

Secondary Plans

Brookhill Neighbourhood Secondary Plan

Municipality of Clarington Official Plan

Brookhill Neighbourhood Secondary Plan

1 Introduction

- 1.1 The Brookhill Neighbourhood is located north of the Bowmanville West Town Centre, and south of Nash Road. Its easterly boundary is the Bowmanville Creek valley and the historic community of Bowmanville. Its westerly boundary is the limit of the Urban Area for Bowmanville. The area for the Brookhill Neighbourhood is about 300 hectares. Approximately one third of the area contains natural features. The limits of the Secondary Plan Area are identified on Maps 'A' and 'B' to this Secondary Plan. The area bounded by Longworth Avenue to the south, Nash Road to the north, Regional Road 57 to the east and urban area boundary to the west, is deferred in the Secondary Plan until the completion of the Clarington Official Plan Review, beyond 2008.

The purpose of this Secondary Plan is to provide a detailed land use plan and policies to establish principles and structure, goals and objectives for *development* within the Brookhill Community. New *development* will be carried out in accordance with the policies of the Clarington Official Plan, the policies of this Secondary Plan, the Brookhill Community Demonstration Plan and Urban Design Guidelines contained in Appendix II.

2 Principles and Community Structure

2.1 Objectives

The Brookhill Secondary Plan is based on the principles of New Urbanism. New Urbanism is a planning approach that incorporates the best features of the 19th and 20th century small town design, while addressing modern planning and engineering concerns such as traffic, pollution and urban sprawl. This Plan is based on a community design that is diverse in use and population, is scaled to the pedestrian, can accommodate private automobiles and transit and has a well-defined and high quality public realm including the roads, greenland systems and public buildings.

The Brookhill Secondary Plan achieves the policies of the Province of Ontario with respect to efficient, cost-effective development and

land use patterns, the conservation of natural and cultural heritage features, the protection of public health and safety and the achievement of minimum development densities as articulated in the Planning Act. Further, this Secondary Plan is expected to achieve the goals and objectives of the Municipality of Clarington Official Plan. Fundamental to the *development* of this Secondary Plan is the achievement of a transit supportive community structure and the achievement of a minimum *net density* of 50 residents and/or jobs per hectare

A primary principle inherent in the design of the Brookhill Secondary Planning Area is the conservation of existing natural heritage features and *cultural heritage landscapes*. These features and landscapes are *conserved* and integrated within the overall design strategy.

2.1.1 Design Principles

The Brookhill Secondary Plan is based on the following design principles:

- a) Focus
 - i. The Brookhill community is adjacent to the Bowmanville West Town Centre. It will be multi-centered and will comprise a Village Corridor and Neighbourhoods with Neighbourhood Commons.
 - ii. Each neighbourhood has edges and a distinct higher intensity, and a *mixed use* focus that is within a 5 minute walk of the majority of residents.
- b) Greenlands
 - i. A variety of *parks* for recreational activities are provided.
 - ii. *Parks, natural heritage features* and stormwater management facilities shall form a connected greenlands system.
 - iii. Stormwater management facilities shall be designed as landscape amenities, as well as perform their functional requirements.

c) Connections/Linkages

- i. The community will have a continuous system of trails for walking and cycling.
- ii. Roads will be designed for pedestrians, cyclists, transit, as well as cars.
- iii. Pedestrian connections *adjacent* to *significant* natural features shall be planned to anticipate use and to avoid impact on the identified features' environmental functions.
- iv. All roads will be designed as important components of the public realm and will be lined with trees and have sidewalks.
- v. The community and its neighbourhoods will be linked to the existing built areas in Clarington.
- vi. Community design is based on a modified grid system to enable ease of access and improved connections through the community.

d) Uses

- i. A diversity in housing types will be provided to achieve densities anticipated in the Official Plan and articulated in Provincial Policy.
- ii. *Development* will support transit and commercial activity.
- iii. A mix of uses will be provided so that people have the choice to work, shop and enjoy community facilities in the neighbourhood.

e) Infrastructure

- i. Municipal services shall be provided in a cost effective and efficient manner.

f) Environmental Sustainability and Energy Conservation

- i. Community design shall incorporate, to the maximum extent feasible, state of the art environmental, energy and water *conservation* measures.

- ii. Techniques to maximize energy efficiency should be integrated into the design of buildings, *streetscapes* and *parks*.
- g) Design Excellence
 - i. The buildings, streetscapes, *parks* and open spaces and *infrastructure* should be distinctive and aesthetically pleasing.

2.2 Community Structure

2.2.1 The community structure of the Brookhill Secondary Plan is based on achieving the principles identified in Section 2.1 of this Plan. The components of the Brookhill Secondary Plan that define its urban structure are identified below.

- a) **Neighbourhoods** - Neighbourhoods are self-contained areas with a mix of housing types, land uses and activities. Neighbourhoods must be cohesive and comprehensible to their residents.

Neighbourhoods are edged either by natural features or the primary road network, giving each Neighbourhood a unique identity. The edge of each Neighbourhood is typically beyond the 400 metre radius from the Neighbourhood Commons Area, and the lowest density of *development* is anticipated between the 400 metre radius and the edge of the Neighbourhood.

Neighbourhoods have a mix of low and medium density housing types as well as public open space features. Residential densities, *lot* sizes and building types shall vary throughout each Neighbourhood to achieve the variety and character typical of older, traditional neighbourhoods. The highest densities shall occur adjacent to the Type C Arterial Road network and within the Neighbourhood Commons Area and the Village Corridor. Lower density housing shall be *adjacent* to identified natural features, and toward the edges of the Neighbourhoods.

Public open spaces are located to define the character and structure of each Neighbourhood. Neighbourhood Parks are located adjacent to planned community facilities and/or integrated with *adjacent natural heritage features*. Parkettes and urban squares are dispersed throughout each Neighbourhood and are located on visible road frontages.

- b) **Neighbourhood Commons Area** - The focus of each Neighbourhood is a Neighbourhood Commons Area with the potential to accommodate low and medium density forms of housing, a Neighbourhood Park, grouped postal facilities, transit stops, and offices, live/work units and other conveniences of daily life.
- c) **Village Corridor** - The Village Corridor is the primary focal point of the community. It is comprised of a mix of uses including higher density residential development, schools and an array of live/work, retail, office and community facilities. This combination of uses creates a rich and vibrant *environment* that is active every day, all day. The Village Corridor connects the neighbourhoods within the Brookhill Community. It is an area where residents of various Neighbourhoods interact. The Village Corridor is expected to accommodate the primary transit routes connecting the Neighbourhoods together and to the rest of the Municipality of Clarington.
- d) **The Public Realm** - The public realm includes institutional/civic uses the greenlands network and the road network. All of these components of the public realm are significant organizing elements in the pattern of *development*. They are located to provide interest and excitement within the community. The design of all elements of the public realm must be to the highest quality possible.
 - i. **Institutional/Civic Uses** – Roads and blocks create a hierarchy of public spaces and locations for institutional and civic uses. Institutional/civic uses occupy important places, overlooking a square or terminating a road vista. These views and vistas provide scenic interest and orientation.
 - ii. **Public Open Space** - The public open space system is a major attribute of the Brookhill Secondary Plan area. It is integrated with the *natural heritage features* and stormwater management facilities. A trail network connects the Neighbourhoods together, and connects Brookhill to the wider community of Clarington.
 - iii. **Natural Heritage Features/Stormwater Management Facilities** - Existing natural features are conserved and incorporated into the greenlands system. The naturalization of the Brookhill tributary shall reclaim the

natural *environment* from past farming practices, improve downstream fisheries and contribute to the overall esthetics of the Brookhill Community. Stormwater management facilities are treated as public assets. The ponds will be designed and planted with native upland, flood tolerant shoreline and aquatic species to provide enhanced *wildlife habitat*. Ponds and the overall drainage system are incorporated into the greenlands system.

- iv. **Roads and Lanes** - Roads play a multi-functional role in the Brookhill Secondary Plan Area by providing for a variety of activities and services, to meet the needs of residents and businesses. Roads provide access for pedestrians and bicycles, opportunities for vistas and view corridors and pedestrian *amenity areas*, and space for parking, utilities and services.

In the Village Corridor, garages are removed from the front of the dwellings and placed to the rear of the *lot*, accessed by a system of rear lanes. This dramatically improves the visual quality of the *streetscape* by reducing the impact of garage doors and facilitates traffic flow along the road network. Rear lanes also provide access to coach houses, routes for service *infrastructure* and garbage pick-up and may provide additional passive recreational space. Rear lanes may also be used with the Neighbourhood Commons Areas and in the Medium Density Residential designation abutting Arterial or Collector Roads.

Regional Road 57 is a major regional transportation corridor It is intended to be a Green Corridor with no direct access provided for any individual *development* proposal or residential land use. Signalized intersections will be installed, where approved by the Regional Municipality of Durham, to provide access to existing development and the primary road network within the Brookhill Community. Reverse frontage development will not be permitted adjacent to Regional Road 57. It shall have sidewalks on both sides and bicycle lanes. Additional tree plantings and vegetated berms shall be incorporated into the road allowance or in adjacent areas to promote attractive and safe pedestrian movements.

3 Goals

- 3.1 To establish the Brookhill Secondary Plan Area as a vibrant, pedestrian oriented residential community based on principles of New Urbanism.
- 3.2 To provide up to 2,800 *dwelling units* upon full build out of the Brookhill Secondary Plan Area.
- 3.3 To achieve a minimum *net density* of 50 residents and/or jobs per hectare across the Brookhill Secondary Planning Area.
- 3.4 To promote high quality design practices centered on energy *conservation*, efficiency and environmental sustainability.
- 3.5 To recognize the importance of the natural features of the Brookhill Secondary Plan Area as contributing to the quality of life for local residents.

4 Objectives

4.1 Land Use and Built Form

- a) To accommodate a mix of uses including opportunities for a variety of housing types, limited retail/commercial uses, and community facilities.
- b) To ensure a complete and integrated community comprised of:
 - i. An appropriate mix of compatible land uses that meet the daily needs of all residents;
 - ii. Compatibility of building types, achieved through consideration of their scale, *massing* and relationship to each other.
- c) To encourage a high quality and consistent level of urban design for the public and private realm through adherence to the principles, policies and requirements of this Secondary Plan, the Demonstration Plan and the Urban Design Guidelines.
- d) To create an urban *environment* that provides for safe, functional and attractive residential neighbourhoods.
- e) To provide for community facilities/schools that are visible, accessible and serve the needs of residents.

4.2 The Greenlands System

- a) To provide a functional and highly interconnected greenlands system for the community that is accessible and visible to residents.
- b) To provide opportunities for recreational and naturalized links within the Brookhill Secondary Planning Area and to the wider community of Clarington.
- c) To preserve and enhance existing natural and cultural heritage features including *significant* vegetation, topographic features and scenic views, heritage buildings and *archaeological resources*, and to promote the ecological restoration of *linkages* between these features.
- d) To provide a continuous Greenland system linking, natural features, public *parks*, stormwater management facilities and a full array of community amenities.

4.3 Transportation

- a) To develop a transportation system that provides a variety of connections to the balance of the urban area.
- b) To create a highly inter-connected network of roads and lanes that provides for ease of access, orientation and safety for both pedestrians and vehicles.
- c) To create a linked trail system composed of roads, lanes and open spaces, sidewalks, off-road trails and bicycle lanes.
- d) To ensure that the required components of the transportation system be in place and operative prior to or coincident with *development*.
- e) To phase the implementation of transit services based on acceptable operational and financial criteria.

4.4 Services

- a) To ensure that services, including water, sanitary sewer and stormwater management systems, electrical power, streetlights, natural gas and communication services are in place and operative, prior to or coincident with the *development* of the land.
- b) To ensure that stormwater management facilities are designed to fulfill their functional purpose and are treated as

aesthetic components of the greenlands system and that they do not negatively impact on *natural heritage features* or *cultural heritage landscapes* at any time in the land development process.

4.5 Environmental Sustainability and Energy Conservation

- a) To encourage *development* within the Brookhill Secondary Plan Area that is consistent with programs to reduce energy consumption, water consumption and promote *waste* reduction.
- b) *Energy conservation* will be encouraged through appropriate site planning, urban design and the use of energy efficient materials and landscaping.
- c) To encourage that all new residential buildings that are constructed within the Brookhill Secondary Plan Area adhere in design, construction and operation to a minimum rating of 80 or more in accordance with Natural Resources Canada “EnerGuide for New Houses” or equivalent certification system.
- d) To undertake frequent reviews of available energy certification and rating systems to ensure that *development* within the Brookhill Secondary Plan Area complies with the most current environmental and *energy conservation* standards and programs.
- e) To encourage commercial, institutional and government buildings to be *LEED* certified or to demonstrate environmental and *energy conservation* measures from pre-construction to operation.
- f) To encourage residential uses to use solar collectors and other alternative sources of energy for use of heating or cooling of a structure, domestic hot water or swimming pools to reduce the demand on the provincial power supply.
- g) To encourage builders to install Energy Star rated appliances, high efficiency fixtures to reduce indoor water consumption and capture rainwater or recycled site water for irrigation purposes.

5 General Policies

The land use designations for the Brookhill Secondary Plan Area shown on Map A of this Secondary Plan establish the general pattern of *development*. A more detailed pattern of land use is established on the Demonstration Plan and Urban Design Guidelines (Appendix II).

5.1 Housing

- a) This Secondary Plan provides opportunities for a broad range of housing forms in the Secondary Plan Area and within each neighbourhood as follows:
 - i. Neighbourhoods shall be predominantly comprised of single and semi-detached dwellings;
 - ii. Neighbourhood Commons Area shall include a mix of low and medium density house forms, including street, block or stacked townhouses; and
 - iii. The Village Corridor shall include the greatest concentration of medium and higher density house forms including housing in live/work units and apartments in stand alone or in *mixed use buildings*. Street, block or stacked townhouses are permitted.
- b) Each application submitted for proposed draft plan of subdivision shall include the distribution of housing by house form and will identify, in detail, the composition and distribution of the anticipated housing stock and its relationship to the achievement of the housing mix objectives of this Secondary Plan, and the Provincial requirement to achieve a minimum *net density* of 50 residents and/or jobs per hectare within the Secondary Plan Area.

5.2 Employment

- a) The Secondary Plan Area shall accommodate a range of small and moderately scaled retail, office uses and a range of institutional activities. Employment opportunities will be located in the Village Corridor through permission for commercial and institutional activities. Within the Neighbourhood Commons Area and Low Density Residential Area, live/work and home occupations will also contribute to the supply of employment opportunities.

- b) Development approvals for lands intended to accommodate *mixed use* or live/work buildings will be monitored to ensure that short-term housing approvals do not preclude opportunities for the development of employment generating land uses in the longer-term.

5.3 Cultural Heritage

- a) The *conservation* and enhancement of *significant cultural heritage resources* shall be consistent with the provisions of Chapter 8 in the Municipality of Clarington Official Plan and all relevant Provincial legislation and policy directives.
- b) Prior to on-site grading, construction of *infrastructure* or development approval, an Archaeological Assessment shall be completed to the satisfaction of the Municipality and the Archaeology and Heritage Planning Unit of the Ministry of Citizenship, Culture and Recreation.
- c) No grading or other disturbance shall take place on any site within the Brookhill Community Secondary Plan Area prior to the issuance of a letter of clearance from the Ministry of Citizenship, Culture and Recreation.

6 Land Use Policies

6.1 Low Density Residential

- 6.1.1 Unless otherwise specified in the Secondary Plan, residential development shall be in accordance with Section 9 of the Clarington Official Plan.
- 6.1.2 Low Density Residential shall accommodate a range of housing types. Permitted residential building types shall predominantly include detached and semi-detached dwellings. Limited Street townhouse dwellings shall also be permitted.
- 6.1.3 Coach houses are permitted in restricted areas within the Low Density Residential designation. Coach houses shall generally be in the form of residential uses on the second storey of a detached garage where individual lots have access to a rear lane, and where the side yard abuts a public road.
- 6.1.4 Building heights shall generally not exceed 3.5 *storeys*, or 9.5 metres.
- 6.1.5 Residential development shall contribute to the overall appearance of the *streetscape*. Garage doors shall not dominate the view of the *streetscape*. Front and exterior side yard porches shall be encouraged.

- 6.1.6 Individual site access for any permitted residential use adjacent to any Arterial Road shall be discouraged. Residential uses fronting on an Arterial Road or Collector Road may be developed on the basis of public rear lanes. Reverse frontage development shall not be permitted within the Low Density Residential designation.
- 6.1.7 Residential development adjacent to Regional Road 57 shall not have any individual access on the Arterial Road. Further, a variety of interface techniques may be permitted, including window roads and/or flankage lots, however a landscaped berm must be provided, creating a 'Green Corridor' concept for the Regional Road 57 right-of-way. Noise attenuation fencing will be discouraged.
- 6.1.8 Large Lot Residential
- An existing large *lot* residential development is located east of Regional Road 57 and south of Longworth Avenue. Lots in this area are generally 4000 square metres or larger and privately serviced with well and septic. *Development and redevelopment* of lands within this designation shall be on full municipal services subject to policies in the Clarington Official Plan. It is the intention of this Plan to maintain the existing character and *lot* size for these lands.
- 6.1.9 Residential development north of Longworth Avenue extension will have a lower overall density and the areas *adjacent* to woodlots will be reserved for larger *lot* executive housing.

6.2 Medium Density Residential

- 6.2.1 The Medium Density Residential designation shall be developed in accordance with the policies in Section 9.4 of the Municipality of Clarington Official Plan.

6.3 Neighbourhood Commons Areas

- 6.3.1 At least one Neighbourhood Commons Areas shall be required in each Neighbourhood. Locations for the Neighbourhood Commons Areas designation are identified on Map A of this Secondary Plan.
- 6.3.2 Each Neighbourhood Commons Area may include a range of medium density housing types, as well as a Neighbourhood Park. Permitted residential building types include street, block or stacked townhouses as well as limited detached and semi-detached dwellings, and small plex-type (e.g. quattroplex) multiple unit buildings. Home occupation uses are also permitted.
- 6.3.3 Buildings within a Neighbourhood Commons Areas shall generally range in height from 2.5 to 4.0 *storeys*, or between 7.5 to 13.5 metres.

6.3.4 *Development* within the Neighbourhood Commons Areas is required to have front doors facing the street and/or Neighbourhood Common Square. Garage doors/service facilities shall not dominate the view of the *streetscape*. Rear lanes may be used to facilitate units with front doors on the Neighbourhood Common Square. Front and exterior side yard porches shall be encouraged on all ground-related residential units.

6.4 Village Corridor

6.4.1 The Village Corridor shall be the primary focus of the Secondary Plan Area. The Village Corridor will incorporate institutional, retail and service commercial, recreational and cultural uses as well as ground related housing and residential apartment buildings within a *mixed use* context.

6.4.2 *Development* in the Village Corridor designation may be in either single use or *mixed use buildings*.

6.4.3 Permitted residential building types include street, block or stacked townhouses, small plex-type (e.g. quattroplex) multiple unit buildings and low-rise apartment buildings. Apartment units may be permitted in either stand-alone residential buildings or above the ground floor in a *mixed use building*. Live/work units shall also be permitted.

6.4.4 Retail and service commercial development shall only be permitted on the ground floor of a *mixed use building*. Individual retail and service commercial uses shall generally be limited in size to a maximum of approximately 500 square metres each; and,

6.4.5 The following retail and service commercial land uses are specifically prohibited:

- a) Drive-throughs;
- b) Any use that requires the outdoor display or storage of goods, with the exception of a seasonal garden centre, associated with another permitted use;
- c) Night clubs or banquet halls;
- d) All automobile related uses (sales, service, gas bars, car washes);
- e) Amusement arcades;
- f) Places of entertainment;
- g) Adult live entertainment parlour;
- h) Body rub parlour; and,

i) Taxi establishments.

- 6.4.6 Buildings heights shall be within a range of 3 to 6 *storeys*, or between 8.0 to 20.0 metres.
- 6.4.7 All *development* within the Village Corridor designation shall be oriented towards the street. Garage doors/service facilities shall generally be prohibited from facing the public street. Front and exterior side yard porches shall be encouraged on all ground-related residential units.
- 6.4.8 *Development*, with the exception of any *institutional use*, abutting an Arterial or Collector Roads shall be on the basis of rear lane access. Other *development* within the Village Corridor designation may include rear lane access. Parking lots shall not be located between the building and the street within the Village Corridor designation.
- 6.4.9 To facilitate appropriate development within the Village Corridor designation, the Municipality may consider a 'development incentives' package. Development incentives may include reduced parking and/or parkland standards, or other incentives to encourage *mixed use development*.

6.5 Environmental Protection Area

- 6.5.1 The *natural heritage features* within the Secondary Plan Area are identified as Environmental Protection Area on Map 'B' to this Secondary Plan. Lands designated Environmental Protection Area shall be subject to the policies Official Plan.
- 6.5.2 No *development* shall be permitted in Environment Protection Areas, except passive *recreation*, environmental restoration and uses related to erosion control and stormwater management.
- 6.5.3 The naturalization of the Brookhill Tributary is required in accordance with a naturalization plan to be prepared by the proponent and approved by the Municipality of Clarington.
- 6.5.4 An Environmental Impact Study shall be undertaken for *development* proposals, including any necessary *infrastructure* and roads proposed within the Lake Iroquois Beach, or within 120 metres of the boundary of a wetland or wetland complex or 30 metres of the Environmental Protection Area designation. Any resulting changes to the boundaries of the Environmental Protection Area designation resulting from the recommendations of an Environmental Impact Study shall not require an amendment to the Official Plan or Secondary Plan.
- 6.5.5 Environmental Protection Overlay Designation

- a) The Environmental Protection Overlay designation identifies the areas *adjacent* to the identified Provincially Significant *Wetlands*. This designation incorporates the lands within 100 metres from the identified Provincially Significant *Wetlands* (an additional 70 metres from the Environmental Protection Area).
- b) Lands within the Environmental Protection Overlay designation shall require the preparation of an Environmental Impact Study to determine the actual *buffer* required between the Environmental Protection Area designation and the limit of urban development. The Environmental Impact Study shall be undertaken in accordance with the Official Plan policies.

6.6 Parks and Open Space

6.6.1 *Parks* and Open Space designation shall include lands within the following categories:

- a) Neighbourhood Parks;
- b) Neighbourhood Common Squares;
- c) Parkettes
- d) Urban Squares; and
- e) Green Roads/Gateways/Greenways.

6.6.2 *Parks* shall be established in accordance with the following:

- a) Neighbourhood Parks shall form the central focus of the overall Community. Neighbourhood Parks shall perform an array of functions within the community, including providing active sports fields, shall have a minimum size of 2.0 ha. and shall be located abutting the open space system and planned school sites and have a minimum frontage equal to 25 % of the park perimeter. Neighbourhood Parks are to be accepted as part of the parkland dedication required under the Planning Act;
- b) Neighbourhood Common Squares shall form the central focus of each of the identified Neighbourhood Commons Area. Neighbourhood Common Squares shall be a minimum of 0.8 hectare in size, and shall abut on at least two sides, and preferably three or four sides, public roads. The Neighbourhood Common Squares are to be accepted as part of the parkland dedication required under the Planning Act;

- c) Parkettes are not designated on the Land Use Schedule. They are required wherever the Municipality deems it necessary to augment or adjust the *park* requirements of any neighbourhood;
- d) Urban Squares – are smaller components of the open space network and will be identified in the required development applications; and
- e) Green Roads/Gateways/Greenways are small scale open space features provided as linkages within the open space system or as entrance features to the community to provide for connecting pedestrian and bicycle routes and special identity features within the Secondary Plan Area.

6.6.3 Dedication of lands for Neighbourhood Parks, Neighbourhood Common Squares and Parkettes shall be in accordance with the Official Plan.

6.6.4 Dedication of lands for Green Streets/Gateways/Greenways shall be considered on a case-by-case basis subject to a review of their individual function and contribution to the neighbourhood as fulfilling parkland dedication requirements.

6.6.5 In addition to the publicly owned lands which form the Parks and Open Space designation individual developments in the Village Corridor may be required to provide an Urban Square as part of the design approval. These privately owned lands will help create pedestrian scale entrance features for individual developments, creating a sense of place and adding to the urban *environment*.

7 Community Facilities

7.1 Community Facilities are shown symbolically on Map A of this Secondary Plan. A more detailed pattern of community facilities are established on the Demonstration Plan and Urban Design Guidelines (Appendix II).

7.2 Schools

- a) Elementary school sites are permitted within the Village Corridor designation on Map A. Schools support the community structure and patterns of land use. Elementary school sites shall be located adjacent and connected to the open space system and planned neighbourhood park sites. The configuration and size of school sites will be defined in consultation with the School Boards through application for approval of a proposed plan of subdivision.

- b) Where a school site adjoins a Neighbourhood Park, the school site shall be sized and designed to provide on-site recreational and athletic uses for the school and to facilitate potential joint use between the Municipality and the respective School Board.
- c) The Municipality will cooperate with the School Boards efforts to maximize the area available for on-site recreational and athletic use through the construction of multiple storey buildings that permit smaller building floor plates.
- d) In the event that all or part of a school site should not be required by a School Board, the following alternate uses shall be permitted in order of priority:
 - i. The Municipality of Clarington shall be given the first opportunity to purchase all or part of the school site; government agencies and community groups with identified needs shall have the second right of refusal:
 - ii. *institutional uses* such as private schools, Places of Worship, government buildings, community and recreational facilities, housing for seniors and/or cultural buildings (e.g. museum, art gallery) shall be investigated; or
 - iii. Residential uses, shall be developed in accordance with the Village Corridor designation.
- e) School sites and buildings will be developed in accordance with the following policies and the Demonstration Plan and Urban Design Guidelines:
 - i. Joint use sites and multiple use buildings will be encouraged wherever possible. The Municipality will work with the School Boards to achieve appropriate and efficient site designs, and to maximize public service and safety;
 - ii. Elementary schools shall be located within the Village Corridor designation and on a Type B or C Arterial or Collector Road to be accessible by residents in more than one neighbourhood; and
 - iii. Parking and loading areas will be provided and access points designed in a manner that will minimize conflicts

between pedestrian and vehicular traffic and will enhance the aesthetic character of the Neighbourhood.

7.3 Places of Worship

- a) Places of Worship shall be permitted within the Village Corridor designation. Site criteria include:
 - i. A minimum site size of 0.5 hectare and a maximum site size of 2.0 hectares; and
 - ii. Primary frontage on a Type 'B' or 'C' Arterial Road or Collector Road.
- b) Sites for a Place of Worship may be pre-zoned, with a 'Hold' prefix to permit a place of worship, *accessory uses* and appropriate alternative uses.

7.4 Special Study Area

Lands south of Brookhill Boulevard and east of Clarington Boulevard have been identified as a Special Study Area. These lands may be required for stormwater management purposes in the future. Prior to Council considering any development application for these lands an Official Plan Amendment shall be submitted and approved by the Municipality detailing the land use permissions.

8 Urban Design and Amenity Policies

8.1 General Provisions

The Secondary Plan is designed based on achieving a community that is diverse in use and population, is scaled to the pedestrian, can accommodate private automobiles and transit, and has a well defined and high quality public realm. The Secondary Plan is premised on high quality urban design, including measures to ensure:

- a) The provision of a clearly defined public realm;
- b) A standardized and highly interconnected pattern of lotting for development blocks;
- c) Consistent built form;
- d) Safety, accessibility and comfort in the pedestrian *environment*;

- e) Support for bicycling lanes, routes and stands throughout the community;
- f) Achievement of an overall density within the community of at least 50 residents and employees per net hectare; and
- g) Support for transit services throughout the community.

8.2 Public Realm

The public realm comprises public roads, lanes, open spaces/*parks*, natural heritage features and their associated *buffers*, stormwater management facilities, and the public use activity areas of other public lands and private development sites and buildings.

8.2.1 Roads and Lanes

- a) Roads and lanes will:
 - i. Provide access for vehicles, pedestrians and bicycles, opportunities for vistas and view corridors and pedestrian *amenity areas* and space for utilities and services;
 - ii. Be subject to comprehensive *streetscape* requirements including landscaping, that will ensure that the public realm is consistent in quality and design; and
 - iii. Be aligned to create a modified rectilinear grid pattern that defines development blocks and establishes a highly inter-connected and permeable network that maximizes accessibility and support for transit.

8.2.2 Views and Focal Points

- a) The preservation, enhancement and creation of significant views and focal points shall be encouraged by:
 - i. Preserving and enhancing views to natural features including woodlots, topographic features, water bodies and across open spaces;
 - ii. Providing opportunities for views of important public buildings, heritage buildings, open spaces and *parks*, *natural heritage features* and other landmarks; and
 - iii. Providing for sites that terminate road and view corridors.

- b) To recognize the importance of public and institutional buildings in the community and to enhance their status these buildings are encouraged:
 - i. To be located within the Village Corridor and the Neighbourhood Commons Areas;
 - ii. To be sited at the termination of a road or view corridor, or at road intersections, or on sites that enjoy prominence due to topographic and natural features;
 - iii. To be designed as special landmark buildings with high quality design, materials and finishes. The site should be well landscaped in recognition of their prominent locations and status as landmark buildings; and
 - iv. To be located close to the road right-of-way to reinforce the road edge to create a visually dominant feature in the community.

8.2.3 Location of Buildings with Respect to Roads and Open Space

- a) To reinforce the road, lane and block pattern established by this Secondary Plan, the following measures will be employed:
 - i. Buildings will be aligned parallel to a public road;
 - ii. Buildings will be located in proximity to the property line adjoining the public road;
 - iii. Buildings on corner sites will be sited and massed toward the intersection of the adjoining public roads;
 - iv. Siting and *massing* of buildings will provide a consistent relationship, continuity and enclosure to the public roads;
 - v. Siting and *massing* of buildings will contribute to and reinforce the comfort, safety, and amenity of the public roads;
 - vi. Buildings located *adjacent* to, or at the edge of *parks* and open spaces, will provide opportunities for overlook onto the *parks* and open spaces;
 - vii. The *massing*, siting and scale of buildings located *adjacent* to, or along the edge of a *park* or open space will create a degree of enclosure or definition

appropriate to the type of *park* or open space they enclose; and

viii. Buildings of significant public use or architectural merit may be sited to specifically differ from the surrounding urban fabric in order to emphasize their importance as landmarks.

8.3 Private Sector Development

8.3.1 Development Blocks and Lots

- a) All the available urban lands are to be subdivided into a series of development blocks and lots, defined by a modified rectilinear grid system or public roads and lanes.
- b) The size and configuration of each development block will:
 - i. Be appropriate for its intended use;
 - ii. Facilitate and promote pedestrian movement;
 - iii. Provide a sufficient number and, where appropriate, a range of building lots to achieve cost effective and efficient *development*.
- c) Each development *lot* in a block will:
 - i. Have frontage on a public road or lane; and
 - ii. Be of sufficient size and appropriate configuration to accommodate *development* that reflects the planning and urban design policies set out in this Secondary Plan and companion Demonstration Plan and Urban Design Guidelines.
- d) Notwithstanding the provisions of this Secondary Plan, development lots within either the Neighbourhood Commons Areas or Village Corridor designations, having substantial frontage on a Collector or Type B or C Arterial Road, may be permitted to have a second access to parking provided:
 - i. The *lot* contains a comprehensively designed *mixed use development*;
 - ii. The principal access to the required services areas on the *lot* is from a rear lane;

- iii. The need for a second access to parking can be demonstrated to be necessary to facilitate the development pattern, but will not interfere with, or promote unsafe traffic and pedestrian movement; and
- iv. The development pattern is otherwise in conformity with the provisions of this Secondary Plan, the Demonstration Plan and Urban Design Guidelines.

8.3.2 Built Form

- a) Building compatibility – over time, new *development* will be compatible with adjacent and neighbouring development by ensuring that the siting and *massing* of new buildings does not result in undue adverse impacts on *adjacent* properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor *amenity areas*.

To ensure that building compatibility is achieved, the implementing zoning by-laws for this secondary plan will establish consistent relationships between buildings and their associated property limits.

- b) Location of Building Entrances – To support public transit and for reasons of public safety and convenience, primary entrances shall be clearly visible and located on a public road frontage or onto public open spaces.

Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade, and shall be generally accessible to people who are mobility challenged.

- c) Parking and Servicing- To minimize disruptions to the safety and attractiveness of the Types B and C Arterials and Collector Road, a system of rear lanes may provide the primary access for on-site parking and servicing functions.
- d) To enhance the quality and safety of the public roadscapes throughout the Secondary Plan Area, the construction of parking lots/structures which occupy significant proportions of the at-grade frontage of public roads shall not be permitted.
- e) To reduce the impact of surface parking and to provide at grade *amenity areas* the provision of structured parking shall be encouraged for higher density forms of *development* in the Village Corridor and Neighbourhood Commons Areas

designations. Where it is not feasible to locate parking in structures either below or above grade, parking should be located to the rear of the principle buildings and/or within the exterior side yard.

8.3.3 Pedestrian Environment

- a) Public Safety – To promote safety and security in public places, including roads, *parks* and open space, schools, public transit routes and the public use activity areas of buildings, the following measures are necessary:
 - i. The design and siting of new buildings shall provide opportunities for visual overlook and ease of physical access to adjacent roads, *parks* and open spaces;
 - ii. Clear, unobstructed views to *parks* and open spaces shall be provided from the adjoining roads; and
 - iii. Appropriate lighting, visibility and opportunities for informal surveillance shall be provided for all walkways, parking lots, garages and outdoor *amenity areas*.
- b) Pedestrian Circulation – To ensure ease of access for the pedestrian and the enjoyment of public roads and other outdoor spaces, the following measures are necessary:
 - i. Public-oriented spaces and activity areas, including entrances, terraces and porches, will be oriented toward public roads;
 - ii. Provision of a consistent level of landscape design, incorporating such elements as appropriate paving, planting, fencing, street furniture, lighting, and signage; and
 - iii. Avoiding the location of building ventilation systems in pedestrian areas.
- c) Trail System - The highly interconnected trails system is identified conceptually on the Greenlands and Open Space Plan.
 - i. The trails system includes trails within natural features, stormwater management facilities, open spaces and *parks* and the road system - sidewalks and bicycle paths;

- ii. Trail design and type will be based on each site's sensitivity in order to minimize environmental impacts and will be designed to accommodate a range of users and abilities; and
- iii. Trails located in proximity to sensitive natural features, or *adjacent* to stormwater management facilities should incorporate interpretive signage at various locations to promote stewardship initiatives that will protect and enhance the features and functions of the natural *environment*.

8.3.4 Natural Heritage Features

- a) *Significant natural heritage features* within the Secondary Plan Area shall be protected and integrated into the community greenlands system.
- b) *Natural heritage features* should be physically and visually accessible from the abutting roads.
- c) Preservation of existing vegetation is encouraged. Where necessary, indigenous and ecologically complementary plantings should be encouraged, in keeping with Naturalization/Remediation Plan.

9 Transportation Policies

9.1 The transportation network in the Brookhill Secondary Planning Area shall be developed in accordance with Map A and provisions and standards established through this Secondary Plan, the Demonstration Plan and Urban Design Guidelines. It shall include public roads, public rear lanes, transit, and bicycle and pedestrian routes and facilities.

9.2 Road classifications and right-of-way requirements shall be consistent with Appendix I and the design details shall be confirmed through the required Internal Traffic Study.

9.3 Minor revisions to transportation routes to incorporate design features such as streetscaping and bikeways may be made without further amendment to this Secondary Plan, provided that the principles of permeability and inter-connectivity are maintained to the satisfaction of the Municipality.

9.4 Road Network Policies

- 9.4.1 Regional Road 57 bisects the Secondary Plan area. It will become part of a key component of the transit system for the area, linking it to the rest of the Municipality of Clarington. The Municipality supports the ultimate function and design for this road and the broader Region, as an urban arterial.
- 9.4.2 The Municipality shall encourage the Regional Municipality of Durham to pursue road designs for Regional Road 57 that implement the “Green Corridor” concept and balance functional requirements with the objectives of this Secondary Plan in regard to roads as a significant element of the public realm and shall include the provision of sidewalks and bicycle lanes on both sides of the right-of-way, in accordance with the recommendations of the Demonstration Plan and Urban Design Guidelines.
- 9.4.3 No *development* shall be permitted individual direct access to Regional Road 57.
- 9.4.4 The proposed system of Arterial and Collector Roads are shown on Map A. The design requirements for these roads are identified Demonstration Plan and the Urban Design Guidelines and may be further refined through the Functional Servicing Study and Internal Traffic Study.
- 9.4.5 The alignment of the Longworth Avenue extension as shown on Map A is approximated and will be determined through detailed planning to determine the appropriate intersection point at Regional Road 57, the appropriate crossing of the Brookhill Tributary and the appropriate setback from the environmentally sensitive lands to the north, west of Green Road. Any resulting modification to the alignment of Longworth Avenue extension shall not require an amendment to the Official Plan or Secondary Plan.
- 9.4.6 The Local Road pattern is identified on The Demonstration Plan included in Appendix 2. This pattern is conceptual only, and has no formal status, other than it demonstrates the key principles of permeability and inter-connectivity. Changes to the identified Local Road pattern shall not require any further amendment to this Secondary Plan, provided that the principles of permeability and inter-connectivity are achieved to the satisfaction of the Municipality.
- 9.4.7 The Collector and Local road system shall be designed to encourage external traffic to utilize arterial roads to access the Bowmanville West Town Centre. The design of all roads within plans of subdivision shall implement the recommendations of the required Internal Traffic Study, including recommendations for traffic calming measures.

9.5 Public Rear Lanes

- 9.5.1 Public rear lanes shall be used on a limited basis to access a private garage or parking space and to promote through traffic movements on

Arterial and Collector Roads, where individual direct access is limited. Public rear lanes may also be used for access to units with front doors facing on a Neighbourhood Common Square.

9.5.2 Public rear lanes shall be designed to have a right-of-way width of 8.5 metres.

9.5.3 Public utilities may be located within public rear lanes subject to functional and design standards established by the Municipality.

9.6 Public Transit

9.6.1 The Municipality, in conjunction with the Regional Municipality of Durham shall endeavour to implement a public transportation system that connects the Secondary Planning Area with adjacent residential and commercial areas.

9.6.2 Transit routes shall serve and link the Neighbourhood Commons Areas with the Village Corridor. A transit stop at the center of each Neighbourhood is encouraged so as to be within 400 metres of most households within a neighbourhood.

9.6.3 To facilitate the development of a transit supportive urban structure, the following measures shall be reflected in *development* proposals, including the subdivision of land:

- i. Provision of a local road pattern and related pedestrian routes that provide for direct pedestrian access to transit routes and stops;
- ii. Provision for transit stops and incorporation of bus-bays where appropriate into road design requirements; and
- iii. Transit waiting areas incorporated into buildings located adjacent to transit stops.

9.7 Pedestrian and Bicycle Path System

9.7.1 The pedestrian and bicycle trail system identified on Map B is an essential part of the Municipality's integrated sustainable transportation network. The pedestrian and bicycle path system serves the Secondary Planning Area but links with other pathway systems in the Municipality. The pedestrian and bicycle path system serves the Secondary Planning Area but links with other pathway systems in the Municipality. These shall be developed in accordance with the conceptual trails network identified in the Demonstration Plan and Urban Design Guidelines (Appendix II).

9.7.2 The Municipality shall require that the recreational trail system along the Brookhill Tributary and accessing the Bowmanville Creek Valley Trail to be constructed as a condition of draft approval for any plan of subdivision, or site plan approval which includes, or is *adjacent* to, the Brookhill Tributary lands, or through appropriate cost-sharing arrangements between landowners.

9.7.3 The Municipality may require trail corridors to be dedicated for public purposes as a condition of draft approval for a plan of subdivision.

9.8 Parking

9.8.1 On-street parking will be encouraged at appropriate locations on all roads, with the exception of Type A and Type B Arterials in order to provide for anticipated parking needs and to assist in calming traffic movement and thereby enhancing pedestrian safety.

9.8.2 Off-street parking for all uses shall be required and shall be provided on-site in accordance with the provisions of the implementing zoning by-law.

9.8.3 Subject to the findings and recommendations of an Internal Traffic Study, on-street parking may be approved at certain locations for specified times of the day to satisfy a portion of the parking requirements of adjacent non-residential development.

10 Municipal Services

10.1 All new *development* within the Secondary Planning area shall proceed on the basis of the sequential extension of full municipal services in accordance with the municipal capital works program.

10.2 The Municipality will work with the landowners and the Regional Municipality of Durham to develop a plan for the phasing of extensions to the existing services within the Brookhill Secondary Plan Area. A phasing plan shall be prepared as part of the Functional Servicing Plan by development proponents at the time an application for draft plan of subdivision is submitted.

10.3 The location of Stormwater Management Facilities is shown on Map A of the Secondary Plan. The approximate size and locations have been determined through the Brookhill Subwatershed Plan. The exact location and size will be determined through the Functional Servicing Study and in accordance with Section 20 of the Official Plan. Stormwater facilities shall be constructed in accordance with the provisions of the Demonstration Plan and Urban Design Guidelines (Appendix II) to this Secondary Plan.

The design of such facilities shall be based on the following considerations:

- i. Stormwater will be considered as a resource, not a *waste* product;
- ii. Stormwater facilities will be designed to maintain environmental and *ecological integrity*, and to provide a net benefit to the *environment*;
- iii. Where existing streams are within the Environmental Protection Area designation, they are to be retained in naturalized, open channels in accordance with natural channel design principles; and
- iv. Stormwater facilities will be designed to provide community amenities.

11 Implementation

11.1 General

- a) This Secondary Plan shall be implemented in accordance with the provisions of the Planning Act, other applicable Provincial legislation, and the provisions of the Municipality of Clarington Official Plan.
- b) 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 recreation facilities. These works shall be provided for in the subdivision and site plan agreements. Phasing of the *development*, based on the completion of the external road works, may be required by the Municipality of Clarington.
- c) 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. Phasing of *development*, based on the completion of external sewer and water services, may be implemented if required by the Municipality of Clarington.

- d) *Development* within the Secondary Plan Area shall be consistent with programs intended to reduce the consumption of energy and water and to promote *waste* reduction. An Energy Conservation and Sustainability Plan will be prepared by development proponents to outline the specific commitments for sustainability.

11.2 Capital Works

- a) The capital works program for Brookhill is generally outlined through the Development Charges Background Study as amended from time to time. Specific timing of works may vary depending on the rate of growth and the Municipality's ability to incorporate required works in its capital budget and forecast.
- b) Prior to the approval of any *development*, the Municipality of Clarington shall be satisfied as to the availability of water supply and sewer capacity to accommodate the said *development*.
- c) Prior to the registration of any phase of a draft plan of subdivision:
 - i. The Municipality shall have approved any necessary capital works for that phase of *development* in its capital budget;
 - ii. The owner shall have entered into a Subdivision Agreement with the Municipality of Clarington that will identify among other things, the capital expenditures associated with servicing the lands.
- d) Prior to any development approvals, an assessment of *infrastructure* cost requirements to accommodate the Secondary Plan development including *development* phasing, and timing shall be undertaken to the satisfaction of the Municipality of Clarington.

11.3 Required Studies

11.3.1 General

- a) This Secondary Plan identifies the following studies, plans, and assessments that may need to be completed to the satisfaction of the Municipality of Clarington and any agency have jurisdiction, prior to the approval of development applications within parts of, or the entire, Secondary Plan

Area. The Municipality shall determine the need for the following studies, plans and assessments, and when in the approvals process they may be required on an application-by-application basis:

- i. Stormwater Management Implementation Plan;
- ii. Functional Servicing Plans;
- iii. Environmental Impact Studies;
- iv. Environmental Site Assessment (ESA) and Record of Site Condition;
- v. Archaeological Surveys/Assessments;
- vi. Tree Inventory and Tree Preservation Plan;
- vii. Noise Assessment(s);
- viii. Internal Traffic Impact Study;
- ix. Traffic Impact Study;
- x. Energy Conservation and Sustainability Plan;
- xi. Landscaping Plan;
- xii. Brookhill Tributary Naturalization/Remediation Plan;
- xiii. Community Theme and Urban Design Implementation Plan; and
- xiv. Architectural Guidelines.

Additional study requirements may be identified by the Municipality as *development* within the Secondary Plan Area proceeds.

11.3.2 Community Theme and Urban Design Implementation Plan

Prior to the approval of a *development* in the Brookhill Neighbourhood a Community Theme and Urban Design Implementation Plan shall be prepared to confirm and control the intended pattern of *development* within the Neighbourhood. In addition to other matters, the Community Theme and Urban Design Implementation Plan shall include design concepts for community theming including gateway treatment, landscape treatment including the “green corridor” treatment for Regional Road 57, light fixture standards, fencing details, sidewalk details and related design issues

that provide for overall community theme including the proposed network of roads, transit, pedestrian and bicycle routes.

11.3.3 Architectural Guidelines

It is the intent of the Plan to create an identifiable character for the Brookhill Community. Architectural Guidelines shall be prepared for the Brookhill Secondary Plan Area.

- a) All *development* within each Neighbourhood shall be subject to urban design and architectural guidelines;
- b) Provision for compliance with the guidelines shall be incorporated into all subdivision, site plan or similar development agreements;
- c) A program to ensure compliance with the guidelines shall be established among the landowners group and the Municipality and shall ensure integration with other required planning approvals. Confirmation of compliance with the guidelines shall be required prior to the issuance of building permits;
- d) Such guidelines may be reviewed and amended from time to time provided that any amendments shall conform to the principles and policies of this Secondary Plan and the Demonstration and Urban Design Guidelines (Appendix II) and shall be prepared to the satisfaction of the Municipality of Clarington; and
- e) It is the intent of this Secondary Plan to achieve the agreement of all public agencies involved in any aspect of *development* in the Secondary Plan Area, to comply with the policies of this Secondary Plan, the regulations in the Zoning By-law, and the Demonstration Plan and Urban Design Guidelines (Appendix II) in order to achieve the goal, objectives, principles and policies of this Secondary Plan.

11.4 Future Development Area

The lands identified as Future Development Area include proposed land uses that will come into effect after a further amendment to this Plan and subsequent to a comprehensive review of the Clarington Official Plan. Until such time, only the Environmental Protection Area and the Separate Elementary School designations are in force and effect. All other land uses are subject to the Future Urban Residential designation and policies of the Clarington Official Plan.

11.5 Pre-submission Consultation

Pre-submission consultation provides the opportunity to ensure that all necessary information is available at the time of the application submission as necessary to properly assess the application and determine that it is complete for the purposes of the Planning Act. The following outlines the pre-submission consultation and complete application policies:

- a) Prior to the submission of a complete application for an Official Plan Amendment, Zoning By-Law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, or Site Plan, the applicant shall consult with the Municipality in accordance with this Plan and the Municipality's Pre-consultation By-law.
- b) Pre-consultation meetings shall be held with the Municipality and any other government, public authority and/or external agency as deemed appropriate by the Municipality.
- c) Any application for an Official Plan Amendment, Zoning By-Law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, or Site Plan will require the applicant to:
 - i. comply with the statutory complete application submission requirements of the Planning Act;
 - ii. include a fully completed application form with all submission requirements and supporting documentation; and,
 - iii. include the prescribed application fees.
- d) Any application for an Official Plan Amendment, Zoning By-Law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, or Site Plan by the applicant shall be deemed to be a complete application once all required studies, reports and information outlined in Section 11.3.1 are prepared and provided by the proponent. Studies, reports and information outlined in Section 11.3.1 as necessary for the proper evaluation of a complete application will be determined by the Municipality in consultation with the applicant, any other government, public authority and/or external agency as deemed necessary by the Municipality. Any studies not required or required as a condition of approval will be indicated in writing after pre-submission consultation.

- e) In addition to the studies, reports and information specified during the pre-consultation process, the proponent shall be required to submit any other studies and reports relevant and necessary to the evaluation of the particular applications as deemed appropriate by the Municipality in consultation with the applicant, and any other government, public authority and/or external agency.
- f) Any studies or reports and information shall be prepared in accordance with any standards or specifications applicable within the Municipality or the Regional Municipality of Durham, and may at the Municipality's discretion, require a peer review by a qualified consultant retained by the Municipality at the applicant's expense.
- g) In all instances the scope, timing and number of studies, reports and information required for the submission of a complete application should be appropriate and in keeping with the scope and complexity of the application. For applications that may be considered simple or minor in nature, little, if any, additional information may be required.
- h) Council or its designate may refuse to accept or further consider an application until a complete application has been prepared.

11.6 Site Plan Control

Site Plan Control is a key mechanism to implement the urban design policies of this Plan. In addition to the matters identified in Section 23.8 of the Official Plan, the following policies apply to the Secondary Planning Area:

Coloured elevation drawings showing plan, elevation and cross section views may be required for all proposed non-residential development and adjacent buildings and all residential development containing greater than 24 residential units.

In addition the other matters referred to in subsection 41 (4), plans submitted for approval shall include:

- a) Exterior designs, including but not limited to, character, scale, appearance and design features of the building and their sustainable designs including energy efficiency; and
- b) Sustainable design elements on any adjoining public street, including without limitation trees, shrubs, hedges, plantings or

other ground cover, street furniture, curb ramps, waste and recycling receptacles and bicycle parking.

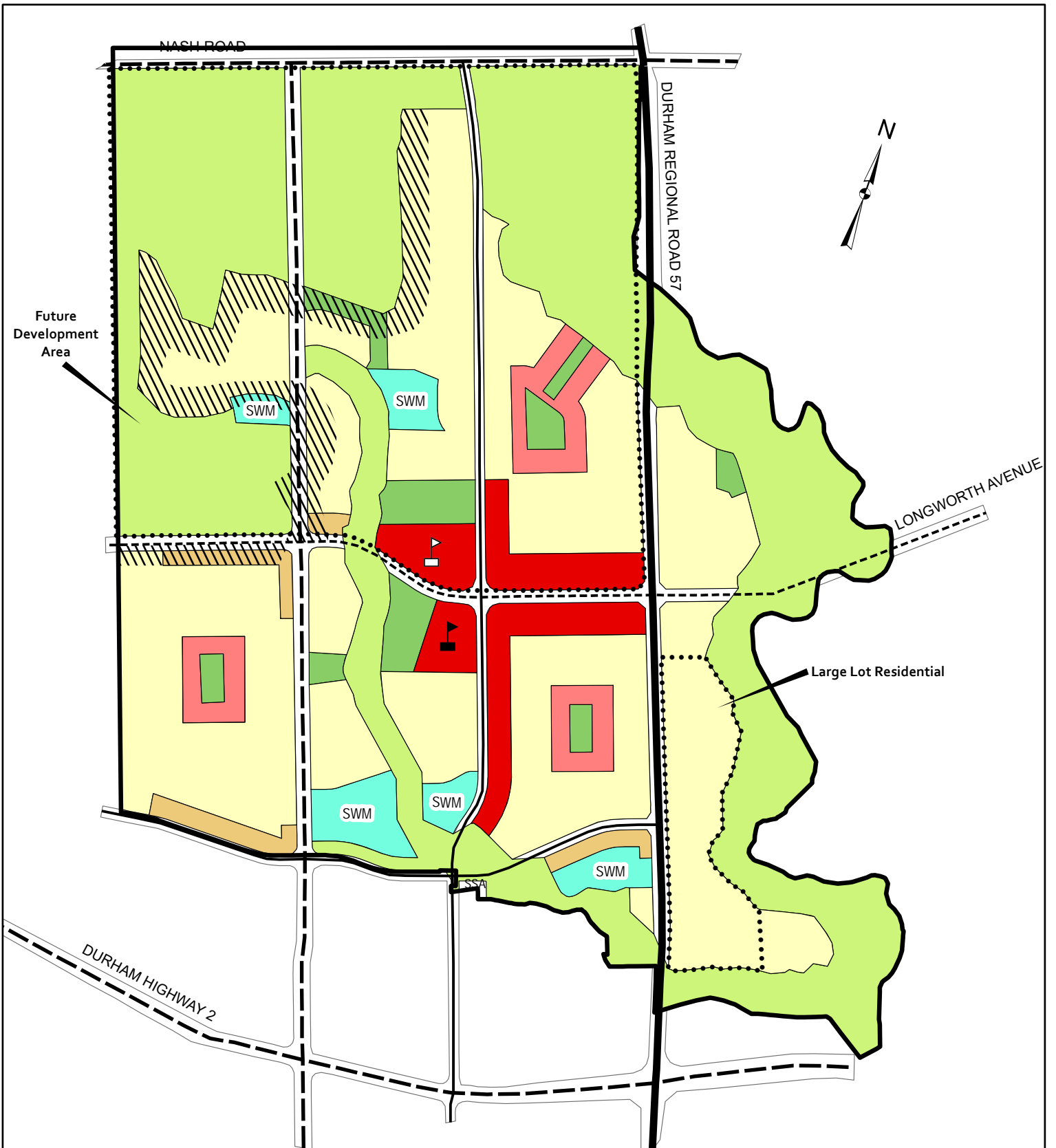
12 Interpretation

- 12.1 It is intended that the Brookhill Secondary Plan Area be developed in accordance with the policies of this Secondary Plan and the Official Plan of the Municipality of Clarington. Where there is a conflict between the principles, objectives and/or policies, the policies of this Secondary Plan and the Official Plan of the Municipality of Clarington, the principles, objectives and/or policies of this Secondary Plan shall prevail.
- 12.2 Inherent to the Brookhill Secondary Plan is the principle of flexibility, provided that the general intent and structure of the Plan are maintained to the satisfaction of the Municipality. As such, it is the intent of the Municipality to permit some flexibility 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. A Demonstration Plan and Urban Design Guidelines are contained in Appendix II. The Urban Design Guidelines provide design principles and specific guidelines for both the public and private sectors. They indicate the Municipality of Clarington's expectations with respect to the character, quality and form of *development* in the Brookhill Community. The Demonstration Plan illustrates the planning principles that are inherent to the Secondary Plan. It is one example of how the Secondary Plan might be implemented within the Secondary Plan Area. The Urban Design Guidelines and Demonstration Plan itself have no formal status and do not require any formal amendment process to implement an alternative design solution, or solutions at any time in the future.
- 12.3 The boundaries between land use designations are to be considered approximate except where they meet with roads, river 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.
- 12.4 *Development* within the Brookhill Secondary Plan Area will be guided by a detailed series of policies, regulations and guidelines that will create a livable and diverse community that is sympathetic to the environmental context. The Demonstration Plan and Urban Design Guidelines (Appendix II) provide the foundation for the *development* of the Brookhill Secondary Plan Area and the basis for the policy framework of this Secondary Plan.

Appendix 1 - Road Standards and Profiles, Brookhill Secondary Plan

Table 1								
Classification	Pavement Width	R-O-W Width	Boulevard Width	On-street Parking	Bicycle Lanes	Transit Facilities	Sidewalk	Individual Direct Access
Type A Arterial (Regional Road 57)	19.5 m (2@3.5 m, 2@3.75 m, median/left turn lane @5.0 m)	36.0 –50.0 m	2@ 8.25 m	No	3.0 m path in boulevard (1 Side)	Yes	2 Sides	No
Type B Arterial	19.5 m (2@3.5 m, 2@3.75 m)	30.0 –36.0 m	2@8.25 m	No	3.0 m path in boulevard (1 Side)	Yes	2 Sides	No
Type C Arterial with Medians	17.0 m (2@ 3.5 m, 2 parking @ 2.5 m, median@ 4.0 m)	30.0 m	2@6.5 m	2 Sides	1.5 m in boulevard (2 Sides)	Yes	2 Sides	No Rear lane/ access

Table 1								
Classification	Pavement Width	R-O-W Width	Boulevard Width	On-street Parking	Bicycle Lanes	Transit Facilities	Sidewalk	Individual Direct Access
Collector	13.0 m (2@3.5 m, 2 parking @ 3.0 m)	26.0 m	2@6.5 m	2 Sides (optional)	1.5 m in boulevard (2 Sides)	Yes	2 Sides	Optional
Collector	12.0 m (2@3.5 m, 2 parking @2.5 m)	23.0 m	2@5.5 m	2 Sides	No	No	2 Sides	Yes
Local Road	8.5 m	20.0 m	2@5.75 m	1 Side	No	No	1 Side	Yes
Local Road	8.5 m	18.0 m	1@4.0 m, 1@ 5.5 m	1 Side	No	No	1 Side	Yes
Public Laneway	5.5 m	8.5 m	2@1.5 m	No	No	No	No	No



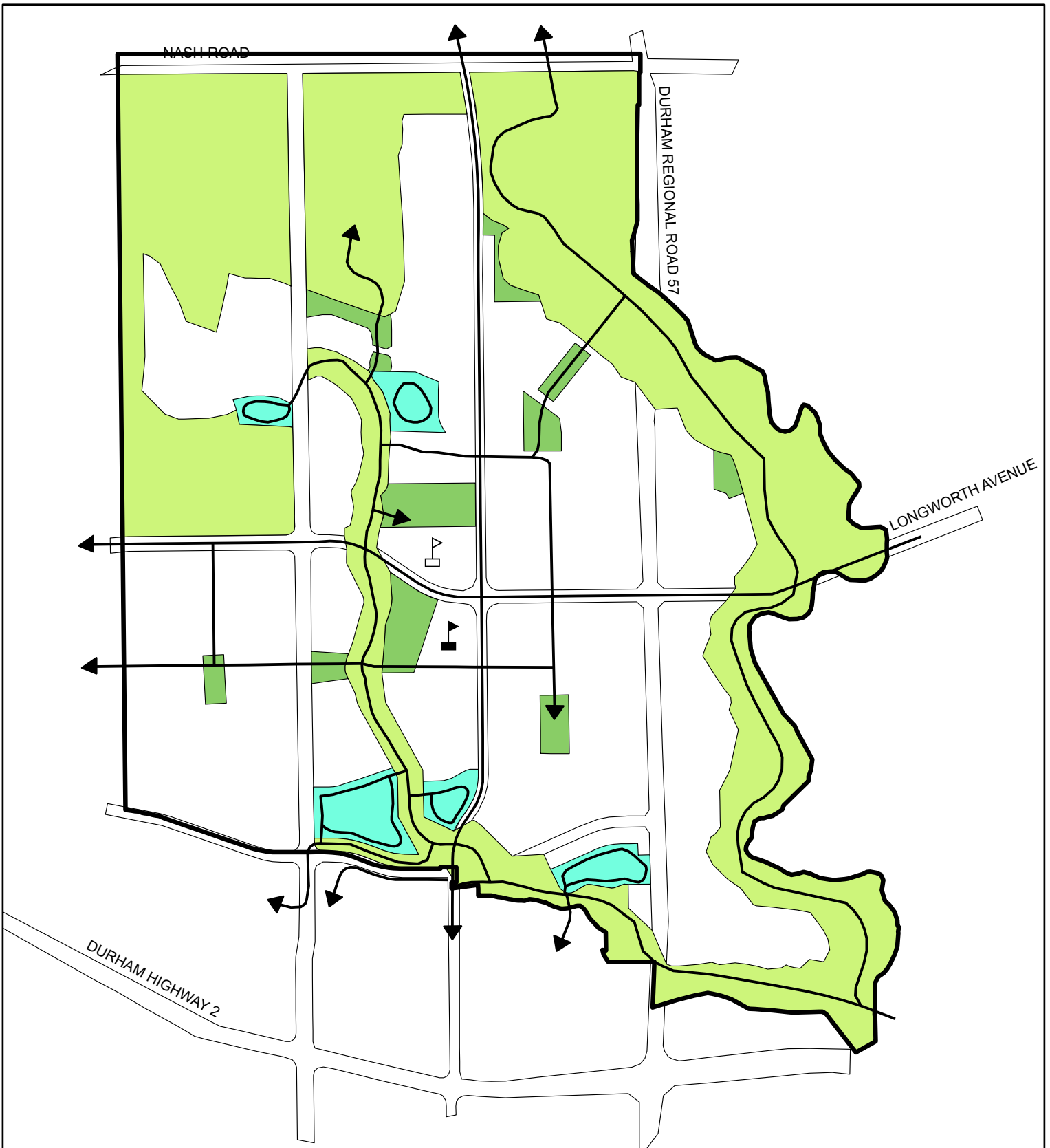
LEGEND

- | | |
|-----------------------------------|----------------------------|
| Brookhill Secondary Planning Area | Stormwater Management Pond |
| Village Corridor | Special Study Area |
| Neighbourhood Commons Area | Special Policy Area |
| Low Density Residential | Arterial Road Type A |
| Medium Density Residential | Arterial Road Type B |
| Environmental Protection Area | Arterial Road Type C |
| Environmental Protection Overlay | Collector Road |
| Parks and Open Space | Public Elementary School |
| | Separate Elementary School |

MAP A
LAND USE AND
TRANSPORTATION PLAN

BROOKHILL NEIGHBOURHOOD
SECONDARY PLAN

JUNE, 2018
OFFICE CONSOLIDATION



LEGEND

- Brookhill Secondary Planning Area
- Environmental Protection Area
- Parks and Open Space
- Stormwater Management Pond
- Trails
- Public Elementary School
- Seperate Elementary School

MAP B
GREENLANDS
AND OPEN SPACE
 BROOKHILL NEIGHBOURHOOD
 SECONDARY PLAN
 JUNE, 2018
 OFFICE CONSOLIDATION