Planning & Urban Design Report

1640, 1644, 1648 Nash Road; and 3010 Trulls Road
Municipality of Clarington

Prepared For:
Lifelong Investment Corporation

Prepared By:
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& BBA Architects

March 2020

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Appendices

Appendix 1 - Site Plan (A101)
Appendix 2 - Pre-Consultation Meeting Minutes – November 23, 2017
Appendix 3 - Pre-Consultation Meeting Minutes – November 22, 2018
1. Introduction

Miller Planning Services and Barry Bryan Associates Architects have been retained by Lifelong Investment Corporation, the Owners (and/or the beneficial Owners) of 1640, 1644 and 1648 Nash Road as well as 3010 Trulls Road, Courtice (hereinafter referred to as “the Subject Property”) to provide land use planning and architectural services with respect to their development objectives.

The Subject Property is located at the north-west corner of Trulls Road and Nash Road.

The Owner seeks to remove the current single family dwellings and construct a new low rise multi-unit residential building which will offer condominium apartment units. The proposed 95 residential units range from 53.9 to 63.17 sq. metre and consist of bachelor units as well as one and two bedroom units. The three storey building will have a peaked roof and building height of 12.5 M to the mid-point of the roof line.

This Planning and Urban Design Report has been prepared to provide a scoped planning report and an urban design response to the Municipality of Clarington as requested as a part of the Pre-Consultation requirements and in support of the Zoning Bylaw Amendment Application.

A Zoning Bylaw Amendment Application is being filed with the Site Plan concept.

A full Site Plan Application and a Draft Plan of Condominium will be filed at a later date.

This Planning and Urban Design Report describes the proposal and the site context; evaluates the applicable planning policy within the Region of Durham Official Plan and the Clarington Official Plan; and describes the urban design response of the project.

2. Subject Lands, Surrounding Area and Development Character

2.1 Subject Site:

The Subject Property is located on the north-west corner of Nash Road and Trulls Road in Courtice and within the Municipality of Clarington. On this property lies three existing single family dwellings located near the corner of the intersection. A woodlot on the adjacent property to north borders the north lot line of 1640 Nash Road located the most westerly of the properties in this application. A portion of 1640 Nash Road wraps around the back of the adjacent single family residential properties to the west.

The Subject Property is irregular in shape and provides approximately 96.2 M (147 Feet) of frontage along Nash Road and approximately 43.3 M of frontage along Trulls Road. The Subject Property has lot...
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depth of approximately 101 Metres running through the central portion (to first adjacent property on Nash Road) and measured from Trulls Road. The greatest east/west depth of the property running from Trulls Road is 151 M. The north south depth measured from Nash Road is 64.5 M.

The lands are legally described as Part Lot 31 Concession 3, Darlington Part 1, 10R-3883 Clarington (1640 Nash Road); Part Lot 31, Concession 3, Darlington, Parts 1, 2 and 3, 40R-29758 Clarington (1644 Nash Road); Part Lot 31 Concession 3, Darlington Part 3, 10R-4053 Clarington (1648 Nash Road); Part Lot 31 Concession 3, Darlington Part 2, 10R-4053, Clarington (3010 Trulls Road).

Each of the lots are occupied with single detached dwellings and has a driveway access to the boundary roads of either Trulls Road or Nash Road.

2.2 Surrounding Land Uses & Development Character:

The role and function of these lands in the context of the surrounding area and existing land uses is an appropriate consideration in the review of the proposed use.

Land Uses in the surrounding area are as follows:

North: Three single detached dwellings lie on three separate lots to the north. The northerly of these three lots is much larger and is bounded by a residential subdivision where Abbeywood Crescent is terminated both on the west and north boundaries. It would appear that the crescent road was terminated pending the redevelopment of this northerly property and was intended to connect in the future. This northerly property also contains a woodlot. Redevelopment of these properties in the future would appear to be a reasonable prospect either as an extension of the crescent, provided the wood lot could be removed, or at higher residential densities with access from Trulls Road.

West: Adjacent to west property limit is a residential lot with a single family dwelling.

East: Opposite the Subject Property across Trulls Road is a single storey neighbourhood commercial plaza located on 0.7 ha. The Plaza is located immediately at the intersection. Parking for the plaza is located in front of the building and occupies both road frontages.

On the south east corner of the intersection of Trulls and Nash Roads is a parking lot and a building related to the Parkwood Village a two storey townhouse condominium complex. The units for the townhouse complex sit in board from the Nash Road and Trulls Road frontages. The residential units do not occupy the intersection and the uses here are generally land extensive.

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South: To the immediate south of the Subject Property lies larger single family dwelling lots with on lot landscape effectively screening their presence along the Nash Road frontage. These properties do not face directly onto the Subject Property.

3. Previous Development Applications

The current use of these lands are as residential lots with single family dwellings or as a vacant lot in the case of 1640 Nash Road.

We are not aware of any previous applications to change the uses of these properties.

4. Proposed Development & Pre-Consultation

4.1 Proposed Development:

The purpose of the Rezoning Amendment Application is to seek approval to allow a three storey multi-unit residential apartment.

Underground and surface parking is planned. Driveway access will be predominately from Nash Road at the westerly most point on the Subject Property.

A secondary access is provided from the Trulls Road frontage. Service areas are located in behind the building and out of view from the arterial roads bounding the site.

The proposed building is anchored along both road frontages with a central pedestrian access located at the intersection.

The proposed project would be serviced with the municipal services that are currently available. An existing 525 MM sanitary service is available along Nash road and would be extended into the site. Two water mains are currently found within Nash Road; a 600 MM water main and a 150 MM water main. A connection to the 150 MM water main would be extended into the site. A 1200 MM storm sewer is located with the Trulls Road right of way. A 300 MM storm connection is proposed to be made from the site in order to address the minor flow requirements. Major System flows of storm water will be assisted with the installation of an underground storage system. The Functional Servicing and Stormwater Management Report prepared by Candevcon East Limited dated February 2020 provides further details.
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Landscape areas are found behind the building and also north and westerly on the site. A landscape area borders the wood lot to the north

The Site Plan Concept will provide the development details to the size, scale and location of the building, parking and other areas.

4.2 Site Plan Concept Details

The conceptual Site Plan was prepared by BBA Architects. The Landscape Plan has been prepared by New Leaf Landscape Architecture Ltd. The Site Servicing, Grading Plan and Erosion and Sedimentation Control Plan were prepared by Candevcon East Limited. These plans provide the following information:

Total Site Area: 6826 m²
Proposed Mixed Use Building Floor Plate: 2150 m²
Proposed Building GFA: 9209 m²
Proposed Lot Coverage: 31.5%
Proposed Building Height: 12.5 M

Paved Area: 1554 m² (22.8 %)
Total Landscape Area: 3122 m² (45.7 %)
Parking Provided: 95 Spaces (Incl. 22 Surface and 73 Underground Spaces and 1 Loading Bay; 2 Barrier Free Spaces)

Floor Space Index: 0.945
Density: 139.2 units/net hectare

The proposal includes side yards which are generally buffered by landscaping. The landscape side yards vary given the unique shape of the site

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A conceptual building rendering of the proposal has been provided.

A reduced version of the Site Plan is found in Appendix 1 – Site Plan.

4.3 Pre-Consultation:

The applicant attended a pre-consultation meeting with the Municipality of Clarington on November 23, 2017 as well as on November 22, 2018. At that time the Staff of the Municipality provided their input in on two different development proposals.

The first proposal was for a 3 storey 30 unit apartment complex. The land ownership at this time was smaller than the applicants current ownership.

The second proposal at the later pre-consultation meeting was for a 5 storey retirement residence to be located on a larger land holding at this location.

The Pre-Consultation Minutes are included in Appendix 2 and 3.

The list of studies set out from the Pre-Consultation Meeting include:

- Planning Rationale/Urban Design Report
- Signed Record Of Pre-Consultation Meeting
- Site Plan - Conceptual
- Elevation, Floor Plans, 3D Renderings
- Functional Servicing/Stormwater Study
- Traffic Impact Study
- Noise Analysis/Report
- Stage 1 -2 Archaeological Assessment
- Phase One Environmental Site Assessment
- Scoped Environmental Impact Study
- Landscape Plan/Tree Inventory Plan

5. Policy Framework and Planning Analysis

This section reviews the current policy and regulatory framework applicable to the Subject Lands including:

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- Region of Durham Official Plan (May 2017)
- Municipality of Clarington Comprehensive Zoning By-law 84-93.

5.1 Land Use Designations, Zoning, Provincial Plans and Planning Analysis:

The Subject Property is designated and zoned as follows:

- “Living Area” on Map A5 of Schedule “A” - Regional Structure, Region of Durham Official Plan (May 2017);
- “Type B Arterial” (Nash Road), Schedule C, Map C2 Road Network, Region of Durham Official Plan. (May 2017);
- “Urban Residential”, Map A2, Land Use, Clarington Official Plan (June 2018);
- “Type B Arterial Road” (Trulls Road) and “Type C Arterial Road” (Nash Road) Map J2, Clarington Official Plan (June 2018);
- “R2” within The Municipality of Clarington Zoning By-law 84-63;

Overview:

The Regional Official Plan designates the Subject Property as “Living Area” and it is located within the urban boundary of the Municipality of Clarington (Courtice).

Lands designated Living Area are to be used primarily for residential housing. These developments are to provide for a wide range of housing types, sizes, and tenures. The developments are to be compact in form with higher densities particularly those along arterial roads.

The Subject Property is located at the intersection of two arterial roads and lies opposite a neighbourhood commercial property.
The zoning of the property currently allows for single family residential with an R2 zone. A Zoning Bylaw Amendment is required in order to zone the property to an appropriate zone category to permit a low rise apartment building (R4 or similar zone). The zoning by-law amendment shall also include modifications to the zone standards to account for the reduced front and exterior yards; as well as the minimum unit sizes per bedroom under the R4 zone.

5.2 The Region of Durham Official Plan (ROPA 128 – Office Consolidation May 2017)

Policy Summary

The Region of Durham Official Plan provides a policy basis for the development and protection of lands within its boundaries.

The Region of Durham has included policies within their Official Plan which conform to the requirements of the Provincial Policy Statement and has completed its conformity exercise under the Places to Grow Act. The Region may in some instances have policies in their Official Plan which are more stringent than the policies arising from the Provincial policy documents provided same do not conflict with those same provincial requirements.

The Regions Official Plan is a planning document that accommodates the projected development of the Region to the year 2031 and a future residential population of 960,000 persons and 350,000 jobs.

A review of applicable Regional Official Plan (“the Plan”) policies produced the following observations:

- “Living Area” on Map A5 of Schedule “A” - Regional Structure – Region of Durham Official Plan;
- The planning document that accommodates the projected development of the Region to the year 2031 and a future residential population of 960,000 persons and 350,000 jobs.
- Housing policies require that there be a wide variety of residential dwellings by type, size and tenure within the urban areas to address the social and economic needs of the present and future populations of the Region.
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- The Region supports the opportunity to increase the housing supply through intensification provided municipal services support same.

- Housing intensification includes the creation of new housing units on vacant or under-developed lands within Urban Areas.

Additionally the Living Area policies of the Regional Official Plan found within Sub-Section 8B identify a number of policies which address the applicant’s proposal.

These policies suggest that within Living Areas local area municipalities should seek to redevelop existing areas more intensively along arterial roads in order to support public transit. Though Living Areas shall be predominately used for housing purposes, limited office development and limited retailing of goods and services in appropriate locations is permitted provided such functions and characteristics of Local Centres are not adversely impacted.

Policy 8B.2.3 provides for the following applicable polices:

“**In the consideration of development applications in Living Areas, regard shall be had for the following:**

* a) the intent of this Plan is to achieve a compact form, including intensive residential, office, retail and service and mixed uses along arterial roads and in conjunction with present and potential transit facilities;*

Further policy 8B.2.4 states:

“**In the preparation of area municipal official plans, the area municipalities shall include the following:**

* a) policies and designations to implement the intent of this Plan and provisions of this Section, particularly Policy 8B.2.3.”*

**Analysis:**

The Subject Property is designated as *Living Area*. And these lands are to be used primarily for residential housing. Residential development is to provide for a wide range of housing types, sizes, and
tenures in a compact form with higher densities and by intensifying and supporting the redevelopment of existing areas particularly those along arterial roads.

The property is located at the intersection of Trulls Road and Nash Road both of which are arterial roads. The Subject Property also lies opposite a Neighbourhood Commercial plaza. The Regional Plan shows that there is potential for Nash Road to connect to Rossland Road, a major east/west arterial road linking the western municipalities of Durham Region.

The applicant’s proposal to develop the lands for a low rise apartment building of 95 units on three floors. The proposal is in keeping with the policy direction of, and is in conformity with, the Regional Official Plan.

5.3 Municipality of Clarington Official Plan (June 2018)

Policy Summary:

The current Municipality of Clarington Official Plan was the subject of a recent comprehensive review and the latest version of document was approved by the Region of Durham in June 2018.

As in the Regional Official Plan, the Municipality of Clarington Official Plan manages growth until 2031 and provides a framework for land use and development opportunities.

The Clarington Official Plan set outs the planning policies for the entire municipality. The Subject property is not located within an area subject to Secondary Plan policies. A review of the Schedules associated with the Official Plan identifies the following designations applicable to the Subject Property:

- **“Urban Residential”** on Map A2, Land Use, Clarington Official Plan (June 2018);
- **Type B Arterial Road”** (Trulls Road) and **“Type C Arterial Road”** (Nash Road) Map J2, Clarington Official Plan (June 2018);

The Municipality of Clarington has identified the Subject Property site as being on “the edge of a neighbourhood” within the Pre-Consultation minutes. Though we acknowledge this it should not be overlooked that Nash Road does link the Courtice and Bowmanville centres together and is proposed to
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be connected to Rossland Road to the west within the Region of Durham Official Plan. The Subject Property also lies opposite a Neighbourhood Commercial Centre.

Policy 4.3.9 of Official Plan “....provides guidance for development application based on locations. The predominant housing forms identified in Table 4-3 are general and do not preclude similar or innovative housing forms which meet the intent of this Plan.”

Table 4-3 “Edge of Neighbourhoods and adjacent to arterial roads” identifies that these areas would permit a “Minimum Net Density “of 19 units per net hectare and a “Standard Minimum and Maximum Height ”of 1-3 storeys. The “Predominant Residential Built Form and Mix” includes “Limited apartments” up to 3 storeys in height.

Nash Road is a Type B Arterial on the east side of Trulls Road and becomes a Type C within the Clarington Official Plan west of Trulls Road.

Chapter 5 of the Official Plan addresses the design of public spaces, urban design and architectural design.

Policy 5.2.6 of the Plan speak to the design of buildings and spaces which do not negatively impact adjacent buildings or detract from the identity or character of an area.

Policy 5.4.1 identifies that redevelopment in existing neighbourhoods “…will be designed to:

a) Respect and reinforce the physical characteristics of the established neighbourhood having regard to the pattern of lots, streets and blocks, the size and configuration of lots, building types of nearby properties, the height and scale of buildings and the setback of buildings and setback of buildings from the street, rear and side yards.”

The Urban Design commentary is provided by BBA Architects in Section 6 of this report. However from a planning perspective it can be stated that the low rise apartment as an alternative housing form will positively reinforce the significance of the intersection and the location of the Neighbourhood Centre within this area. The apartments and increased density will promote active transportation and bring vitality to the streets.

Chapter 6 of the Official Plan addresses housing diversity. The Plans policies encourage a broad range of housing types, tenures and housing cost within the Municipality. The policies also encourage that 30% of the housing stock to be “affordable”.

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Chapter 9 of the Plan provides policy related to “Liveable Neighbourhoods”. The objectives include the need to provide a variety of housing densities, tenure and types in order to address all incomes, ages and lifestyles. Within in this Policy 9.4.5 states:

“Multi-unit residential development will be developed on the basis of the locational criteria of Table 4-3, the urban design policies of Chapter 5 and the following site development criteria:

a) The site is suitable in terms of size and shape to accommodate the proposed density and building form;

b) The proposed development is compatible with the surrounding neighbourhood in terms of scale, massing, height, siting, setbacks, shadowing and location of parking and amenity areas;

Analysis:

The development proposal for a three storey residential apartment building will reinforce the significance of the intersection and will integrate well with the neighbourhood.

The proposal supports transit usage and active transportation.

The site is suitable for the apartment level density and building form. The scale, massing and height of the proposal generally satisfies the Clarington Official Plan requirements though it is acknowledged that some zoning amendments are required.

Outdoor and indoor amenity spaces are included in the floor plans.

A privacy fence 1.8 M in height will line the south and north property lines abutting existing residential properties. Elsewhere chain link fencing is to be provided as required.

Shadow impact drawings were not prepared by BBA for this project given that the project is only 3 storeys high.
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5.4 Municipality of Clarington Zoning Bylaw 84-63

Summary Review and Analysis

The Clarington Zoning Bylaw 84-63 provides the zoning regulations for the Subject Property.

The current zoning schedule for the Subject Property is “R2”. (See Appendix 15).

The R2 zone permits street townhouse building and street townhouse dwellings subject to specific performance standards.

The R4 zone permits apartments subject to specific performance standards.

The R4 Zone generally requires a front yard of 7.5 M; an interior yard of 7.5 M; and exterior yard of 7.5M; and a rear yard of 7.5M.

Analysis:

The development proposal requires a rezoning of the property to accommodate the residential apartment use, reductions to yard and parking requirements specific to the building proposal.

The proposal includes side yards which are generally buffered by landscaping. The landscape side yards vary given the unique shape of the site. The front yard onto Trulls Road varies from approximately 0.1 to 0.4 M in width. The exterior side yard along Nash Road varies from 1.0 M to 2.4M. The interior side yard along the north property line varies from 9.3M to 28.4 M. The rear property line near Nash Road is a minimum of 17.4 M.

The proposal provides 95 parking spaces of which 73 are provided underground. 22 spaces are provided at surface along with one loading space.

The Municipality of Clarington By-law requires one parking space per bachelor and one bedroom apartments and 1.25 spaces per two bedroom apartments. Visitor parking is required at a rate of 0.25 spaces per unit. Based on the current unit mix of 24 Bachelor units, 68 – One Bedroom Units, and 3 – 2 Bedroom Units the application would require 96 spaces in total. Ten Percent of these units would be

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required. Based on the foregoing the application would be one space short and would require a zoning exception for same.

### 6.0 Urban Design

#### 6.1 Building Details:

The proposed development at 1640, 1644, 1648 Nash Road; & 3010 Trulls Road in Courtice, ON is an attempt to provide residential density through the proposed low rise multi-unit residential building which will offer condominium apartment units. The proposed 95 residential units range from 35.3 to 63.17 sq. metre and consist of bachelor units as well as one and two bedroom units. The three (3) storey building will have a peaked roof and building height of 12.5M to the mid-point of the roof line.

The proposed multi-residential condominium development has been designed to align with elements of the existing local context within the area of Nash and Trulls Road’s, Courtice, which is predominantly single family residential housing. The location and design of the building emphasises the intersection and create an urban streetscape that references a classical row house design. The building location and massing, major architectural elements, and materials used all relate to this community context.

#### 6.2 Siting (Building Location):

The building has been located near the significant intersection of the site; Nash and Trulls. This placement of the building aligns itself with the Municipality Urban Design Polices. The building is adjacent to the lot lines, developing an urban ‘street scape’ along Nash and Trulls. The placement also allows for a buffer space, between the proposed and existing buildings, to accommodate a 45 degree angular plane from the adjacent residential properties. Vehicle access to the site is from Nash Rd, on the west side of the property, providing adequate vehicle distance from the intersection. All visitor parking and servicing is located behind the proposed development, screened from pedestrian and vehicle view.
6.3 Building Massing and Form:

The massing of the proposed development is derived from a combination of context, density and site. The massing creates an ‘urban street scape’ relationship with both roads in keeping with the design of multi-residential buildings throughout the Courtice area. Parking has been located behind the building, emphasizing the residential nature of the development and prioritizing pedestrians.

The site is a proposed combination of 1640, 1644, 1648 Nash Road; & 3010 Trulls Road in Courtice, ON. The building massing has an overall footprint/building area of 2150m² with approximately 31.5% coverage on the combined lots, noted above. The proposed building is a three (3) storey multi residential development with a unit typology of bachelor, one and two bedroom units with a total of 95 residential units. Amenity space(s) are also provided within the development on the ground floor area to the East and North from the Nash and Trulls Intersection.
The form of the building references the existing traditional residential context, of Neo-Georgian/Edwardian architecture. It is designed with traditional fenestration and has a sloped roof that easily fits itself within the residential context. The proposed development also aligns itself with the earlier multi-residential development to the South-East with similar massing, height and form. The height of the proposed development is approximately 12.5m to the mid-point of the sloped roof line, which is approximately a 6/12 roof pitch, giving a strong balance and prominence to the development.

The development’s siting in relation to the street intersection provides a strong urban relationship or ‘gateway development’ that is further signified through the building entrance, canopy, exterior area at the site corner with landscape and adjacent semi-public spaces within the ground floor of the proposed development; lobby, amenity spaces, etc. In addition to the massing above grade, parking for the residents is located below grade, which allows the site to be used with more built-form and useable space with exterior amenity and required buffering spaces from the building mass in relation to the existing context to the North and East.

6.4 Architectural Elements:

The architectural elements incorporated in the proposed three-storey multi-residential development at 1640, 1644, 1648 Nash Road; & 3010 Trulls Road in Courtice, ON, also mirror the existing community. The proposed development uses traditional architectural elements with the sloped roof, fenestration placement and ‘jogged’ plan to break up the building massing, and develop a greater reference to the surrounding context of the neighbourhood in Courtice.

The roof structure is a traditional sloped 6/12 metal roof, visible from the public sides, with a flat roof section to disguise all mechanical service equipment in the middle of the building massing, above. The visible traditional Neo-Georgian/Edwardian roof is also broken up with false dormers to reduce the impact of the major architectural roof elements and follow the projected jogged plan of the building.
Fenestration elements are also a key attribute to the massing and character of the proposed development and create a successful urban scale relationship to the street scape. Through the incorporation of traditionally detailed fenestration with reference to the neo-Victorian/Georgian architecture, the windows and placement contribute to defining the overall massing, while softening the scale of the building form and assisting to breaking up the overall mass. Traditional elements incorporated into the window design include articulated window planes and sills/lintels common of the Neo-Georgian architectural styling of the area.

The plan of the building massing is jogged. This allows the long massing along Nash Rd to read more as a traditional row house street scape. The jogged massing will be further emphasized with material differences and fenestration elements, that will further endorse the ‘urban street’ character.
Canopy and Entrance are the other main architectural elements that contribute to the overall concept. The main entrance to the lobby and public spaces from the street are directly aligned on the north-west corner of the intersection at Trulls and Nash Road. This entry is further signified by a traditional entry canopy elements from the Georgian architectural era that further reinforce the architectural identity and human scale of the project from a pedestrian and vehicular standpoint. These elements are furthered explored at the north entrance, at the vehicular ‘drop-off’ and the less significant egress areas around the building where smaller traditional elements of the same architectural era are used in combination to create a welcoming building in keeping with Courtice’s community.

6.5 Materials:

In addition to massing, form, and architectural elements, the materials palette for the proposed development is a large contributing attribute to the overall architectural character. Predominant materials used as exterior cladding will be a combination of traditional stone veneer masonry and brick veneer masonry.

Although defined colour selections have not been made on this project to date, the overall intent is to use a natural or manufactured stone along the first storey as a strong base element, which will ground the building/development in terms of the traditional architectural form. The colour preliminary selected on this material item will be a natural stone grey-brown, referencing a local Ontario stone context and traditional aesthetic. Above the first storey will be brick veneer masonry, with a traditional blend of colours and range. The blend will consist of brown and red colours that will compliment natural stone base, and further reinforce the existing context and traditional elements within the development.

Additional important material elements are the roofing and window materials. Roofing will be done in a standing seam prefinished metal, with a neutral colour, keeping in line with a traditional material pallet and architectural character of the surrounding area. The window’s sills, lintels, detailed moulding(s) and
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features will also be done in a natural stone veneer material(s) which will keep a string of consistency throughout the project and reference to the existing context.

6.6 Urban Design Conclusion:

With respect to the Urban Design and overall architectural character of the proposed development at 1640, 1644 and 1648 Nash Road as well as 3010 Trulls Road, Courtice, the proposed multi-residential

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condominium development has been designed to align with elements of the existing local context within the local community. The placement of the building at Nash/Trulls Road’s corner, gives a strong and reinforced prominence to the area and an urban/pedestrian scale to the neighbourhood as Courtice develops its main street plan within the Municipality of Clarington. Although the massing differs from the context itself, mainly two-storey and semi-detached residential, the site placement, architectural elements and materials all reference a neo-Georgian/Edwardian architectural style and urban scale. All these aspects of the proposed development align with the existing design principles found in the surrounding context of the area and community.

7.0 Report Summary and Conclusions

The Owners proposal to redevelop these existing residential lots as a three storey condominium apartment building satisfies the policy intent and requirements of the Provincial Policy Statement, the Growth Plan, the Regional Official Plan and the Clarington Official Plan.

The proposed Rezoning Amendment is appropriate in the context of provincial, regional and local planning policy. The proposal represents an appropriate use of lands. Any site plan and urban design issues can be adequately addressed on site through the site plan review process. The proposal for the applicant’s development is supportable, desirable and represents good planning.

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