



# BROOKHILL

## secondary plan update

Public Information Centre #3

Thursday, May 21, 2020



# AGENDA

- 1.0 Introduction
- 2.0 Planning Context and Structure
- 3.0 Key Directions
- 4.0 Three Development Alternatives
- 5.0 Emerging Plan
- 6.0 Next Steps
- 7.0 Discussion

# WHY AN UPDATED SECONDARY PLAN?



To ensure that the **Brookhill Neighbourhood** is developed based on the latest Provincial and local policies as an **efficient, low-energy** neighbourhood that **preserves the natural environment** and **provides a diversity of housing options**.

The work will address:

- New targets for growth in terms of intensification and the density of development;
- Clarington's Priority Green Development Framework;
- Updates to the natural heritage system; and,
- Updates to transportation and servicing.

# SECONDARY PLAN PRIORITIES

The updated Secondary Plan will address four priorities:



1. **SUSTAINABILITY AND CLIMATE CHANGE**  
Sustainable “green lens” approach to development



2. **URBAN DESIGN**  
High quality aesthetic and design, building on the urban design excellence in the Brookhill Secondary Plan

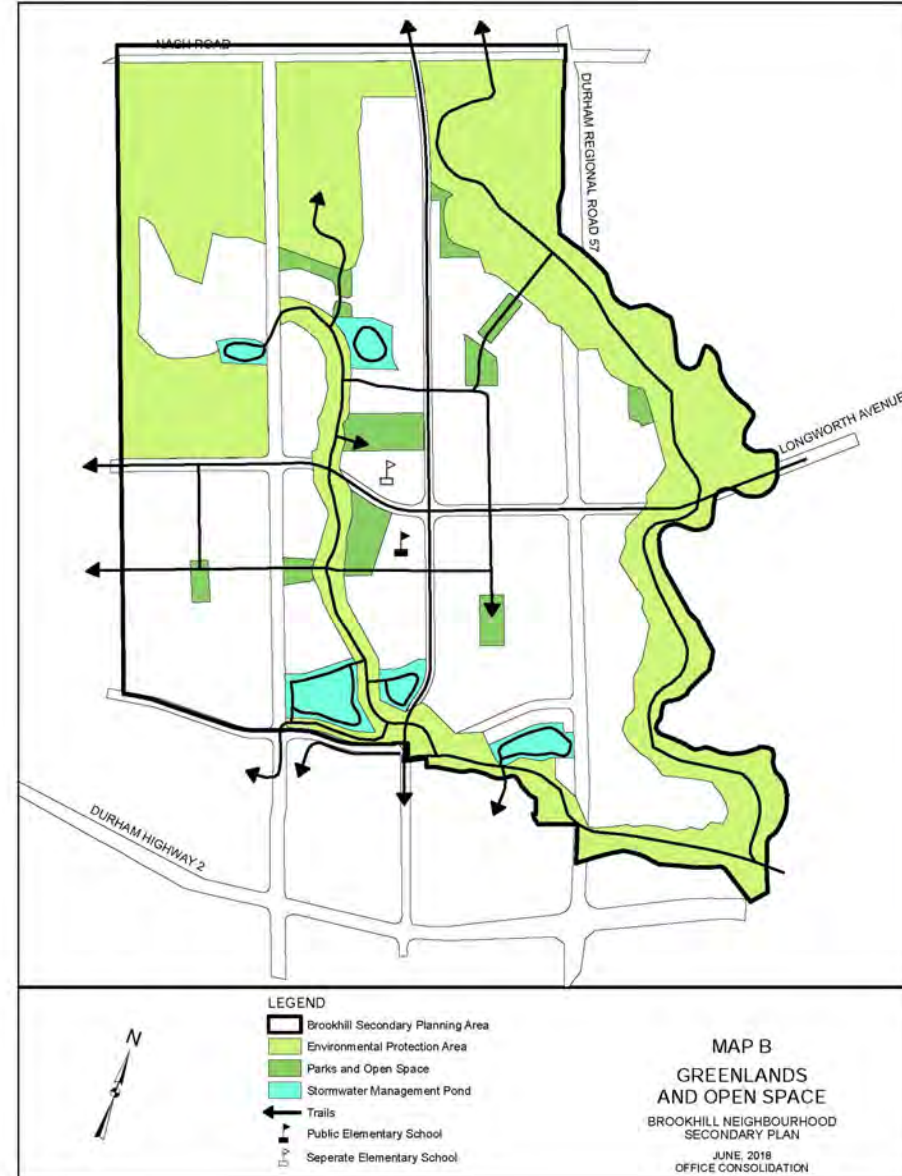
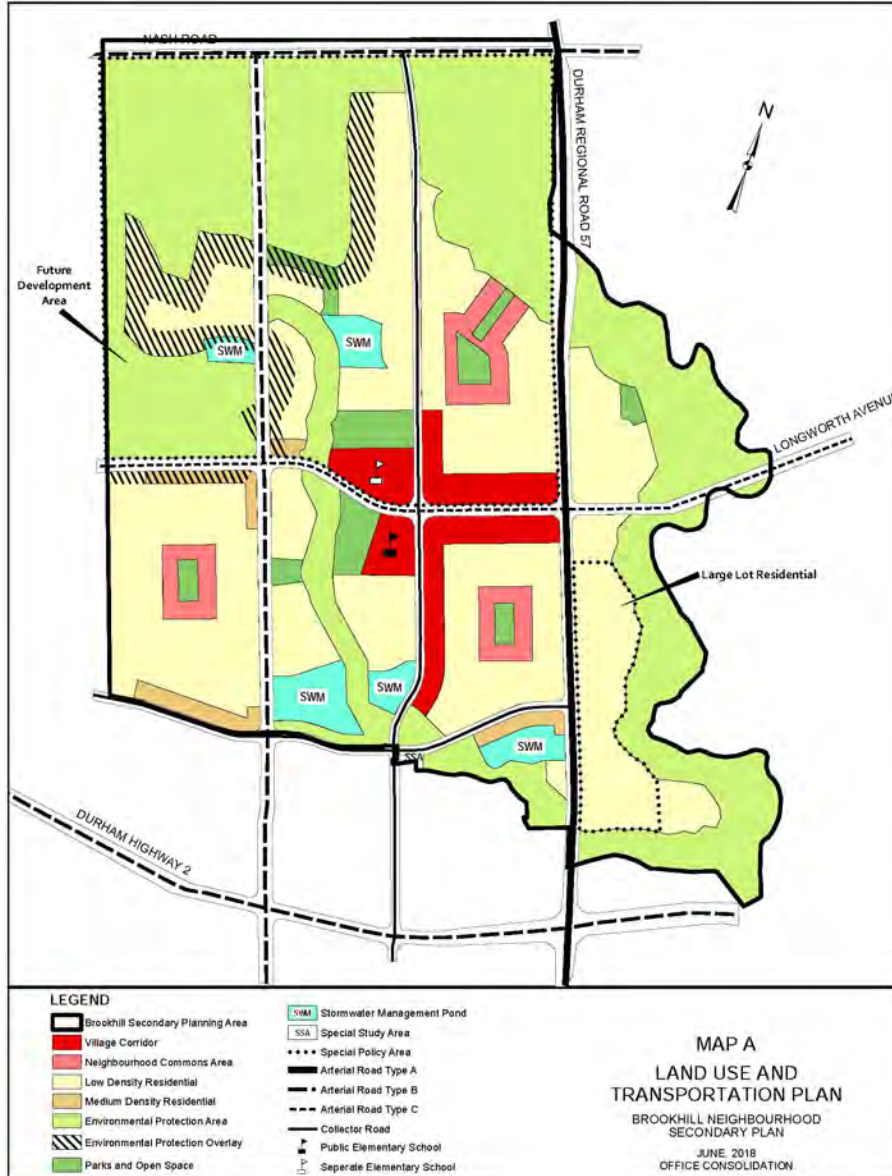


3. **AFFORDABLE HOUSING**



4. **COMMUNITY ENGAGEMENT**  
Range of engagement opportunities

# EXISTING SECONDARY PLAN



# SECONDARY PLAN STUDY AREA



## 2007 SECONDARY PLAN (white)

**Size:** 300 hectares (740 acres)

### **Approved for:**

- 2,800 Residential units: singles, semi's, townhouses, low-rise apartments
- Retail and Service Commercial
- Schools and Places of Worship
- Parks and Open Spaces

## 2019 UPDATE (red)

**Size:** +200 hectares (495 acres)

**Brookhill Update Study Area  
Secondary Plan Boundary**

# INTEGRATED PROCESS

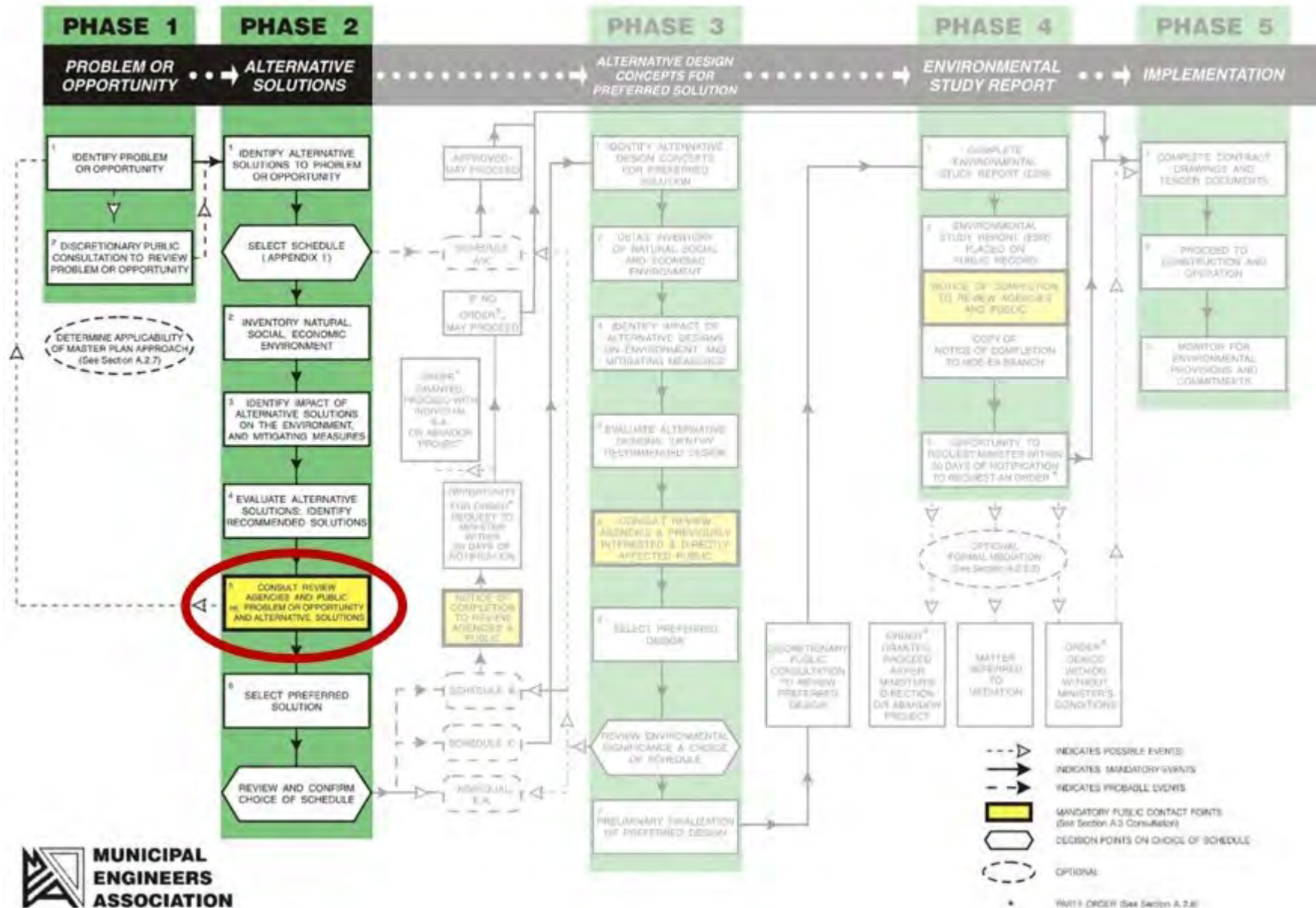


- The “**Integrated Approach**” recognizes the desirability of integrating and coordinating the planning and approval processes to satisfy the requirements of the Planning Act and Environmental Assessment Act.
- The Secondary Plan Update is integrating a Master Plan Municipal Class Environmental Assessment (MCEA) process which completes Phases 1 and 2 of Schedule ‘B’ and ‘C’ road projects.



# INTEGRATED PROCESS - Municipal Class EA Process

- Currently, in Phase 2, Step 5 of the process.
- Consult review agencies and public i.e. opportunities / challenges and alternative solutions





# STUDY PROCESS



# STUDY PROCESS – Consultation

- **PIC #1 – November 2018.** Review of goals and principles.
- **PIC #2 – June 2019.** Review of opportunities and challenges. Identified priorities for Natural Heritage, Servicing, Transportation, Sustainability + Urban Design, and Land Use Planning
- **Two Landowners Workshops – December 2019.** Review and comment on three alternative land use options
- **Online Technical Steering Committee Meeting - March 24.**



PIC #2 – June 2019



Landowners Workshop – Dec. 2019

# TECHNICAL ANALYSIS

## Phase 1 Background Reports



- Slope Stability Study (SCS)
- Master Servicing and Stormwater Management Report (SCS)
- Transportation Study (R.J. Burnside)
- Natural Heritage Evaluation Report (PLAN B Natural Heritage)
- Landscape Analysis Report (TPP)
- Sustainability Plan and Urban Design Report (TPP)
- Planning Rationale Report (TPP)
- Brookhill Tributary Erosion Assessment (Ecosystem Recovery Inc.)

# KEY DIRECTIONS **Servicing + Stormwater Management**



- Propose conventional stormwater management facilities (wet ponds and dry ponds) in addition to innovative Low Impact Development (LID) measures.
- Minimize the percentage of impervious surfaces, as well as adopting green infrastructure techniques and LID standards.



# KEY DIRECTIONS **Natural Heritage System**



Trail adjacent to residential



Integrating natural heritage and residential



Natural heritage features



Trails and natural heritage features

- Observe protection areas and explore land use design options that restore or enhance the Natural Heritage System and include opportunities for sustainable recreation.
- Design the road network to minimize crossings of natural heritage features.

# KEY DIRECTIONS **Mobility**



A "complete street"



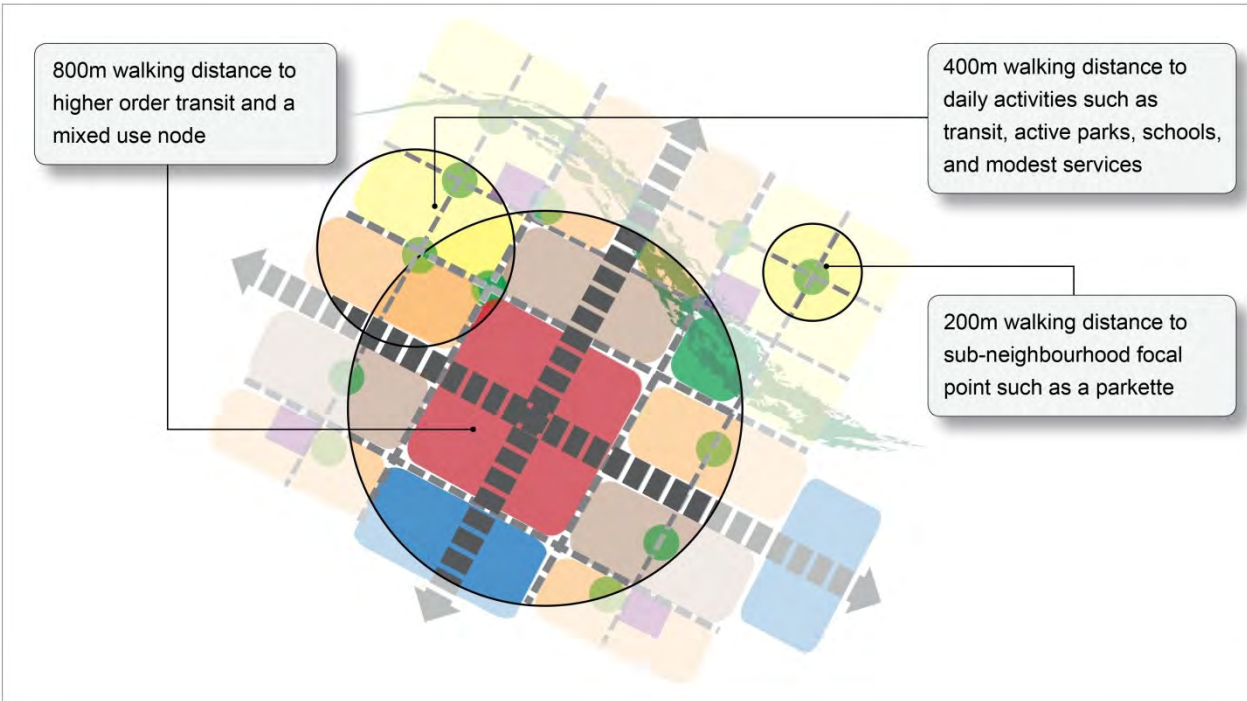
Pedestrian paths



Off-road bicycle trail

- Design a complete street network that is supportive of all modes of travel and promotes health and safety.
- Build and foster a connected and accessible on-road and off-road pedestrian and cycling path network.

# KEY DIRECTIONS Sustainability



800m walking distance to higher order transit and a mixed use node

400m walking distance to daily activities such as transit, active parks, schools, and modest services

200m walking distance to sub-neighbourhood focal point such as a parkette

- Support public health by creating walkable neighbourhoods with amenities and services within a 5 minute walk (400 m).
- Support the reduction of greenhouse gas emissions and reliance on the private automobile by providing opportunities for walking, cycling, and access to transit.



Renewable energy



Charging stations

# KEY DIRECTIONS **Urban Design**



Pedestrian supportive



Mix and diversity



Neighbourhood park



Parkette

- Design a community with liveable neighbourhoods that are pedestrian oriented and promote high quality design practices.
- Create a well-designed public realm that supports active lifestyles and human well-being.



# KEY DIRECTIONS Land Use Planning



High density housing



Neighbourhood retail



Neighbourhood park



Townhomes

- Facilitate growth by incorporating densities that promote compact, efficient, and liveable communities.
- Design for a complete community by providing convenient access to:
  - ❑ Local retail, services, and schools;
  - ❑ A full range of housing, including affordable housing;
  - ❑ A connected open space system;
  - ❑ Public transit and opportunities for walking and cycling; and,
  - ❑ Job opportunities.

# COMMUNITY STRUCTURE



## Natural Heritage System

- Includes all core natural heritage features such as wetlands, woodlands and tributaries
- Delineation of features is subject to final recommendations of EIS



## Major Road Network

- Grid pattern for permeable and connected road system
- “Complete streets” principle to accommodate movement of all road users safely and efficiently



## Parks and Open Space

- Includes neighbourhood parks, parkettes, and trail system
- Located throughout community to ensure residents are within a 5 min walk
- Create connections between parks and trail system



## Residential

- Include mix of low, medium, and high density residential
- Medium and high density housing in nodes and along collectors and arterials
- Residential areas within a 5 min walk to amenities and 10 min walk to transit and services



## Retail/Commercial

- Retail/service commercial areas included to provide amenities and services within a 10 min walk of residents
- Neighbourhood Centre at Bowmanville Ave & Longworth Ave
- Village Corridor along Longworth Ave



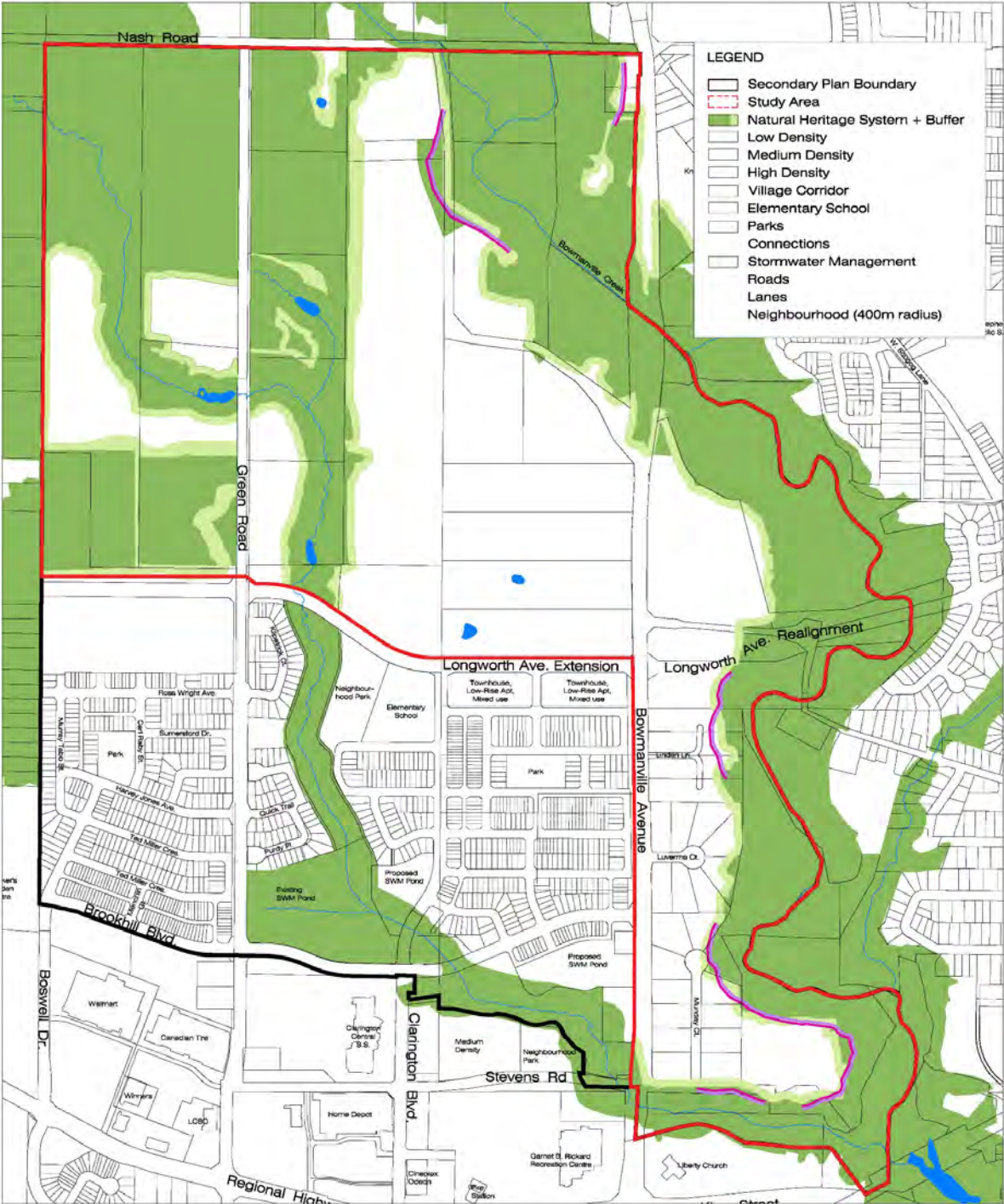
## Elementary Schools

- Located within the neighbourhood at a walking distance of 5 minutes
- Located adjacent to neighbourhood park

# ALTERNATIVE ONE



As defined, natural heritage system protected



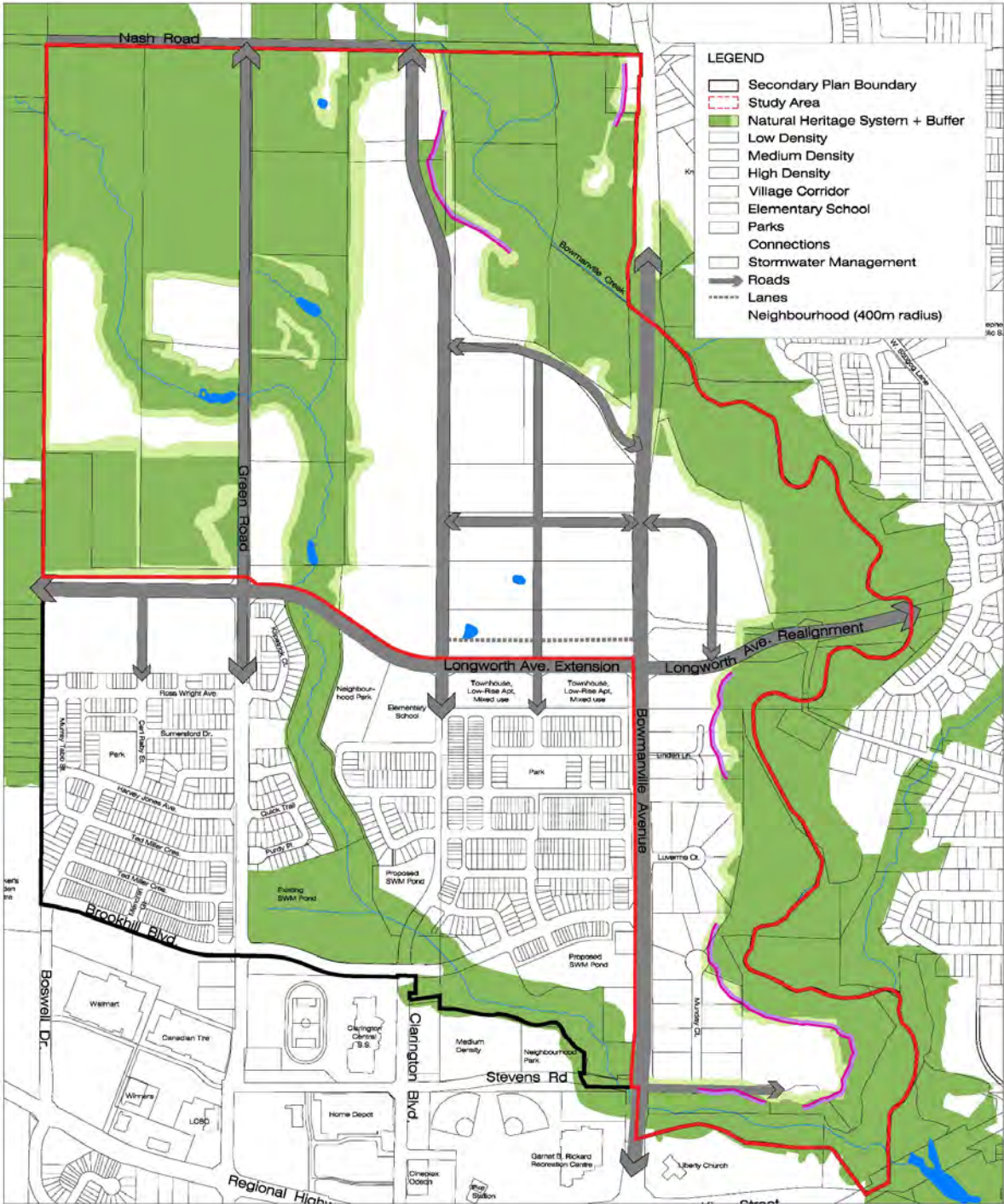
# ALTERNATIVE ONE



As defined, natural heritage system protected



Modified grid with limited use of rear lanes



# ALTERNATIVE ONE



As defined, natural heritage system protected



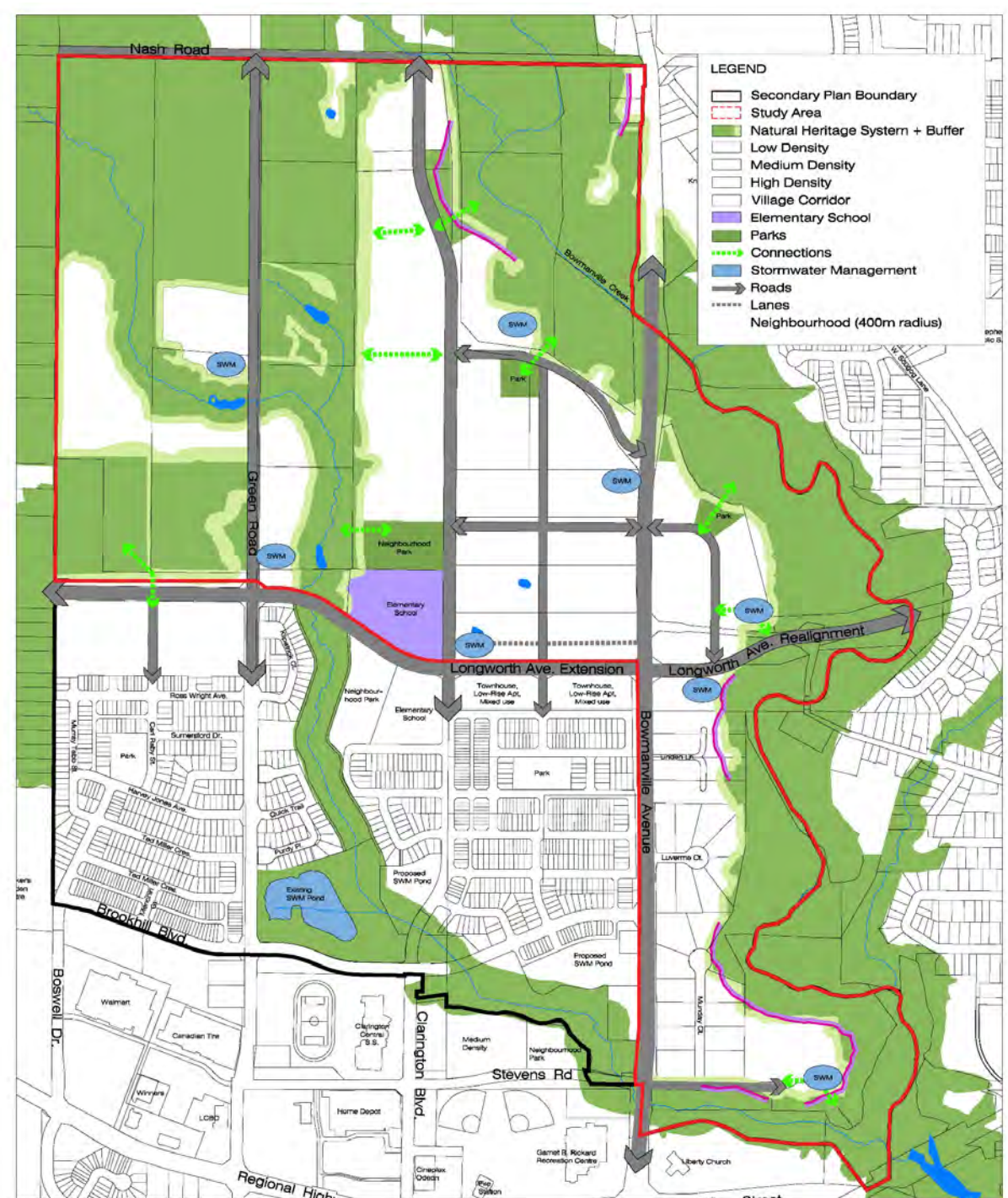
Modified grid with limited use of rear lanes



Multi-park Hierarchy - mix of neighbourhood parks and parkettes



Elementary school connected to park system



# ALTERNATIVE ONE



As defined, natural heritage system protected



Modified grid with limited use of rear lanes



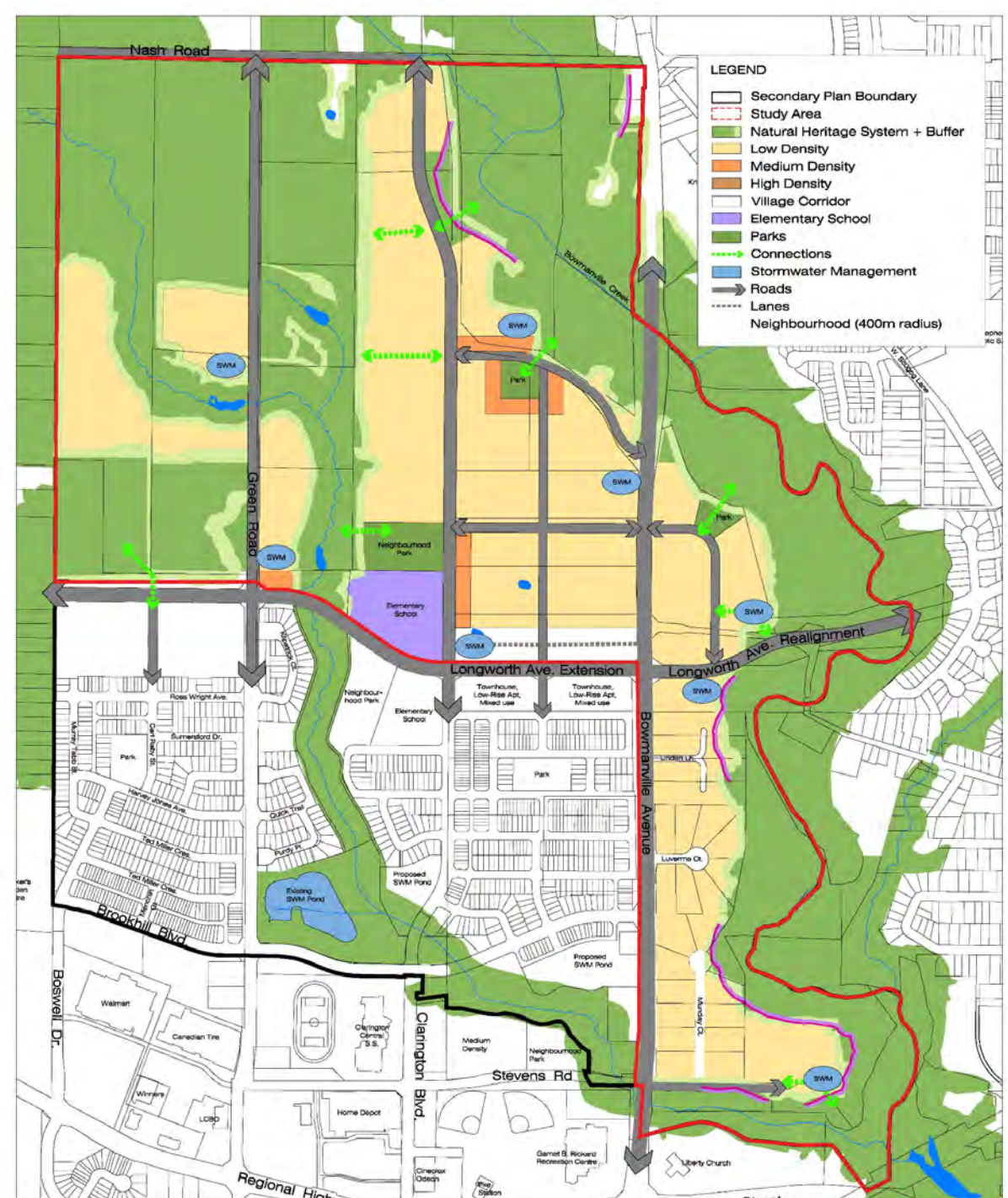
Multi-park Hierarchy - mix of neighbourhood parks and parkettes



Elementary school connected to park system



Even distribution of low and medium density housing in the neighbourhood



# ALTERNATIVE ONE



As defined, natural heritage system protected



Modified grid with limited use of rear lanes



Multi-park Hierarchy - mix of neighbourhood parks and parkettes



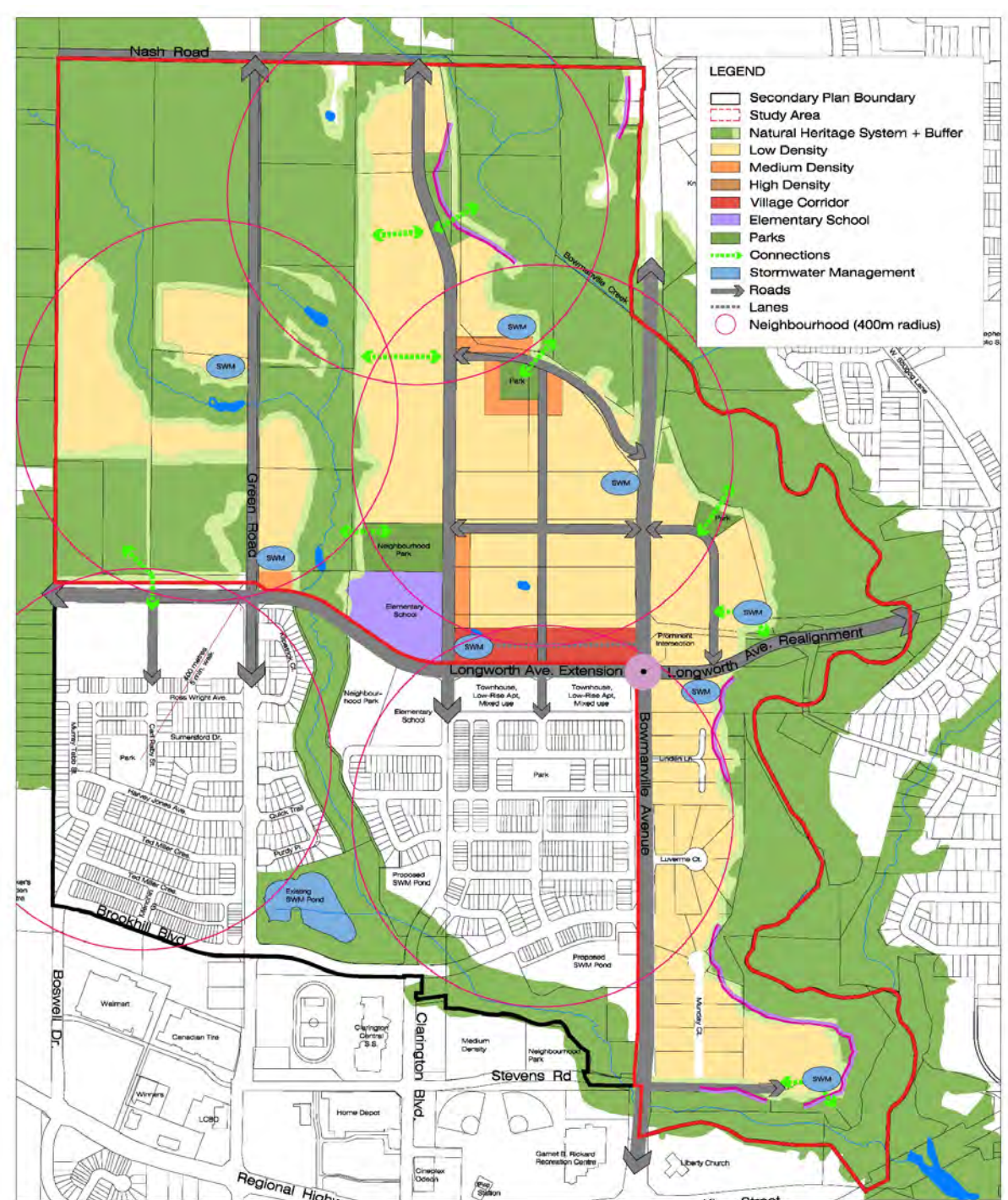
Elementary school connected to park system



Even distribution of low and medium density housing in the neighbourhood



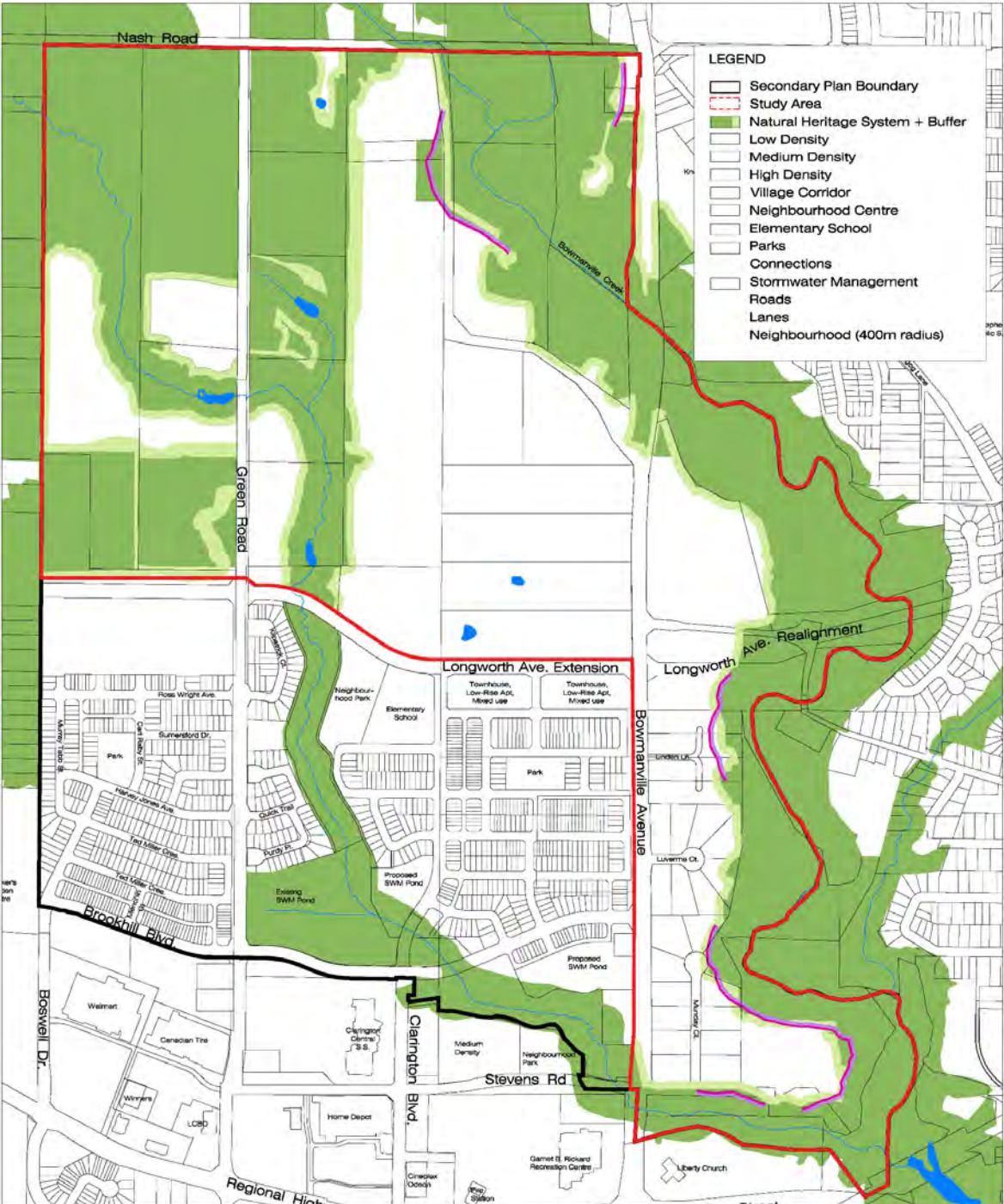
Small retail uses adjacent to Longworth Ave. and Clarington Blvd.



# ALTERNATIVE TWO



As defined, natural heritage system protected





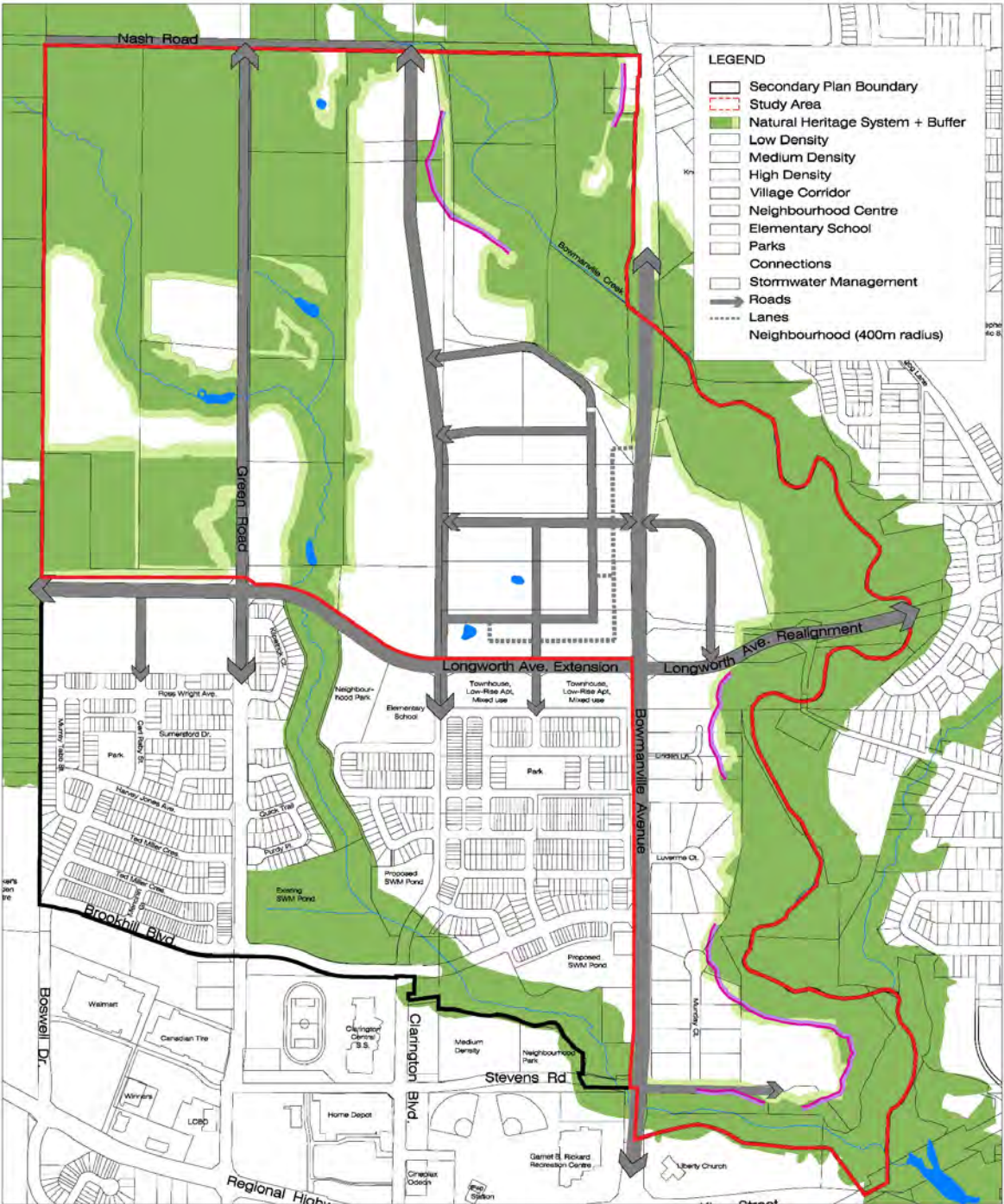
# ALTERNATIVE TWO



As defined, natural heritage system protected



Modified grid, permeable and connected system with rear lanes



# ALTERNATIVE TWO



As defined, natural heritage system protected



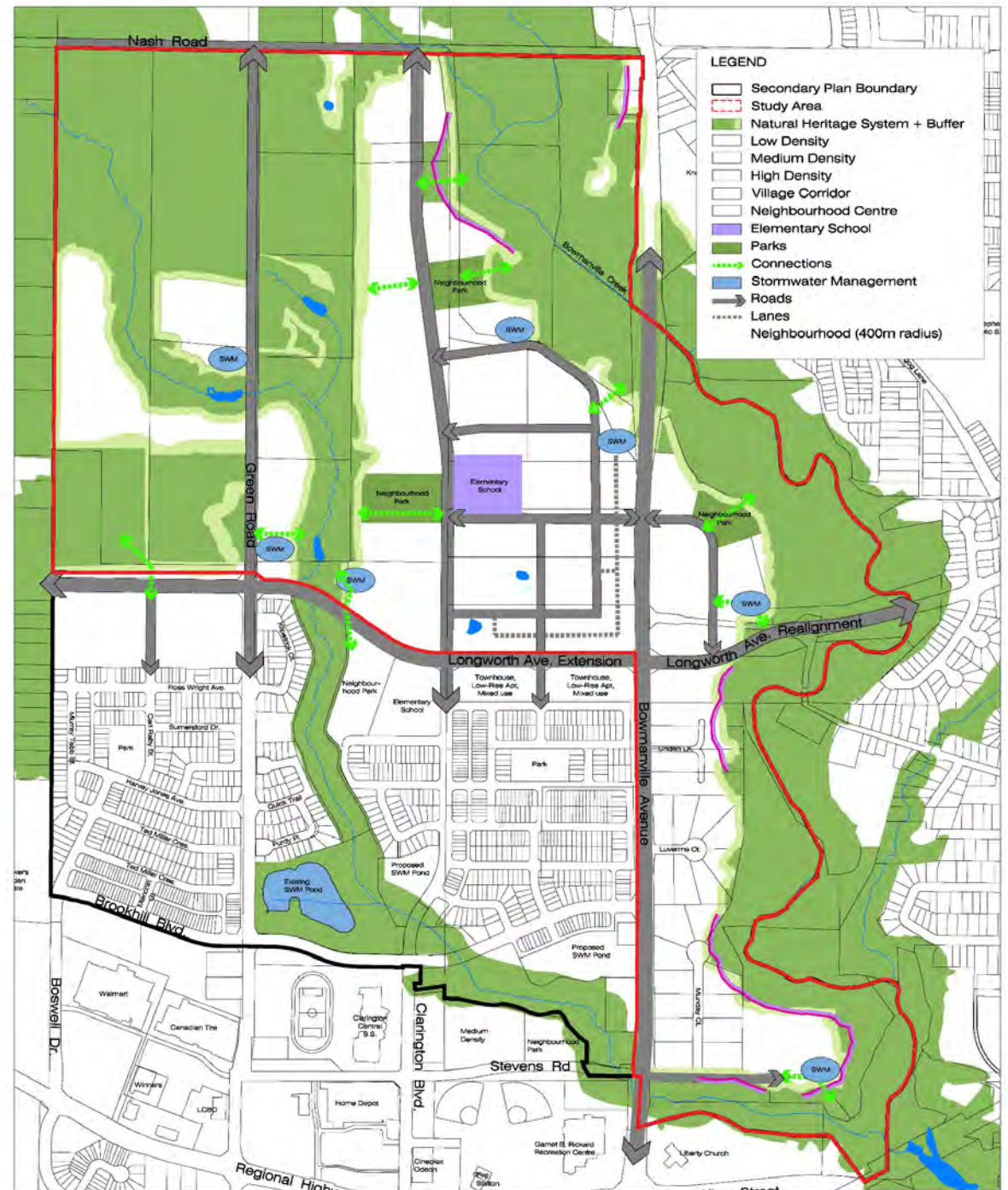
Modified grid, permeable and connected with rear lanes



System of Neighbourhood Parks located in each residential area



Elementary school, located central to the neighbourhood



# ALTERNATIVE TWO



As defined, natural heritage system protected



Modified grid, permeable and connected with rear lanes



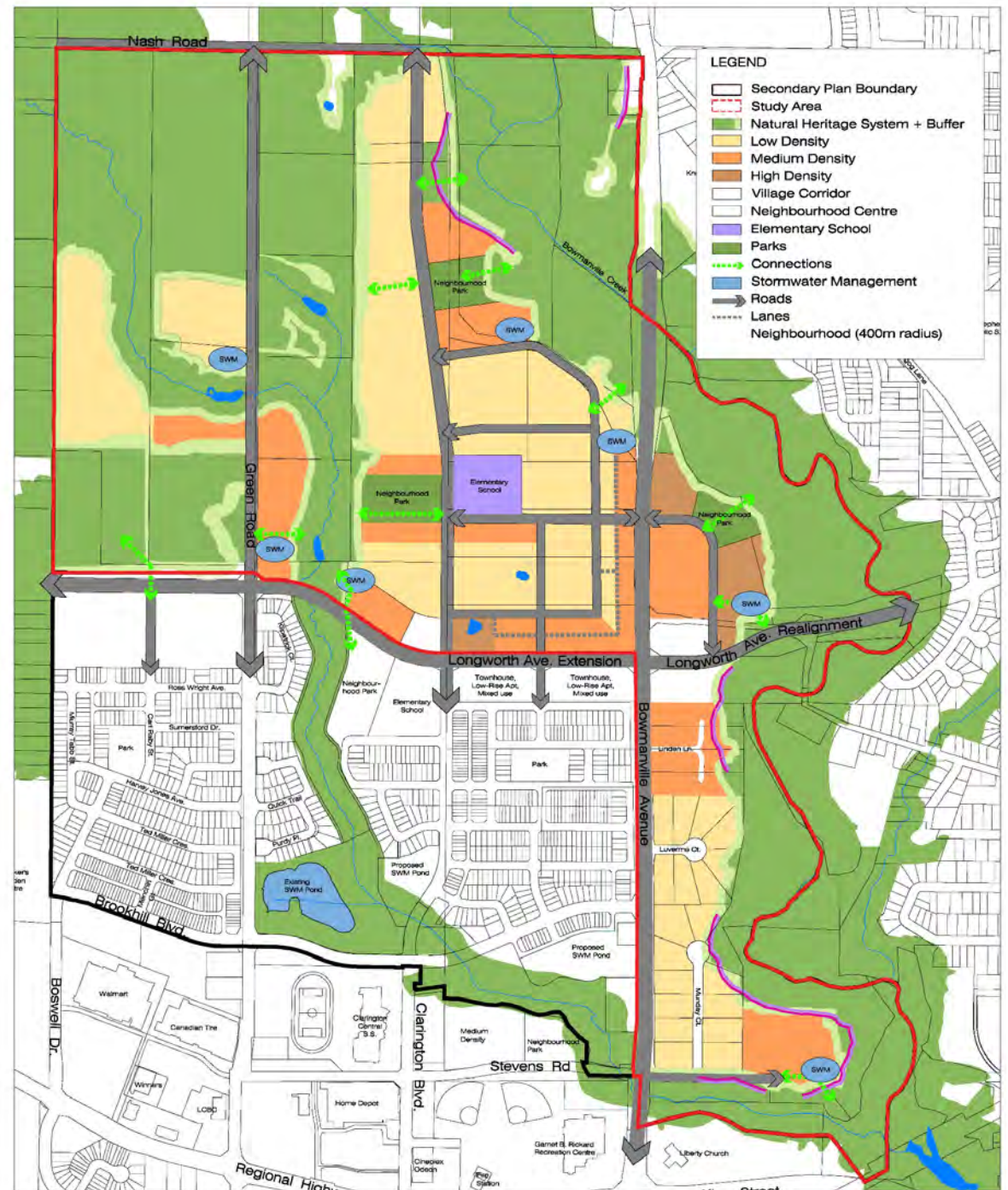
System of Neighbourhood Parks located in each residential area



Elementary school, located central to the neighbourhood



Medium and high density housing distributed in nodes & corridors, low density housing central to the neighbourhood



# ALTERNATIVE TWO



As defined, natural heritage system protected



Modified grid, permeable and connected with rear lanes



System of Neighbourhood Parks located in each residential area



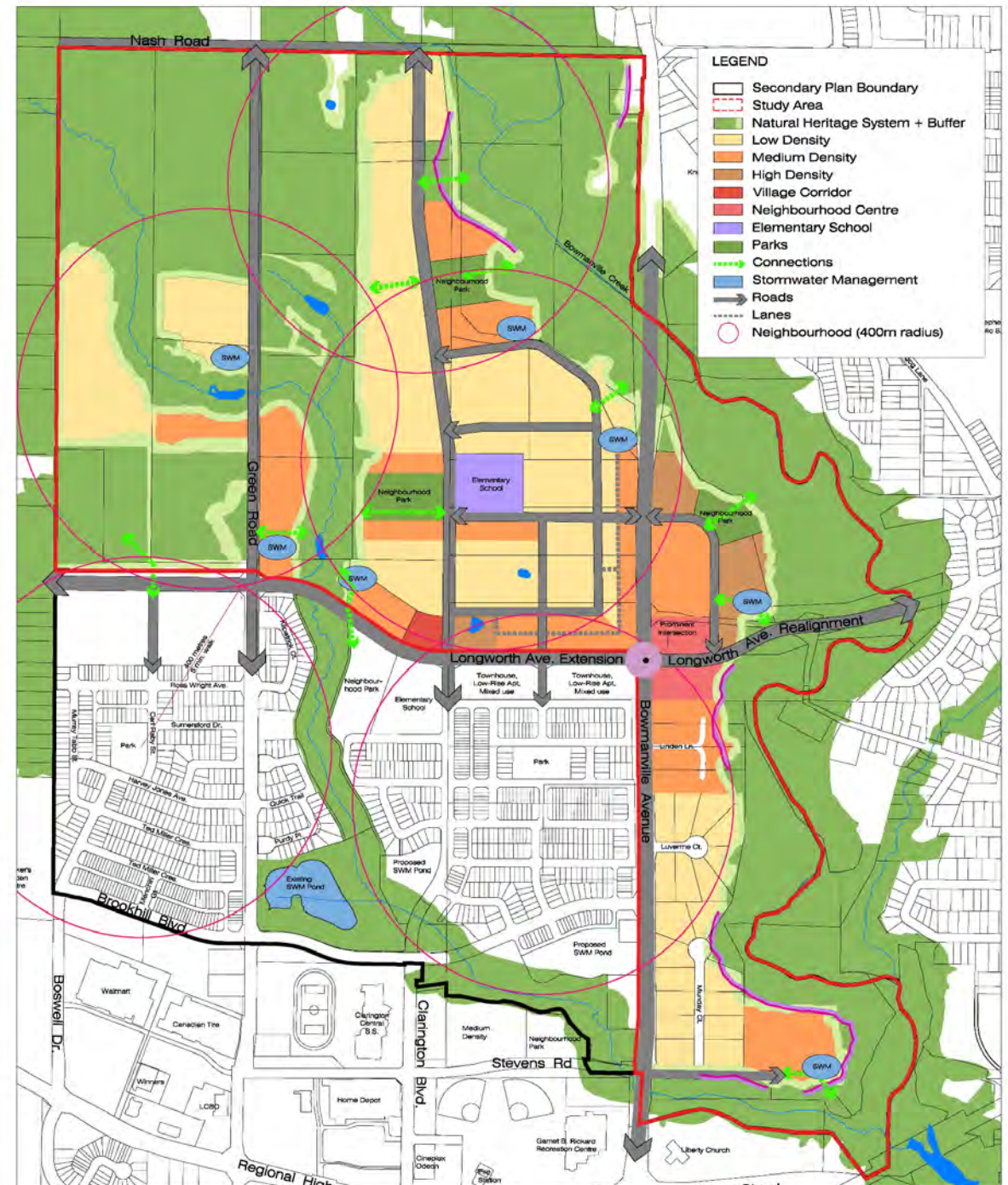
Elementary school, located central to the neighbourhood



Medium and high density housing distributed in nodes & corridors, low density housing central to the neighbourhood



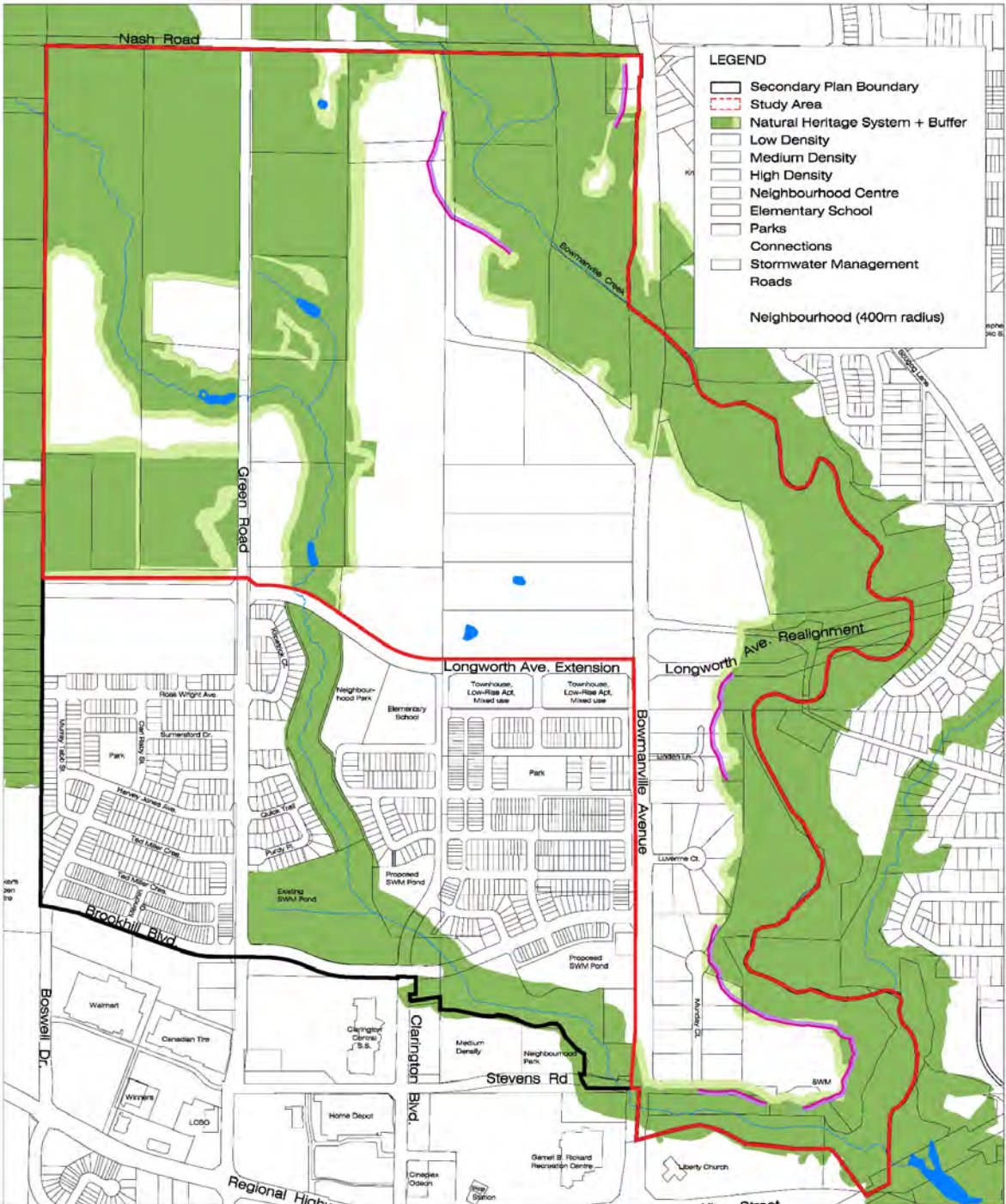
Smaller retail node and a Neighbourhood Centre



# ALTERNATIVE THREE



As defined, natural heritage system protected



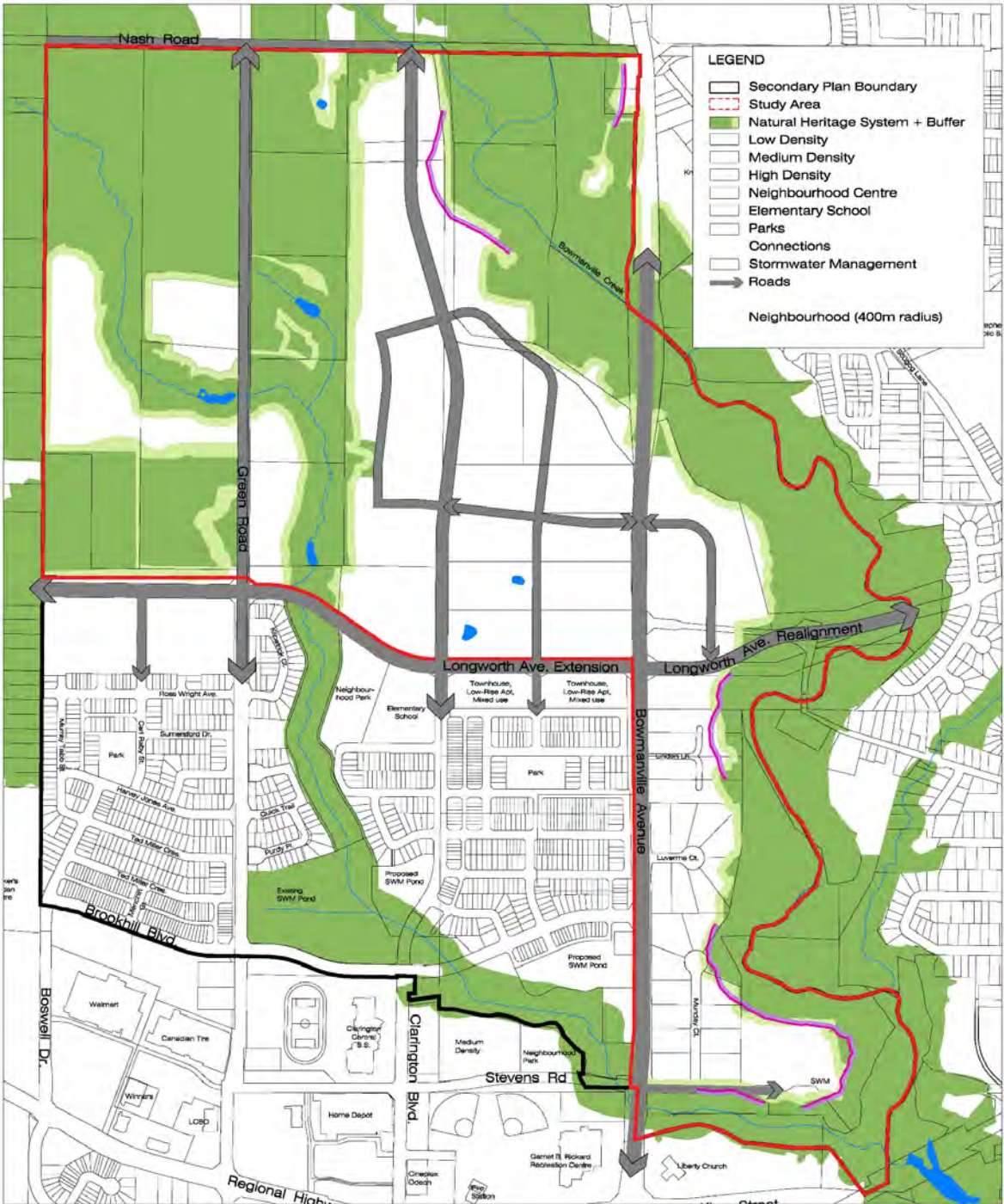
# ALTERNATIVE THREE



As defined, natural heritage system protected



Hybrid, moderately connected with a focus on the existing road network



# ALTERNATIVE THREE



As defined, natural heritage system protected



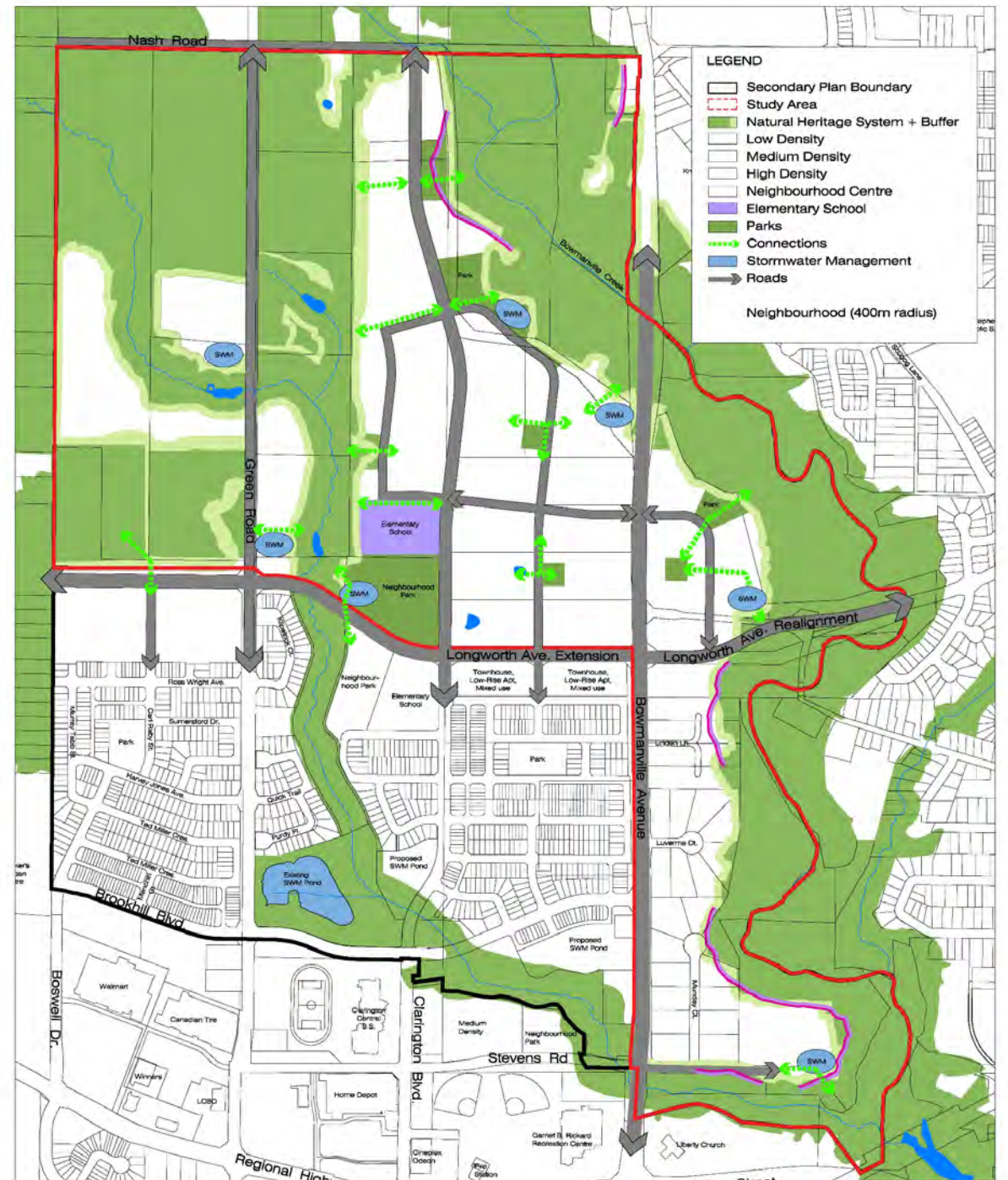
Hybrid, moderately connected with a focus on the existing road network



Central park – large central park with smaller neighbourhood parkettes



Elementary school - school located adjacent to the central park



# ALTERNATIVE THREE



As defined, natural heritage system protected



Hybrid, moderately connected with a focus on the existing road network



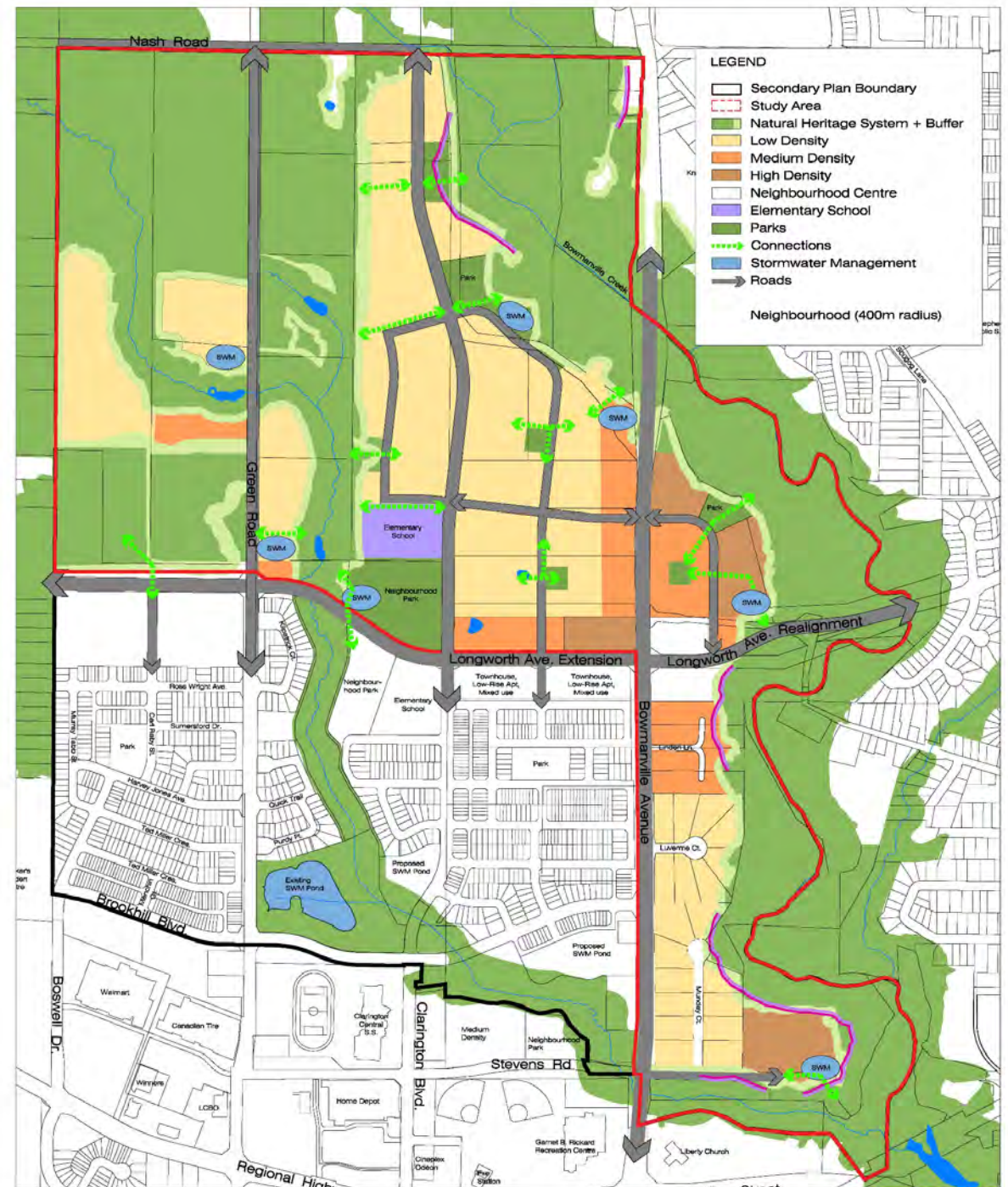
Central park – large central park with smaller neighbourhood parkettes



Elementary school - school located adjacent to the central park



Mix of low and medium density internal to the neighbourhood, with high density focused along Bowmanville Ave.





# ALTERNATIVE THREE



As defined, natural heritage system protected



Hybrid, moderately connected with a focus on the existing road network



Central park – large central park with smaller neighbourhood parkettes



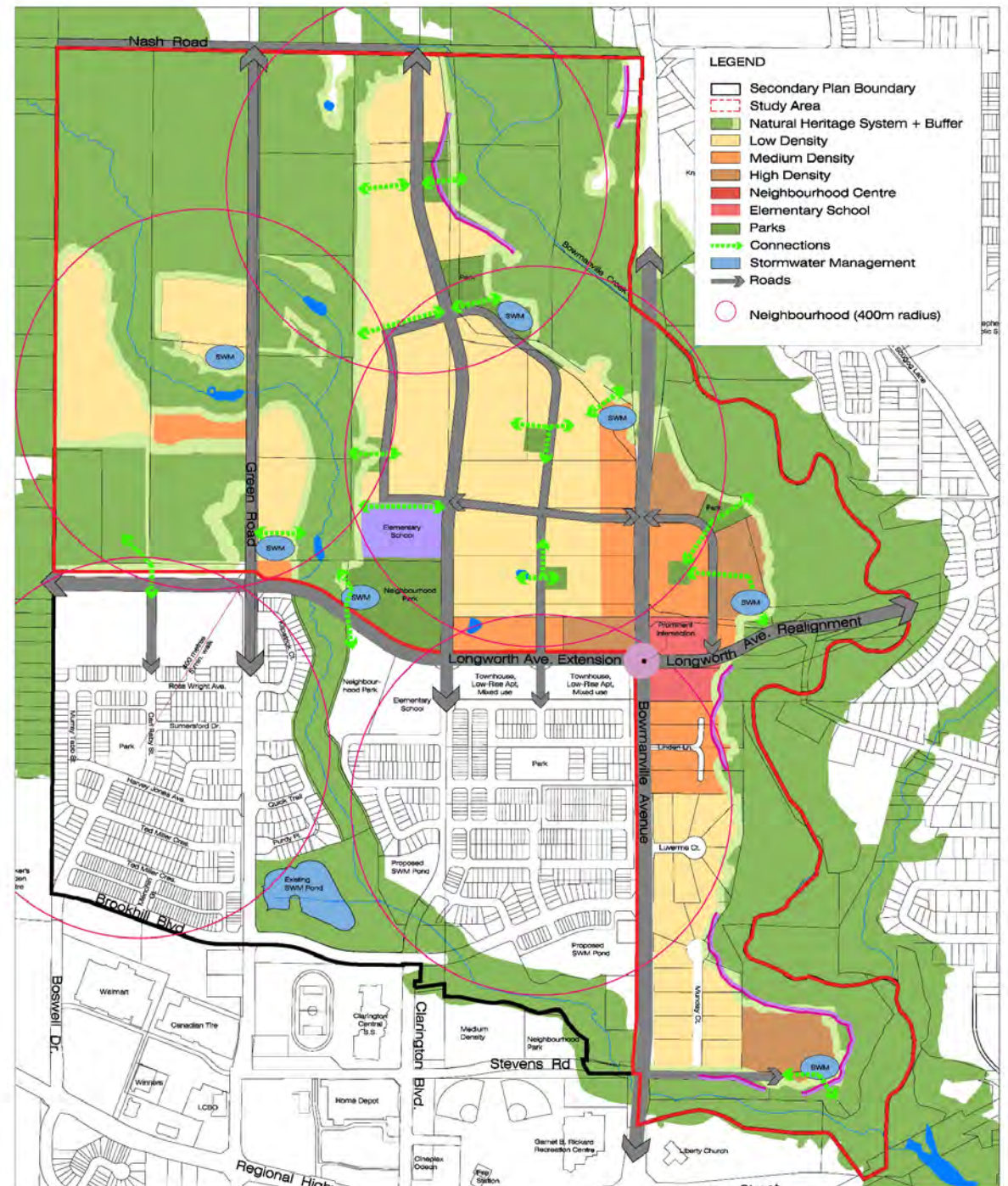
Elementary school - school located adjacent to the central park



Mix of low and medium density internal to the neighbourhood, with high density focused along Bowmanville Ave.



Neighbourhood Centre at Bowmanville Ave. and Longworth Ave.



# ALTERNATIVES EVALUATION **Best Elements Review**

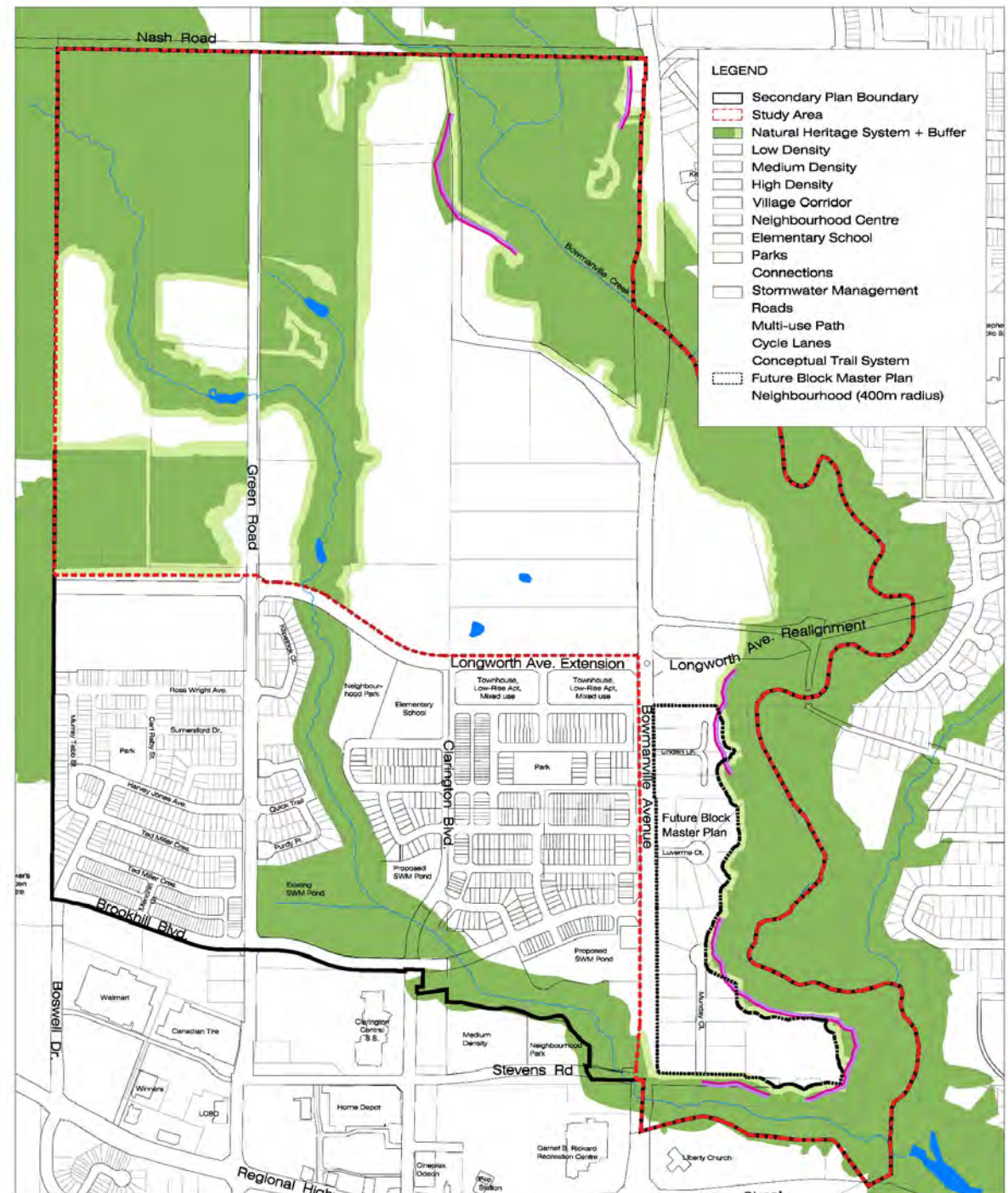
- A review has been undertaken by the consulting team, the Municipality, and the Technical Steering Committee to identify the best elements or features from the three alternatives.
- The best elements have been used to prepare a **Draft Emerging Plan**.
- The Emerging Plan is not the final plan and will be refined based on your feedback.



# EMERGING PLAN



As defined, natural heritage system protected



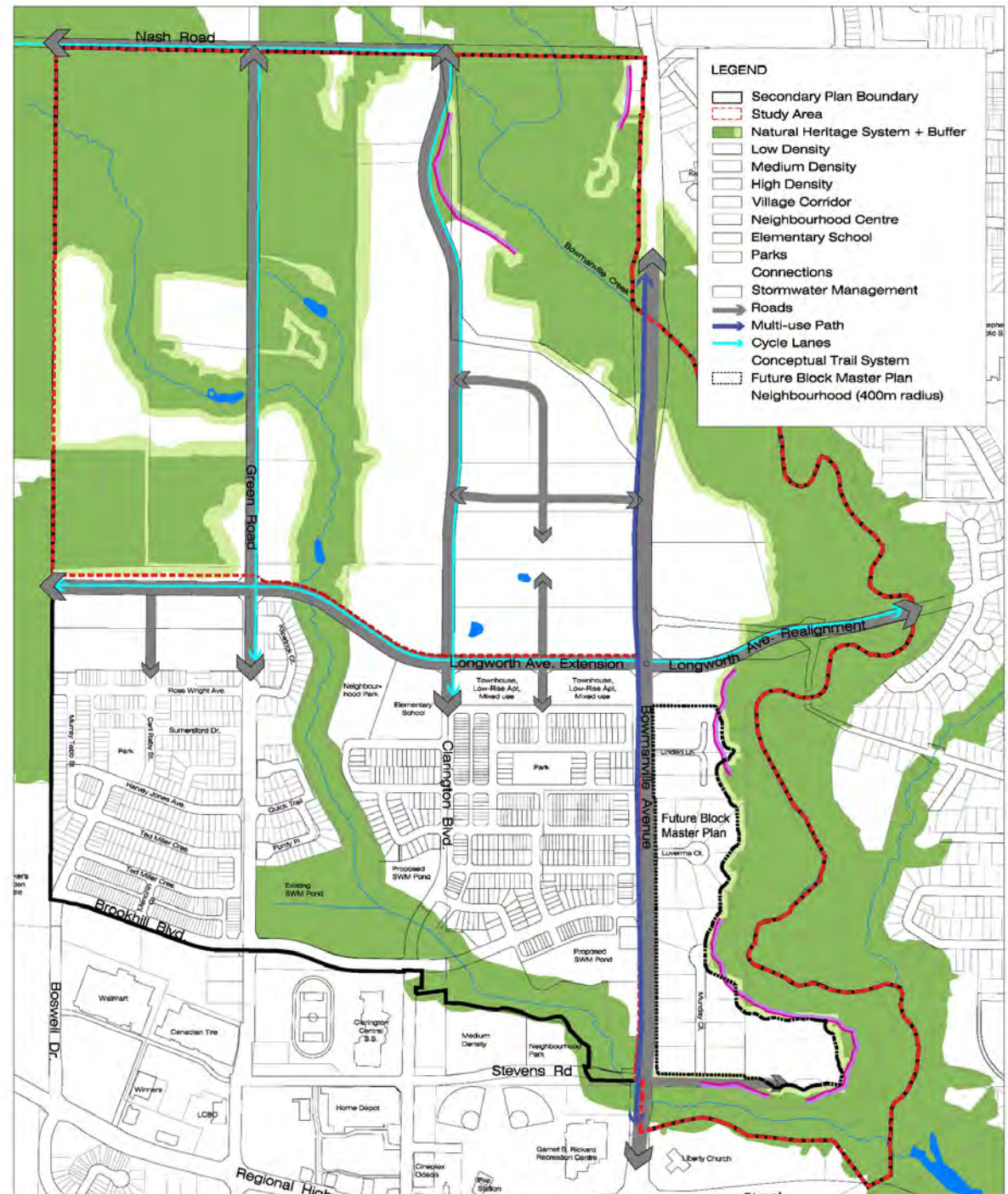
# EMERGING PLAN



As defined, natural heritage system protected



Modified grid, permeable and connected, supports active transportation with trails and cycling routes



# EMERGING PLAN



As defined, natural heritage system protected



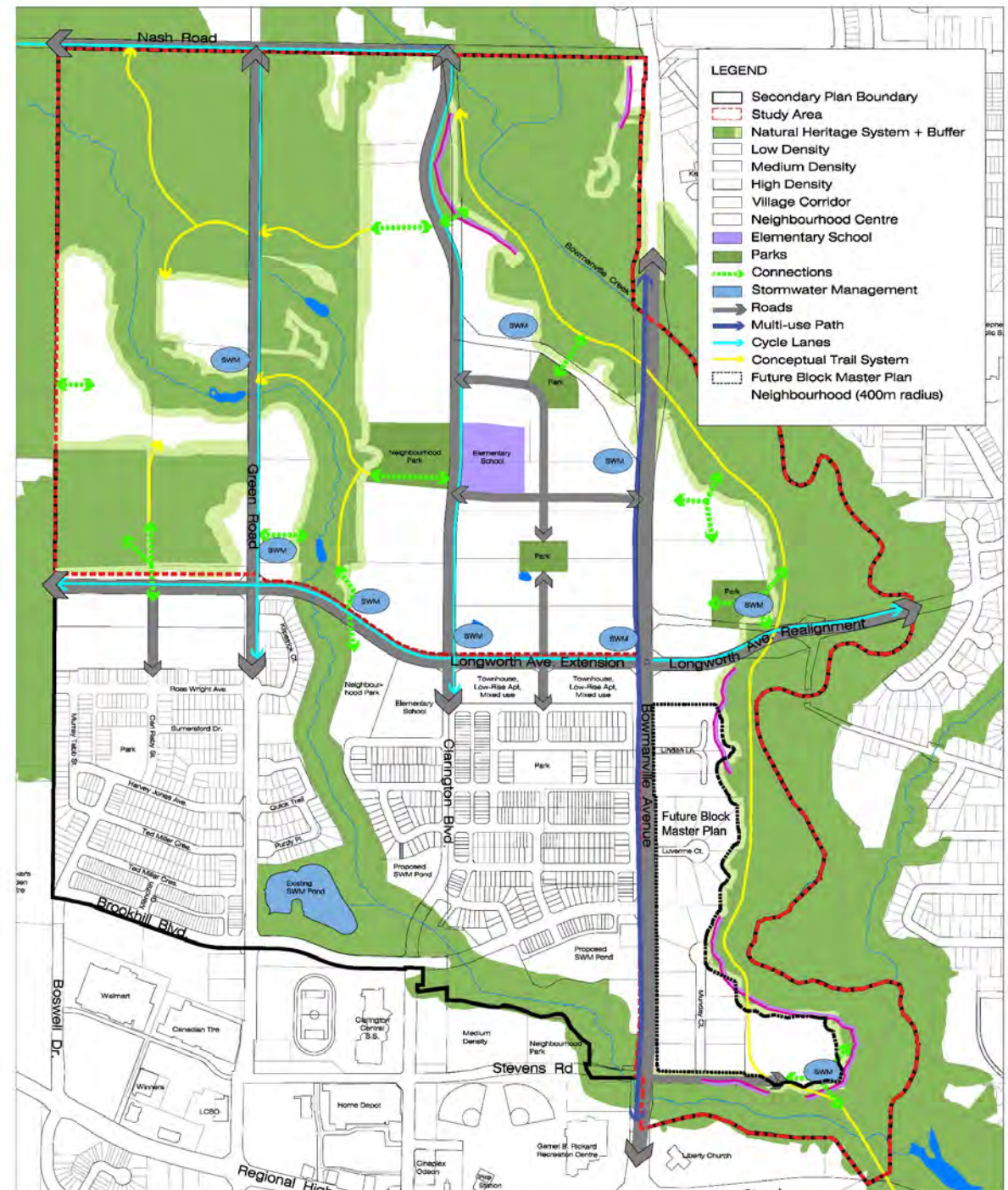
Modified grid, permeable and connected, supports active transportation with trails and cycling routes



Multi-park Hierarchy – centralized system of neighbourhood parks and parkettes



Elementary school, central to the neighbourhood and adjacent to a park



# EMERGING PLAN



As defined, natural heritage system protected



Modified grid, permeable and connected, supports active transportation with trails and cycling routes



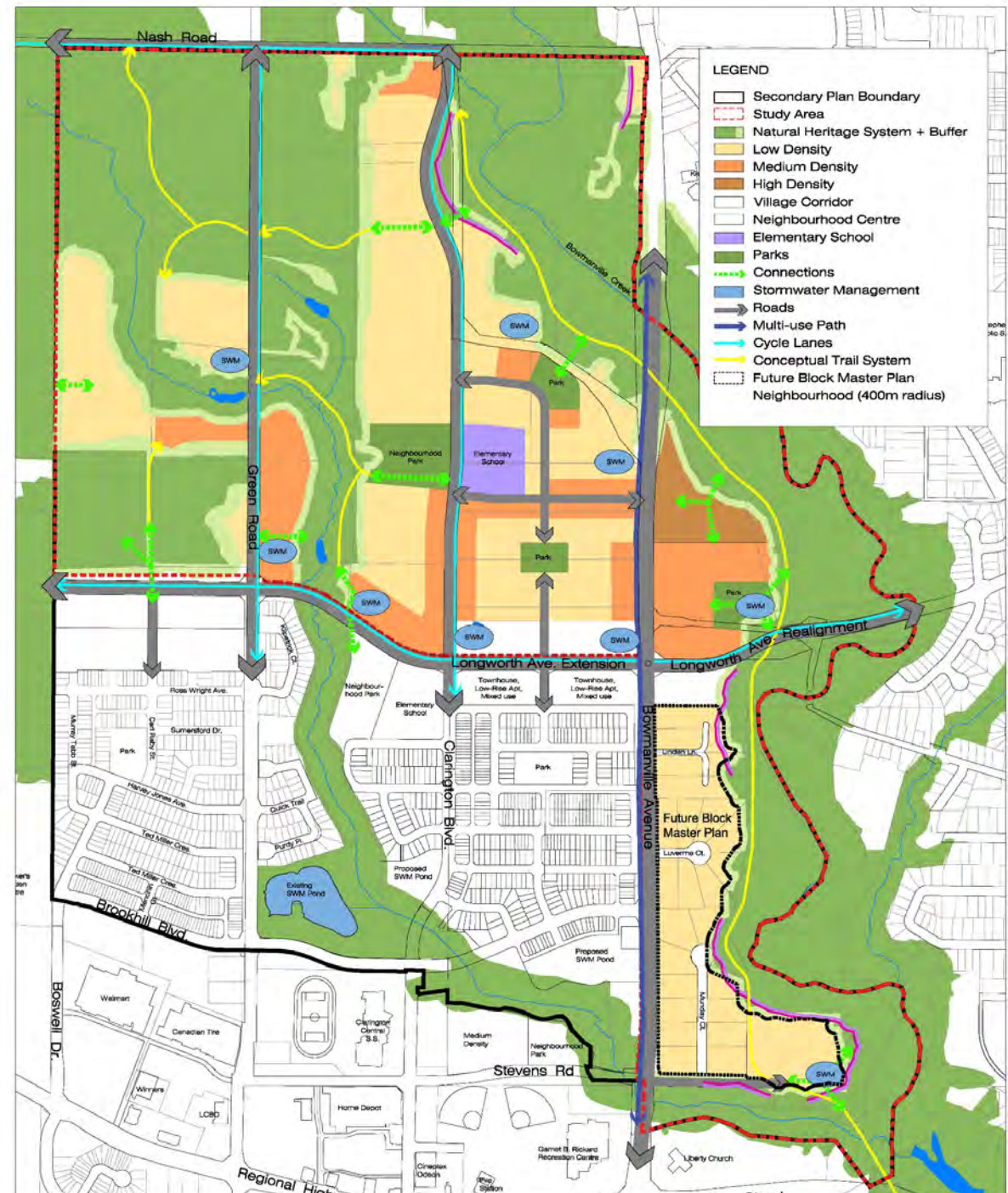
Multi-park Hierarchy – centralized system of neighbourhood parks and parkettes



Elementary school, central to the neighbourhood and adjacent to a park



Mix of low and medium density internal to the neighbourhood, with high density focused along Bowmanville Ave.



# EMERGING PLAN



As defined, natural heritage system protected



Modified grid, permeable and connected, supports active transportation with trails and cycling routes



Multi-park Hierarchy – centralized system of neighbourhood parks and parkettes



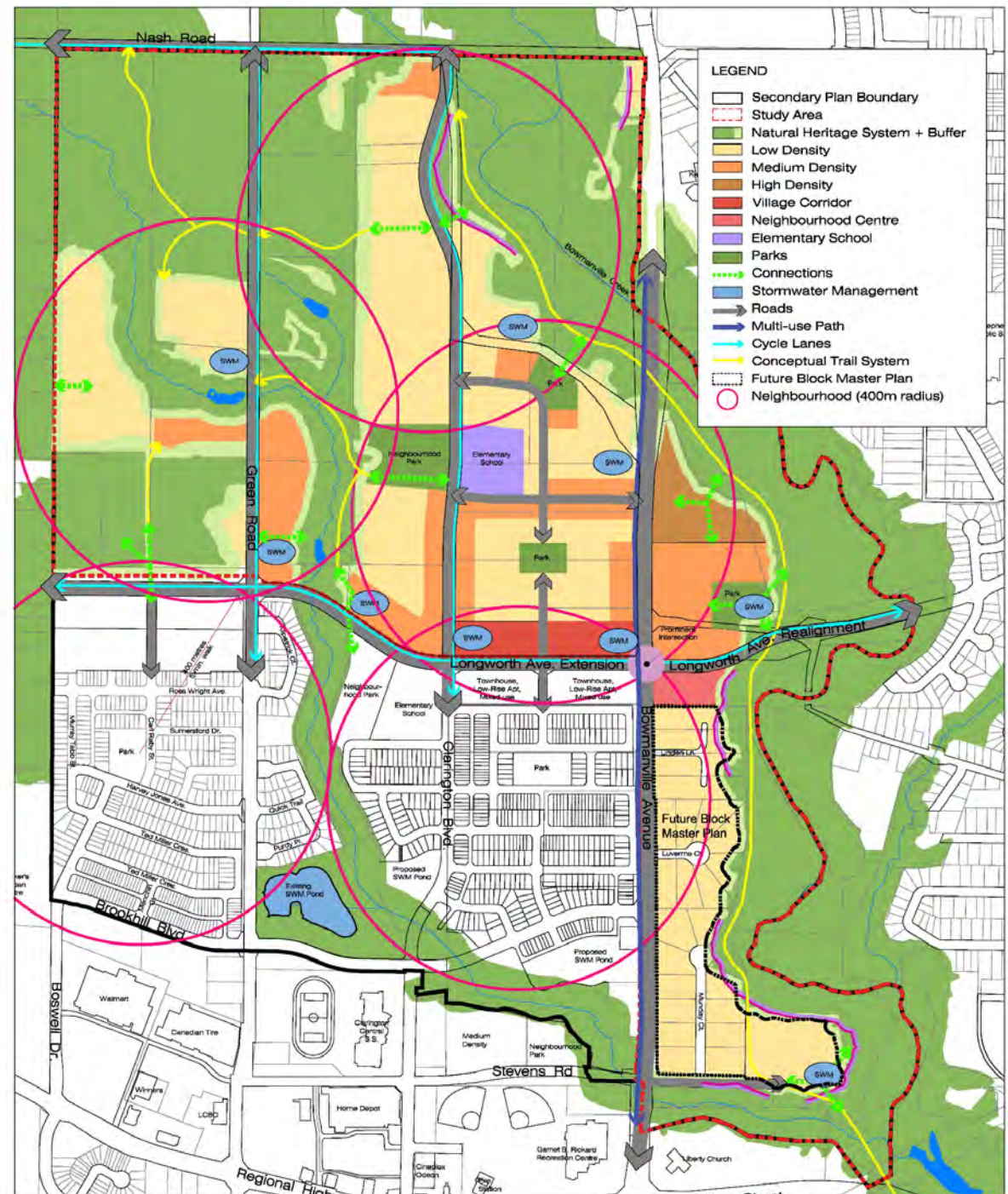
Elementary school, central to the neighbourhood and adjacent to a park



Mix of low and medium density internal to the neighbourhood, with high density focused along Bowmanville Ave.



Small retail along Longworth Ave. and a Neighbourhood Centre at Bowmanville and Longworth Blvds.



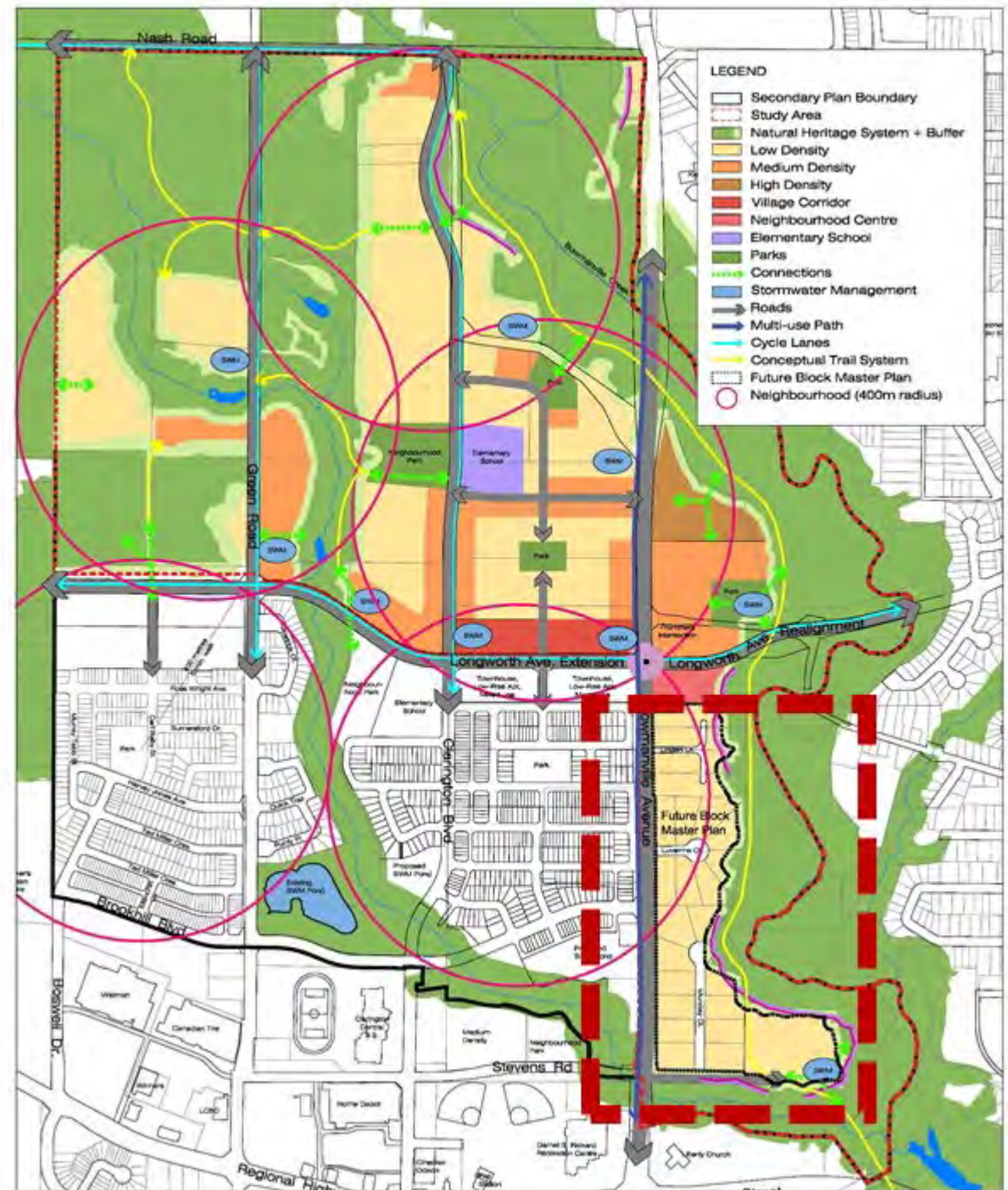
# EMERGING PLAN

Municipality has identified this area as a  
“**Future Block Master Plan**”

A **Block Master Plan** will be required to ensure that community design elements in the Secondary Plan are further enhanced and detailed for this area.

A Block Master Plan will be required to:

- Evaluate the character, size, and urban form of residential
- Co-ordinate the delivery of services and the layout of roads
- Determine the location, layout, and function of parks and where to allocate development priority
- Include studies e.g., EIS, Transportation, Functional Servicing, Urban Design, etc.





# NEXT STEPS



1. MetroQuest survey - commenting period to June 5
2. Team revises Emerging Plan based on public input
3. Phase 2 Technical Reports
4. Prepare Draft Secondary Plan Update
5. Statutory Public Meeting (Fall 2020)



# DISCUSSION