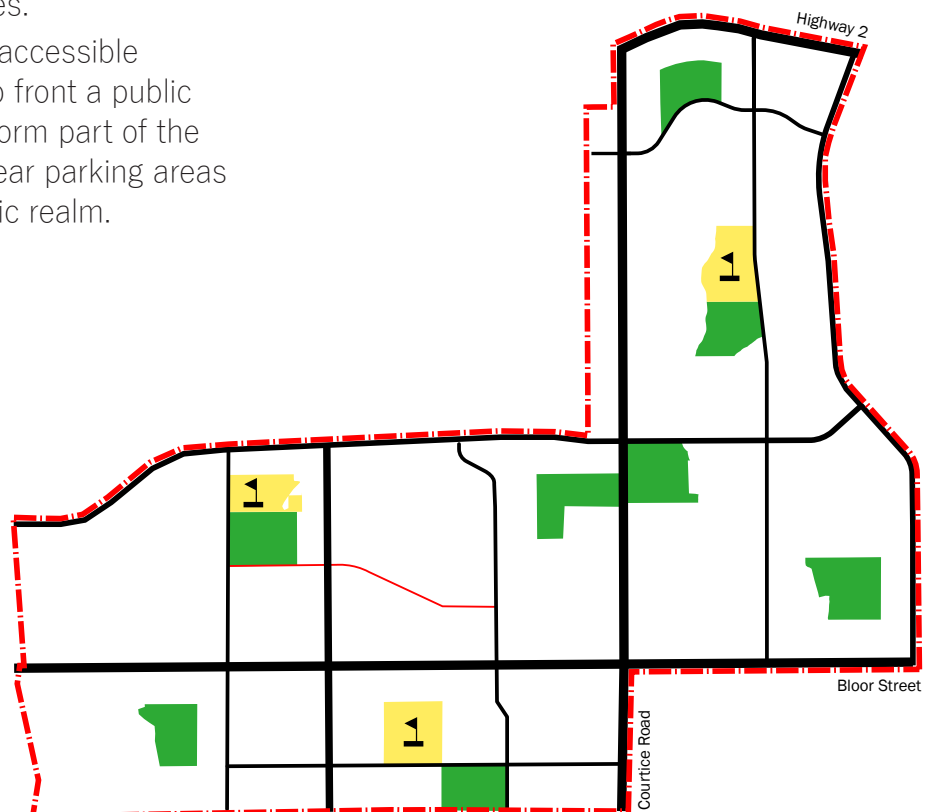


Figure 39: Schools

GUIDELINES

- a. Schools shall be centrally located within the neighbourhood to achieve a 5-minute walking distance to most residents.
- b. Lot sizes for Schools should generally be a minimum of 2.5 hectares and be rectangular.
- c. Schools shall not be permitted to have frontage on or access to Type A Arterials.
- d. Schools may be permitted to have frontage on or access to Collector Roads or Type B or C Arterial Roads, with the ability to create a minimum of two driveway locations for entrances and exits.
- e. Schools shall be accessible by various modes of transportation, including transit, walking and cycling.
- f. The design of schools and public rights-of-way adjacent to schools should consider the safety of students and shall include:
 - i. Visibly marked bicycle routes with appropriate signage;
 - ii. Visibly marked pedestrian crossings with appropriate lighting and signage,
 - iii. Sidewalks on both sides of the street on public roads within the vicinity, particularly where crossings are required;
 - iv. Pick-up and drop-off facilities located in the side yards of the property or where traffic congestion can reasonably be minimized; and



Figure 40: Example of School

6.3 ROADS

- v. Parking areas shall be limited to being in the interior side or rear yards, with the exception for accessibility needs.
- g. Schools provide an important source of green space and programmed outdoor space for the community.
- h. Schools are encouraged to be co-located with Neighbourhood Parks to share sports fields and other recreational amenities and facilities.
- i. Development abutting Schools shall be demarcated by appropriate fencing or other methods, as per the relevant school board's policies, by the proponent of said development.
- j. Schools shall connect, wherever possible to other parts of the parks and open space and active transportation systems.
- k. Schools should generally be connected to community facilities and amenities including but not limited to community

Transportation in Southeast Courtice facilitates the movement of people and goods through an integrated, efficient, comfortable, safe, and accessible transportation network. Please refer to **Figure 41** for the transportation network, including roads and mid-block connections that together provide the framework for the street and block pattern.

Throughout Southeast Courtice, roads shall be designed to be complete streets which form a network to facilitate the movement for people and goods in an integrated, safe, comfortable and accessible manner. The road network will prioritize connectivity and will allow for different users and modes of transportation, including pedestrians, cyclists, transit and vehicles.

Legend

- Environmental Protection Area
- Arterial A
- Multiway (Service Lane)
- Arterial B
- Arterial C
- Collector
- Special Local Road
- Local Road
- Rear Lane
- Mid-Block Pedestrian Connection

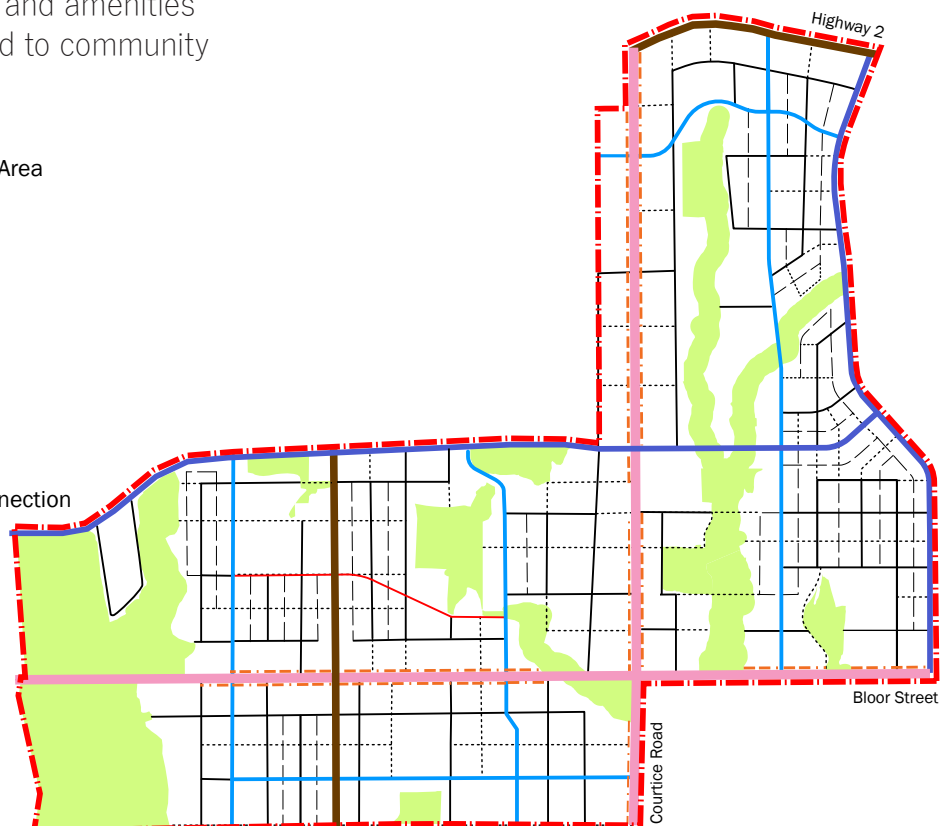


Figure 41: Road Network

The road network includes a hierarchy of street types, as follows:

- Arterial Roads
- Collector Roads
- Local Roads
- Rear Lanes

The following guidelines conform to the Region of Durham's Arterial Corridor Guidelines for Regional Corridors and provide further guidance to achieve complete streets and the intended built form and public realm for the different road types. The guidelines in this section should be read in conjunction with Section 5: Built Form to understand the relationship between the transportation network and intended built form.

GUIDELINES

- All street types shall be broken into the following general components of the public right-of-way:
 - Boulevard: this is considered part of the public realm of streets and generally consists of a sidewalk (with applicable offset), planting and furnishing zone and bicycle path.
 - Roadway: this is part of the public realm that is dedicated to the movement of transportation and include travel lanes for vehicles; dedicated or shared bicycle lanes; and lanes for street parking.
- All street types shall be designed as complete streets, which ensure all modes of transportation (motorists, pedestrians, cyclists and transit users and people with accessibility challenges) can be used safely and comfortably.
- The planting and furnishing zones shall be appropriately landscaped with native street trees and other plantings for, but not limited to, shade, street furniture and transit shelters.
- There will be adequate lighting that is appropriately scaled for the specific condition of the road types and adjacent development for a safe, comfortable pedestrian environment. All lighting shall be downcast to reduce light pollution.
- All public rights-of-way are required to promote the use of green infrastructure and create a green street, which includes:
 - Natural elements, including but not limited to the planting of trees, green walls and other types of landscaping.
 - Low Impact Development techniques, include but are not limited to permeable paving, rainwater harvesting systems, bioswales and infiltration trenches.
- The use of green infrastructure is permitted within the public rights-of-way, which include the boulevard and roadway, to best achieve the desired effects of such infrastructure.
- Sidewalks shall be accommodated on all street types and generally on both sides of the street.

- h. The minimum width of sidewalks shall generally be 2 metres.
- i. Sidewalks should not immediately abut any component of the roadway. A planting and furnishing zone should serve as a buffer in between.
- j. Cycling infrastructure shall be accommodated on all street types, except for Local Roads and Rear Lanes.
- k. A two-way bicycle path shall be accommodated on Type B Arterials and Type C Arterials.
- l. Shared bicycle lanes (i.e. sharrows) are permitted only for Type A Arterials and only in the service lane of the Multi-Way design.
- m. On-street parking is permitted only on service lane of Type A Arterials and Local Roads and should function as a buffer between travel lanes with faster-moving vehicles and the boulevard to maintain a comfortable streetscape.
- n. Snow storage shall be considered in locations that minimize impacts to the streetscape and traffic.



Figure 42: Example of Green Street

6.3.1 TYPE A ARTERIALS (BLOOR STREET & COURTICE ROAD)

Type A Arterials are Courtice Road and Bloor Street and are encouraged to be developed as Multi-Ways. The Multi-Way design will fulfil the function of Type A Arterials as an efficient and high-volume route for different modes of transportation, while also allowing for a lower-volume service lane running adjacent.

A Multi-Way design is beneficial to Southeast Courtice because it separates high-volume vehicular traffic from local access along service lanes. The design also allows for a traffic-calmed public realm immediately adjacent to built from. This allows for a more dynamic streetscape and pedestrian environment that achieves the vision of a vibrant, walkable, mixed-use community along Courtice Road and Bloor Street. These two Arterial Roads are also where the highest densities and tallest developments are supported. The need for a comfortable public realm is therefore best achieved with a Multi-Way design.

A hybrid option for the Type A Arterial Multi-way on one side of the road, and a two-way cycle track on the other side of the road may be more appropriate in some areas based on further study.

Please refer to **Figure 43** for a cross-section and plan of Type A Arterials and the components that comprise the right-of-way for a Multi-Way design. Please refer to **Figure 44** for a cross-section and plan of Type A Arterials and the components that comprise of the right-of-way without a Multi-way design.

GUIDELINES

- a. The boulevards of Type A Arterials should be treated as community space which includes sidewalks, planting and furnishing zones, on-street parking and service lanes.
- b. The planting and furnishing zones should be planted with street trees and include pedestrian-scale lighting and site furnishings.
- c. Service lanes should feature special paving to enhance aesthetics. The paving should also provide stormwater management benefits and include but are not limited to permeable paving.
- d. Curb extensions, where warranted and feasible, should be provided at key intersections where higher pedestrian activity is anticipated.
- e. Should a Multi-Way design be deemed not feasible, the following components shall be provided in the right-of-way in accordance with Durham Region standards and guidelines:
 - i. Boulevard: sidewalk, bicycle path and planting and furnishing zones with regular planting of street trees and plantings to create a comfortable environment.

Figure 43: Type A Arterial (Multi-Way) Cross-section and Plan

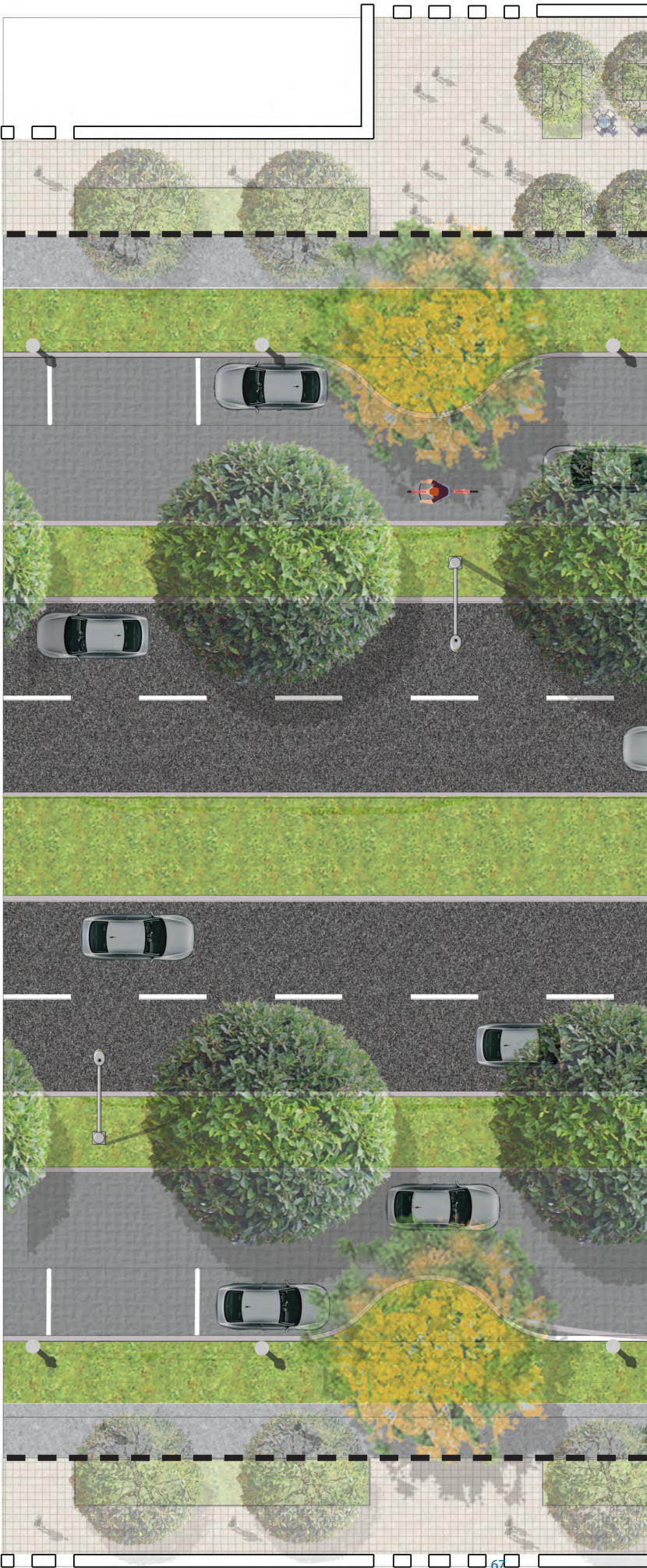
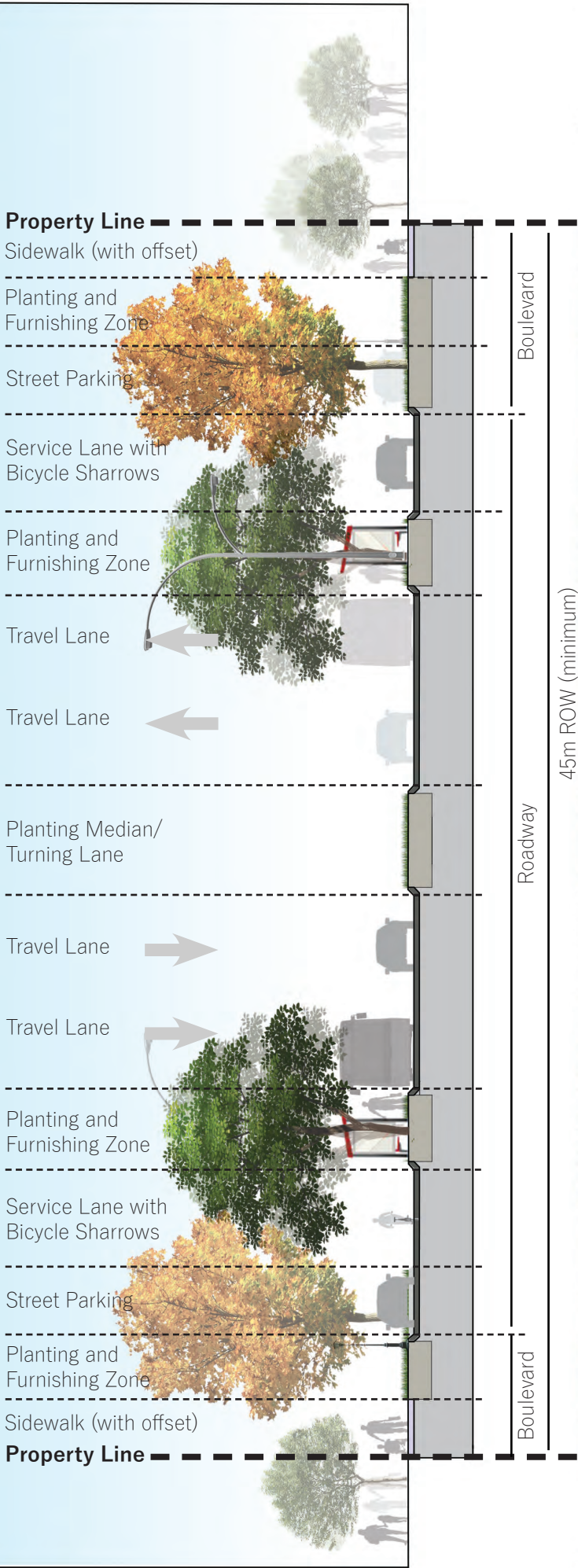
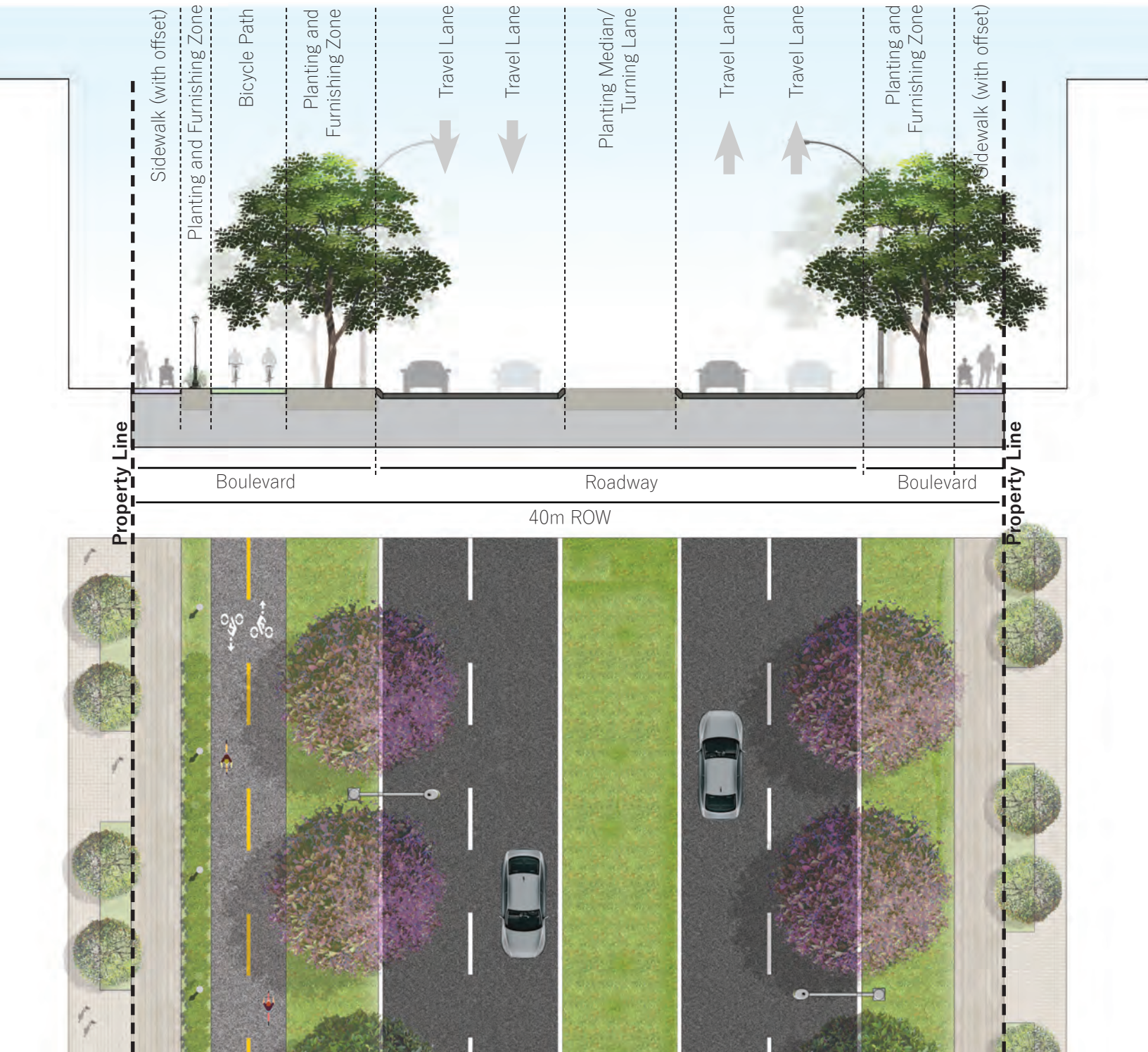


Figure 44: Type A Arterial (Alternative) Cross-section and Plan



6.3.2 TYPE B ARTERIALS (TRULLS ROAD)

Type B Arterials ensure a balance between the efficient movement of vehicles and transit while enhancing the comfort and safety of pedestrians and cyclists. Trulls Road is a Type B Arterial and acts as a major connection from the

Urban Centre into Southeast Courtice. They are intended to support medium- and low-density development. Please refer to **Figure 45** for a cross-section and plan of Type B Arterials and the components that comprise the right-of-way.

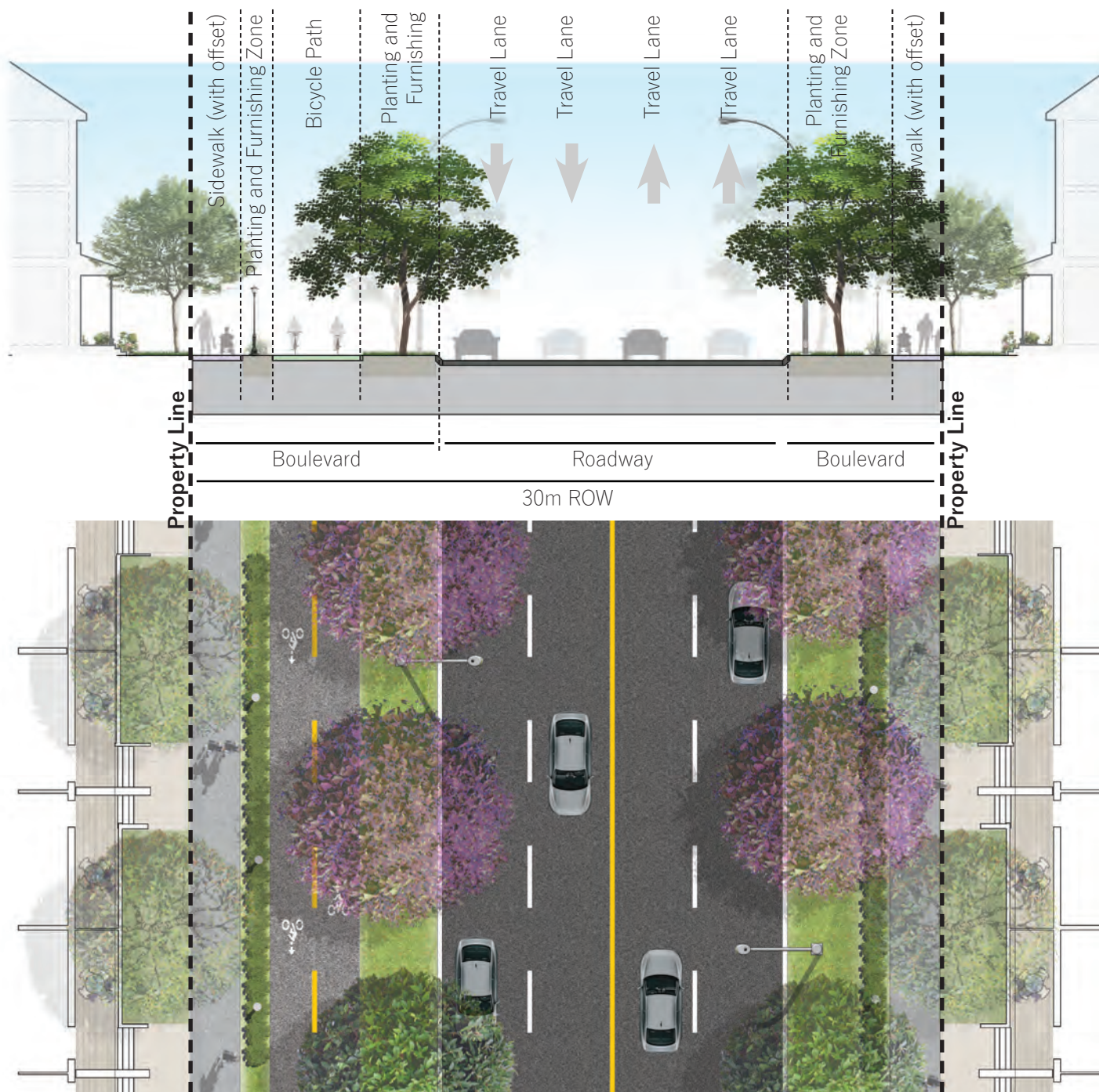


Figure 45: Type B Arterial Cross-section and Plan

6.3.3 TYPE C ARTERIALS (MEADOWGLADE ROAD & HANCOCK ROAD)

Type C Arterials are Meadowglade Road and Hancock Road. They are generally designed to move moderate volumes of traffic at slower speeds at relatively shorter distances. Type C Arterials run along the edge of neighbourhoods

and are intended to support medium- and low-density developments. Please refer to **Figure 46** for a cross-section and plan of Type C Arterials and the components that comprise the right-of-way.

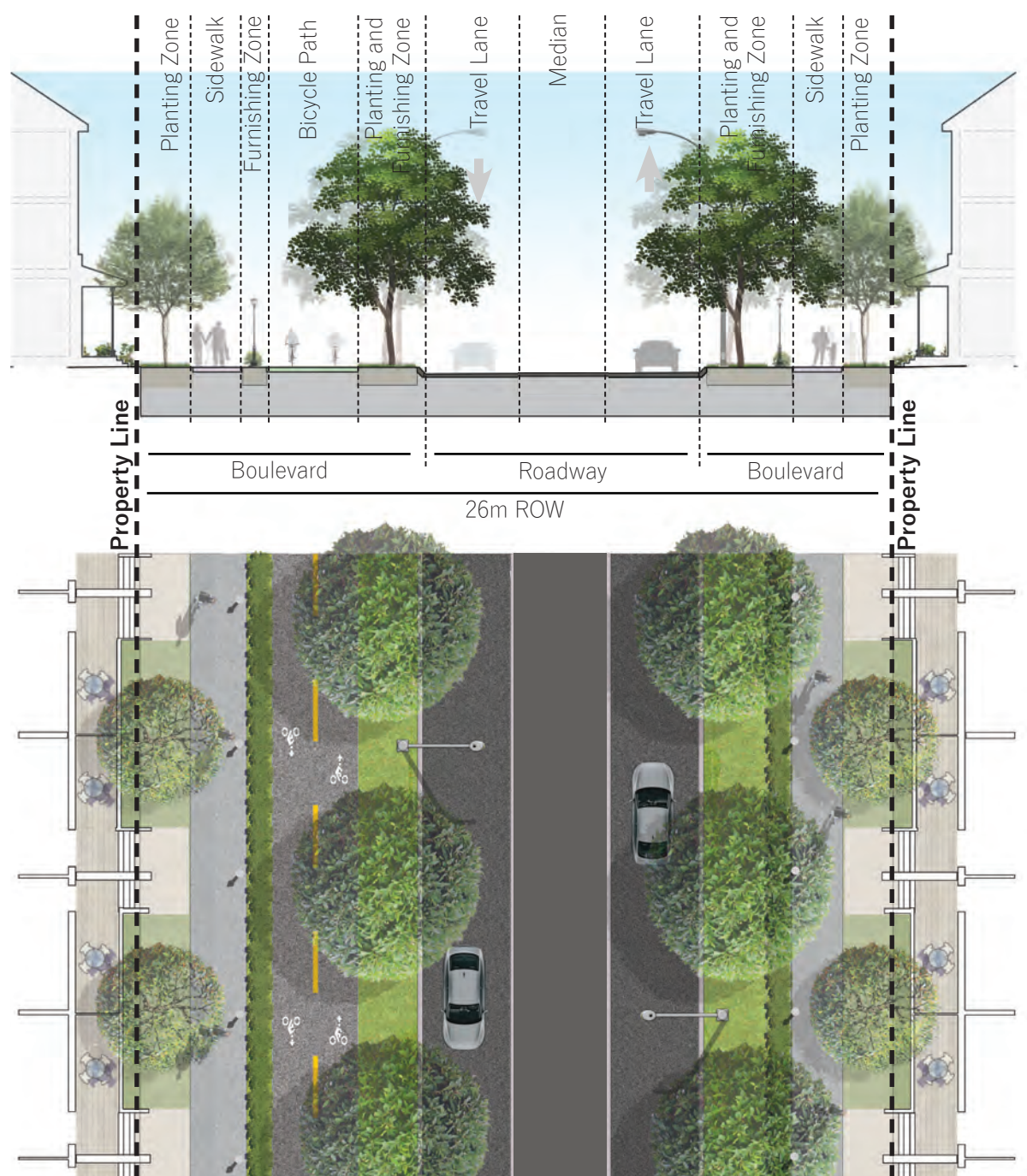


Figure 46: Type C Arterial Cross-section and Plan

6.3.4 COLLECTOR ROADS

Collector Roads connect to Arterial Roads and provide primary connections to Local Roads. Please refer to **Figure 47** for a cross-section and plan of Collector Roads and the components that comprise the right-of-way.

A hybrid option for the Collector Road showing bike lanes and on-street parking without a centre median may be more appropriate in some areas based on further study.

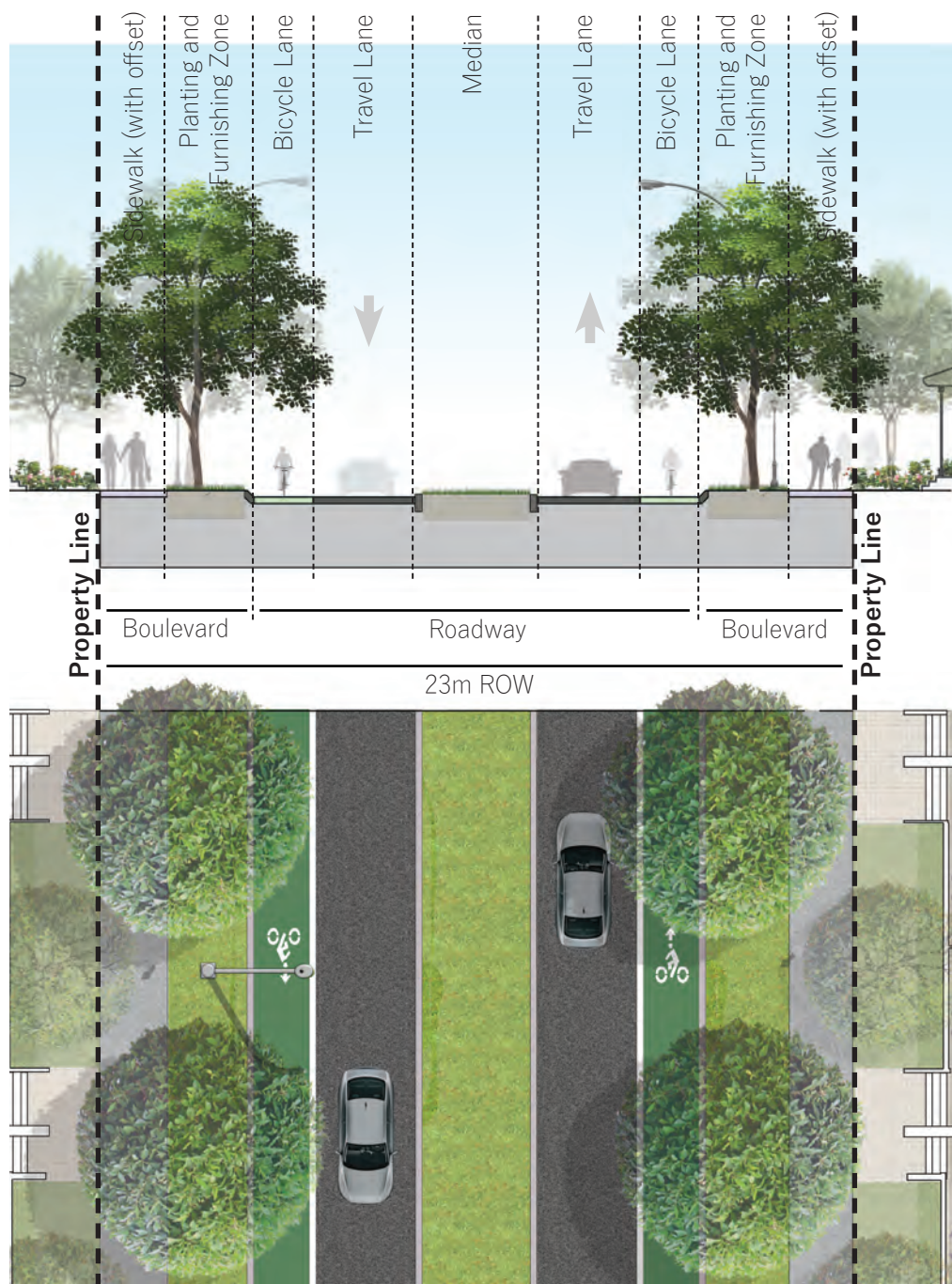


Figure 47: Collector Road Cross-section and Plan

6.3.5 LOCAL ROADS

Local Roads are designed to create intimate, pedestrian-scale streetscapes that promote walkability and residential uses. They discourage high speeds and through traffic. Please refer to **Figure 48** for a cross-section and plan of Local Roads and the components that comprise the right-of-way.

GUIDELINES

- A Special Local Road running east-west between Farmington Drive and Granville Drive, north of Bloor Street, shall be designed to provide a level of connectivity similar to a Collector Road.
- Local Roads are permitted to have on-street parking on both sides of the street, where desired. Should it not be required on both sides, the planting and furnishing zones shall be made larger to maintain a 20-metre right-of-way width.

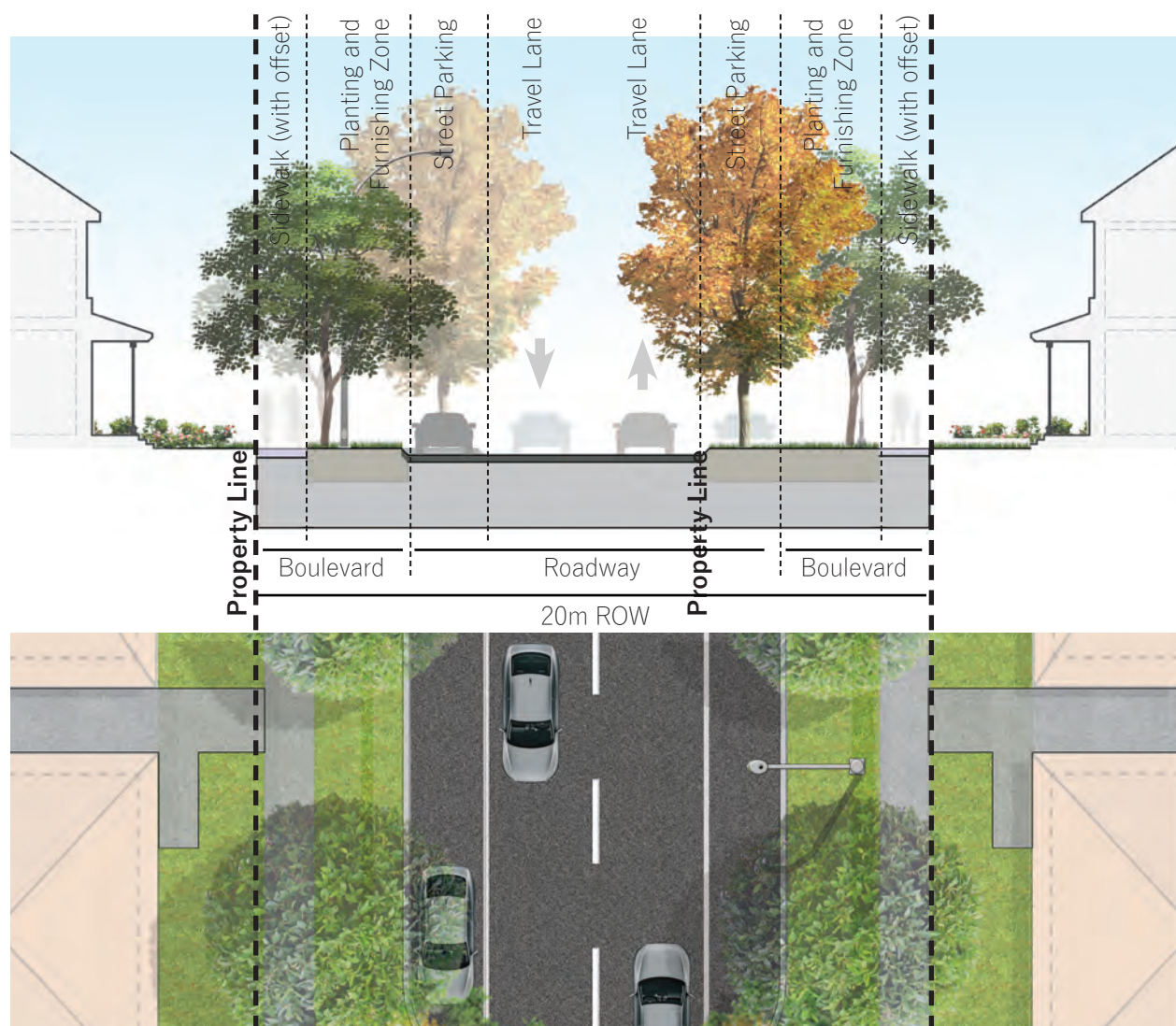


Figure 48: Local Road Cross-section and Plan

6.3.6 REAR LANES

Rear Lanes support safer and more attractive public streets by locating site access, parking and servicing from a Rear Lane. As such, they are promoted throughout Southeast Courtice. Rear Lanes also reduce the number of curb-cuts on a public street while maximizing the exposure of building frontages to create a livelier, more attractive streetscape. Rear Lanes are encouraged to be provided to eliminate the need for front-yard garages and front-yard driveways for lower-density residential buildings. Please refer to **Figure 49** for a cross-section and plan of Rear Lanes and the components that comprise the right-of-way.

GUIDELINES

- Rear Lanes are prioritized for higher-density and/or mixed-use developments that front onto Arterial Roads and Collector Roads. Parking, servicing and loading areas from these developments should be accessed from Rear Lanes.
- Where low- and medium-density residential developments are dominant, Rear Lanes are encouraged to eliminate the need for front-yard garages and front-yard driveways.
- Rear Lanes must abut a public road and shall not immediately connect to another Rear Lane.
- Garages fronting onto Rear Lanes should be carefully arranged in groupings to encourage an attractive visual environment.
- The architectural design, massing, detailing, materials and colours of garages should compliment and reflect the principal dwelling. A variety of garage heights and roof slopes is encouraged.
- In locations of high public exposure, such as flankage lots, lots adjacent to walkways, and end lots, the exposed flankage face of the rear garage should be given the same design consideration as the principal dwelling with compatible architectural elements, details and materials.

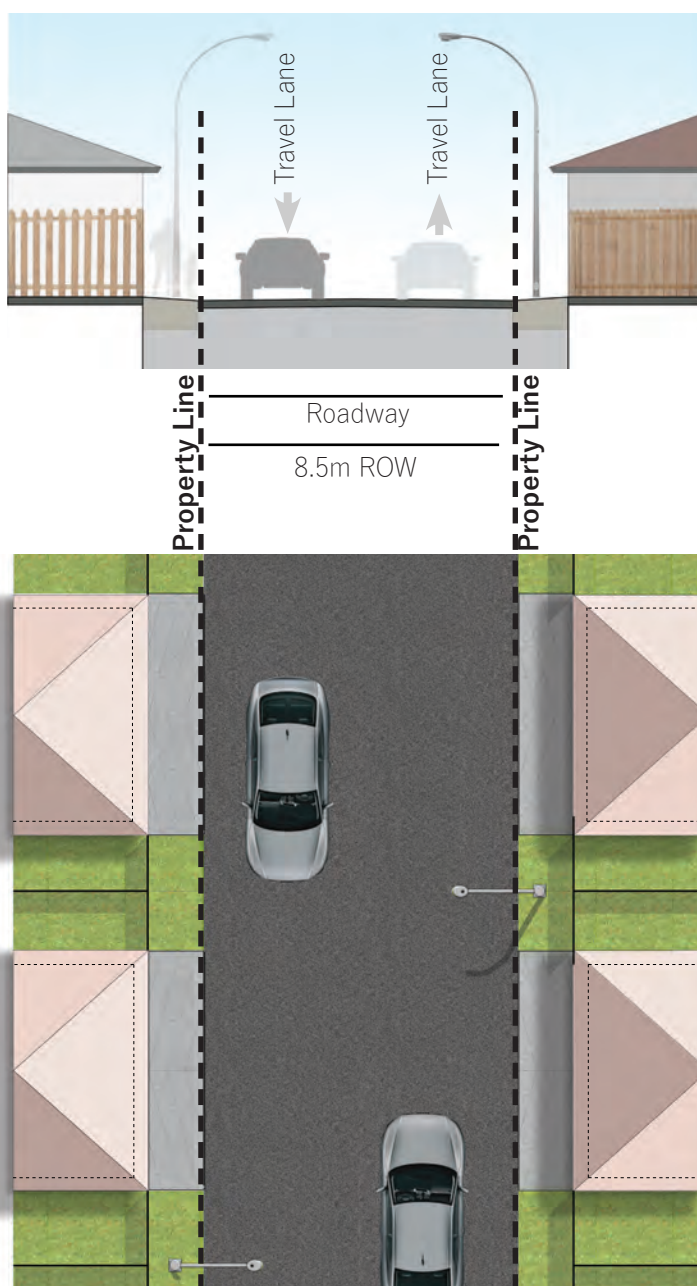


Figure 49: Rear Lane Cross-section and Plan

- g. Garages should be sited to allow for access and drainage from the rear yard of the unit to the laneway plus opportunities for landscaping along laneways.
- h. Both parking pads and garages shall be set back from the lot line separating the rear yard from the laneway.
- i. A house number is to be identified on both, the garage elevation facing a lane or the main entrance elevation facing a public street or park.
- j. Parking pads should be screened from the rear by a fence and/or landscaping.
- k. Landscaping and fencing along or adjacent to Rear Lanes should be coordinated and finished with materials, colours and vegetation compatible with the principal dwelling.



Figure 50: Example of Rear Lane

6.4 ACTIVE TRANSPORTATION

Active transportation in Southeast Courtice promotes alternative modes of transportation to motorized vehicles. Opportunities will be provided to the community to access more mobility options and utilize specific infrastructure design to create a comfortable, well connected environment that aims to improve safety. Active transportation refers to all human-powered forms of transportation, including but not limited to walking and cycling. It will be designed to be inclusive for all users and abilities.

The active transportation network consists of the pedestrian, cycling and trail networks, which comprise of both on- and off-street facilities. Please refer to **Figure 51** for a conceptual demonstration of the active transportation network.

Legend

- Environmental Protection Area
- Bicycle Path
- Bicycle Lane
- Local Road
- Rear Lane
- Mid Block Pedestrian Connection
- Trail



Figure 51: Active Transportation Map

GUIDELINES

- a. The active transportation network will be well-connected and complement the road network to foster connectivity and permeability throughout the community.
- b. Infrastructure must promote improved safety and visibility of vulnerable road users.
- c. The connections of sidewalks and trails to major destinations, neighbourhood facilities such as parks and schools and transit stops should be improved and maintained to encourage year-round, all-season use.
- d. Implement wayfinding methods that include signage to direct users at key intersections, landmarks and attractions, for both on- and off-street facilities.
- e. The active transportation network can also connect to/through both public and private spaces, including mid-block connections and Privately Owned Publicly-accessible Spaces.



Figure 52: Example of Integrated Active Transportation Network

6.4.1 PEDESTRIAN NETWORK

Southeast Courtice shall promote a safe and comfortable pedestrian environment that is well-connected to foster walkability and healthier lifestyles. Sidewalks, mid-block pedestrian connections and pedestrian crossings are components of the pedestrian network. Please refer to **Figure 51** for a conceptual demonstration of the pedestrian network.

6.4.1.1 SIDEWALKS

Sidewalks provide dedicated, safe and barrier-free pedestrian movement throughout the length of streets and blocks.

GUIDELINES

- a. Sidewalks should provide a well-defined, clear, predictable and unobstructed path and shall generally be a minimum width of 2 metres, consistent across blocks.
- b. Sidewalks shall generally be provided on both sides of all road types and relate directly to the adjacent buildings and uses.
- c. Sidewalks should connect with other public realm components such as parks and open spaces and should link directly to trails, wherever possible.
- d. Where sidewalks meet with other public realm components, they should be designed to serve all users including but not limited to children, elders and those with accessibility needs. Grading and sloping should be minimized to facilitate ease of movement.



Figure 53: Example of Sidewalk

- e. Sidewalks should link to Privately Owned Publicly-accessible Spaces and community facilities and amenities including but not limited to schools, community centres, libraries and recreational amenities.
- f. Boulevards adjacent to sidewalks should provide space for pedestrian amenities such as seating, transit shelters and active transportation facilities such as bicycle racks.
- g. Planting and furnishing zones adjacent to sidewalks should provide landscaping to act as a buffer between sidewalks and travel lanes within the roadway.
- c. Mid-block pedestrian connections shall be barrier-free with appropriate wayfinding and other signage.
- d. Mid-block pedestrian connections may also help connect the public realm of public roads to important functional areas of the development that are in the rear, including but not limited to parking, loading and servicing areas.
- e. Mid-block pedestrian connections can be Privately Owned Publicly-accessible spaces.
- f. Within Regional Corridors, mid-block pedestrian connections are not intended to be publicly owned.

6.4.1.2 MID-BLOCK PEDESTRIAN CONNECTIONS

Mid-block pedestrian connections break up long blocks and provide opportunities for greater pedestrian access, connectivity and permeability throughout Southeast Courtice

GUIDELINES

- a. Mid-block pedestrian connections shall further promote connectivity and enhance permeability through each block by being located at regular intervals, particularly within Urban Residential Areas where block lengths may be longer and greater pedestrian connectivity and permeability is desired.
- b. Wherever possible, mid-block pedestrian connections should connect to parks and open spaces, as well as important community facilities and amenities by other public realm components including but not limited to sidewalks and trails.

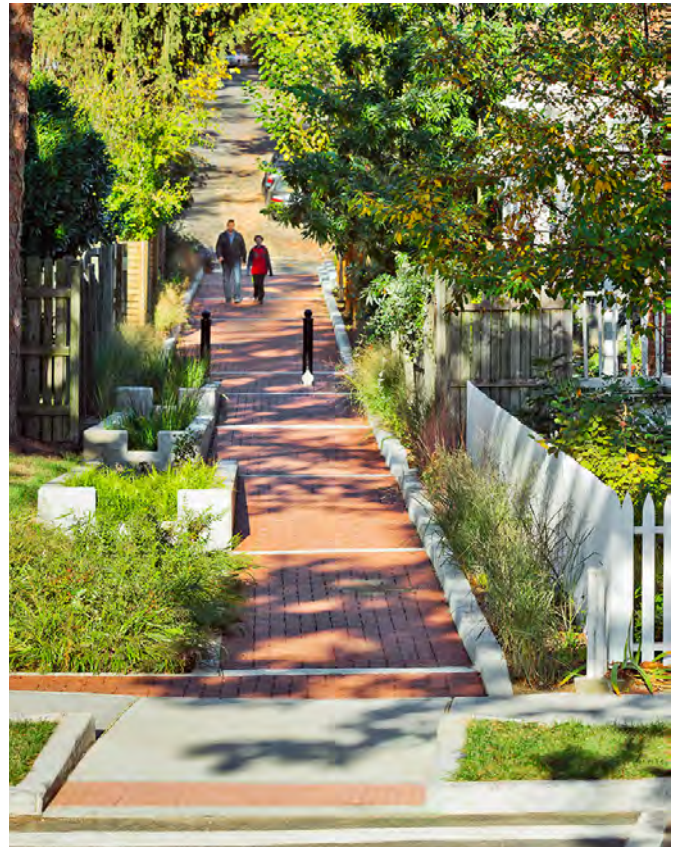


Figure 54: Example of Mid-block Pedestrian Connection

6.4.1.3 PEDESTRIAN CROSSINGS

Pedestrian crossings provide opportunities for safe, convenient and barrier-free pedestrian movement across streets within Southeast Courtice.

GUIDELINES

- a. Pedestrian crossings shall ensure continuity of the pedestrian network and be continuous throughout the community.
- b. Pedestrian crossings shall connect to other components of the public realm including but not limited to sidewalks, mid-block pedestrian connections, trails, parks and open spaces.
- c. Where pedestrian crossings meet with other public realm components, they should be designed to serve all users including but not limited to children, older adults and those with accessibility needs. Grading and sloping should be minimized to facilitate ease of movement.
- d. Pedestrian crossings should be designed with safety in mind, with appropriate signage and markings, particularly at Prominent Intersections, Gateways and parks and open spaces.
- e. At key intersections, pedestrian crossings should be paved with distinctive colours, textured materials or markings to enhance visibility and minimize conflicts between pedestrians and vehicular traffic.
- f. At signalized intersections, signalization for pedestrian crossings should be prioritized, particularly along Arterial Roads and Collector Roads where there is higher anticipated pedestrian traffic.
- g. Pedestrian crossings shall comply with Municipal and AODA standards.

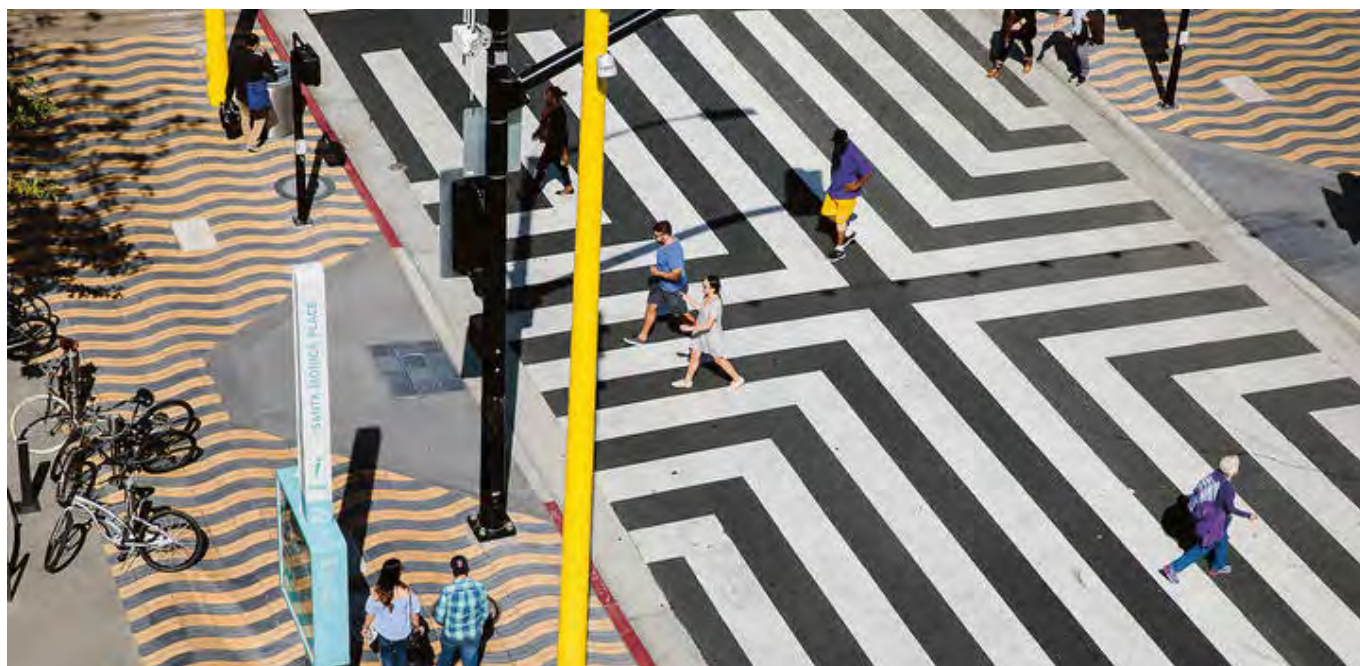


Figure 55: Example of Pedestrian Crossing

6.4.2 CYCLING NETWORK

Cycling is promoted throughout Southeast Courtice. Throughout the community, dedicated and/or shared cycling infrastructure is provided at most road types except Local Roads and Rear Lanes. Throughout the community, cycling opportunities are provided to offer a healthy lifestyle and to create more opportunities to get around. Please refer to **Figure 51** for a conceptual demonstration of the cycling network.

GUIDELINES

- a. Bicycle lanes shall generally be a minimum width of 1.8 metres, except for Type A Arterials where the cycling infrastructure is a sharrow (i.e. shared with the service lane).
- b. Bicycle paths, found on Type B Arterials and Type C Arterials, should be 3 to 4 metres in width to accommodate two-directional travel.
- c. Adjacent planting and furnishing zones shall have street trees to provide for shade and comfort.
- d. Shared cycling infrastructure with vehicular traffic shall provide clear signage and markings. On Collector Roads, the bicycle lane may be painted a different colour to distinguish it from vehicular use.
- e. Cycling routes shall have appropriate wayfinding at key intersections, landmarks and community facilities and amenities.
- f. Where cycling infrastructure meets with other public realm components, they should be designed to serve all users and accessibility needs. Grading and sloping should be minimized.
- g. Where cycling infrastructure is shared with multiple users, clear signage shall be provided to indicate shared or dedicated cycling with/from other users.
- h. The design of cycling infrastructure will follow the required design standards and guidance.



Figure 56: Example of Bicycle Path

6.4.3 TRAIL NETWORK

Trails contribute to enjoyment and interpretation of the community's natural heritage system. They offer opportunities for low-intensity recreation that is connected by the active transportation network. Please refer to **Figure 51** for a conceptual demonstration of the trail network.

GUIDELINES

- a. Trails should be seamlessly incorporated into the active transportation network including but not limited to sidewalks, mid-block connections, pedestrian crossings and cycling infrastructure.
- b. Trails will connect to parks and open spaces, including but not limited to providing through access and connecting areas for passive recreation. Trails are generally permitted to be located adjacent to Environmental Protection Areas.
- c. Where trails meet with other public realm components, particularly sidewalks and pedestrian crossings, they should be designed to serve all users including but not limited to children, older adults and those with accessibility needs. Grading and sloping should be minimized to facilitate ease of movement.
- d. Trails shall have multiple access points and demarcated entrances.
- e. Amenities for trails, including but not limited to parking, washrooms, furniture, waste and recycling bins, signage, interpretive facilities and lighting are encouraged.
- f. Trails should be a minimum width of 2 metres to provide barrier-free access. Where trails are for multiple users, trails should be sized appropriately.
- g. Where trails are provided for multiple users, clear signage shall be provided to indicate shared or dedicated uses.
- h. The material of trails should be sensitive to the preservation and protection of the surrounding natural heritage while being designed to accommodate maintenance equipment.
- i. The design and construction of trails shall comply with AODA standards.



Figure 57: Example of Trail

6.5 TRANSIT

Development in Southeast Courtice is encouraged to be developed in a transit-oriented manner with transit-supportive developments of high- and medium-density along Arterial Roads. The availability of transit services in the community increases transportation options and opportunities to get around. Transit plays an important role in the creation of sustainable, liveable and active communities.

The following guidelines should be read in conjunction with Section 5: Built Form to understand the appropriate types of built form and densities to achieve transit-supportive development across Southeast Courtice.

GUIDELINES

- a. Transit stops and facilities shall incorporate appropriate amenities, including but not limited to transit shelters, seating, tactile paving, bicycle racks, curb cuts and appropriate lighting.
- b. Transit stops shall be near active transportation nodes and other focal points of the community, including but not limited to parks and open spaces, and building entrances of mixed-use, retail and commercial developments.
- c. Where feasible, primarily along Regional Corridors, transit waiting areas should be integrated into adjacent buildings and designed to be integrated into Prominent Intersections, Privately Owned Publicly-accessible Spaces and mid-block connections.
- d. Transit signage shall be legible and prominent.
- e. Wayfinding and appropriate signage throughout the community will indicate transit stops and facilities.
- f. Transit stops and facilities should be prioritized for existing and all new developments along Courtice Road, particularly at its intersection with Bloor Street, to create a strong transit corridor that connects to the future GO station.



Figure 58: Example of Transit Infrastructure

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7.0

CULTURAL & NATURAL HERITAGE

7.1 CULTURAL HERITAGE

Cultural heritage resources are buildings, structures and landscapes with strong community significance. They create a unique sense of place and differentiate one place from another. There are three cultural heritage landscapes and seven built heritage resources that were identified within Southeast Courtice and in the surrounding areas.

The following guidelines for the conservation of potential cultural heritage resources are intended to ensure adverse impacts are minimized and appropriately mitigated, and will be applied in conjunction with site-specific evaluations of cultural heritage resources, as required.

GUIDELINES

- a. Where a Cultural Heritage Evaluation Report is required, site design and location of buildings and structures shall not disrupt or produce anticipated negative impacts to potential cultural heritage resources.
- b. New development on or adjacent to built heritage resources shall be designed to be sympathetic to and harmonious with such resources through measures, including but not limited to, complementary massing, setbacks, architectural design and materials.
- c. Heights and densities of buildings may be limited on developments on or adjacent to identified cultural heritage resources.
- d. A Cultural Heritage Evaluation Report will determine whether a cultural heritage resource be retained for its original use in the original location or whether new development on or adjacent to built heritage resources should retain and integrate some of the built heritage into the proposal through built form and/or landscaping.
- e. A Cultural Heritage Evaluation Report will determine whether new development on or adjacent to cultural heritage landscapes should conserve the cultural heritage landscape, including but not limited to residences, agricultural structures and facilities, fence lines, mature trees and other historic reminders.
- f. Interpretive plaques, pathway markers, special features shall be considered, where applicable, to recognize significant, lost or relocated heritage buildings and sites.

Legend

-  Secondary Plan Boundary
-  Arterial Road
-  Collector Road
-  Built Heritage Resource
-  Cultural Heritage Landscape

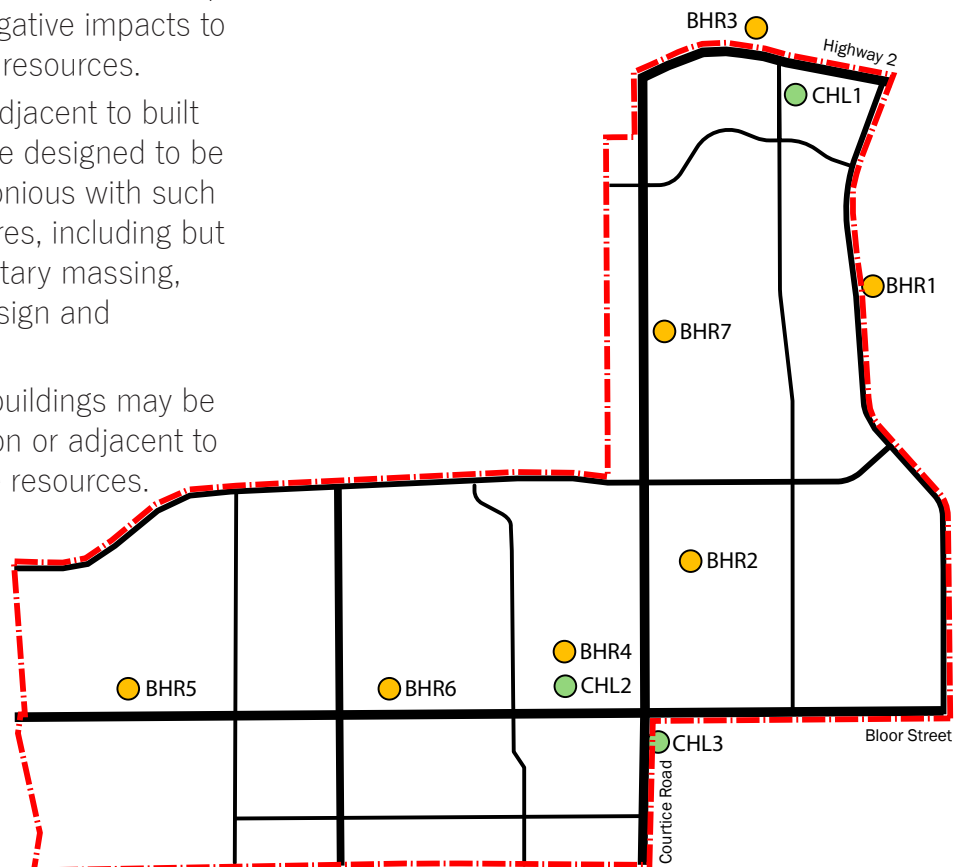


Figure 59: Built Heritage Resources and Cultural Heritage Landscapes

7.2 ENVIRONMENTAL PROTECTION AREAS

Environmental Protection Areas (EPAs) are recognized as the most significant components of the community's natural environment and include natural heritage features, hydrologically sensitive features, lands within the regulatory flood plain of a watercourse and hazard lands associated with valley systems. EPAs are the primary structuring component of the parks and open space system. Please refer to **Figure 60** for the locations of EPAs.

Environmental Constraints are identified in the Robinson Creek and Tooley Creek Subwatershed Study Phase 1 Report by Aquafor Beech Ltd. Moderate Constraints includes environmentally sensitive features. Such areas require and are subject to future study, with the intent to determine the appropriate management and/or protection action, and the suitability of the underlying designation.

GUIDELINES

- The location of parks should act as an extension of EPAs to create an interconnected network while maintaining drainage patterns and topography, limiting watercourse crossings and balancing a connected grid network of roads.
- Where parks, trails and adjacent development connect to EPAs, its interface, access and usage will be undertaken in a manner that maintains their ecological integrity and shall comply with CLOCA policies and regulations.
- Developments adjacent to EPAs should optimize public exposure and views to them through the provision and incorporation of parks and trails to provide access and additional linkages to the natural heritage system.

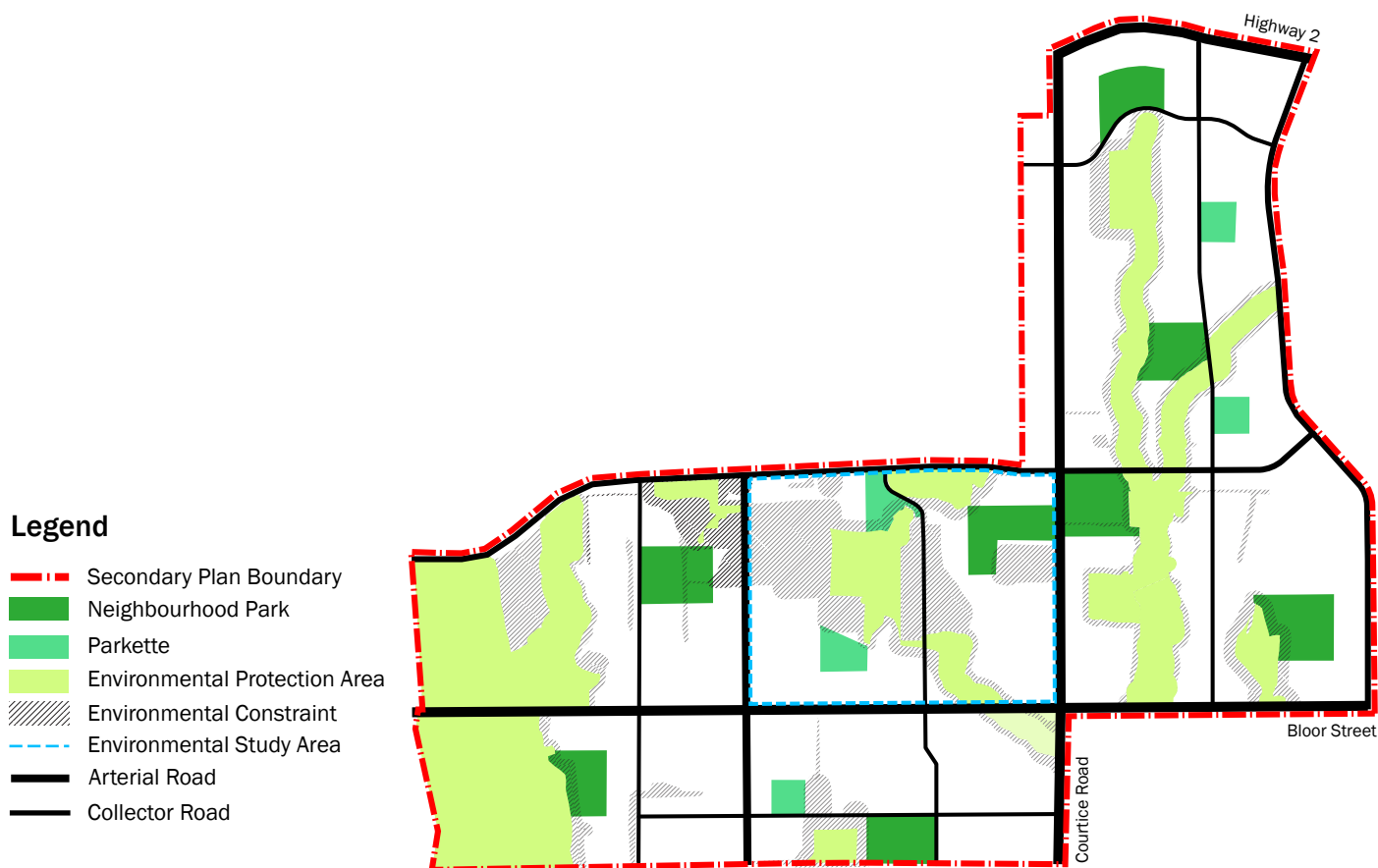


Figure 60: Environmental Protection Areas

- d. Development, including the road network, will consider drainage patterns and topography around EPAs, including limited watercourse crossings.
- e. Back-lotting of development onto EPAs is discouraged, however, may be permitted if it enables an optimal street and block pattern.
- f. Parks and trails shall only be permitted adjacent to EPAs and where provided, shall enhance connections and linkages to including but not limited to parks and other community recreational facilities.
- g. Vegetation protection zones should be identified, protected and enhanced. They should be used to extend and, where possible, connect the EPAs.
- h. Where vegetation protection zones require restoration, they should be planted with native, non-invasive and self-sustaining vegetation.



Figure 61: Example of Environmental Protection Area

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8.0

STORMWATER MANAGEMENT

Throughout Southeast Courtice, development is intended to be designed to conserve and manage stormwater through Low Impact Development techniques. These include but not limited to naturalized stormwater management ponds, bioswales, infiltration trenches, vegetated filter strips and permeable materials. Stormwater management facilities are primary pieces of public infrastructure and are to be located throughout the community. In addition to their primary function of water quality and quantity control, stormwater management facilities should be designed to maintain the environmental and ecological integrity of the natural heritage system. They should be designed to provide a benefit to the environmental health and integrity of the community.



Figure 62: Example of Bio-retention Area

GUIDELINES

- a. Buildings should collect and reuse rainwater in the building and/or for on-site irrigation.
- b. Landscaping should include native and drought-tolerant species. Irrigation for landscaping should be subgrade for treatment of grey water.
- c. Landscaped areas should be located to optimize the potential of water infiltration.
- d. Impervious surfaces should be minimized, subject to engineering design considerations, particularly for surface parking areas.
- e. Stormwater should be collected, filtered and reused on-site through permeable landscape design. The locations for permeable design include but are not limited to walkways, patios, plazas, driveways, parking areas and some components of the public road rights-of-way, where feasible.
- f. Designated snow storage areas should be provided to limit the entry of salt and other toxic substances into the stormwater sewer system. They are encouraged to be in filter strips and bioswales.
- g. Bio-retention areas, both on publicly- and privately-owned lands, are encouraged to capture and treat stormwater runoff, where feasible. They can be integrated into a range of landscape areas including medians and cul-de-sac islands, and boulevards. A variety of planting and landscape treatments should be employed to integrate them into the character of the landscape.
- h. Bio-retention areas should be designed to filter runoff either through infiltration or collection in a perforated under-drain and discharged to the storm sewer system.

- i. Bio-retention areas should be designed to provide wildlife habitat and enhance the aesthetic of new developments, where feasible.
- j. Rain gardens are encouraged to detain, infiltrate and filter runoff discharge from roof leaders, wherever feasible.
- k. Soakaways or infiltration trenches, galleries or chambers; wherever feasible; should be constructed below-grade and are encouraged to manage stormwater runoff.
- l. Vegetated Filter Strips are encouraged, wherever feasible, but preferred to treat runoff from roads, roof downspouts and low traffic parking areas, and can be used for snow storage.
- m. Bioswales are encouraged, wherever feasible, particularly for treating road runoff in areas that are not in high-density urban areas.
- n. Rainwater harvesting systems are encouraged, where appropriate, and should incorporate treatment technologies to improve the quality of rainwater before and/or after storage and include provisions for periods of insufficient rainfall and excessive rainfall.
- o. Stormwater management ponds should be developed as naturalized ponds, which incorporate native planting and reflect natural plant associations to minimize maintenance, create natural habitats for pollinator species, and enhance biodiversity.
- p. Stormwater management ponds should be integrated with parkland and treated as an extension of the parks and open space system. Stormwater management ponds are not to be located in parkland. They are not permitted within the Environmental Protection Areas.
- q. Plant materials for ponds should include a mix of deciduous and coniferous trees, shrubs and aquatic species and seeding.
- r. Where development is adjacent to a stormwater management pond, access for maintenance shall be provided.



Figure 63: Example of Stormwater Management Pond

9.0

TRANSITION ZONES

Southeast Courtice abuts lands that are adjacent to agriculture and designated employment lands, subject to future secondary planning and development. The guidelines in this section provide further guidance relating to development adjacent to these areas. As Southeast Courtice continues towards full build-out, the impacts of development that are adjacent to those areas must be minimized.

9.1 DEVELOPMENT ADJACENT TO AGRICULTURAL LANDS

The lands that comprise the Secondary Plan Area and are subject to these Guidelines are fully within the urban boundary. The lands to the east, towards Highway 418, are outside the urban boundary and comprise non-farm, estate residential units and agricultural lands, wooded areas and watercourses. These lands were historically the cleared portions of lands designated as Prime Agricultural that surrounds the community. They were used for the production of crops and the rearing of livestock. Much of the wooded areas are associated with steep-sided valleys, watercourses and marshlands. Please refer to **Figure 64** for the location of designated prime agricultural lands.

Development adjacent to agricultural lands should consider the sensitivity of these lands and their uses and protect their viability in the long term. Planning trends within the Municipality could foresee these areas being incorporated into the urban area boundary. During the interim period, the following guidelines shall be used to consider development at the interface between urban and agriculture uses while protecting these lands for their foreseeable longer-term agricultural viability.

GUIDELINES:

- a. Buffers, including but not limited to trees, native vegetation and naturalized ponds, natural heritage features or roads, should form the transition and interface between urban development and agricultural lands.
- b. Demarcation features, including but not limited to walls, fences, berm or signage, should be used between the different types and densities of land uses to reduce the potential for trespassing and potential vandalism.
- c. Lower-density development should form a transition between higher-density development and agricultural lands.
- d. Surface and/or groundwater monitoring shall be implemented for developments in areas where agricultural operations use surface or groundwater as part of their practice. This will monitor water quality to maintain appropriate quality for the irrigation and rearing of crops and livestock.
- e. Stormwater runoff from urban development shall not flow and/or drain into adjacent agricultural lands.

9.2 DEVELOPMENT ADJACENT TO EMPLOYMENT LANDS

Employment lands are an important part of communities as they create economic and employment opportunities. As such, the impacts of adjacent residential development and vice-versa should be minimized. Southeast Courtice is bounded by the Courtice Employment Lands to the south, with a portion of these lands forming part of the Major Transit Station Area of the proposed Courtice GO Station. Please refer to **Figure 64** for the location of employment lands.

GUIDELINES

- a. Adjacent development should not impact the long-term feasibility of employment lands. Appropriate setbacks, sound buffering, and screening should be considered for development adjacent to employment lands.
- b. Adjacent development should not prevent access to the appropriate infrastructure necessary for servicing of employment lands.
- c. Noise attenuation measures, including but not limited to noise walls and berms, shall be implemented.
- d. Backyard separation is encouraged through the provision of a vegetated landscape buffer with properties separated by a noise attenuation wall or slatted wood fence to provide visual separation and minimize noise impacts.
- e. Should backyard separation not be feasible, the following may be considered:
 - i. Road separation: a road separates the employment lands from the residential area and both residential and employment properties front onto the road.
 - ii. Backyard and road separation: residential properties back onto a road separating residential and employment lands. A noise attenuation wall or appropriate landscaping may be used to provide visual separation and minimize noise impacts.

Legend

-  Secondary Plan Boundary
-  Arterial Road
-  Collector Road

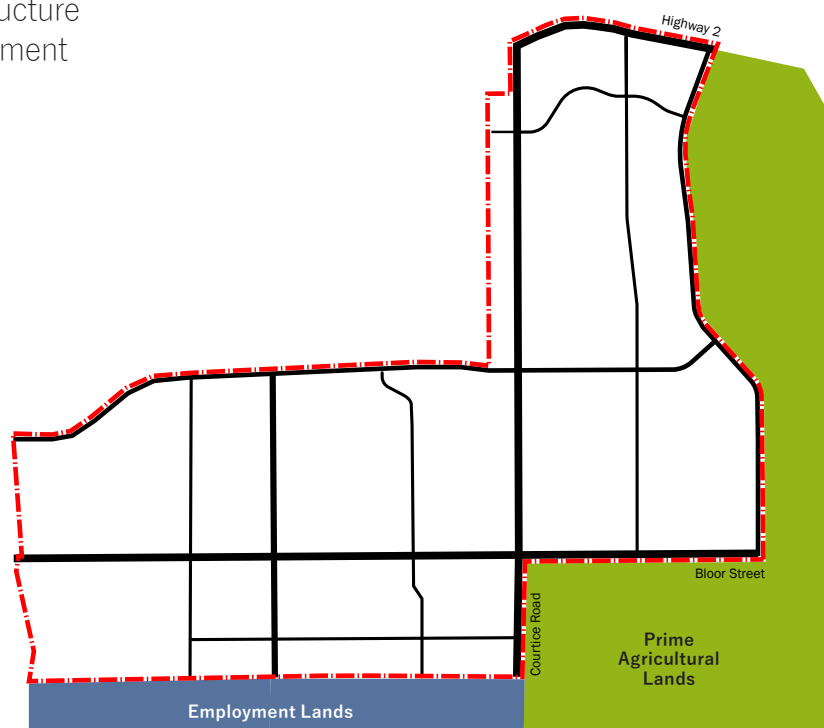


Figure 64: Transition Zones

10.0

IMPLEMENTATION

The Guidelines will be implemented by the Municipality as an evaluation tool for development in Southeast Courtice. The Guidelines, as mentioned in Section 1.1: Purpose, are to be used by everyone in the community, including the Municipality, those in the development industry and the public.

All development proposals within Southeast Courtice should reference and demonstrate adherence to the Guidelines. At pre-consultation meetings with applicants, for assessing and evaluating proposals, comprehensive block plans and urban design rationales may be required. It should be noted that additional studies may also be required, as determined by the Municipality.

10.1 COMPREHENSIVE BLOCK PLANS

A comprehensive block plan demonstrates how an integrated, coordinated development is achieved when multiple properties are concerned. They are prepared at the expense of the applicant and to the satisfaction of the Municipality. Comprehensive block plans will address the following:

- How the policies of the Official Plan, Secondary Plan and Guidelines are implemented;
- How active transportation is provided in an integrated manner;
- Establish locations of community facilities and amenities including but not limited to parks, schools, places of worship and non-residential uses; and
- Establish the manner of the phasing of development and appropriate cost-sharing of community uses and infrastructure.

10.2 URBAN DESIGN STUDIES

An urban design study demonstrates how relevant policies and urban design guidelines have been incorporated into the design of the proposal(s). It is a document that is used to assess and evaluate the site-specific aspects of the proposal, as well as the surrounding context. Urban design studies provide an analysis of the urban design opportunities and constraints, and how the proposal improves the urban design character of the site and surrounding area.

It is important to note that urban design studies are not intended to provide a justification or reflection of a preferred development scheme, but to focus on the comprehensive demonstration of a preferred design solution.

10.3 PERIODIC REVIEW OF GUIDELINES

The Guidelines are intended to evolve and further develop as the situation arises. A periodic review and update is intended, as needed, to make them current and relevant as development unfolds in Southeast Courtice.

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Prepared by AECOM Canada Ltd.
Prepared for the Municipality of Clarington

