

Amendment No. 131 to the Clarington Official Plan

Purpose: The purpose of this Amendment is to include the Courtice Waterfront Secondary Plan in the Clarington Official Plan. This Secondary Plan creates a planning framework that will guide the development of a complete community consisting of residential, commercial, and recreation opportunities. The Secondary Plan includes Urban Design and Sustainability Guidelines, which are not an operative part of the Clarington Official Plan.

Location: This Amendment applies to a 101-hectare area between Darlington Provincial Park to the west and Courtice Shores Drive to the east, south of Highway 401. The subject lands are entirely within the Courtice urban area boundary and located at the south and west edge of the Municipality of Clarington.

Basis: In 2018, the Municipality initiated an update to the Clarington Energy Business Park Secondary Plan to identify a renewed vision and updated policy framework.

In 2019, the Secondary Plan area was expanded west to Darlington Provincial Park to include the Courtice Waterfront and renamed the Courtice Waterfront and Energy Park Secondary Plan. The Municipality has long recognized the future value of the waterfront as a public amenity by identifying the location of the Municipal Wide Park in the Clarington Official Plan.

In 2025, following the release of the new Provincial Planning Statement, 2024 and changes to the Planning Act definition of “employment area”, the Secondary Plan boundary was further revised to focus solely on the Courtice Waterfront area. The existing Clarington Energy Business Park Secondary Plan will remain in effect and be updated at a future date.

The Courtice Waterfront Secondary Plan is based on extensive technical study and public engagement. It incorporates recommendations of the Robinson Creek and Tooley Creek Subwatershed Study and has been informed by a Land Use and Urban Design Analysis, a Functional Servicing Report, a Traffic Impact Study, and a Natural Environment Report. Given the proximity of the Darlington Nuclear Station, the Courtice Water Pollution Control Plant and the Durham York Energy Centre, a Land Use Compatibility Study was also completed.

Public and landowner input was received through Public Information Centres and Public Meetings held in December 2019, March 2020, March 2022, June 2022, and May 2025 as well as through Steering Committee Meetings.

Actual

Amendment:

Unless otherwise indicated, in the Amendment, newly added text is shown with underlining, and deleted text is shown with a ~~strike-through~~.

1. Existing Clarington Official Plan, Map A2 Land Use Courtice Urban Area, is amended by redesignating the lands immediately north of the Municipal Wide Park, to Highway 401, from 'Waterfront Greenway' to 'Urban Residential', and from 'Green Space' to 'Gateway Commercial' as shown on Exhibit A attached hereto and forming part of this Amendment.
2. Existing Clarington Official Plan, Map C Secondary Plan Areas, is amended to delineate the Courtice Waterfront as a new and completed Secondary Plan.
3. Existing Part Six, Section 3 "General Policies for Secondary Plans" is hereby amended as follows:

"3. Secondary Plans have been prepared for the following areas:

- a) Bowmanville East Urban Centre;
- b) Bowmanville West Town Centre;
- c) Courtice Main Street;
- d) Newcastle Village Main Central Area;
- e) Port Darlington Neighbourhood;
- f) Bayview (Southwest);
- g) Clarington Energy Business Park;
- h) Brookhill Neighbourhood;
- i) Clarington Technology Business Park;
- j) Foster Northwest;
- k) Southeast Courtice;
- l) Wilmot Creek Neighbourhood; ~~and~~
- m) Courtice Transit-Oriented Community; and
- n) Courtice Waterfront."

4. Existing Part Six, SECONDARY PLANS, is amended by adding the new Courtice Waterfront Secondary Plan shown in **Attachment 1**.

Secondary Plans

Courtice Waterfront Secondary Plan

Municipality of Clarington Official Plan

January 2026

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Schedule C – Roads and Active Transportation Plan

Appendix A – Courtice Waterfront Urban Design and Sustainability Guidelines

Courtice Waterfront Secondary Plan

1 Introduction

The purpose of this Secondary Plan is to establish goals and policies to guide comprehensive development and strategic planning within the Courtice Waterfront. The Secondary Plan will be further implemented through subdivision, zoning and site plan control. The Urban Design and Sustainability Guidelines included in Appendix A support the policies of this Secondary Plan and will also be used to guide development.

The Courtice Waterfront Secondary Plan area is generally bounded by Darlington Provincial Park to the west, Courtice Shores Drive to the east, Darlington Park Road to the north, and Lake Ontario to the south. The Clarington Energy Business Park Secondary Plan and Courtice Water Pollution Control Plant are located immediately east of the Secondary Plan area. The Secondary Plan area is approximately 101 hectares in size.

The Secondary Plan area is envisioned as a residential neighbourhood with visitor-oriented commercial, a new Municipal Wide Park at the waterfront and protected natural features like the Lake Ontario shoreline and Tooley Creek valley lands. The future population for area will be approximately 4,800 residents and approximately 2,500 units. The future number of jobs will be approximately 550.

2 Vision and Principles

The vision, principles and community structure within this section of the Secondary Plan provide the foundation upon which the goals and policies of the Secondary Plan are based.

2.1 Vision

The Courtice Waterfront is a vibrant new community offering residential, recreation and commercial opportunities in Clarington against the backdrops of Lake Ontario and Tooley Creek. The Courtice Waterfront will feature a variety of housing types, including affordable housing, centred on a pedestrian-oriented prominent intersection. Restaurants, shops and potentially a hotel will draw visitors to the area. The Municipal Wide Park, known as the Courtice Waterfront Park, and broader open space system will protect significant natural features, provide public access to and along Lake Ontario, and accommodate a wide range of active and passive recreational and cultural activities year-round.

2.2 Principles

The Courtice Waterfront Secondary Plan is based on the following seven principles.

- 2.2.1 Support a high quality of life for residents of Clarington
- 2.2.2 Conserve, enhance and protect significant natural features
- 2.2.3 Promote environmental sustainability, energy efficiency and resilience
- 2.2.4 Connect the Secondary Plan area to the broader community and region by all modes of travel
- 2.2.5 Create distinct, memorable places that reflect the area's natural and cultural heritage and the community's values
- 2.2.6 Create an accessible, walkable and bikeable community linked to adjacent transportation networks
- 2.2.7 Develop the Courtice Waterfront in an orderly, coordinated and cohesive fashion

3 Community Structure

The Courtice Waterfront Secondary Plan is supported by a community structure comprised of the following, as reflected in Schedule A:

3.1 Environmental Protection Areas and Waterfront Greenways

- 3.1.1 Environmental Protection Areas along the Tooley Creek and Lake Ontario form a key component of a future open space system that will support critical environmental functions, establish the setting for development, and be an amenity for local residents and people from across the Region. Waterfront Greenway lands will be a major component of the open space system, protecting and linking natural areas.

3.2 Courtice Waterfront Park

- 3.2.1 The area will be anchored by a new Municipal Wide Park. The park will be designed to serve the broader Clarington community and local residents and act as a major destination with a range of facilities and access to Lake Ontario.

3.3 Mixed Use Area

- 3.3.1 At the heart of the Courtice Waterfront neighbourhood will be a mix of housing types at varying densities, overlooking the Courtice Waterfront Park and centred at a prominent intersection where commercial uses in mixed-use buildings will give the park a lively edge that draws visitors year-round.

3.4 Medium Density Residential Areas

- 3.4.1 Townhouses and apartment buildings up to six storeys are expected to be dominant forms of housing in the Medium Density Area, blending seamlessly with higher-density forms in the Mixed Use Area.

3.5 Low Density Residential Area

- 3.5.1 Detached, semi-detached and townhouses will provide a transition between taller buildings in the heart of the neighbourhood and Darlington Provincial Park.

3.6 Gateway Commercial Area

- 3.6.1 North of the CN rail corridor are lands suitable for a variety of commercial uses serving local residents, local employees and the travelling public.

3.7 Street Network

- 3.7.1 Collector and key local roads will facilitate movement to and through the area. They will provide the framework for a grid-like network of local roads serving development and supporting walkable places in the Courtice Waterfront.

4 Environment and Energy

4.1 Objectives

- 4.1.1 Minimize adverse impacts from development and human activity on natural heritage and hydrologically sensitive features, and their ecological functions.
- 4.1.2 Implement the recommendations and strategies contained in the Robinson Creek and Tooley Creek Subwatershed Study.
- 4.1.3 Ensure significant natural features are highly visible and contribute to the character of the waterfront.
- 4.1.4 Enhance and strengthen connections between *natural heritage features*, particularly through the creation of new east-west natural heritage connections.
- 4.1.5 Increase the tree canopy throughout the Secondary Plan area.
- 4.1.6 Design buildings, *infrastructure* and the Courtice Waterfront Park to high standards for energy and water conservation and integrate opportunities for renewable energy.
- 4.1.7 Design for a low-carbon community and contribute to a net-zero Clarington by 2050.

4.2 Environmental Protection Areas and Natural Features

- 4.2.1 Environmental Protection Areas, identified in Schedule A, include *natural heritage features, hydrologically sensitive features*, natural hazard lands associated with a watercourse and/or Lake Ontario, headwater drainage features and associated *vegetation protection zones*.
- 4.2.2 There may be additional environmentally sensitive terrestrial features and areas, *natural heritage features, hydrologically sensitive features* and areas, *regulatory flood* plain, and erosion hazards which, due to inadequate

information or the nature of the feature, area or hazard, are not shown on Schedules A or C of this Secondary Plan. These features are also important to the integrity of the *natural heritage system* and/or public safety and may be identified on a site-by-site basis for protection and/or conservation through the review of a *development* applications and their supporting studies, as well as other projects, including work related to new *infrastructure*, roads and servicing.

- 4.2.3 The Environmental Protection Area recognizes the interdependence of *natural heritage features* and their associated functions, and thus seeks to maintain connections among natural features, so that their existing *ecological* and *hydrological functions* are maintained or enhanced.
- 4.2.4 The biodiversity, *ecological function*, and *connectivity* of the Environmental Protection Area shall be protected, maintained, restored and, where possible, improved for the long-term, recognizing *linkages* between *natural heritage features* and areas, surface water features, and *ground water features*.
- 4.2.5 The delineation of the boundary of lands designated as Environmental Protection Area is approximate and shall be detailed through appropriate studies prepared as part of the review of development applications in accordance with the policies of this Secondary Plan and the Official Plan.
- 4.2.6 Where an Environmental Impact Study or other site-specific study required as part of *development* proposals within 120 metres of a *natural heritage feature* or where updated information from the Province or Conservation Authority results in refinements to the boundaries of the *natural heritage feature* or its related *vegetation protection zone*, such refinements shall not require an amendment to the Clarington Official Plan or this Secondary Plan.
- 4.2.7 Access to Environmental Protection Areas and associated areas through the development of public trails will be undertaken in a manner which conserves their *ecological integrity*.
- 4.2.8 All *development* shall adhere to the policies of the Clarington Official Plan as it pertains to the *natural heritage system* in Section 3.4, the Watershed and Subwatershed Plans policies in Section 3.5, the Hazards policies in Section 3.7 and the Environmental Protection Areas policies in Section 14.4.
- 4.2.9 Environmental studies prepared in support of development applications shall address the Robinson Creek and Tooley Creek Subwatershed Study (Subwatershed Study). Such studies may refine on a site-by-site basis the recommendations from the Subwatershed Study.
- 4.2.10 For those properties not assessed for Headwater Drainage Features in the Subwatershed Study or where agricultural fields have gone fallow, Headwater Drainage Feature Assessments may be required prior to any *development* in order to accurately assess *hydrological functions* of these features.
- 4.2.11 The *vegetation protection zone* shall be planted, maintained or restored with self-sustaining, native plant materials, in keeping with the Environmental Impact Study recommendations.

- 4.2.12 The preservation of mature trees within and outside of the Environmental Protection Area designation is strongly encouraged in order to fully derive benefits relating to microclimate, *wildlife habitats*, hydrology and scenic quality.
- 4.2.13 During *development*, mitigation measures shall be utilized to protect features in Environmental Protection Areas, such as tree protection fencing, silt fence/sedimentation control, dust control, and protection of soil moisture regime.
- 4.2.14 Through *development*, the planting of new trees shall be required in public spaces and encouraged in private spaces to fully derive benefits relating to microclimate, *wildlife habitats*, hydrology and scenic quality. New trees shall be non-invasive, tolerant of expected conditions and of the largest size and maturity that the planting location permits. New tree planting zones shall contain sufficient soil volume to support the healthy growth of trees to maturity.
- 4.2.15 Where trees, shrubs and/or *natural heritage features* are destroyed or harvested pre-maturely prior to Municipal approval, compensation should occur on site and will be calculated at a 3:1 ratio.
- 4.2.16 The Municipality may require Environmental Protection Areas to be conveyed to a public authority, where appropriate, as part of the development approval process at nominal or no cost to the receiving public authority. Conveyance of lands designated Environmental Protection Area and associated *vegetation protection zones* shall not be considered as contributions towards the parkland dedication requirements under the Planning Act.

4.3 Green Development

- 4.3.1 All *development* shall be encouraged to meet high standards for energy efficiency and sustainability in building design and construction. The use of energy efficient lighting and appliances, passive building standards and high-performance building envelopes shall be encouraged to reduce the amount of energy required to heat and cool buildings.
- 4.3.2 All *development* shall be encouraged to incorporate energy and water conservation measures, including consideration for renewable and/or alternative energy systems, such as solar panels. Individual buildings shall be encouraged to accommodate solar panels, a green roof or high albedo surfaces, or a combination of these.
- 4.3.3 Landscape design should maximize infiltration through “soft” landscape features and include hardy, native plantings and trees that provide shade.
- 4.3.4 All *development* will be encouraged to meet high standards for the use of Low Impact Development strategies and minimize impermeable surfaces, to aid in stormwater infiltration.

- 4.3.5 Should the Municipality or other public entity initiate a district energy system for the Secondary Plan area, development shall be encouraged to utilize the system and may be required to be District Energy-ready.

5 Land Use and Built Form

5.1 Objectives

- 5.1.1 Accommodate a diverse population and employment base of approximately 4,800 residents and approximately 550 jobs.
- 5.1.2 Establish the Courtice Waterfront as a tourist destination that supports recreation needs for residents from across Clarington.
- 5.1.3 Achieve a mix of residential, commercial and public uses that attracts visitors year-round.
- 5.1.4 Ensure development contributes to a public realm of streets, *parks* and other open spaces that is inviting, comfortable and safe for residents and visitors.
- 5.1.5 Ensure residents have convenient access to commercial amenities and community facilities by all modes of travel.
- 5.1.6 Ensure compatibility among land uses and building types.
- 5.1.7 Create opportunities for medium density, compact development that supports efficient use of infrastructure.

5.2 General Policies

- 5.2.1 Schedule A identifies the land use designations for the Secondary Plan area, and Schedule B identifies minimum and maximum heights in storeys.
- 5.2.2 The following land use designations apply within the Secondary Plan area:
- a) Low Density Residential
 - b) Medium Density Residential
 - c) Mixed Use Area
 - d) Gateway Commercial
 - e) Environmental Protection Area
 - f) Waterfront Greenway
- 5.2.3 Drive-throughs are not permitted in any land use designation.

5.3 Low Density Residential

Planned Function

- 5.3.1 The predominant use of lands designated Low Density Residential shall be for low-rise housing that provides a transition between higher density housing and Darlington Provincial Park.

Permitted Uses

5.3.2 The following uses are permitted within this designation:

- a) Residential

Building Types

5.3.3 Permitted building types within this designation include:

- a) Detached dwellings;
- b) Semi-detached dwellings; and
- c) Street townhouses.

5.3.4 Detached and semi-detached *dwelling units* shall account for a minimum of 80 percent of the total number of units in the Low Density Residential designation, with units in other building types accounting for the remainder.

Heights and Densities

5.3.5 The maximum height shall be 3 storeys.

5.3.6 *Development* on lands designated Low Density Residential shall have an overall minimum density of 25 units per net hectare.

5.3.7 Private streets and private rear lanes are not permitted within the Low Density Residential designation.

5.4 Medium Density Residential

Planned Function

5.4.1 The predominant use of lands designated Medium Density Residential shall be for housing that provides a transition between low-rise development and higher mixed use development.

Permitted Uses

5.4.2 The following uses are permitted within this designation:

- a) Residential
- b) Other uses, including small scale service and neighbourhood retail commercial uses, which are supportive of and compatible with residential uses, are also permitted in accordance with Clarington Official Plan Policies 9.3.1, 9.3.2, and 9.3.3.

Building Types

5.4.3 Permitted building types within this designation include:

- a) All forms of townhouses; and,
- b) Apartment buildings.

Heights and Density

- 5.4.4 The minimum height shall be 3 storeys. The maximum height shall be 4 or 6 storeys, in accordance with Schedule B.
- 5.4.5 *Development* on lands designated Medium Density Residential shall have a minimum density of 50 units per net hectare.

5.5 Mixed Use Area

Planned Function

- 5.5.1 The Mixed Use Area is intended to be a predominantly residential area with a mix of housing types and varying building heights, and the area will also accommodate commercial amenities for waterfront residents, visitors and employees in the Clarington Energy Business Park. It also may accommodate standalone commercial uses that support the Courtice Waterfront.

Permitted Uses

- 5.5.2 The following uses are permitted within this designation:
- a) Residential;
 - b) Retail and service commercial uses; and
 - c) Institutional uses, including but not limited to public schools, community centres, cultural facilities, libraries, day cares, and places of worship.
- 5.5.3 In addition, the following destination-oriented commercial uses are also permitted within a *mixed use* or standalone building fronting Streets A, C, or D as delineated on Schedule A:
- a) Hotel;
 - b) Conference centre and banquet hall;
 - c) Winery, cidery, or brewery;
 - d) Museum;
 - e) Restaurant or retail establishments associated with one or more of the above uses; and
 - f) Other destination-oriented commercial uses compatible with surrounding development, subject to a site-specific zoning by-law amendment.
- 5.5.4 In the area identified with the “Commercial Uses Required” overlay on Schedule A, *mixed use buildings* with one or more of the above commercial uses on the ground floor, or standalone commercial uses, shall be required.

Building Types

- 5.5.5 The permitted building types within this designation include:
- a) All forms of townhouses;
 - b) Apartment buildings;

- c) Mixed use buildings with commercial uses and other active uses located on the ground floor and residential *dwelling units* on upper floors; and
- d) Commercial buildings.

Heights and Density

- 5.5.6 The minimum height shall be 3 or 4 storeys, in accordance with Schedule B.
- 5.5.7 Notwithstanding policy 5.5.6, buildings with destination-oriented commercial uses described in policy 5.5.3 may be one storey but shall have a minimum height of 7.5 metres. Buildings with destination-oriented institutional uses, such as a theatre or community centre, may also be one storey but shall have a minimum height of 7.5 metres, subject to a Zoning By-law amendment,
- 5.5.8 The maximum height shall be 6 storeys, in accordance with Schedule B.
- 5.5.9 Heights above 6 storeys, to a maximum of 15 storeys, may be permitted in the locations identified on Schedule B subject to completing the following studies or assessments to the satisfaction of the Municipality:
 - a) Land Use Compatibility Study to assess the potential adverse impact of existing and planned industrial and utility uses in the surrounding area and identify feasible measures to mitigate any impacts;
 - b) Transportation assessment to confirm the additional height and density can be supported by the planned transportation capacity of the Secondary Plan;
 - c) Servicing assessment to demonstrate the additional height and density can be supported by the planned servicing capacity of the Secondary Plan; and
 - d) Housing assessment to monitor and encourage the implementation of a diverse and affordable housing stock.
- 5.5.10 *Development* on lands designated Mixed Use Area shall have a minimum density of 70 units per net hectare.

5.6 Gateway Commercial

Planned Function

- 5.6.1 The planned function of the Gateway Commercial is to provide retail and service commercial uses aimed at people travelling to the Courtice Waterfront.

Permitted Uses

- 5.6.2 The following uses are permitted within the Gateway Commercial designation:
 - a) Retail and service commercial uses;
 - b) Restaurants;
 - c) Financial institutions; and

- d) Service stations.

Heights

- 5.6.3 The maximum height shall be 4 storeys.

5.7 Environmental Protection Area

Planned Function

- 5.7.1 Lands designated Environmental Protection Area include *natural heritage features*, *hydrologically sensitive features*, lands within the *regulatory flood* plain of a watercourse, headwater drainage features and natural hazard lands. These lands contribute to the Municipality's *Natural Heritage System* and are intended to be protected. The planned function of these areas is to preserve *natural heritage features* and their ecological functions, maintain *hydrologically sensitive features*, and prevent development within *regulatory flood plains* and natural hazard lands to reduce risk to life and property.

Permitted Uses

- 5.7.2 No development shall be permitted in Environmental Protection Areas, except in accordance with Section 14.4 of the Clarington Official Plan.

5.8 Waterfront Greenway

Planned Function

- 5.8.1 The lands designated Waterfront Greenway are intended to protect and regenerate the physical, natural and cultural attributes associated with the Lake Ontario Waterfront.

Permitted Uses

- 5.8.2 The predominant use of land within the Waterfront Greenway shall be *low intensity recreation* uses and conservation.
- 5.8.3 Lands designated Waterfront Greenway shall be subject to the provisions of Section 14.3 and 14.8 of the Official Plan.

5.9 Environmental Constraints Overlay

- 5.9.1 The areas with an Environmental Constraints Overlay as shown on Schedule A have been identified as containing features consistent with Environmental Protection Areas designation. The underlying designation shall not apply until the limits of the Environmental Protection Area has been confirmed to the satisfaction of the Municipality in consultation with the Central Lake Ontario Conservation Authority and in accordance with the policies in this Section.
- 5.9.2 The presence and precise delineation of the *natural heritage features* and *hydrologically sensitive features* shall be determined through an Environmental Impact Study and a Flood Plain Analysis prepared as part of the review of development applications in accordance with the policies of this Secondary Plan and the Official Plan.

- 5.9.3 If the Environmental Impact Study and Flood Plain Analysis establishes that *development* can proceed, then the underlying designation shall apply over those lands without the requirement for an amendment to this Plan. Further, it may be determined that only a portion of the lands within the Environmental Constraints Overlay may be suitable for *development*.
- 5.9.4 If the Environmental Impact Study and Flood Plain Analysis determines that *development* may not proceed, the permissions in the underlying designation shall not apply and lands will be considered to be designated Environmental Protection Area and will be zoned accordingly.

6 Urban Design

6.1 Objectives

- 6.1.1 Encourage a high quality and consistent level of urban design for the public and private realms through adherence to the principles, policies, and requirements of this Secondary Plan and in accordance with the Urban Design and Sustainability Guidelines.
- 6.1.2 Design spaces that are accessible for people of all ages and abilities.
- 6.1.3 Ensure compatibility between developments of varying scales and forms.
- 6.1.4 Support Darlington Provincial Park's recreational amenities by mitigating potential adverse impacts from development.

6.2 General Policies

- 6.2.1 The Urban Design and Sustainability Guidelines appended to this Plan as Appendix A shall be used as guidance in the interpretation and implementation of this Secondary Plan's policies.
- 6.2.2 *Development* shall contribute to the creation of a high quality public realm which is safe, comfortable, visually-pleasing and animated, supports *active transportation* and community life, and contributes to the distinct character of the Courtice Waterfront.
- 6.2.3 Buildings on corner lots shall have articulated facades facing both streets.
- 6.2.4 Loading and service areas shall generally be located at the rear of the building, and enclosed loading and servicing areas shall be encouraged.
- 6.2.5 Garbage and recycling facilities shall be integrated within a building envelope, where applicable.
- 6.2.6 Where loading and servicing is visible at the rear or side of a building, it shall be screened.
- 6.2.7 Driveways shall be minimized and shared driveways shall be encouraged, where appropriate.

- 6.2.8 Mechanical and electrical equipment on the roof of an apartment building and industrial building should be screened with durable materials integrated with the design of the building.
- 6.2.9 Garbage and recycling storage for stacked townhouses shall be screened from public view and located within a shared rear lane where a rear lane is provided.

6.3 Low Density Residential Policies

- 6.3.1 The following urban design policies apply to lands designated Low Density Residential:
 - a) Grade-related *dwelling units*, excluding *additional dwelling units*, shall have their main entrance visible and accessible from the sidewalk;
 - b) Front single garages and double garages with living space directly above them may extend partially beyond the front wall of the house, but this condition shall not dominate the length of the block;
 - c) Front and exterior side yard porches shall be encouraged;
 - d) *Development* adjacent to Darlington Provincial Park shall minimize lighting and overlook impacts on the park; and,
 - e) The interface of Darlington Provincial Park with residential lots shall consist of wooden fencing at least 1.8 metres in height. Gates into the adjacent Provincial Park are not permitted.
 - f) Where the Low Density Residential Area abuts the future Courtice Waterfront Park, development shall be oriented to a north-south Local Road and have a fenced side yard and rear yard adjacent to the park.

6.4 Medium Density Residential Policies

- 6.4.1 The following urban design policies apply to lands designated as Medium Density Residential:
 - a) Ground-floor units in apartment buildings shall have their entrances facing the street or a landscaped yard;
 - b) Underground parking for apartment buildings is strongly encouraged; and
 - c) Parking is generally not permitted in the front or exterior side yard of buildings.

6.5 Mixed Use Area Policies

- 6.5.1 To ensure *development* in lands designated as Mixed Use Area appropriately addresses public streets, supports an active public realm, and relates well to the existing and planned context, the following policies shall apply:
 - a) *Mixed use buildings* with ground floor commercial uses and standalone commercial buildings fronting Streets A, C or D, as identified on Schedule A, shall be built close to the front property line to help frame the street, with generally a minimum setback of 1.5 metres and a maximum setback of 3 metres;

- b) Access from sidewalks, other pedestrian facilities, and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade, and shall be accessible and barrier free;
- c) Ground floors containing commercial uses shall generally have a minimum height of 4.5 metres;
- d) Long buildings, generally those over 40 metres in length, shall break up the visual impact of their mass with vertical recesses or other architectural articulation and/or changes in material;
- e) Buildings taller than 4 storeys shall provide built form transitions to low-rise development on adjacent properties through the stepping of heights or separation distances.
- f) Buildings over 4 storeys along Street A north of Street D shall incorporate stepbacks to reduce their perceived mass and contribute to a comfortable pedestrian realm, with stepbacks of at least 1.5 metres occurring at the fifth storey. Buildings of 5-6 storeys fronting Street A or D adjacent to the Courtice Waterfront Park do not require stepbacks. Buildings greater than 6 storeys facing the park shall incorporate stepbacks of at least 1.5 metres at the seventh storey;
- g) The use of high-quality, enduring materials, such as stone, brick and glass, shall be strongly encouraged;
- h) Front patios for ground-floor residential units should be raised to provide for privacy and a transition between the public and private realms; and
- i) Parking shall be located in underground or above-ground structures or surface parking lots at the rear of the building. Above-grade structured parking adjacent to a public street(s) shall be lined with commercial and/or residential uses with direct access to the public street(s).

6.6 Prominent Intersection

- 6.6.1 As per Policy 5.4.10 of the Clarington Official Plan, the Prominent Intersection identified on Schedule A shall serve as a community focal point, and shall facilitate public spaces, café and restaurant patios, street trees/planters, and street furniture.

7 Housing

7.1 Objectives

- 7.1.1 Provide for a variety of housing forms, sizes and tenures that allow households of various sizes and incomes to find a home within the Courtice Waterfront.
- 7.1.2 Encourage the provision of *affordable* housing and rental housing.

- 7.1.3 Foster aging in place by encouraging a range of housing that can meet the needs of residents during all phases of life.

7.2 Policies

- 7.2.1 A variety of housing forms, sizes and tenures shall be provided in the Courtice Waterfront to meet the needs of a diverse population and households of various sizes, incomes and age compositions. This housing mix is encouraged to include purpose-built rental and seniors housing.
- 7.2.2 To support the Municipality's *affordable* housing objectives, *development* shall include a variety of housing sizes and types.
- 7.2.3 *Affordable* housing, including community housing, supportive housing and other types of subsidized non-market housing units, are encouraged to be integrated within the Courtice Waterfront neighbourhood and combined in *developments* that also provide market housing to provide opportunities for a range of housing tenures and prices that support diversity.
- 7.2.4 New *affordable* housing and purpose-built rental housing should incorporate barrier-free, universal or flex design features in both common and living areas.
- 7.2.5 The Municipality will collaborate with the Region of Durham and community housing providers to encourage a supply of subsidized non-market housing units to be included within the housing mix in the Secondary Plan area.
- 7.2.6 To support the provision of *affordable* housing units, the Municipality will explore other potential incentives such as reduced application fees, grants and loans. The Municipality will also encourage Durham Region, the Provincial government and Federal government to consider financial incentives for *affordable* housing.
- 7.2.7 As an incentive for the provision of *affordable* housing, as defined in Section 24.2 of the Clarington Official Plan, reductions in the minimum parking requirement under the Zoning By-law may be considered by the Municipality on a site-by-site basis where housing that is *affordable* is provided as part of a *development* proposal.
- 7.2.8 A range of unit sizes are encouraged within apartment and multi-unit buildings, including those suitable for single people, and larger households and families.
- 7.2.9 In Low Density and Medium Density Residential, *development* is encouraged to include *additional dwelling units*.
- 7.2.10 The Municipality will fast track the approval of *development* applications that include *affordable* housing units.

8 Parks and Community Facilities

8.1 Objectives

- 8.1.1 Create a public realm of streets, parks and other open spaces that is inviting, comfortable and safe.
- 8.1.2 Establish a Municipal Wide Park at the waterfront that serves residents of all ages and abilities from across Clarington and attracts visitors from the Region with a range of facilities and access to Lake Ontario.
- 8.1.3 Design the Courtice Waterfront Park with a range of facilities and experiences that supports year-round use.
- 8.1.4 Use Environmental Protection Areas, naturalized stormwater management facilities and other public open spaces to enhance the character of, and connectivity within, the parks and open space network, where appropriate.
- 8.1.5 Integrate public art into the design of parks, streets and other public spaces.

8.2 General Policies

- 8.2.1 The parks and open space system, as a whole, shall provide a variety of opportunities for passive and active *recreation* and be comprised of well-designed spaces that contribute to the area's identity and environmental functions.
- 8.2.2 Parkland dedication shall be done in accordance with the Planning Act.
- 8.2.3 Environmental Protection Areas, associated *vegetation protection zones*, and stormwater management areas shall not be conveyed to satisfy parkland dedication requirements under the Planning Act.

8.3 Municipal Wide Park

- 8.3.1 A Municipal Wide Park, known as the Courtice Waterfront Park, is planned for the Secondary Plan area, as identified on Schedules A and C. The Courtice Waterfront Park, including Environmental Protection Area lands along the Lake Ontario shoreline, shall be a minimum of 16 hectares and programmed with a variety of amenities and community *recreation* facilities intended to serve residents from across Clarington.
- 8.3.2 Development of the Municipal Wide Park and adjacent Environmental Protection Area lands and shall consider a range of opportunities, which may include, but not limited to the following:
 - a) Realignment of the Waterfront Trail through the park;
 - b) Accessible viewing platforms;
 - c) Stairs or ramps to the beach, sensitively and safely integrated with natural features;
 - d) Safety and environmental protection measures along the top of the bluff;

- e) Measures to protect and maintain access to the shoreline;
- f) Places and facilities to support the launching of kayaks, canoes and paddle boards;
- g) A playground and a splash pad;
- h) Active recreation facilities, such as outdoor sport courts
- i) Winter recreation facilities;
- j) Picnic areas and shelters;
- k) Areas for naturalized landscaping;
- l) Interpretive signage;
- m) An outdoor cultural venue, such as a bandshell or amphitheatre;
- n) Potential locations for public art installations;
- o) Lawn space for informal games;
- p) Locations for seasonal food vendors and equipment rentals;
- q) Public washroom facilities;
- r) Vehicle and bike parking; and
- s) Transit stops and bike share stations.

8.3.3 Development of the Municipal Wide Park shall address the priorities and recommendations of the Parks, Recreation and Culture Master Plan and the Clarington Waterfront Strategy.

8.3.4 The predominant use of lands within the Municipal Wide Park shall be *low intensity recreation uses, major recreation uses, and cultural uses*.

8.3.5 In addition, small-scale, seasonal commercial uses, such as food vendors, may be permitted.

8.3.6 As shown on Schedules A and C, the Courtice Waterfront Park shall be bordered by public streets, Environmental Protection Areas, the Waterfront Greenway, Darlington Provincial Park, and other natural heritage areas. As per Policy 6.3.1 f), development in the Low Density Residential Area where it abuts the park shall flank the park with a fenced side yard and rear yard. Development shall not back onto the park.

8.3.7 Schedule A also identifies a Municipal Wide Park west of Courtice Shores Drive and north of Street A. The Municipality may pursue development of a park in this location as an additional public amenity and to manage public access to adjacent Environmental Protection Areas. The park shall be designed primarily for passive enjoyment, with trails and seating. Parking to serve users of the park as well as the Waterfront Park may also be accommodated.

9 Community Culture and Heritage

9.1 Objectives

- 9.1.1 Conserve and adaptively reuse built heritage resources and *cultural heritage landscapes*.
- 9.1.2 Assess, recover and protect *archaeological resources*.
- 9.1.3 Integrate public art in the design of the Courtice Waterfront Park and broader public realm.

9.2 Policies

- 9.2.1 The conservation and enhancement of significant *cultural heritage resources* shall be consistent with the policies of the Clarington Official Plan and all relevant Provincial legislation and policy directives.
- 9.2.2 The Municipality will determine if a Cultural Heritage Evaluation Report is required prior to *development* on or *adjacent* to any properties that are identified on Clarington's *Cultural Heritage Resource List*, and any properties that have been identified as having potential cultural heritage value or interest.
- 9.2.3 A Heritage Impact Assessment shall be conducted prior to *development* on or *adjacent* to properties that are designated under Part IV of the Ontario Heritage Act, or properties for which a Cultural Heritage Evaluation Report has been conducted and determined that the properties meet the criteria for cultural heritage value or interest as prescribed in O. Reg. 9/06, as amended, or any successors thereto.
- 9.2.4 Cultural Heritage Evaluation Reports and Heritage Impact Assessments shall consider and provide strategies for the conservation and protection of *cultural heritage resources*.
- 9.2.5 Public art and/or other interpretive features recalling the area's cultural heritage shall be integrated into the design of public open spaces within the neighbourhood.

10 Transportation

10.1 Objectives

- 10.1.1 Provide a *multi-modal transportation* network that encourages walking, cycling and public transit use while accommodating cars and trucks efficiently.
- 10.1.2 Establish new and improved road and *active transportation* connections between the areas of Courtice to the north and east and within the Secondary Plan. New and improved connections will include CN rail corridor crossings.

- 10.1.3 Plan for a direct connection for pedestrians and cyclists between the Courtice GO Station and the waterfront to the satisfaction of CN Rail and the Ministry of Transportation.
- 10.1.4 Establish an interconnected network of trails and other *active transportation* facilities throughout the Secondary Plan area, linked to the broader municipal network and the Waterfront Trail.
- 10.1.5 Establish inviting, comfortable transit stops and ensure the road network facilitates the use of public transit, walking and cycling to reduce greenhouse gas emissions.
- 10.1.6 Provide safe access to the Lake Ontario shoreline and protect views and vistas to the lake.

10.2 General Policies

- 10.2.1 Schedule C identifies the road classification and *active transportation* facilities network planned for the area. The transportation policies contained in Section 19 of the Clarington Official Plan and the policies of this Secondary Plan shall apply to the transportation network.
- 10.2.2 *Development* shall be structured around an interconnected and grid-like network of streets that facilitate direct pedestrian, cyclist and vehicular movement throughout the Secondary Plan area.
- 10.2.3 *Development* will be structured to provide a pedestrian-oriented community by integrating pedestrian linkages and multi-use pathways to supplement the grid-like network of streets.
- 10.2.4 Wherever possible, future streets shall be aligned and designed to maintain and enhance views of the Courtice Waterfront Park and Lake Ontario.
- 10.2.5 An environmental assessment (EA) shall be initiated to evaluate options for future rail crossings. The EA will consider the approximate locations identified on Schedule A and design variations (for example, at-grade improvements, a bridge, a tunnel).
- 10.2.6 Until the necessary rail crossing(s) is in operation, development will require a Transportation Impact Study that demonstrates the current road capacity and existing rail crossings provide adequate safety and access, to the satisfaction of the Municipality.
- 10.2.7 Where the length of a block exceeds 250 metres, a landscaped mid-block pedestrian connection may be required to enhance the pedestrian permeability of the area, the efficiency and variety of pedestrian routes, and access to transit. Mid-block pedestrian connections should have a minimum width that accommodates a multi-use path with landscaping on both sides to provide a buffer to any adjacent private spaces.
- 10.2.8 On-street parking will be encouraged at appropriate locations on all Key Local Roads and other Local Roads to provide for anticipated parking needs.

- 10.2.9 The Municipality, the Regional Municipality of Durham, and Metrolinx will work cooperatively to develop a long-term public transit strategy for the Courtice Waterfront.
- 10.2.10 The design of roads shall be based on a complete streets approach, in accordance with the transportation master plans, standards and guidelines of the Municipality of Clarington and Region of Durham, with further guidance provided in the Urban Design and Sustainability Guidelines (Appendix A to this Secondary Plan).
- 10.2.11 Darlington Park Road shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan.
- 10.2.12 All Roads shall be designed with the following lighting design standards:
- a) Appropriate lighting is to be provided to contribute to the safe function of the roadway as well as the safe and appropriate lighting of the pedestrian realm; and
 - b) Lighting shall be downcast to reduce light pollution.

10.3 Collector Roads

- 10.3.1 Collector Roads shall be designed with a right-of-way width of 23 metres and in accordance with the road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan and include the following design standards:
- a) Boulevards with a minimum width of 5 metres shall be provided on both sides of the street to accommodate a sidewalk or multi-use path and a planting and furnishing zone with space for street trees on both sides of the street;
 - b) On-street parking may be accommodated on either side of the right-of-way within lay-by spaces that alternate with the planting and furnishing zone; and
 - c) The roadway of Collector Roads generally shall accommodate two travel lanes, a centre turning lane where required, and cycling facilities, except where a multi-use path in an adjacent open space and aligned with the road provides a convenient alternative. Lane widths shall be sufficient to accommodate public transit and/or shuttle buses.

10.4 Key Local Roads

- 10.4.1 Key Local Roads identified on Schedule C are intended to have a special character based on their prominence, adjacent land uses and importance for circulation within the Secondary Plan area. The precise location of new Key Local Roads shall be determined through Plans of Subdivision.
- 10.4.2 Key Local Roads shall have a right-of-way width of 20 metres and shall contain sidewalks and a planting and furnishing zone on both sides to enhance the tree canopy and reinforce the Secondary Plan area's pedestrian network and green

character. Sidewalks shall be separated from travel lanes by the planting and furnishing zone.

- 10.4.3 Key Local Roads shall be designed in accordance with the Local Road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan.

10.5 Special Local Road

- 10.5.1 Street D is intended to be a unique and flexible public right-of-way that complements the Courtice Waterfront Park on one side and future land uses on the north side. It shall be designed to function at times as a car-free promenade for pedestrians and cyclists and as a shared street with vehicular access at other times.
- 10.5.2 The alignment of Street D may vary from the conceptual alignment shown in Schedules A, B and C without amendment to this plan, provided the street fully abuts the Courtice Waterfront Park and does not reduce the planned minimum size of the park.
- 10.5.3 Street D shall be designed in conjunction with the Courtice Waterfront Park on the south side and private development on the north side. It shall have a minimum right-of-way width of 15 metres and accommodate the following, to the satisfaction of the Municipality:
- a) A dedicated pedestrian zone on the north side, which may differ in materiality from the right-of-way to clearly articulate a pedestrian priority area;
 - b) A roadway/promenade with rolled curbs that may include other traffic calming measures such as bollards, road curvature and interlocking paving;
 - c) A landscaped “flex zone” on the south side to accommodate food trucks, other vendors and street furniture intended to enhance the waterfront experience for residents and visitors.

10.6 Local Roads

- 10.6.1 Local Roads shall generally be designed in accordance with the requirements set out in Appendix C, Table C-2 of the Clarington Official Plan and include the following design standards:
- a) On-street parking shall be accommodated on either side of the right-of-way;
 - b) Sidewalks are encouraged to be provided on both sides of Local Roads; and
 - c) A planting and furnishing zone with street trees shall be provided on both sides of Local Roads.

10.7 Rear Lanes

- 10.7.1 Rear lanes are encouraged to support safe and attractive streets by eliminating the need for driveways and street-facing garages.

- 10.7.2 Rear lanes can provide alternative pedestrian routes through a community and shall provide a safe environment for pedestrian and vehicle travel.
- 10.7.3 Public *utilities* may be located within public rear lanes subject to functional and design standards established by the Municipality.
- 10.7.4 All rear lanes shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 and include the following design standards:
- a) Rear lanes shall allow two-way travel and incorporate a setback on either side of the right-of-way to the adjacent garage/building wall;
 - b) Rear lanes shall provide a minimum pavement width of 6.5 metres; provide access for service and maintenance vehicles for required uses as deemed necessary by the Municipality and may include enhanced rear lane widths and turning radii to accommodate municipal vehicles including access for snowplows, garbage trucks and emergency vehicles where required;
 - c) Rear lanes shall be clear of overhead obstruction and shall be free from overhanging balconies, trees and other encroachments;
 - d) Rear lanes shall intersect with public roads;
 - e) No municipal services, except for local storm sewers, shall be allowed, unless otherwise accepted by the Municipality;
 - f) No Region of Durham *infrastructure* shall be permitted;
 - g) Rear lanes shall be graded to channelize snow-melt and runoff;
 - h) The design rear lanes shall incorporate appropriate elements of low impact design including permeable paving where sufficient drainage exists; and
 - i) Access for waste collection and emergency service vehicles is to be accommodated.

10.8 Active Transportation

- 10.8.1 A conceptual active transportation network as shown on Schedule C has been designed to connect the Secondary Plan area to the Great Lakes Waterfront trail, Lake Ontario shoreline and the Tooley Creek lands, while protecting and enhancing the natural features and functions of these areas.
- 10.8.2 The active transportation network may include pathways, pedestrian bridges, lookouts and seating areas, to the satisfaction of the Municipality. Trails identified on Schedule C shall be assessed as part of an Environmental Impact Study undertaken on *adjacent* lands, including but not limited to the Courtice Waterfront Park.
- 10.8.3 All *development* shall provide for the implementation of the active transportation network in accordance with the conceptual location of facilities

identified on Schedule C. In addition to sidewalks, dedicated cycling facilities and multi-use paths, the network will include Primary and Secondary Trails as defined in Section 18.4 of the Clarington Official Plan. The precise location, type and design of trails shall consider:

- a) Trail design and type will minimize environmental impacts and be designed to accommodate a range of users and abilities.
- b) Trails will be directed outside of natural areas where possible or to the outer edge of *vegetation protection zones*.
- c) Trails located adjacent to natural features and stormwater management facilities should incorporate interpretive signage at various locations to promote understanding and stewardship of the features and functions of the natural environment.

10.8.4 Proposed trails in or adjacent to Environmental Protection Areas shall be subject to Environmental Impact Studies.

10.8.5 A Pedestrian Crossing is shown conceptually on Schedules A and C. The Pedestrian Crossing is essential to providing active transportation access and connectivity to the Secondary Plan. It will enhance pedestrian and cyclist connectivity within the Secondary Plan area and provide access to the areas of Courtice to the north, including the Courtice GO Station. The location and feasibility of the Pedestrian Crossing will be determined through a future feasibility study initiated by the Municipality.

10.9 Site Access and Parking

10.9.1 Individual site access for residential uses from a Collector Road generally shall not be permitted. Rear Lanes or Local Roads shall be the preferred option for accessing development sites. Reverse frontage *development* is not permitted within the Secondary Plan area.

10.9.2 Parking regulations shall be provided in the Zoning By-law. The Municipality may modify the parking requirements subject to a parking study and site-specific zoning amendment. The Municipality shall encourage development not to exceed the minimum parking requirements in the Zoning By-law.

11 Servicing

11.1 Objectives

11.1.1 Ensure the Secondary Plan area is developed on the basis of full municipal sanitary sewer, storm sewer and water services.

11.1.2 Integrate stormwater management with the open space system while minimizing impacts on the natural environment.

11.1.3 Design buildings, *infrastructure* and all open spaces to mitigate the impacts of severe storms, and flooding.

11.2 General Policies

- 11.2.1 *Utilities* shall be located below grade in the street right-of way, or in easements, where required. For ease of access and maintenance, shared *utility* trenches are encouraged.
- 11.2.2 Telecommunications/communications *utilities*, electrical stations or sub-stations, mail boxes or super mail boxes and similar facilities should be incorporated and built into architectural or landscaping features, rather than being freestanding, wherever possible. They should be compatible with the appearance of adjacent uses and include anti-graffiti measures.
- 11.2.3 Building *utilities*, including but not limited to gas lines/metres and hydro boxes, shall be located at the rear or interior side of a building, and shall be integrated into the building or visually screened.

11.3 Stormwater Management

- 11.3.1 *Stormwater management ponds* and their associated open spaces shall generally be located in accordance with Schedules A and C of this Secondary Plan.
- 11.3.2 Stormwater management facilities, such as ponds and Low Impact Development features, shall be incorporated in the Secondary Plan area to mitigate the impacts of *development* on water quality and quantity, consistent with the Robinson Creek and Tooley Creek Subwatershed Study and the policies of Section 20 of the Clarington Official Plan. Such facilities shall not be located within *natural heritage features* but may be permitted within the outer limits of the *vegetation protection zone* provided the intent of the *vegetation protection zone* is maintained and it is supported by an Environmental Impact Study.
- 11.3.3 The precise siting of stormwater management facilities shall make use of natural drainage patterns to minimize the risk of flooding. Stormwater management facilities will not drain lands located in another *subwatershed*.
- 11.3.4 Stormwater management facilities shall include the installation of naturalized landscaping and accommodate trails and seating areas, where appropriate.
- 11.3.5 Proposed stormwater management quality, quantity, erosion control and water balance for ground water and natural systems may be assessed during the *development* approval process to determine the impact on the *natural heritage system* and environmental features.
- 11.3.6 The submission of the following plans and reports shall be required to determine the impact of stormwater quality/quantity, erosion and water balance of the proposed *development*. All reports shall be prepared in accordance with the Robinson Creek and Tooley Creek Subwatershed Study, including:
- a) Stormwater Management Report and Plan;

- b) Erosion and Sediment Control Plan;
 - c) Servicing Plans;
 - d) Grading Plans;
 - e) Geotechnical reports;
 - f) Hydrogeologic reports; and
 - g) Other technical reports as deemed necessary.
- 11.3.7 The Stormwater Management Report and Plan identified in Policy 11.3.6 shall explore and consider the feasibility of and opportunities to implement such Low Impact Development measures as:
- a) Permeable hardscaping;
 - b) Bioretention areas;
 - c) Exfiltration systems;
 - d) Bioswales and infiltration trenches;
 - e) Third pipe systems;
 - f) Vegetation filter strips;
 - g) Green roofs (multi-unit buildings);
 - h) Rainwater harvesting; and
 - i) Other potential measures.
- 11.3.8 Stormwater management plans shall demonstrate how the water balance target set in the Robinson Creek and Tooley Creek Subwatershed Study is achieved.
- 11.3.9 Stormwater management for all *development* shall be undertaken on a volume control basis and shall demonstrate the maintenance of recharge rates, flow paths and water quality to the greatest extent possible. Peak flow control and the maintenance of *pre-development* water balance shall be demonstrated.
- 11.3.10 High Volume Recharge Areas shall maintain a *pre-development* water balance.
- 11.3.11 *Development* of all detached, semi-detached and townhouse dwellings shall demonstrate the use of an adequate volume of amended topsoil or equivalent system to improve surface porosity and permeability over all turf and landscaped areas beyond three metres of a building foundation and beyond tree protection areas.
- 11.3.12 The establishment of new flood control facilities to accommodate *development* within this Secondary Plan are not encouraged and will only be considered once all other reasonable alternatives have been fully exhausted in accordance with the Robinson Creek and Tooley Creek Subwatershed Study or an update or addenda to that study. Other alternatives to flood control facilities could

include infrastructure improvements such as relief culverts, road crossings or land acquisition.

12 Implementation and Interpretation

12.1 Objectives

- 12.1.1 Ensure roads, road improvements, and municipal services required for any part of the Courtice Waterfront are in place and operative prior to or coincident with development.
- 12.1.2 Ensure each phase of *development* is contiguous to a previous phase.
- 12.1.3 Facilitate *development* through coordinated and timely *infrastructure* investments.
- 12.1.4 Ensure lot patterns are rational and efficient to achieve adequately sized lots and well-defined street frontages and discourage remnant parcels.

12.2 Policies

- 12.2.1 Applicants shall prepare and update phasing plans for submission with plans of subdivision. The phasing plan shall establish phases of *development* of the lands and shall provide for the staging of construction of public *infrastructure* and services in relation to phases of *development*. The phasing plan shall take into account the responsibility for construction of the public *infrastructure* and services and shall be considered by the Municipality in enacting amendments to the Zoning By-law and in recommending plans of subdivision for approval.
- 12.2.2 All new *development* within the Secondary Plan area shall proceed on the basis of the sequential extension of full municipal services through the Regional and Municipal capital works programs and plans of subdivision.
- 12.2.3 The Municipality encourages *utility* providers such as hydroelectric power, communications/telecommunications facilities and *utilities*, broadband fibre optics, and natural gas to ensure that sufficient *infrastructure* is or will be in place to serve the Secondary Plan area.
- 12.2.4 Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of the required road and transportation facilities, parks and community facilities. These works shall be provided for in the subdivision and site plan agreements.
- 12.2.5 Approval of development applications shall also be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required stormwater management, sanitary sewer and water supply facilities. These works shall be provided for in subdivision and site plan agreements.

- 12.2.6 Minor alterations to Schedule A may occur without amendment to this Secondary Plan through rezoning and plan of subdivision or site plan approval applications provided such minor alterations are in conformity with Policies 24.1.2 and 24.1.3 of the Clarington Official Plan and the general intent of this Secondary Plan is maintained, to the satisfaction of the Municipality.
- 12.2.7 The Secondary Plan recognizes that comprehensive planning requires the equitable sharing amongst landowners of costs associated with the *development* of land. It is a policy of this Secondary Plan that prior to the approval of any draft plan of subdivision for lands under multiple ownership or benefitting multiple landowners, applicants/landowners shall have entered into appropriate cost sharing agreements which establish the means by which the costs (including Region of Durham costs) of developing the property are to be shared. The Municipality may also require, as a condition of draft approval, that proof be provided to the Municipality that landowners have met their obligations under the relevant cost sharing agreements prior to registration of a plan of subdivision.
- 12.2.8 Development applications shall include the following information:
- a) Net residential density by land use designation;
 - b) Identification of total area of non-residential land uses;
 - c) Number and type of units by land use designation;
 - d) Total residential unit count;
 - e) Estimated population; and
 - f) Number of purpose-built *additional dwelling units*.
- 12.2.9 A land use compatibility study that assesses noise, vibration and air quality impacts and mitigation measures shall be required as part of a complete application for *development*. This study will determine the viability of sensitive uses within the proposed development, and the need for, types of, and extent of receptor-based mitigation measures. The Municipality may waive this requirement for lands that are not within the area of influence of Regional *infrastructure* or other emission sources within the Clarington Energy Business Park and/or lands that are outside of 450 metres of the CN rail corridor.
- 12.2.10 The Municipality will monitor the policies of this Secondary Plan and propose updates as necessary.
- 12.2.11 Where examples of permitted uses are listed under any specific land use designation, they are intended to provide examples of possible uses. Other similar uses may be permitted provided they conform to the intent and all applicable provisions of this Secondary Plan.
- 12.2.12 It is the intent of the Municipality to permit some flexibility in accordance with Official Plan Policy 24.1.5 in the interpretation of the policies, regulations and numerical requirements of this Secondary Plan, except where this Secondary Plan is explicitly intended to be prescriptive, such as those regarding minimum

densities and minimum and maximum heights, and the size of the Courtice Waterfront Park.














- 12.2.13 This Secondary Plan refines and implements the policies of the Clarington Official Plan. Where there is a conflict between the Secondary Plan and the Clarington Official Plan, this Secondary Plan shall prevail, including density and intensification policies.
- 12.2.14 All policies of the Clarington Official Plan shall apply to this Secondary Plan area. Policies that cite specific Clarington Official Plan policies have been provided for convenience only.
- 12.2.15 The land use boundaries shown on Schedule A to this Secondary Plan are approximate, except where they meet with existing roads, valleys or other clearly defined physical features. Where the general intent of this Secondary Plan is maintained to the satisfaction of the Municipality, minor boundary adjustments will not require an amendment to this Secondary Plan.
- 12.2.16 The Urban Design and Sustainability Guidelines appended to this Secondary Plan as Appendix A provide specific guidelines for both the public and private realms. They clarify the Municipality's expectations with respect to the form, character and qualities of *development* in the Courtice Waterfront area.

Courtice Waterfront Secondary Plan

Schedule A - Land Use Plan



LEGEND:

 Gateway Commercial	 Waterfront Greenway
 Low Density Residential	 Environmental Constraints Overlay
 Medium Density Residential	 Stormwater Management Facilities
 Mixed Use Area	 Future Pedestrian Crossing
 Commercial Uses Required Overlay	 Prominent Intersection
 Municipal Wide Park	 Secondary Plan Boundary
 Environmental Protection Area	










0 10 50 100 200 m

Courtice Waterfront Secondary Plan

Schedule B - Heights Plan (Storeys)



LEGEND:

- | | |
|--|---|
|  Gateway Commercial |  Environmental Protection Area |
|  Low Density Residential |  Waterfront Greenway |
|  Medium Density Residential |  Environmental Constraints Overlay |
|  Mixed Use Area |  Secondary Plan Boundary |
|  Municipal Wide Park | |

Numbers indicate minimum and maximum heights in storeys.

The minimum height of standalone commercial uses in the Mixed Use Area (excluding hotels) shall be one storey - see Policy 5.5.7.

* Buildings up to 15 storeys may be permitted subject to policy 5.5.9.

0 10 50 100 200 m

Courtice Waterfront Secondary Plan

Schedule C - Roads and Active Transportation Plan



LEGEND:

- Collector Roads (Cycling Facilities)
- Key Local Roads
- Special Local Road
- - - Local Roads (Conceptual)
- ▬▬▬▬▬▬ Potential Future Road
- Potential Grade-Separated Crossing
- - - - Trails
- ↔ Future Pedestrian Crossing
- (MP) Municipal Wide Park
- Environmental Protection Area
- Waterfront Greenway
- ▨ Environmental Constraints Overlay
- Stormwater Management Facilities
- Secondary Plan Boundary

0 10 50 100 200 m



Appendix A

Courtice Waterfront
**URBAN DESIGN &
SUSTAINABILITY
GUIDELINES**

JANUARY 2026



Clarington

**URBAN
STRATEGIES
INC .**

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1. **INTRODUCTION**

1.1. OVERVIEW & PURPOSE

The Courtice Waterfront Secondary Plan Area, comprising 102 hectares, is bounded by Darlington Provincial Park to the west, Courtice Shores Drive to the east, Darlington Park Road to the north and Lake Ontario to the south (see Figure 1). The planned population for the area is approximately 5,000 occupying approximately 2,500 units of housing. Development is also expected to generate approximately 550 jobs.

Bordering the Clarington Energy Business Park and located immediately south of the Courtice Transit-Oriented Community, north of Highway 401, the Courtice Waterfront is intended to complement the neighbouring areas by accommodating a mix of housing and commercial businesses and providing access to a range of recreation opportunities on the Lake Ontario waterfront and in the Tooley Creek valley. Residential, mixed-use and commercial development, together with new streets, pedestrian connections and open spaces, will extend the Courtice community to the lake.

The Courtice Waterfront will feature a variety of low-rise, mid-rise and potentially high-rise residential buildings. Restaurants, shops and destination commercial uses, some in mixed-use buildings, will serve residents and draw visitors and Energy Park employees to the area. A municipal wide park intended for all residents of Clarington, will protect significant natural features, provide public access to and along Lake Ontario, and accommodate a range of recreation and cultural activities year-round.

These guidelines build on the policies of the Courtice Waterfront Secondary Plan as well as Priority Green Clarington, which promotes sustainable community design. Sustainable communities begin with conservation and sensitive integration of significant environmental features. Various aspects of community design are also fundamental to sustainability, including: street networks and block patterns that encourage walking and cycling; an interconnected system of parks and open spaces that supports healthy lifestyles and social wellbeing; and compact development that uses land and infrastructure efficiently. The Secondary Plan provides a policy framework for the development of the Courtice Waterfront to a high standard of urban design and sustainability. The Guidelines provide further direction on how this is to be achieved.



Figure 1: Secondary Plan areas

1.2. STRUCTURE OF THE GUIDELINES

This document contains five main sections:

Section 1 summarizes important background information and explains the purpose of the Guidelines.

Section 2 describes the overall physical vision for the community, highlights structuring elements and explains how the Guidelines will be implemented.

Section 3 contains Guidelines applicable to the private realm, addressing site design, built form, parking and other matters. They are organized based on the land use designations of the Secondary Plan.

Section 4 contains the Public Realm Guidelines, which will apply to the design of the street network, individual streets, streetscapes, parks and other open spaces, and Environmental Protection Areas.

Section 5 provides guidance for how development can promote environmental sustainability through measures related to energy efficiency, water conservation and stormwater management.

1.3. INTERPRETATION AND IMPLEMENTATION OF THE GUIDELINES

The Courtice Waterfront Urban Design and Sustainability Guidelines are intended to help implement the policies of the Official Plan and Courtice Waterfront Secondary Plan and provide greater clarity on policy intentions respecting overall urban design, streetscapes, built form and environmental sustainability. The Guidelines are to be read in conjunction with the policies of the Official Plan – in particular Chapter 5, Creating Vibrant and Sustainable Urban Places, and Chapter 9, Livable Neighbourhoods – and the policies of the Secondary Plan – in particular the chapters on Land Use and Built Form (5), Urban Design (6), Parks and Community Facilities (8) and Transportation (10).

The Guidelines also should be read in conjunction with the Clarington Zoning By-law as it applies to the Courtice Waterfront and the Clarington General Architectural Design Guidelines, Landscape Design Guidelines for Site Planning, Lighting Guidelines, and Amenity Guidelines for Medium and High Density Residences. The Guidelines build on zoning provisions with more detailed guidance respecting such matters as building setbacks and heights. Where there is conflict between these Guidelines and the General Architectural Design Guidelines, these Guidelines shall prevail.

The Guidelines, in concert with Official Plan policies, Secondary Plan policies, the implementing Zoning By-law and the General Architectural Design Guidelines, will be used to evaluate development applications to ensure that a high level of urban design and sustainability is achieved.

2. VISION AND COMMUNITY STRUCTURE

2.1. COMMUNITY VISION

The following components comprise the physical vision for the community:

- **Highly visible, accessible and protected natural heritage features.** Development and infrastructure will respect and enhance existing natural heritage features and topography. Residents will enjoy parks and trail networks that provide increased access to natural heritage features while being environmentally sensitive.
- **Accessible public spaces and other amenities for people of all ages and abilities.** The open space network will comprise a 15-hectare waterfront park, environmental areas, stormwater management ponds, and other green spaces centred on the Tooley Creek valley. Overlooking Lake Ontario, the Courtice Waterfront Park will accommodate a range of recreational and cultural activities.
- **Stormwater management features integrated into the open space network.** The open space network will incorporate a naturalized stormwater management system by integrating a mix of low impact development features and ponds adjacent to the Tooley Creek valley.
- **An interconnected, pedestrian-oriented mobility network.** The grid-like network of streets and active transportation connections planned for the Courtice Waterfront will maintain views toward the lake and convenient access to the Waterfront Park. The development sites defined by streets will have the flexibility to accommodate a range of housing types. Streets and multi-use paths will also help connect residents to other community amenities within and outside the Courtice Waterfront.

- **A diversity of housing forms and building typologies.** The Courtice Waterfront community will develop with a diversity of housing choices to accommodate residents of all ages and households of all sizes. Attention to good urban design will ensure the desired range of housing types, from detached houses to apartment buildings, are integrated seamlessly to create a cohesive community with a distinct identity. The Courtice Waterfront will consist of low-rise, mid-rise and potentially high-rise buildings reflecting a variety of architectural styles.
- **Streetscapes defined by street trees, other landscaping and buildings that contribute to an inviting public realm.** Streetscapes in the Courtice Waterfront will be designed to a high standard, incorporating complete street principles to provide safe and comfortable space for pedestrians, cyclists, transit users and drivers. The facades of buildings and landscaped front yards will be dominant streetscape features.
- **Commercial uses that meet the needs of residents and attract visitors.** Restaurants and shops on the ground floor of mixed-use buildings and unique standalone destination uses will complement the Waterfront Park, contributing to a complete community and drawing visitors from across the region.

2.2. COMMUNITY CHARACTER STATEMENT

The Courtice Waterfront Secondary Plan envisions a diverse and inclusive community distinguished by a broad mix of land uses, housing forms, and business and employment opportunities; an interconnected green network of natural features, parkland and tree-lined streets; and a unique waterfront park with views and physical access to Lake Ontario and places to play and gather.

2.3. COMMUNITY STRUCTURE

The Courtice Waterfront Secondary Plan provides a framework for future development based on the following high-level structuring elements:

Waterfront Park, Natural Areas and Other Open Spaces:

Green spaces will be a dominant feature of the Secondary Plan Area. The Tooley Creek valley and adjacent woodlands are a central feature that both separates and joins the Courtice Waterfront and the Energy Park, while the Lake Ontario shoreline defines the area's southern boundary. These features will be protected and enhanced as the Waterfront Park is developed as a destination for recreation, community gatherings and passive enjoyment. Waterfront Greenway lands will complete the open space system, accommodating trails, land use buffers and stormwater management facilities.

Transportation Network: The historic CN Rail corridor plays an important role in separating a planned highway-oriented commercial area from a pedestrian-oriented, mixed-use neighbourhood. The planned network of streets, multi-use paths and other active transportation infrastructure will help define development sites, establish views to Lake Ontario and other natural features, and ensure easy access by all travel modes to and through the area.

Residential, Mixed-Use and Commercial Areas: North of the Waterfront Park, areas for low-, medium- and high-density housing in a variety of forms will comprise the Courtice Waterfront neighbourhood. Commercial uses facing the Waterfront Park and potentially a north-south main street will be integrated with housing to create a more complete community and destination. Commercial uses north of the rail corridor will serve travelers on Highway 401 as well as locals.

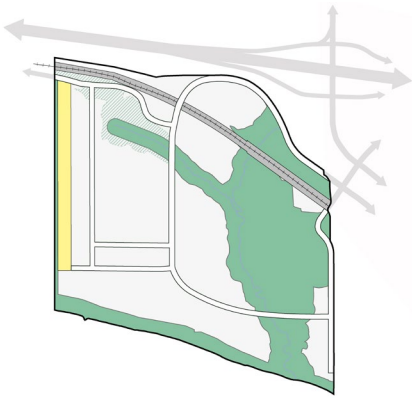


Figure 2: Land Use Plan

3.

PRIVATE REALM GUIDELINES

While the public and private realms often overlap and intersect, the private realm typically includes places and spaces to which access is controlled and/or restricted and lands which are not owned by the Municipality or another public agency.



3.1. LOW DENSITY RESIDENTIAL DEVELOPMENT

Buildings in the Low Density Residential Area, namely single detached dwellings, semi-detached dwellings, and townhouses will contribute to a diversity of housing in the Courtice Waterfront and provide a transition from denser development farther east to Darlington Provincial Park. The guidelines below focus on massing and the relationship of development to streets and open spaces, with the intention of ensuring development contributes to an attractive, comfortable and safe public realm.

3.1.1. GENERAL SITE AND BUILDING DESIGN

The following guidelines should be applied in conjunction with the zoning provisions applicable to Low Density Residential Areas and should not conflict with them.

- A.** The height and massing should be consistent within a building type to create a unified character for the community.
- B.** A variety of architectural expression among publicly exposed elevations is encouraged, including variation in roof lines, architectural styles, and material articulation.
- C.** There should be a variety of lot widths and dwelling sizes on each block.
- D.** Detached and semi-detached houses and townhouses generally should have a front setback of 4-5.5 metres to the front wall of the house. Front garages should have a minimum front setback of 6 metres.
- E.** Front yard setbacks along a street should be consistent.
- F.** Building projections, such as covered porches, balconies and stairs are encouraged and may project into the front yard setback.
- G.** The base of the porch and stair shall be enclosed with material that suitably complements the exterior cladding of the dwelling unit.
- H.** The entrance to homes may be emphasized through stone porticos, two-storey porches and built-over porticos.
- I.** Dwellings on a corner lot, including townhouses, should have side elevations that include windows and details consistent with the front elevation. Front porches should wrap around the corner of the house.
- J.** There should be no more than six attached townhouses in a row where the garages are accessed from a Rear Lane or where front garages face a local street.
- K.** The separation between rows of attached townhouses should be a minimum of 2.4 metres to allow for landscaping, fencing and outdoor storage screened from view. Where the separation between rows will also provide shared access and pedestrian circulation, the separation distance should be a minimum of 3 metres.
- L.** Front driveways and garages for townhouses fronting Street A, Street C and Street D will not be permitted to prioritize these streets for pedestrians.
- M.** Development adjacent to Darlington Provincial Park should seek to carefully control public exposure, lighting, and access to the Provincial Park.
- N.** Properties backing onto Darlington Provincial Park should have deep rear yards. The back of rear yards should be planted with deciduous and coniferous trees, and a solid wood fence 2.4 metres high should be built.



Detached houses with living space located above the garage



House on a corner lot addressing both streets

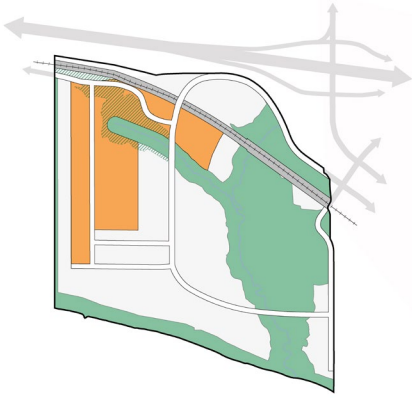
3.1.2. GARAGE AND DRIVEWAY DESIGN GUIDELINES

- A.** Attached front garages should not dominate the massing of the dwelling from the front.
- B.** Garages generally should occupy a maximum of 50-60% of the lot frontage, depending on the width of the lot.
- C.** Front garages are encouraged to be expressed as two-storey structures with usable space above to better integrate the garage into the overall design of the dwelling unit.
- D.** Front garages are encouraged to be recessed from the front wall of the house by a minimum of 0.5 metres where the lot frontage is greater than 7.5 metres.
- E.** Attached front yard garages should have materials, design elements and colour consistent with the architecture of the primary dwelling unit.
- F.** The width of a driveway generally should correspond with the width of the garage, although in the case of single garages, a wider driveway is allowed where it does not prevent a minimum of 30% of the front yard being used for the purpose of landscaped open space.
- G.** Front double-car garages are encouraged to have two separate openings and two doors. Single doors for double car garages should be articulated vertically and horizontally to give the appearance of two doors. Windows are encouraged to avoid a blank-wall effect.

- H.** Driveways should be buffered from side property lines by a landscape strip.
- I.** Lots serviced by a Rear Lane should locate garages or parking pads at the rear of the property.
- J.** Garages fronting onto Rear Lanes should be carefully arranged in groupings for an attractive visual environment. Garages should be sited to allow for access and drainage from the rear yard of the unit to the Rear Lane.
- K.** Both parking pads and garages accessed from a Rear Lane shall be set back from the lot line separating the rear yard from the Rear Lanes. Setbacks should consider the need for visitor parking, snow storage, and space for garbage and recycling bins.

3.1.3. LANDSCAPING, GARBAGE/RECYCLING AND UTILITIES GUIDELINES

- A.** On lots not serviced by a Rear Lane and with a lot frontage greater than 9 metres, a minimum of approximately half of the front yard should consist of soft landscaping including an attractive combination of foundation landscaping, trees, and deciduous and coniferous ornamental planting. Other than the permitted driveway, paving in the front yard generally should be limited to walkways.
- B.** Rear yards on corner lots should be screened from public view from the flanking street with a minimum 1.5-metre high fence made of durable, attractive wood or a hedge. Builders shall be encouraged to provide such screening.
- C.** Utility box locations should be planned to minimize their visual impact on the public realm.



3.2. MEDIUM DENSITY RESIDENTIAL DEVELOPMENT

A range of low-rise and mid-rise housing, from street townhouses to 6-storey apartment buildings, are planned in the Medium Density Residential Area (the maximum height over much of the area is 4 storeys, but a portion adjacent to the Mixed-Use Area has a maximum height of 6 storeys). Lot sizes may vary to accommodate a variety of housing forms within a porous pattern of streets and blocks that encourages walking and cycling. The guidelines below apply primarily to multiplex and multi-unit developments (i.e., stacked and back-to-back townhouses and apartment buildings). Where street townhouses are proposed, the guidelines in Section 3.1 will apply.

3.2.1. GENERAL SITE AND BUILDING DESIGN

- A.** Buildings should be oriented to streets and help to frame them. Front setbacks generally should be 3 to 5 metres to accommodate front yard landscaping and, where appropriate, porches, front patios and stairs.
- B.** Front yard setbacks along a street should be consistent.
- C.** External side yard setbacks should be 3-5 metres.
- D.** All buildings on corner lots shall address both edges with articulated facades and windows. Blank walls visible from streets or public spaces should be avoided.
- E.** Buildings should be articulated with high-quality, sustainable materials and finishes to promote design excellence, innovation and building longevity.
- F.** Architectural variation, texture, and materiality should be incorporated into the design of buildings to establish community identity and enhance visual interest.
- G.** Front driveways and garages for townhouses fronting Street A, Street C and Street D will not be permitted to prioritize these streets for pedestrians.



Stacked townhouses fronting an open space

3.2.2. GUIDELINES FOR APARTMENT BUILDINGS AND STACKED TOWNHOUSES

Stacked townhouses and low-rise apartment buildings are permitted throughout the Medium Density Residential Area, and apartment buildings up to six storeys are permitted in an area between Street A and Street B. The following guidelines apply to such developments.

- A.** Apartment buildings should be articulated with vertical recesses or other architectural elements to reduce their perceived mass and provide visual interest.
- B.** Mid-rise buildings of 6 storeys fronting a Local Road should incorporate a minimum stepback of 3 metres at the sixth storey to mitigate shadow impacts on the pedestrian realm and ensure compatibility with low-rise buildings in the area.
- C.** Building façades should incorporate bird-friendly design elements, such as sunshades or louvers, visual markers within large glazed areas, and non-reflective glazing, to minimize the potential for bird collisions.
- D.** Apartment building lobbies should occupy a prominent location along the street and should exhibit architectural elements such as porticos, canopies or other weather protection elements.
- E.** Ground-floor units in apartment buildings are encouraged to have their entrances facing the street or a landscaped yard. Front patios for ground-floor units may encroach in the setback zone but not closer than 2



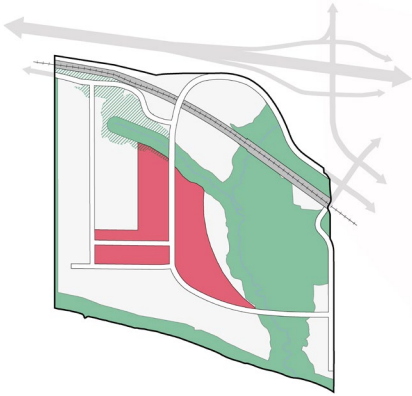
Pedestrian pathway between facing blocks of townhouses



Low-rise apartment building with partially inset balconies and buffered patios

metres from the street. Front patios should be elevated 0.6-1.0 metre from the street and partially screened from public view with a low wall or decorative fence and coniferous landscaping, although some patios may be located at grade for accessibility.

- F.** Landscape design should incorporate trees and a mix of soft and hard landscaping. Existing mature trees should be retained, where possible.
- G.** Clear, direct and accessible walkways should be provided from the sidewalk to the main entrance of buildings or units.
- H.** Private outdoor amenity spaces should generally be provided in the rear; however, balconies and terraces may be provided at the front. Screening elements, including landscaping and fencing, should be provided between the private outdoor amenity spaces or rear yards of neighbouring units.
- I.** Balconies on apartment buildings should be integrated into the overall design of the building façade and wholly or partially recessed a minimum of 1.5 metres. They may project 1.5 metres into the building setback zone.
- J.** The wrapping of balconies around the corners of an apartment building is encouraged.
- K.** Mechanical and electrical equipment, satellite dishes, and communications apparatuses on the roof of an apartment building should be screened with durable materials integrated with the design of the building.
- L.** Underground parking for apartment buildings and back-to-back stacked townhouses is strongly encouraged. Parking may be located at the rear of buildings and is not permitted in the front or exterior side yard.
- M.** Entrances to underground parking should be integrated with the building design, located away from building corners and with minimal interruption of walkways and sidewalks.
- N.** Shared driveways between adjacent developments to access parking at the rear of buildings is strongly encouraged.
- O.** Pick-up and drop-off access should be provided at the rear of apartment buildings, or in layby zones within the on-street parking lane, where provided.
- P.** Garbage and recycling storage for apartment buildings should be located within the structure. Garbage and recycling storage for stacked townhouses should be located in the shared Rear Lane, screened from public view, or in underground parking areas.
- Q.** Loading and service areas should be integrated into the building design or placed away from street frontages and screened from view by walls or solid panel fencing.
- R.** Long-term bicycle parking and storage should be provided in secure spaces within apartment buildings or within underground parking garages.
- S.** Utility meters, transformers and HVAC equipment for individual units should be located in compliance with utility authority requirements and located away from public view and/or screened with low walls and landscaping.



3.3. DEVELOPMENT IN MIXED USE AREAS

The Mixed Use Area in the Courtice Waterfront is intended to be a predominantly residential area with a wide mix of housing types, from street townhouses to 6-storey mid-rise buildings. Taller buildings up to 15 storeys may be permitted where it is demonstrated they will be compatible with industrial uses to the east, be supported by planned transportation and servicing capacity, and contribute to diverse and affordable housing stock. The area will also accommodate commercial amenities for waterfront residents and visitors and employees in the Energy Park. It also may accommodate standalone commercial uses with a regional draw.

The guidelines below apply primarily to buildings not permitted in Low and Medium Density Residential Areas, including mixed-use buildings, mid-rise residential buildings of 7-10 storeys, high-rise buildings of 11-15 storeys, and standalone commercial buildings. Street townhouses will be subject to the guidelines in Section 3.1, and residential buildings of 4-6 storeys will be subject to the guidelines in Section 3.2.

3.3.1. GENERAL SITE AND BUILDING DESIGN

- A.** Buildings should be oriented towards streets and open spaces to frame the public realm and support pedestrian-friendly environments.
- B.** Residential buildings should have a consistent setback along the street between 3 and 5 metres to provide space for front yard landscaping and, where appropriate, porches, elevated patios and stairs.
- C.** Mixed-use and standalone commercial buildings should have a consistent setback along the street between 2 and 4 metres to accommodate a generous pedestrian zone, restaurant patios and retail displays.
- D.** Buildings should be articulated with high-quality, sustainable materials and finishes to promote design excellence, innovation and building longevity.



Low-rise mixed-use building on the Halifax waterfront

- E.** Architectural variation, texture, and materiality should be incorporated into the design of buildings to establish community identity and enhance visual interest.
- F.** Building façades should incorporate bird-friendly design elements, such as sunshades or louvers, visual markers within large glazed areas and non-reflective glazing to minimize the potential for bird collisions.
- G.** Vehicular access and loading/servicing areas should be located away from streets and major open spaces to maintain a pedestrian-friendly public realm.
- H.** Where high-rise or mid-rise buildings are adjacent to lower-scale buildings, transitions in the form of separation and/or stepped massing should be provided to maintain privacy and mitigate the potential for overlook and shadowing.
- I.** Building frontages should be articulated, and where appropriate, breaks should be introduced along the streetwall to help break up the perceived mass of longer buildings and to mitigate wind impacts.
- J.** The ground floor height of mixed-use buildings should be at least 4 metres to maintain flexibility to accommodate a range of active uses over the life of the building.
- K.** Building façades visible from the public realm should be well-articulated and incorporate a rhythm of transparent glass and solid materials, while avoiding blank walls.



Tall building with a 2-storey podium and commercial uses on the ground floor



Tall buildings with townhouses in the podium

- L.** Principal entrances to commercial units should be designed to be oriented towards and highly visible from the public realm and located at the same level as the sidewalk.
- M.** Ground-floor units in apartment buildings are encouraged to have their entrances facing the street or a landscaped yard. Front patios for ground-floor units may encroach in the setback zone, but not closer than 2 metres from the street. Front patios should be elevated 0.6-1.0 metre from the street and partially screened from public view with a low wall or decorative fence and coniferous landscaping, although some patios may be located at grade for accessibility.
- N.** Balconies and other projections should be architecturally integrated into the structure and detailing of apartment buildings. Generally, balconies should be partially or wholly recessed to avoid being a dominant architectural feature and mitigate the visual impact of balconies used for private storage on the public realm. Balcony railings made entirely of transparent glass should be avoided.

3.3.2. MASSING OF MID-RISE BUILDINGS

- A.** Mid-rise buildings greater than 6 storeys should incorporate setbacks to maintain a consistent streetwall of 3-5 storeys or 4-7 storeys, depending on the street:

- i.** Buildings fronting a Local Road should incorporate a minimum 3-metre setback at the sixth storey.
- ii.** Buildings fronting a Collector Road should incorporate a minimum 3-metre setback at the eighth storey.
- B.** Long mid-rise buildings should break up their mass with offset facades, vertical recesses and/or changes in material or colour. Generally, mid-rise buildings should not exceed 70 metres in length.

3.3.3. MASSING OF HIGH-RISE BUILDINGS

- A.** High-rise buildings should be architecturally interesting and create a cohesive design composition through their proportion, scale, massing and building materials. These building forms typically feature a defined base or podium that can support and frame the public realm, helping to create an inviting and comfortable pedestrian environment; a middle section, or tower, that can mitigate the perception of bulk and impacts on the public realm; and a top section that creates an interesting skyline.
- B.** Podiums should have a minimum height of 2 storeys and a maximum height of 4 storeys. Above the building base, setbacks should generally be incorporated to distinguish the tower from the building base.

- C. The building tower should be designed to ensure access to sky views and daylight, mitigate shadows and adverse microclimate conditions on the public realm and private amenity areas, and maintain privacy for occupants. Measures should include:
 - iii. Staggering towers on a block and across blocks wherever possible.
 - iv. Floorplates should not exceed 850 square metres.
 - v. Towers facing one another, partially or entirely, including projections, should be separated by a minimum of 30 metres. Staggered towers should be a minimum of 25 metres apart.

3.3.4. ROOFTOP ELEMENTS, MECHANICAL EQUIPMENT AND UTILITIES

- A. Rooftop mechanical or telecommunications equipment, signage, and amenity space, where appropriate, should be integrated into the design and massing of the upper floors of the building and should be screened with durable materials integrated with the design of the building.
- B. Mechanical systems and utilities, such as drainage pipes, vents and meters, should be architecturally integrated into the façade and building design and screened from public view.

3.3.5. PEDESTRIAN CIRCULATION, LANDSCAPING AND AMENITY SPACE

- A. Landscape design should incorporate trees and a mix of soft and hard landscaping. Existing mature trees should be retained, where possible.
- B. Clear, direct and accessible walkways should be provided from the sidewalk to the main entrance of buildings.
- C. Shared private outdoor amenity space should be provided within residential building sites, located at grade and/or on building rooftops.
- D. Common amenity spaces should be designed to maximize access to sunlight, minimize noise and air quality impacts from site servicing and mechanical equipment, and include elements that facilitate use year-round for people of all ages and abilities.
- E. The following features should be considered in the design of common amenity space: high-quality, universally accessible, and environmentally sustainable materials; four-season landscaping; seating; pedestrian-scale lighting; trees and other vegetation; shade structures; weather protection; privacy screening; children's play structures; and barbecue equipment.



Mid-rise apartment building with upper floors stepped back

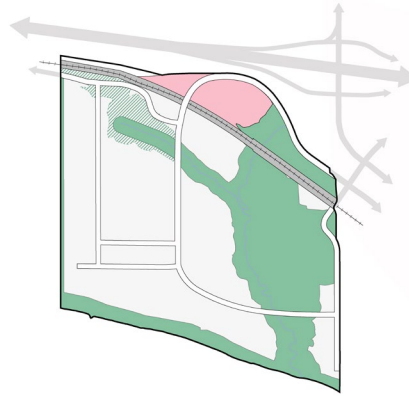
- F. Where possible, interior amenity spaces should be located adjacent to shared outdoor amenity areas and provide windows and doors for direct physical and visual access between these spaces.
- G. Places for pet runs either at the rear or side of the building at-grade or on a shared rooftop space are encouraged.
- H. In residential or mixed-use developments, family-sized units should have access to secure outdoor play space and equipment, and should be located with windows and balconies overlooking outdoor play areas.

3.3.6. VEHICULAR CIRCULATION, PARKING, LOADING AND SERVICING

- A. Vehicular entrance locations should be minimized in width and consolidated and shared, where possible, in order to reduce the extent of curb cuts in the streetscape, maximize opportunities for soft landscaping, and reduce potential conflicts with pedestrians along the sidewalk.
- B. Where possible, vehicular access ramps should be provided from a secondary Local Road or Rear Laneway.
- C. Underground parking is strongly encouraged, with driveway entrances integrated into the building design and envelope.



Private amenity space in the courtyard of a residential development



3.4. DEVELOPMENT IN THE GATEWAY COMMERCIAL AREA

The Gateway Commercial Area is planned for commercial uses catering to the travelling public, while also serving residents of the Courtice Waterfront and employees in the Energy Park. The guidelines below are intended to ensure development in the area contributes to a distinct identity for Courtice Waterfront and invites visitors.

3.4.1. GENERAL SITE AND BUILDING DESIGN GUIDELINES

- D.** Surface parking may be located at the rear of buildings and is not permitted in the front or side yard of buildings, with the exception of accessible parking spaces, which may be located in a side yard.
 - E.** Above-ground structured parking should be wrapped with residential units or active uses or otherwise integrated into the design of a building to separate parking areas from the public realm.
 - F.** Waste and recycling collection areas should be located within the building structure.
 - G.** Loading and service areas should be integrated into the building envelope or placed away and screened from any street, park, amenity space or public open space by a wall or solid panel fencing.
 - H.** Utility meters, transformers and mechanical equipment should be located in compliance with utility authority requirements and should be located away from public view and/or screened with a decorative wall and landscaping.
- A.** Multi-storey buildings accommodating two-storey commercial uses and/or office space on upper floors are strongly encouraged.
 - B.** The siting and massing of buildings should provide a consistent relationship, continuity, and enclosure to adjacent public roads.
 - C.** Restaurant patios may be located at the front or side of a building.
 - D.** Where located at a corner, buildings shall be designed to address both street frontages and be massed towards the corner location for visibility and visual interest.
 - E.** Primary entrances to buildings should be clearly visible and located on a public road or onto public open spaces. Secondary doors, such as those that face the parking area, emergency exits, or service doors should be designed to blend in with the building façade.
 - F.** Access from sidewalks and public open space areas to primary building entrances should be convenient and direct, with minimal changes in grade.
 - G.** A minimum of 50% of the street-level façade should be glazed.
 - H.** Bird friendly glazing should be used on all windows in every new building.



Restaurant built to a 2-storey height and oriented to a street

3.4.2. ACCESS, PARKING AND SERVICING AREAS

- A.** Driveways shared between adjacent developments are encouraged.
- B.** Parking for retail, restaurants, financial institutions and service commercial uses is encouraged to be located at the side or rear of buildings. Two rows of parking may be permitted in the front yard provided it is buffered from the street with soft landscaping to a minimum depth of three metres.
- C.** Driveways to service stations should be separated by landscape islands with a minimum depth of 3 metres.
- D.** Servicing and loading areas should be located at the rear of buildings and be screened from public view as much as possible by walls and/or landscaping.
- E.** Waste storage facilities within an external structure should be consistent in design, colour, and materials to that of the main dwelling and should be located to the rear of the building in a prominent location.

4.

PUBLIC REALM GUIDELINES

The public realm comprises publicly owned places and spaces that belong to and are accessible by everyone. The public realm includes municipal streets, active transportation facilities, streetscape elements, parks and other open space, multi-use paths and trails, Environmental Protection Areas and stormwater management facilities.

4.1. STREETS

In addition to serving as infrastructure for access and circulation for various modes of urban transportation, streets play a vital role as social spaces and in supporting economic activity. Their design also contributes to the identity and character of places.

4.1.1. GENERAL GUIDELINES

- A.** All roads will be planned and designed to facilitate the movement of pedestrians, cyclists and vehicles. Arterial and Collector Roads will be designed to accommodate transit vehicles. All roads in the Energy Park will be designed to accommodate large trucks.
- B.** The network of streets serving the Courtyce Waterfront should be highly inter-connected for the efficient movement of pedestrians, cyclists and vehicles, respecting existing natural features and topography.
- C.** North-south Local Roads in the Courtyce Waterfront should establish view corridors to the Waterfront Park and Lake Ontario wherever possible, and east-west Local Roads should provide views to natural features

associated with the Tooley Creek valley. The conceptual alignment of Local Roads shown in Schedule C of the Secondary Plan should guide the layout of streets; however, it is not intended to be prescriptive.

- D.** Future Local Roads in the Energy Park should contribute to a grid network and support a pattern of lots that can accommodate a range of employment uses over time.
- E.** Block lengths in the Courtyce Waterfront generally should be no more than 250 metres. Where block lengths exceed 200 metres, mid-block pedestrian connections should be considered.
- F.** Cul-de-sacs are discouraged since they reduce connectivity, increase walking distances and typically result in streetscapes dominated by driveways and garages.
- G.** Rear Lanes are encouraged throughout the Courtyce Waterfront to minimize the need for driveways on public streets. Rear Lanes may be required on blocks where medium or high density forms of housing are dominant, to prevent driveways from limiting landscaping in front yards and the street right-of-ways.

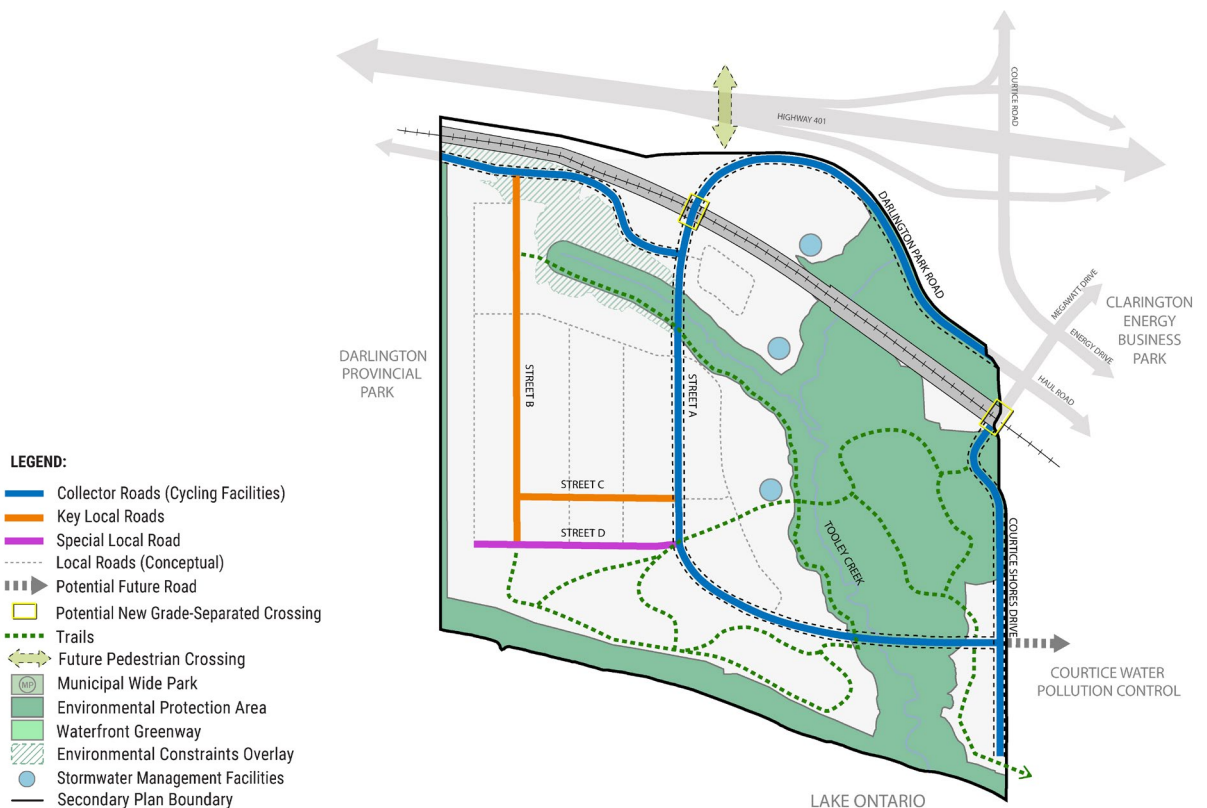
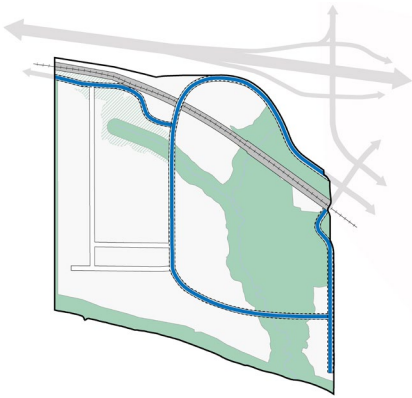


Figure 3: Road and Active Transportation Network (Secondary Plan - Schedule C)



4.1.2. COLLECTOR ROADS

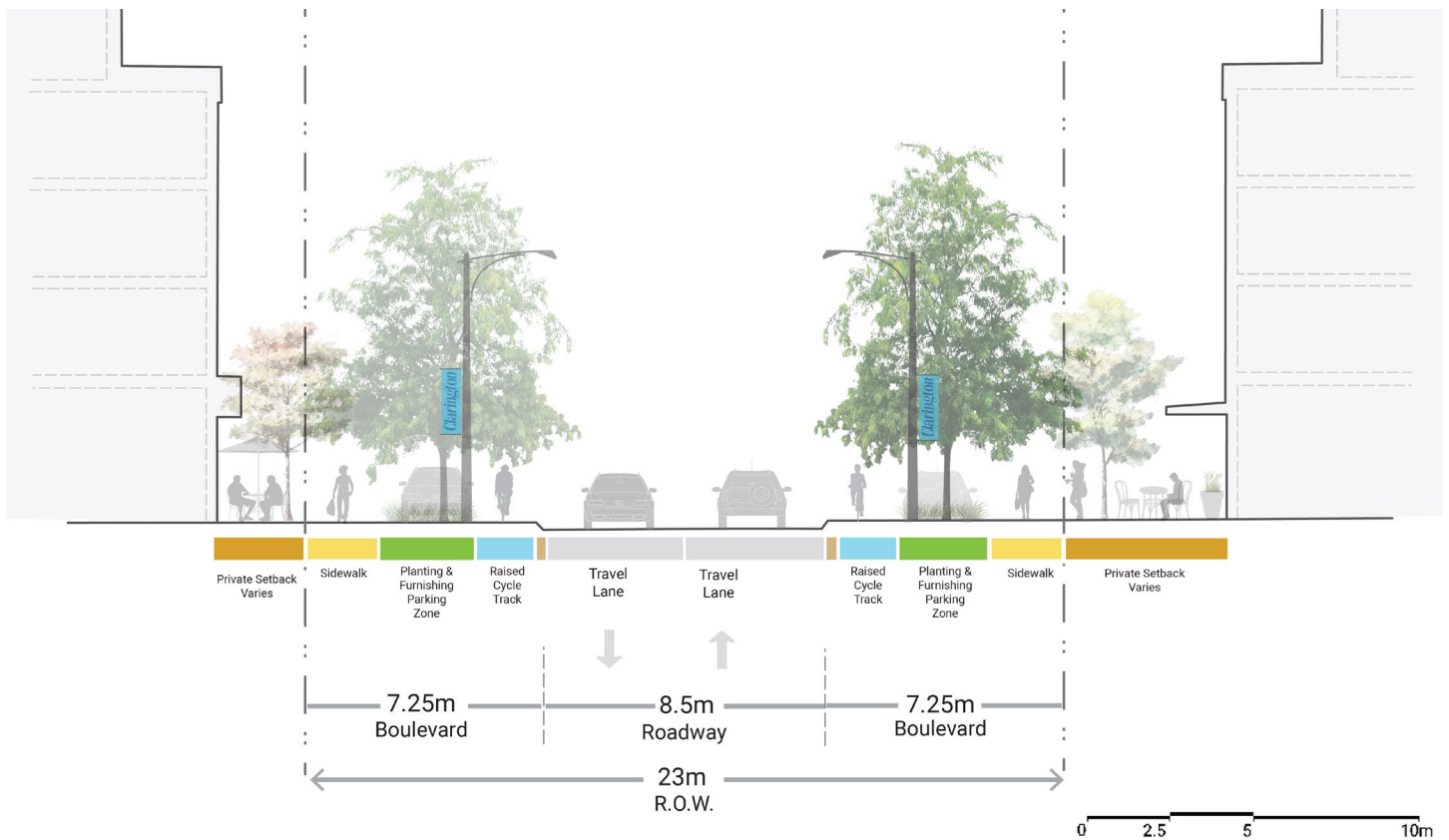
Darlington Park Road, which may be re-aligned, will function as a Collector Road and be designed as such based on the Municipality's Engineering Standards. It should have a right-of-way of 23 metres and accommodate a multi-use path.

Street A and Courtice Shores Drive will also function as Collector Roads and have 23-metre right-of-ways. The cross-sections below identify the appropriate roadway width and boulevard features for these roads

STREET A – NORTH OF STREET D

Street A is expected to become the main entry to the Courtice Waterfront community for drivers and at a minimum will form part of a critical active transportation connection between the Courtice Transit-Oriented Community north of Highway 401 and the Waterfront Park in the long term.

The cross-section below illustrates the preferred approach to accommodating cyclists and pedestrians and shows the option to accommodate on-street parking bays. This cross-section would support commercial uses along Street A, notably in the vicinity of Streets C and D, where such uses will be required. Building setbacks will provide additional space for pedestrians, restaurant patios and retail displays. Benches and waste/recycling bins should be provided in the furnishing zone.



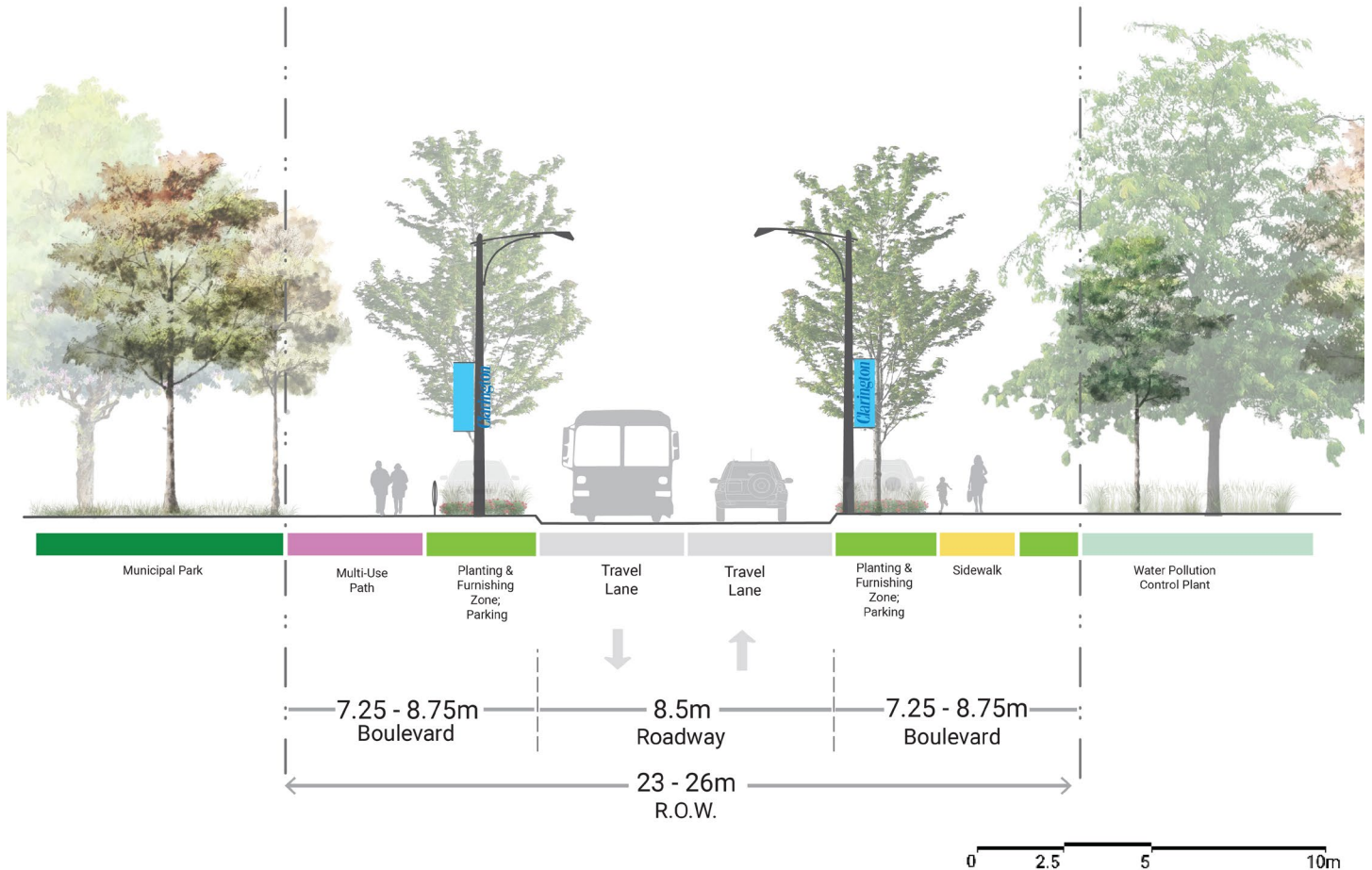
STREET A – ADJACENT TO WATERFRONT PARK

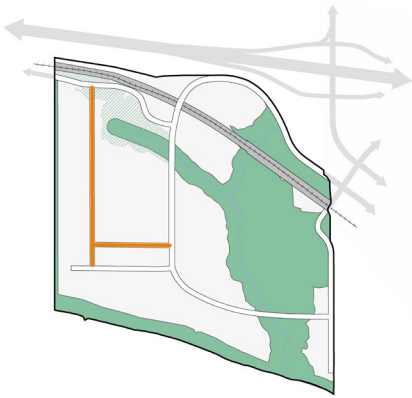
Street A between Street D and Courtice Shores Drive will define the north edge of the Waterfront Park. The road should have a single travel lane in each direction, a sidewalk on the north side and a multi-use path on the south side, although there is the potential for the path to be located partly or entirely within the park. Parking bays should be located on one or both sides of the street, and angled parking on the south side may be considered through the design process for the park. Traffic calming measures, such as speed humps and pedestrian crossings may be appropriate to ensure traffic moves slowly and pedestrians can cross safely away from intersections. Benches and waste/recycling bins should be provided in the furnishing zone.



COURTICE SHORES DRIVE

Courtice Shores Drive will serve as a Primary Access Route to the waterfront for cyclists and pedestrians, and a Primary or Secondary Entry Road for vehicles. It should have two travel lanes, a sidewalk on the east side and a multi-use path on the west side, although the path may be located partly or entirely within the adjacent public open space. Parking on one or both sides should be accommodated for visitors to the green space of the Tooley Creek valley and along the waterfront.



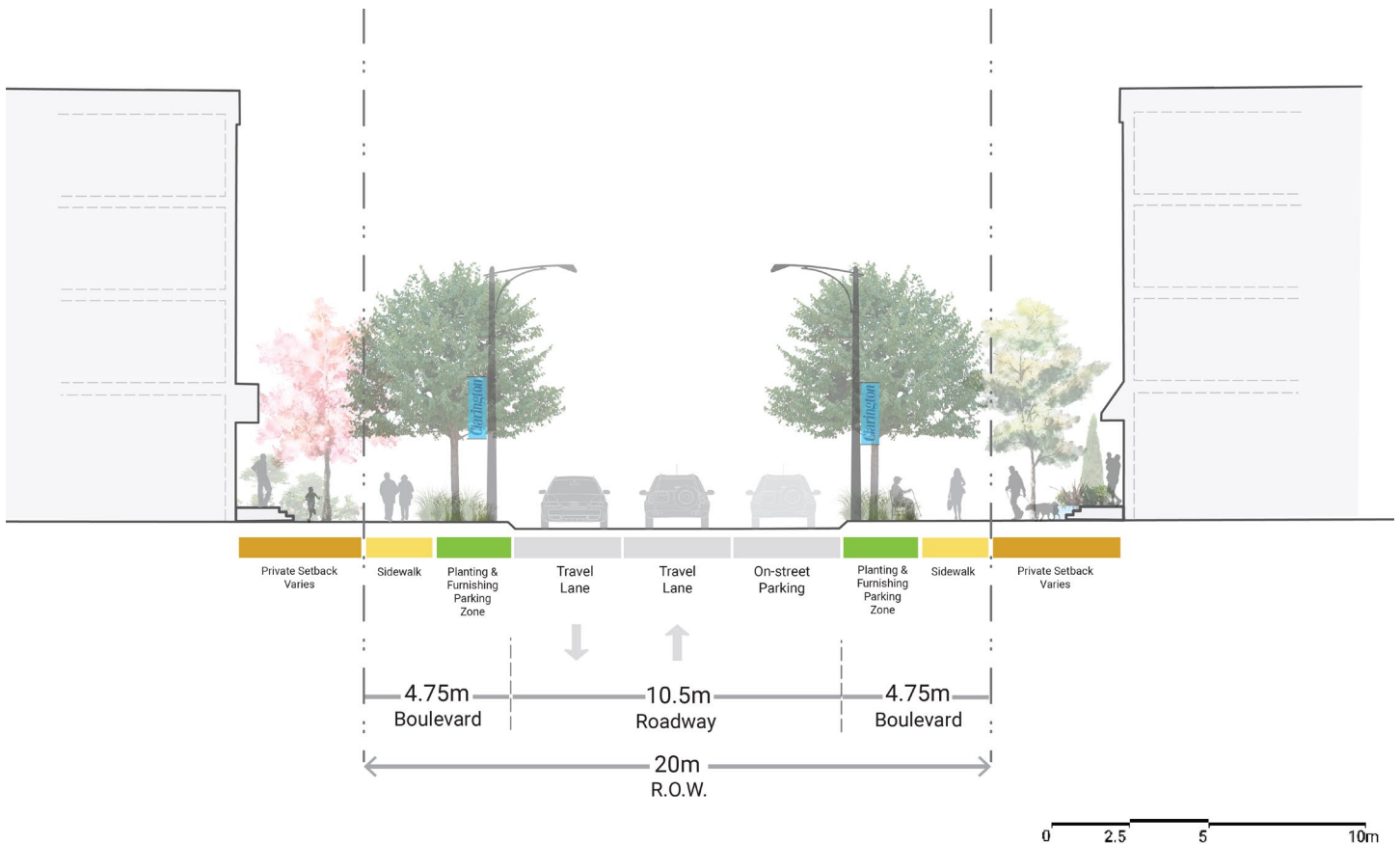


4.1.3. KEY LOCAL ROADS

Key Local Roads identified in the Secondary Plan are those intended to play a critical role in terms of access and circulation, forming development sites, and/or supporting economic and social activity. As such, their locations are prescribed. The design of two Key Local Roads planned in the Courtice Waterfront should vary from typical standards, as described and illustrated below.

STREET B

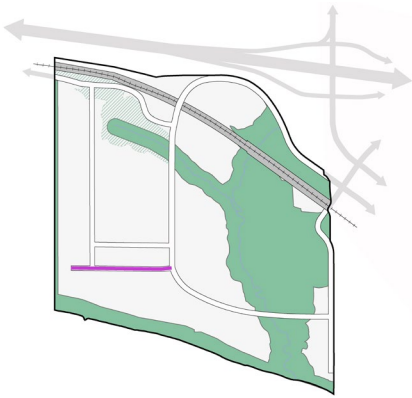
Street B will provide a secondary entry to the waterfront and therefore will carry more traffic than other Local Roads. It is expected to be lined with traditional and stacked townhousing and potentially low-rise apartment buildings with landscaped front yards. Sidewalks should be provided on both sides, and driveways to individual units will be limited to allow for continuous rows of street trees on both sides. The roadway should be 10.5 metres to accommodate parking on one side. Traffic calming measures, such as speed humps and bump-outs, should be considered for the safety and comfort of pedestrians, cyclists and children at play.



STREET C

Street C will play an important role in linking Street A to Street B and has the potential to become a mixed-use street with small-scale, neighbourhood-oriented commercial uses located on the ground floors of apartment buildings. Sidewalks of at least 2.5 metres, lined with street trees, should be located on both sides to ensure ample space for pedestrians. Parking should be provided in bays on one or both sides of a two-lane roadway.





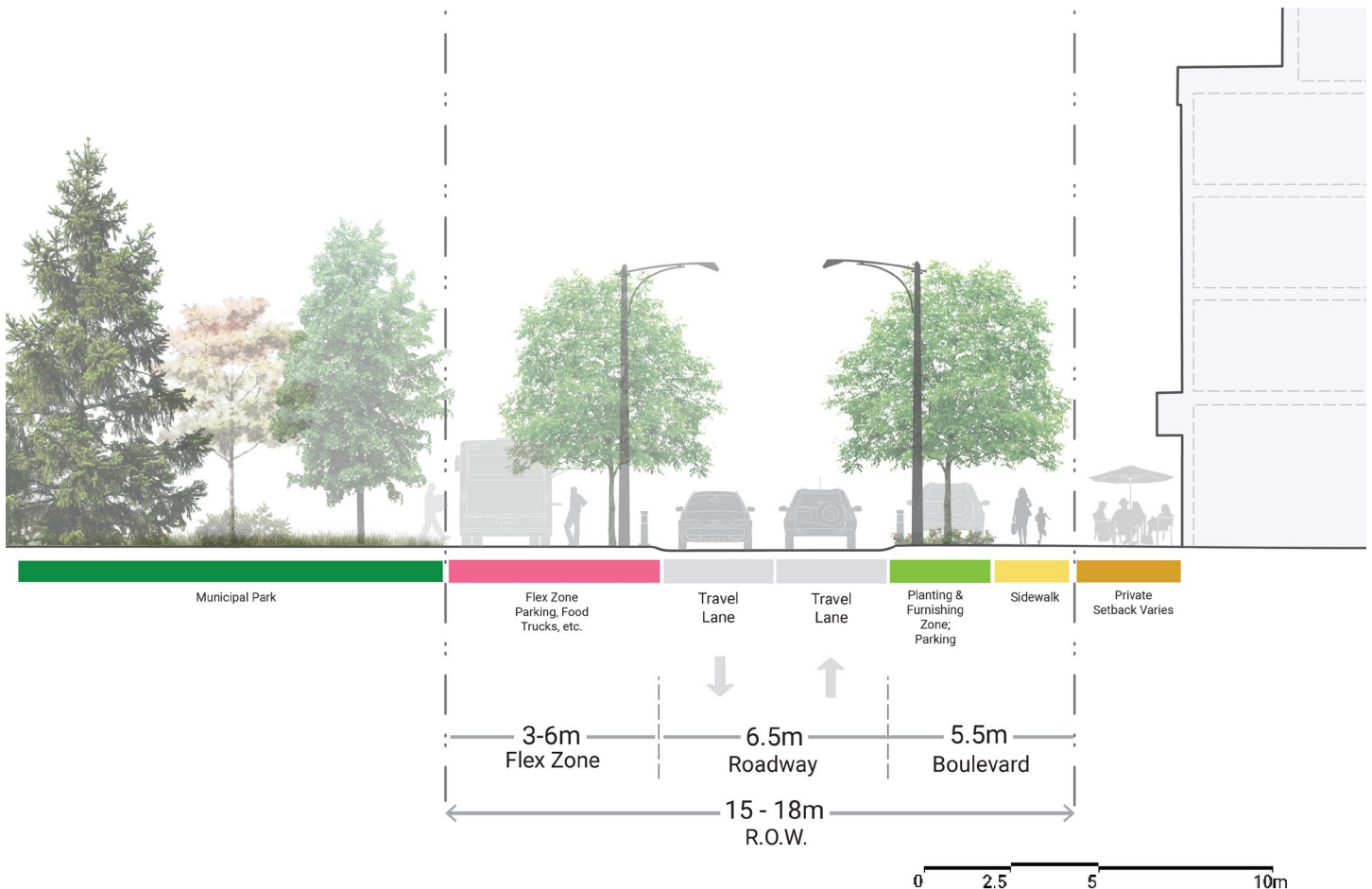
4.1.4. STREET D - SPECIAL LOCAL ROAD

Street D will border the Waterfront Park and creates an opportunity for a unique right-of-way of 15-18 metres. The street will function like a mews for all travel modes when the waterfront has a limited number of visitors due to weather or time of day and can be closed to vehicles at other times to effectively extend the public space of the park on weekends and for special activities or events.

The roadway should be no wider than 6.5 metres, its edges defined by rolled curbs or no curbs and by a combination of bollards and planters for the safety of pedestrians. The

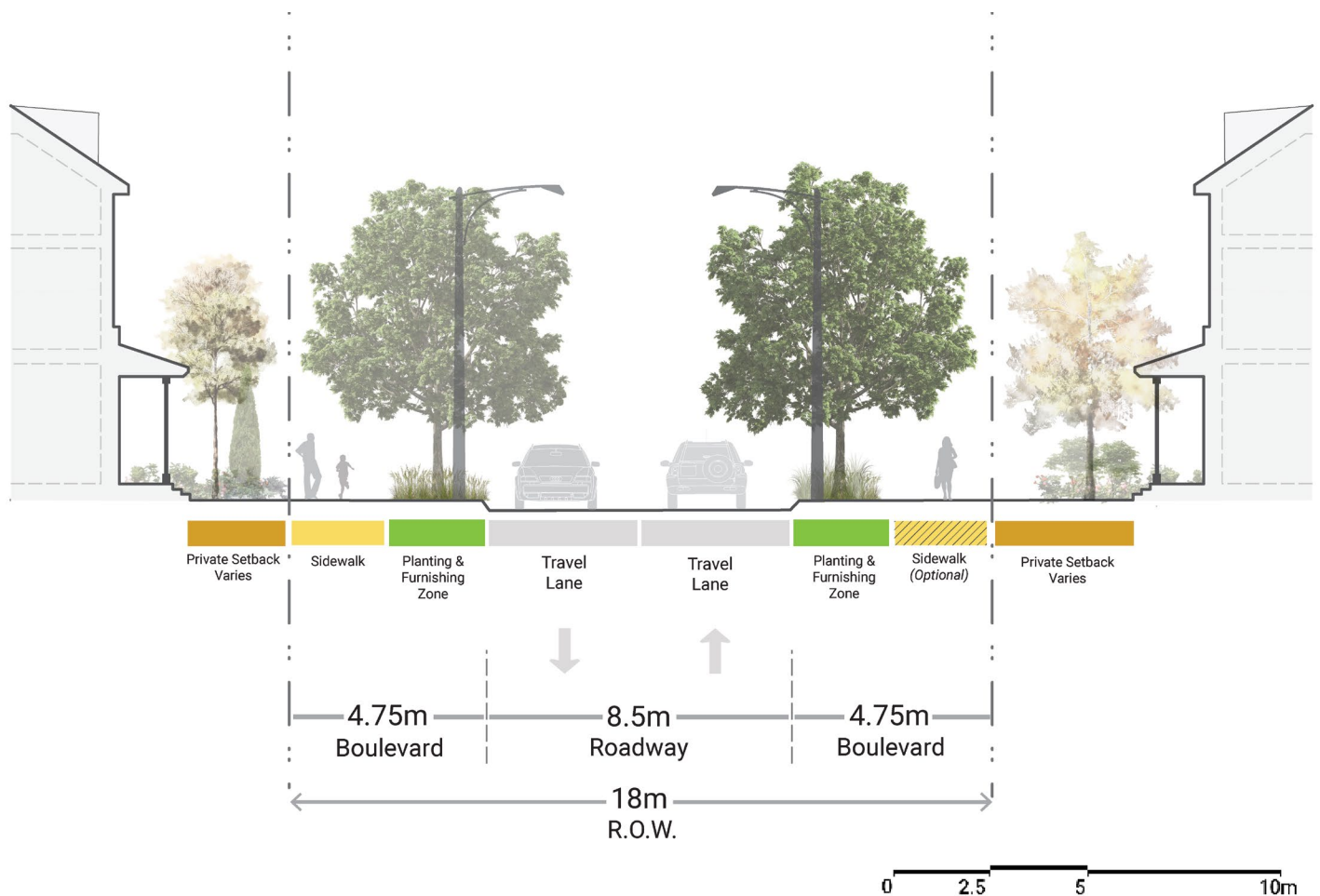
pedestrian realm on the north side should be landscaped and designed in anticipation of commercial uses on the ground floor of buildings spilling out. Benches should be included in the landscaping. The design and function of the south side should be considered in conjunction with the design of the park. It will have the potential to accommodate parking, food trucks, other vendors and other park amenities.

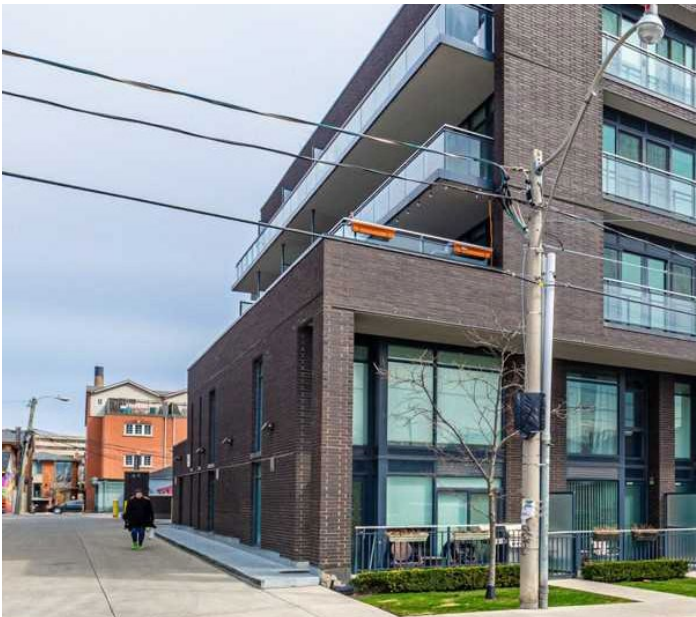
The cross-section illustrated below anticipates a straight alignment of Street D. The right-of-way has the potential, however, to accommodate a roadway with curves, in which case the widths of the boulevard on the north side and the flex zone on the south side may deviate from the widths shown, provided the boulevard on the north side has a minimum width of 2.5 metres for pedestrians.



4.1.5. TYPICAL LOCAL ROADS

All other Local Roads in the Courtice Waterfront generally should have a right-of-way of 18 metres, except where on-street parking for visitors is appropriate on both sides, in which case 20 metres will be required. Given the population density anticipated in the community (medium to high) and the proximity of the Waterfront Park, which will encourage walking, sidewalks should be located on both sides of the street. Cyclists will share a minimum 8.5-metre roadway with vehicles.





Rear lane providing access to servicing at the rear of a mid-rise building



Roundabout at the intersection of two collector roads

4.1.6. MID-BLOCK PEDESTRIAN CONNECTIONS

Mid-block pedestrian connections will be used to break up long blocks and shorten walking distances. They should have a minimum width of 6 metres to accommodate a 3-metre wide multi-use path and landscaping on both sides. Pedestrian-scale lighting should be provided.

4.1.7. REAR LANES

Rear Lanes are encouraged throughout the Courtice Waterfront community since they result in more pedestrian-friendly streetscapes. They are strongly encouraged through blocks where medium density forms of housing are dominant, to prevent front driveways from limiting landscaping in front yards and the street right-of-way. Rear Lanes may be required where development fronts Street A or a Key Local Road, where driveways to individual units will not be permitted.

Rear Lanes, whether public or private, should have a minimum right-of-way of 8.5 metres to accommodate a roadway of 6.5 metres and one-metre verges on both sides for lighting and a buffer to garages or parking pads.

4.1.8. ROUNDABOUTS

Roundabouts may be used as an alternative to traditional intersections with stop signs or traffic signals. They can help to calm traffic while also marking gateways and contributing to community identity through landscaping.

- A.** The size and configuration of roundabouts shall meet Regional and Municipal standards.
- B.** Landscape elements within roundabouts must not impede critical sightlines.
- C.** Roundabouts should feature decorative paving and soft landscaping designed to a high standard and with durable, low-maintenance materials.
- D.** The size of roundabouts should be minimized to avoid diverting and lengthening pedestrian routes through the intersection, and pedestrian crossings should be clearly marked.
- E.** Public art should be considered in designing roundabouts.

4.2. STREETSCAPES

Streets are not just for moving people and goods but are also places for social interaction, and their design contributes fundamentally to the character of a community. The Guidelines below apply primarily to the boulevards of streets to ensure the public realm of the Courtice Waterfront is optimized for residents, employees and visitors.

- A.** Sidewalks should be designed to provide fully accessible, barrier-free connectivity throughout the community, as per Regional and Municipal standards.
- B.** Sidewalks generally should have a minimum width of 1.8 metres unless prescribed to be wider in the guidelines under Section 4.1.
- C.** The space between the sidewalk and the curb should be reserved for street trees, grass or other ground cover, street lighting and, where appropriate, transit shelters, seating and bicycle parking.
- D.** Transit shelters, seating and wayfinding should be provided at all transit stops.
- E.** Curb extensions (bump-outs) may be considered at intersections and mid-block locations to expand the pedestrian zone, accommodate transit shelters and seating, and shorten roadway crossings.
- F.** Street trees should be large canopy species tolerant of droughts and salt and primarily native, non-invasive species that maximize biodiversity. Pollinator species are encouraged.
- G.** Ornamental or flowering trees should be considered for key entry streets.
- H.** Trees of the same species should be planted on both sides of the street, but tree monocultures are to be avoided.
- I.** Adequate soil volumes, good soil structure, proper drainage and, where possible, irrigation should be provided to support the long-term health of street trees. The bridging of soil rooting areas below adjacent hard surfaces is encouraged.
- J.** Street lighting will be guided by Municipal standards and should focus illumination downward to minimize light pollution and support dark night skies.
- K.** The integration of public art into streetscape elements, such as benches, transit shelters and paving, should be considered.



Streetscape with generous pedestrian zone, patio and street trees

- L.** Utilities, such as gas, hydro, cable and telecommunications should be located underground, where feasible.
- M.** Above-ground utilities should be integrated into the streetscape and be located so as to minimize conflicts with street tree planting. Alternative methods of screening or integrating utility services may be considered, including covers, wraps or public art features, in compliance with utility authority requirements.

4.3. PARKS AND OPEN SPACE

The Courtice Waterfront has a wealth of open space, including the environmentally significant natural spaces associated with the Lake Ontario shoreline and the Tooley Creek valley and tributaries. Adjacent to these are open fields and other green spaces designated "Waterfront Greenway." To these spaces will be added a new Municipal-wide Waterfront Park between Darlington Provincial Park and Courtice Shores Drive as an amenity for all Clarington residents.

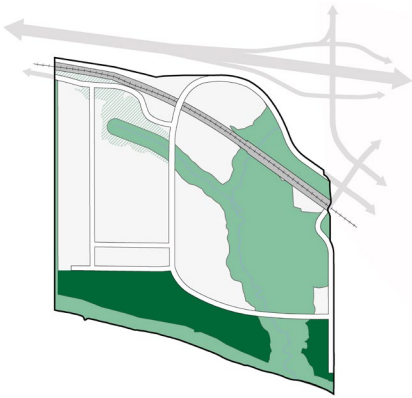
This section provides guidelines for the future Waterfront Park and Waterfront Greenway, as well as spaces and facilities that will enhance connectivity within the open space system. Section 4.4 addresses Environmental Protection Areas.



Trillium Park, Toronto



Figure 4: Open Space System



4.3.1. COURTICE WATERFRONT PARK DESIGN GUIDELINES

The Courtice Waterfront Park will be a major new addition to the open space network along the north shore of Lake Ontario. The 15-hectare park will be an amenity for local residents and serve all of Clarington with a range of recreational and cultural opportunities and as a place to access the lake. It also has the potential to draw visitors from across the region.

The guidelines below are intended to ensure the design and programming of the Waterfront Park meets the needs and desires of Clarington residents while protecting valued natural features.

- A.** Facilities in the park should complement those in other areas of the Clarington Waterfront.
- B.** Programming in the Waterfront Park should facilitate a range of active and passive recreational uses. As per Clarington's Parks, Recreation and Culture Master Plan, features and amenities should consider seasonality, year-round use, and existing features and amenities in nearby parks and facilities.
- C.** The park should include a playground and splash pad with shade structures.
- D.** Large playing fields are not an appropriate use in the park. However, lawn areas should accommodate pick-up sports and may be used for temporary fields.
- E.** Courts for basketball, tennis, pickle ball and/or bocce should be considered.
- F.** Facilities to encourage winter use of the park, such as fire pits, should be considered.
- G.** The park should accommodate permanent or seasonal kiosks for food and beverage vendors and equipment rentals.
- H.** Facilities for cultural programming, such as an open pavilion and covered stage, should be considered.
- I.** The design and potential programming of Street D should be integrated into the design of the park.
- J.** Multi-use paths within the Waterfront Park should follow desire lines between intersections and destinations within and beyond the park, including lookouts and trailheads within the Environmental Protection Areas.



Kiosk cafe in a park

- K.** Multi-use paths should clearly delineate between zones for pedestrians and cyclists through markings, different paving or landscaping.
- L.** Secure bicycle parking should be provided in and around the park.
- M.** Facilities for easy access to the beach, including the transporting of kayaks and canoes, should be provided at the foot of Courtice Shores Drive.
- N.** Public washrooms should be provided at the east end of the park, near the access to the beach, and in a central location, close to play areas.
- O.** Plantings should generally consist of hardy, native species and provide a transition between park greenspace and natural areas.
- P.** The park should include furnishings such as benches, other seating and tables. Picnic shelters should also be included. These elements should be coordinated in their design and built of durable, low-maintenance materials.
- Q.** Public art should be integrated into the design of park facilities or landscape features. Public art that celebrates and/or interprets the area's natural and cultural history is encouraged.
- R.** Facilities for outdoor educational programming should be considered adjacent to significant environmental features.
- S.** Utility infrastructure such as gas, hydro, cable, and telecommunications should be located away from the park and its edges and open space frontages.



Trail rest area with navigation and other information



Nature-based playground

- T.** Alternative methods of screening or integrating utility services may be considered, including covers, wraps or public art features, in compliance with utility authority requirements.
- U.** On-street parking adjacent to the park should be maximized to minimize the need for parking lots in the park. Parking lots, where required, should be small and landscaped.
- V.** An operations yard for the park should be located away from active areas, preferably at the west end of the park, where it can provide a buffer to Darlington Provincial Park.

4.3.2. WATERFRONT GREENWAY

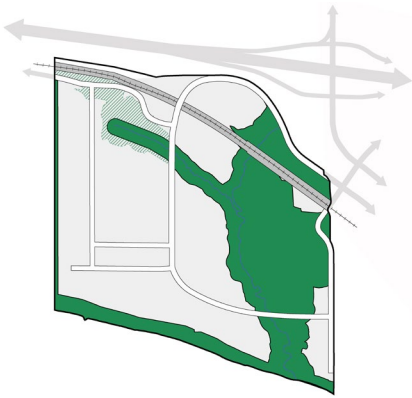
The Waterfront Greenway lands comprise a mix of public and private lands, including farmland. The public lands, except the landscape buffer surrounding the Courtice Water Pollution Control Plant, are publicly accessible but largely unprogrammed, with the exception of trails.

- A.** Ongoing naturalization of Waterfront Greenway lands should be encouraged.
- B.** Trails should be planned in public Waterfront Greenway lands adjacent to the Tooley Creek valley to provide and manage public access.
- C.** Benches or other seating and shade structures should be located at rest stops or lookouts along trails and multi-use paths.
- D.** Where permitted, stormwater management facilities on Waterfront Greenway lands should incorporate naturalized landscaping.

4.3.3. MULTI-USE PATHS AND TRAILS

The trail network provides a network of connections for pedestrians and cyclists and can be both a safe option for travelling to and from local destinations and for recreational activities.

- A.** The trail network should prioritize connecting key destinations in the Waterfront Park and larger community.
- B.** Multi-use paths in road boulevards and open spaces will generally be at least 3 metres wide. Paint or contrasting paving materials and signage should be used to delineate between zones for walking and cycling/rolling.
- C.** The design of trails should be sensitive to nearby natural features.
- D.** As an important part of the larger mobility network, access points to trails and paths should be highlighted along streets and in open spaces with signage and lighting. Trail heads should include navigation aids.



4.4. ENVIRONMENTAL PROTECTION AREAS

The Courtice Waterfront contains an extensive natural heritage system largely centered on the Tooley Creek and related valley lands. The Environmental Protection Areas identified in Figure 3: Open Space System will prioritize preserving ecological diversity, promoting environmental sustainability, and ensuring recreational uses are compatible.

4.4.1. GENERAL GUIDELINES

- A.** Developments adjacent to Environmental Protection Areas should optimize public exposure and views to them through the provision and incorporation of parks and trails which provide access and additional linkages to the natural heritage system.
- B.** While connectivity with Environmental Protection Areas is encouraged, trails should be directed outside of natural areas, or to the outer edge of buffer areas, and creek crossings should be minimized.
- C.** Where parks, trails and adjacent development connect to Environmental Protection Areas, their interface, access, and usage should be managed in a way that preserves the area's ecological integrity and adheres to the policies and guidelines of the Central Lake Ontario Conservation Authority (CLOCA).
- D.** The integration of parks, trails and infrastructure adjacent to an Environmental Protection Area should enhance natural features and functions. Encroachments into the natural feature should be avoided. Where encroachments cannot be avoided, compensation may be required.
- E.** Trail and drainage infrastructure should incorporate the natural topography and drainage patterns.
- F.** Development, including the road network, will consider drainage patterns and topography around Environmental Protection Areas. Watercourse crossings should be limited.



Courtice Waterfront shoreline

- G.** The interface of the Environmental Protection Area with residential lots should consist of fencing that meets Central Lake Ontario Conservation Authority standards. Gates to the adjacent Environmental Protection Area are not permitted.

4.4.2. LAKE ONTARIO SHORELINE GUIDELINES

- A.** Where appropriate, opportunities for passive recreation along the Lake Ontario Shoreline should be provided, along with trail connections to the future Waterfront Park, Waterfront Greenway and larger Courtice Waterfront.
- B.** The naturalization and restoration of the function of the Lake Ontario shoreline should be pursued where possible.
- C.** Shoreline protection and enhancement measures, such as groynes, piers and/or breakwalls, may be considered, subject to environmental assessments.
- D.** Access to the Lake Ontario shoreline shall only be provided where it has been determined that there will be no long-term adverse impact on the ecological function of these areas.



Tooley Creek

4.4.3. WOODLANDS AND VALLEYLANDS

- A.** Where appropriate, opportunities for passive recreation along the Tooley Creek Valleylands should be provided, along with trail connections to the future Courtice Waterfront Park and the planned Waterfront community.
- B.** The naturalization, replanting and restoration of the function of woodlands and valleylands should be pursued where possible.
- C.** Existing tree cover shall be preserved and expanded to connect and buffer protected woodlands and other natural areas and provide shade to the public realm.
- D.** Direct access from private properties backing onto woodlands will not be permitted.
- E.** Access to woodlands and valleylands shall only be provided where it has been determined that there will be no significant long-term impact on the ecological function of the areas.

5.

GREEN DESIGN GUIDELINES

The overall design of Courtice Waterfront is intended to support environmental sustainability by protecting and enhancing natural features and including interconnected pedestrian and trail networks that encourage walking and cycling. Making progress toward the ultimate goal of a zero carbon community will also depend on a “green design” approach to infrastructure, buildings and landscapes that follows the guidelines in this section.

5.1. ENERGY AND WATER CONSERVATION

- A.** Energy efficiency should be promoted through site and building designs that provide opportunities for passive design strategies and maximize the potential for passive solar and natural ventilation.
- B.** Buildings should incorporate energy saving measures such as window shading, daylight design, daylight sensors, heat recovery ventilation, high efficiency mechanical equipment, and energy efficient appliances and lighting.
- C.** The use of renewable energy sources for all or some of a building's energy, heat and cooling needs is encouraged. If not used, provisions for future installations should be considered.
- D.** Renewable energy technologies should be integrated into the design of building façades and roofs as well as outdoor spaces.
- E.** Green roofs should be considered for commercial and multi-unit residential buildings. Where green roofs are not provided, reflective or light-coloured roofs should be incorporated to reduce solar heat absorption and energy demand.
- F.** Solar panels on rooftops are also encouraged. South facing roofs should be designed to accommodate solar panels by maximizing flat expanses of roof with no penetrations or articulated rooflines.
- G.** Buildings should be located and oriented to maximize energy efficiency, natural ventilation and sunlight penetration and minimize shadow and wind impacts on the public realm and surrounding properties.
- H.** Building design should include environmental controls such as canopies, awnings, extended eaves and louvers to regulate sun and wind exposure.
- I.** Water collection and storage are encouraged, and all buildings should be designed to use water efficiently through such measures as ultra-low flow fixtures, waterless urinals, dual flush toilets, and grey-water recycling.
- J.** Buildings should be designed with high performance envelopes.
- K.** Low-carbon and sustainable material alternatives should be considered for the proposed structure or envelope of buildings.



Green roof

- L.** Green building material standards should be considered to reduce the impact on the environment and ensure materials are purchased/obtained from responsible ethical sources; and, where possible, materials should be sourced from certified local businesses.
- M.** Buildings should use electric sources of hot water heating, as well as water heat recovery technologies.
- N.** Renewable energy use to reduce electric energy supply in the public realm, such as solar-powered lighting for trails, parks and open spaces, is encouraged.

5.2. LANDSCAPES AND STORMWATER MANAGEMENT

Development in the Courtice Waterfront will be designed to manage stormwater through Low Impact Development techniques such as, but not limited to, bioswales, rainwater harvesting systems, infiltration trenches, the use of permeable surface materials, and naturalized stormwater management ponds.

- A.** Landscaping should feature native and adaptive, non-invasive non-native species that are drought-tolerant and require little or no irrigation.
- B.** The use of permeable surface materials should be considered within driveways to minimize run-off. The use of permeable paving and other pervious surface materials for hard landscaping and on-site parking is encouraged to maximize water infiltration.
- C.** Rainwater harvesting systems for collecting rainwater and storing it for later use are encouraged.
- D.** Rain gardens are encouraged to detain, infiltrate and filter runoff discharge from roof leaders.
- E.** Rain gardens should be designed to complement the landscape, on a base of granular material and with tolerant plant material. They should be installed in areas where soil permeability is high.
- F.** Vegetated Filter Strips, which are gently sloping and densely vegetated areas designed to treat runoff as sheet flow from adjacent impervious surfaces by slowing runoff velocities and filtering out sediments and other pollutants, are encouraged where feasible. They are best suited to treating runoff from roads, roof downspouts and low traffic parking areas, and can be used for snow storage.
- G.** Stormwater management ponds should be developed as naturalized ponds, incorporating native planting, creating natural habitat for pollinator species, and enhancing biodiversity.
- H.** Stormwater management ponds should integrate safe public access into their design through trails and seating. Fencing should be avoided and railings or densely planted areas should be used to discourage direct access.



Bioretention area along a local street

- I.** Stormwater management facilities should incorporate low impact development measures, including but not limited to, vegetated swales and planters, trees, shrubs and porous paving materials.
- J.** Soil amendments, soakaway pits, infiltration trenches and chambers are encouraged on medium density, multi-family lots, with green roofs and rainwater harvesting as additional measures on mixed use blocks.



