

# COURTICE TRANSIT-ORIENTED COMMUNITY SECONDARY PLAN

Phase 2 Summary Report



*Clarington*

**URBAN  
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# ACKNOWLEDGEMENTS

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# 1. INTRODUCTION

## 1.1 Study Purpose and Objectives

The Municipality of Clarington initiated the Courtice Transit-Oriented Community (CTOC or Courtice TOC) Secondary Plan in 2019 for the lands around the future Courtice GO Station to be located just north of Highway 401, between Trulls Road and Courtice Road.

The CTOC is a large area within Courtice's urban boundary comprised of significant natural features, farm land and a mix of industrial uses along Highway 401. The Secondary Plan, together with Urban Design and Sustainability Guidelines, will guide the area's transformation into a new mixed use, transit-supportive, complete community over the coming decades. The Secondary Plan will include a vision and policies to guide development of a range of employment, commercial, residential and public uses that capitalize on future GO transit service, highway proximity, and existing and planned amenities in the surrounding area, including the Courtice waterfront.

**This Phase 2 Summary Report summarizes the findings from work completed in Phase 2 of the Courtice Transit-Oriented Community (CTOC) Secondary Plan, focusing on:**

- Updates to Regional policies applicable to the area;
- Refinements to Guiding Principles and Evaluation Criteria informed by feedback and input from stakeholders, Municipal staff, and community members;
- Three land use options based on the Guiding Principles; and,
- Evaluation of the options against the criteria.

## 1.2 Planning Process

The Courtice TOC planning process is ongoing and includes multiple opportunities for the public and stakeholders to provide input and feedback through each phase of the project.

Phase 1 of the Courtice TOC Secondary Plan focused on conducting background research and technical analysis to inform the development of three land use options and concluded with a public information centre (PIC) held in September 2020. Phase 2 of the Project involved the preparation of land use options illustrating different arrangements of open spaces and land uses. The land use options have been shared through multiple engagement events, including a PIC held on March 22, 2022. The outcomes of the PIC are documented in Appendix A, and public comments on the land use options are summarized in Section 4 of this report. Phase 3 of the project will focus on developing a preferred land use plan and drafting the Secondary Plan and Urban Design and Sustainability Guidelines, as well as a Zoning By-law for the area (the "Documents").

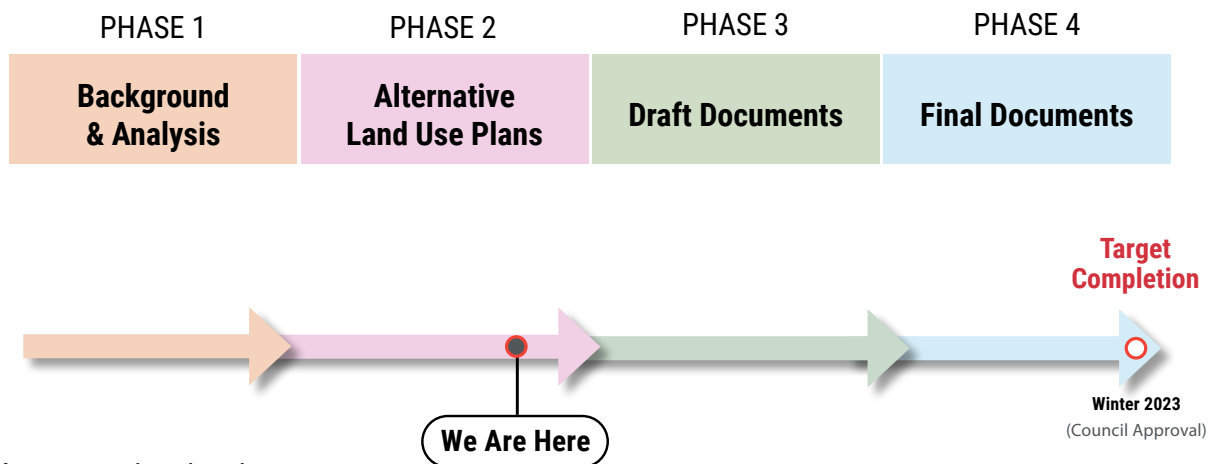


Figure 1. The Planning Process

### 1.3 Secondary Plan Area

The Courtice TOC Secondary Plan Project Area is located south of Bloor Street, north of Highway 401, east of Robinson Creek, and west of Tooley Creek and Highway 418. Except for industrial and commercial uses along Baseline Road, the area is largely undeveloped. The area had been designated for employment uses; however, Durham Region Council recently endorsed a series of "conversions" to permit residential uses to achieve the overall vision for a mixed-use, transit-supportive community centred on the future GO Station. Furthermore, the Region has delineated lands north and south of the future station as a Protected Major Transit Station Area (PMTSA) to provide a focus for higher-density development that achieves a minimum density of 150 people and jobs per hectare.

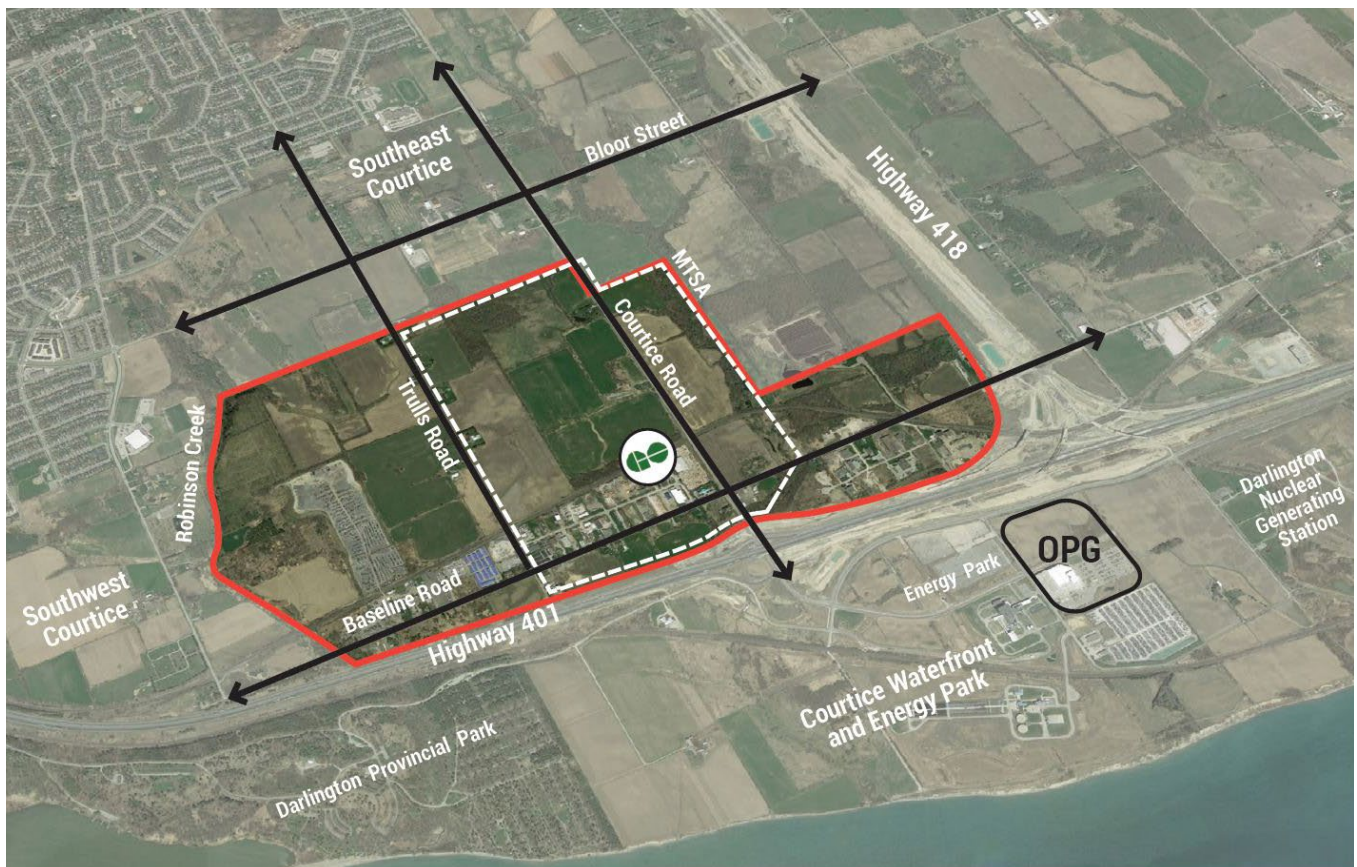


Figure 2. Map of Secondary Plan Area

## 2. POLICY CONTEXT UPDATES

### 2.1 Envision Durham Municipal Comprehensive Review

Durham Region's population is expected to almost double to 1.3 million by 2051. In 2019, Durham Region launched Envision Durham – the Municipal Comprehensive Review (MCR) process to develop a growth strategy for the Region and update its Official Plan. Durham Region is currently in the process of finalizing a draft new Official Plan for public and agency review, following which it will be presented to Regional Council for adoption and submitted to the Minister of Municipal Affairs and Housing for approval.

Through the MCR process, Regional Council has endorsed the recommendations of technical studies and adopted Regional Official Plan Amendments (ROPAs) affecting the CTOC Secondary Plan Area.

#### Employment Land Conversions

As a result of the Employment Strategy prepared for Envision Durham and the evolving policy framework to support transit-oriented communities, in December 2021, Regional Council endorsed the requested employment land conversions identified in Figure 3 and described below. The conversions will be reflected in the updated Regional Official Plan.

Lands subject to the conversion requests CNR-11, CNR-26, CNR-37, and CNR-41 are currently designated as Employment Areas but are being planned for a PMTSA designation. Regional Council adopted the staff recommendation to convert the lands to enable the land use permissions associated with a PMTSA, including higher-density residential, and support provincial policies.

Clarington Council endorsed the conversion of most of the lands west of Trulls Road and north of the railway, and directly adjacent to the Courtice PMTSA, as requested by landowners and supported by Municipal staff, who felt industrial uses on the lands would not be compatible with the mix of uses being planned for the PMTSA.

Regional Council subsequently approved the conversion of all lands west of Trulls Road and north of the railway, based on the recommendation of Durham's Planning and Economic Development Committee.

Regional Council's conversion decisions set the stage for the land use options to consider a range of uses across the Secondary Plan area, except in areas along Baseline Road, on either side of the PMTSA, that will retain their Employment Area designation.

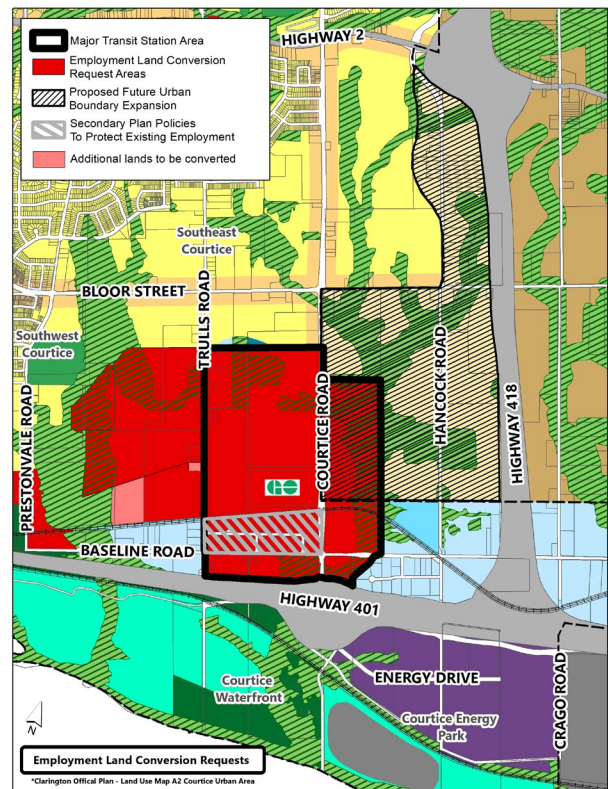


Figure 3. Map of Conversions

## **Regional Official Plan Amendment No. 186 (ROPA 186) – PMTSAs**

In December 2021, Regional Council also adopted ROPA 186. The purpose and effect of ROPA 186 is to implement a policy framework, density targets, and delineations for Protected Major Transit Station Areas (PMTSAs) throughout Durham Region. The lands affected by ROPA 186 are generally around existing and future higher order transit corridor stations, particularly the lands delineated around existing and future GO stations. ROPA 186 designates and delineates lands around the Courtice GO Station as a PMTSA.

The new policies for PMTSAs envision them developing as distinct places and transit-oriented communities, with higher-density, mixed-use intensification, distinctive built form, and a pedestrian-oriented public realm. The policies permit a wide range of uses while prohibiting auto-oriented and land-extensive uses. The planning and implementation of PMTSAs are intended to support the creation of focal points that provide active places and streetscapes with a wide range and mix of high-density transit-oriented uses based on pedestrian-oriented built form, with the highest development densities close to Commuter Stations or Transportation Hubs.

Under ROPA 186, local official plans are required to be updated to establish minimum density, population, employment targets to achieve an overall target of 150 residents and jobs combined per hectare within PMTSAs. Urban design and sustainability guidelines are also required to guide the desired density, built form, building placement, and approaches for a pedestrian oriented public realm. Municipalities are also required to develop policies and permissive zoning within PMTSAs, as an incentive to ensure the implementation of higher-density, mixed-use development.

## **Settlement Area Boundary Expansion**

Clarington Council has endorsed a proposed expansion of Courtice's east settlement area boundary to Highway 418 (see Figure 3). The proposal remains under review by the Region, but because the Region has delineated the Courtice PMTSA to include lands outside the current settlement boundary (east of Courtice Road), the land use options prepared for the Secondary Plan area assume the boundary will be expanded to include all of the PMTSA at a minimum.

## 2.2 Robinson-Tooley Subwatershed Study

The Municipality of Clarington initiated a Subwatershed Study for Robinson Creek and Tooley Creek to inform planning for future growth in Courtice and guide management of the subwatershed's natural features, with the overarching goal of achieving sustainable development while maximizing environmental and human benefits. The study was completed in three phases:

### **Phase 1 – Subwatershed Characterization**

### **Phase 2 – Subwatershed Management Strategies**

### **Phase 3 – Implementation and Monitoring Plans**

The study's Phase 1 report mapped and assessed the natural features and functions within the Robinson Creek and Tooley Creek subwatershed, identifying areas of high constraints, medium constraints and low constraints. Based on this work, in preparing the land use options development was assumed to be not appropriate in high constraint areas and likely appropriate in low constraint areas. Taking a cautious approach, the study team assumed development, including parkland, would be partially or wholly restricted in areas of medium constraints.

The Subwatershed Study's recently completed Phase 2 and Phase 3 reports summarize key findings and recommendations based on environmental, social, and economic criteria and recommend a Subwatershed Management Strategy, with the primary focus of protecting natural ecosystem functions, flooding and erosion. The findings cover flood control, water quality, erosion, groundwater, and natural heritage. Dry stormwater ponds are recommended for flood control in new developments. Low Impact Development (LID) is also recommended to protect Robinson Creek and Tooley Creek from new developments, including protecting habitats for species, natural heritage features, and groundwater and reducing erosion rates. The study's recommendations will inform the preferred land use plan for the CTOC area, as well as the policies of the Secondary Plan and the Urban Design and Sustainability Guidelines.



## 3. GUIDING PRINCIPLES

A set of 15 guiding principles were developed for the Courtice Transit-Oriented Community to guide planning and provide a foundation for the Secondary Plan. The principles were informed by the study team's analysis of opportunities, review of best practices in transit-oriented community design, and consultation with stakeholders and the public. In addition to guiding the development of land use options, the principles provided a basis for the criteria used to evaluate the three options. The guiding principles are grouped under three themes: **The Environment, Places for Living and Working, Moving Around, The Public Realm, and Fiscal Sustainability.**

### *The Environment*



**1. Protect, enhance, and value significant natural features, including Robinson Creek and Tooley Creek.**

- Avoid adverse impacts on existing ecosystems and natural heritage features.
- Enhance connectivity between natural heritage features.
- Enhance the natural heritage network as an amenity.
- Provide appropriate buffers between development and sensitive natural heritage features.
- Maintain the general topography of the area and make use of natural drainage patterns to minimize the risk of flooding.
- Facilitate opportunities to integrate green infrastructure within the public realm.

**2. Conserve and integrate the area's cultural heritage.**

- Conserve significant built heritage resources and facilitate their integration with surrounding land uses, open spaces and built form.
- Ensure opportunities for views and access to sites of cultural significance, as appropriate.

**3. Maximize opportunities for public and private views to Lake Ontario.**

- Ensure opportunities for views and vistas to Lake Ontario from public spaces, including but not limited to, parks, open spaces, parkettes, and streetscapes.
- Strategically locate parks and open spaces to make use of the existing topography to promote views and visual interest.

## Places for Living and Working



### 4. Support and optimize planned rapid transit facilities.

- Concentrate a mix of high-density uses close to rapid transit for residents, workers, and visitors to utilize frequently and with ease of access.

### 5. Accommodate a range of housing types and affordable housing.

- Plan for a variety of housing types and forms, including affordable housing, to meet the needs of individuals and families through all stages of life.

### 6. Accommodate a range of businesses and a high level of employment, while maintaining compatibility between employment uses and sensitive uses.

- Plan for a variety of employment types and forms, including office, light and heavy industrial, and small-scale neighbourhood retail uses.
- Provide good frontage opportunities for employment uses on arterial roads.
- Plan appropriate buffers between future employment uses and sensitive land uses.
- Use adequate landscaped buffers between different uses that back on to one another.

## Moving Around



- 7. Link the area to local and regional transportation networks for transit, private vehicles, and active transportation.**
  - Develop an interconnected grid of primary streets throughout the area and to the existing network beyond, located to minimize impacts on natural heritage features.
  - Protect for enhanced connections for pedestrians, cyclists and drivers across the CTOC area and to the surrounding communities in Courtice including the waterfront.
- 8. Elevate active transportation and public transit as the primary means for moving around affordable housing.**
  - Provide infrastructure, connections, and linkages specifically designed for active transportation, such as bike lanes, multi-use trails, and green connections.
  - Deliver infrastructure and road networks that support high-frequency public transit, especially along local roads.
- 9. Ensure access to parks, schools, retail, and transit are within walking distance.**
  - Parks and schools should be provided within residential areas that are readily accessible via active modes of transportation such as walking and cycling.
  - Neighbourhood-scale retail uses should be provided within all residential areas.
  - Local public transit routes should directly service residential areas.
- 10. Minimize the provision of surface parking, especially in areas close to the GO station.**
  - Below-grade parking spaces and facilities should be constructed, especially as part of high-density mixed-use development in the PMTSA.

## The Public Realm



### 11. Ensure parks and other open spaces are highly visible, accessible, and usable.

- Maximize the number of public frontages for parks and other open spaces.
- Align key streets to provide connectivity and views between parks and other open spaces.
- Locate parks to maximize the number of residents within a 5-minute walk.
- Provide parks of a sufficient size and configuration to accommodate a range of potential recreational uses.

### 12. Provide and promote opportunities for other community facilities and services.

- Provide convenient access to basic community facilities, amenities, and services.

### 13. Integrate stormwater management in the public realm.

- Locate stormwater facilities in appropriate locations where they can also function as a public realm feature.

## ***Fiscal Sustainability***

### **14. Coordinate the phasing of private development and public investments**

- The road and park network will serve as a framework for how development should be appropriately phased to deliver housing, commercial services, and community amenities in a way that is cohesive and able to serve a growing population in a timely manner.

### **15. Ensure infrastructure and public services are used and improved efficiently.**

- Infrastructure and public services should be used efficiently.
- Innovative and sustainable solutions to infrastructure should be explored and considered.

## 4. LAND USE OPTIONS

### 4.1 Framework and Base Assumptions

The land use options for the CTOC Secondary Plan are based on a consistent overall framework of environmental features and existing and future infrastructure, as well as common assumptions regarding parks and schools, as described below.

#### **Natural Setting**

A ring of natural areas, including the Robinson Creek and Tooley Creek valleys, frames the CTOC area. Within this natural setting are medium constraint, high constraint, and flood plain areas, as identified in the Subwatershed Study. Since development will be or may be heavily restricted in these areas, the land use options generally exclude them within new land uses.

#### **Roads and Active Transportation Connections**

All the options are based on a consistent network of primary and secondary roads (i.e., arterials and collectors) that provides logical and direct connections to existing and planned roads within the CTOC area, to the north within the Southeast Courtice Secondary Plan Area, and to the west within the Southwest Courtice Secondary Plan Area. Baseline Road, Courtice Road (RR34) and Trulls Road are already continuous through the CTOC area and therefore provide the backbone for the road network. A secondary road network with spacing of approximately 250 metres completes the network for optimal connectivity for all travel modes and to facilitate a rational pattern of local streets and blocks with development flexibility. Future additional crossings of the railway and Highway 401 have not been assumed, considering the significant constraints posed by the two corridors, although a long-term extension of Trulls Road over Highway 401 has been acknowledged and illustrated as a possibility. In addition, all the options include a north-south active transportation connection through the middle of the CTOC area that ultimately would lead to a pedestrian/cycling bridge over the highway to better connect the area to the Courtice waterfront.

#### **Cultural Heritage**

The higher-order road network in all the options avoids properties identified as potentially having cultural heritage significance, notably historic farmhouse properties. The land use options do not highlight these features, but instead assume those to be maintained will be sensitively integrated with other uses.

#### **GO Station**

The future Courtice GO station provides a focal point for all the options. Consistent with regional and provincial policies, land uses designations with highest residential and employment densities are concentrated within short walking distance of the station. Retail and cultural uses would also be concentrated around the station.

#### **Surrounding Land Uses**

The options respond to existing and planned uses in Southeast Courtice, Southwest Courtice and along Baseline Road with neighbouring uses that would be compatible in their function and form.

## Parks and Schools

The land use options show a consistent amount of parkland, based on the Municipality's goal to provide 1.8 hectares of parkland for every 1,000 residents, while illustrating different approaches to distributing neighbourhood parks across the CTOC area and different possible locations for a large community park. The framework for the options shows how primary schools can be located such that all residents are with 500 metres of a school. The land use options themselves do not identify locations for primary schools, recognizing there are many variables that will determine their ultimate location, and it is too early in the planning process to determine the best locations. The options, however, do identify potential locations for a secondary school, should one be required, since the impact of a secondary school will be much greater than that of primary schools. Provision of schools will be aligned with Official Plan requirements and School Board needs.

## Stormwater Management

Potential locations for stormwater management (SWM) facilities are identified at low points within the CTOC area, and it has been assumed that other ponds (wet or dry) and low-impact development features will be integrated with development in other locations, where required. These details will be addressed in the Secondary Plan.

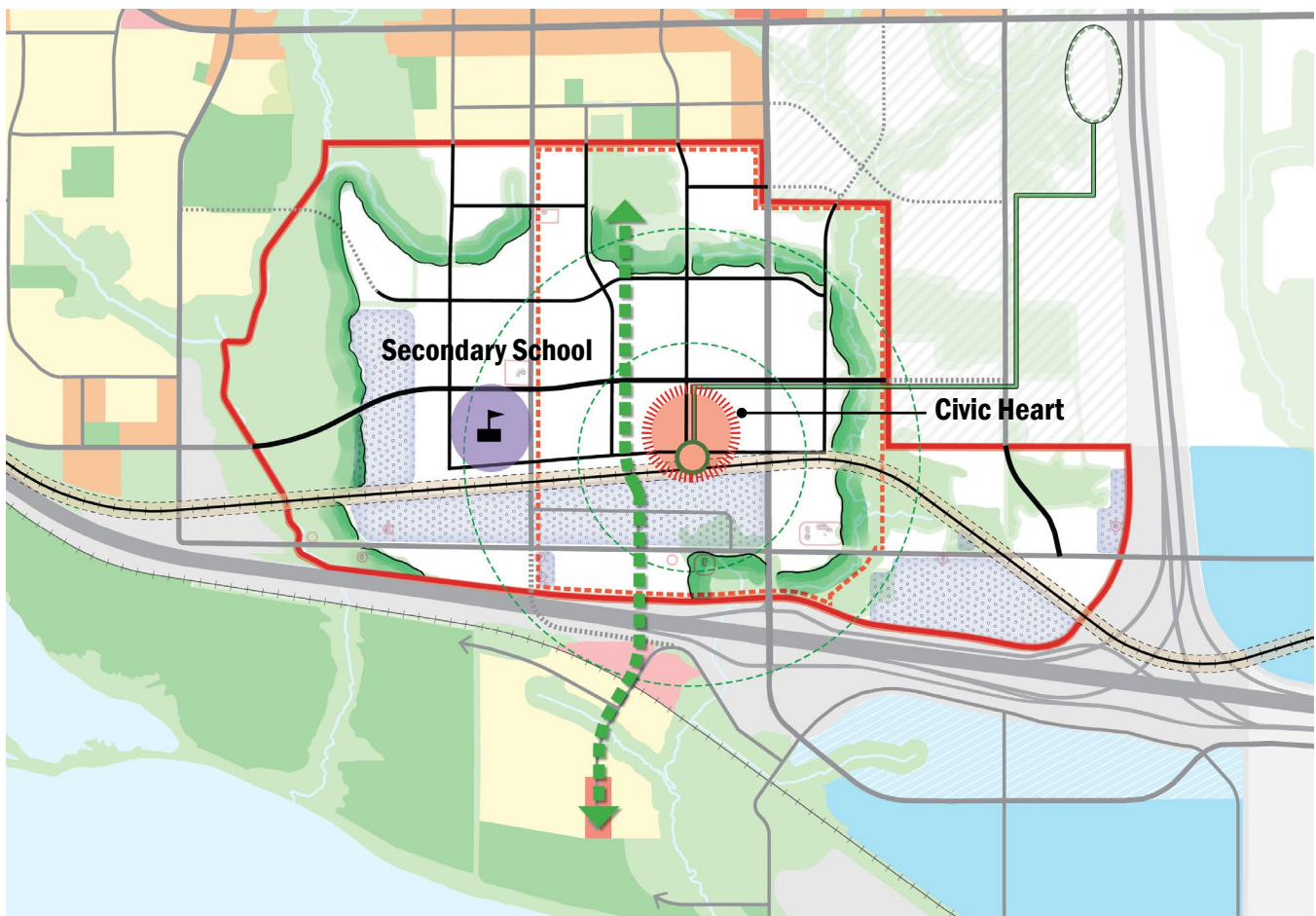


Figure 4. Options Framework

## 4.2 Land Use Designations and Densities

The options apply seven different land use designations to the CTOC Secondary Plan Area, in addition to designations for parks and environmental protection areas. Together, the seven designations support the overarching goal to create a complete, transit-oriented community. As described below, they are differentiated in terms of land use (residential vs. employment vs. mixed-use) and the range of building types, forms, and densities.

In determining density ranges for the designations and applying them to the PMTSA, testing was undertaken to ensure the overall average density would meet or exceed the minimum of 150 people and jobs per hectare established in ROPA 186. See Appendix B for land budgets for the PMTSA within each land use option.

**Mixed Use Inner Core** surrounds the future Courtice GO station and plans for the broadest mix of residential, office, retail, and institutional uses at the highest densities proposed for the area. Densities from site to site may range from 150 to 600 units/ha, and it is assumed the ratio of residents to jobs would be 4:1.



Transit Core (Mimico GO Station, Etobicoke)



Public Library (Scarborough Civic Centre Library)

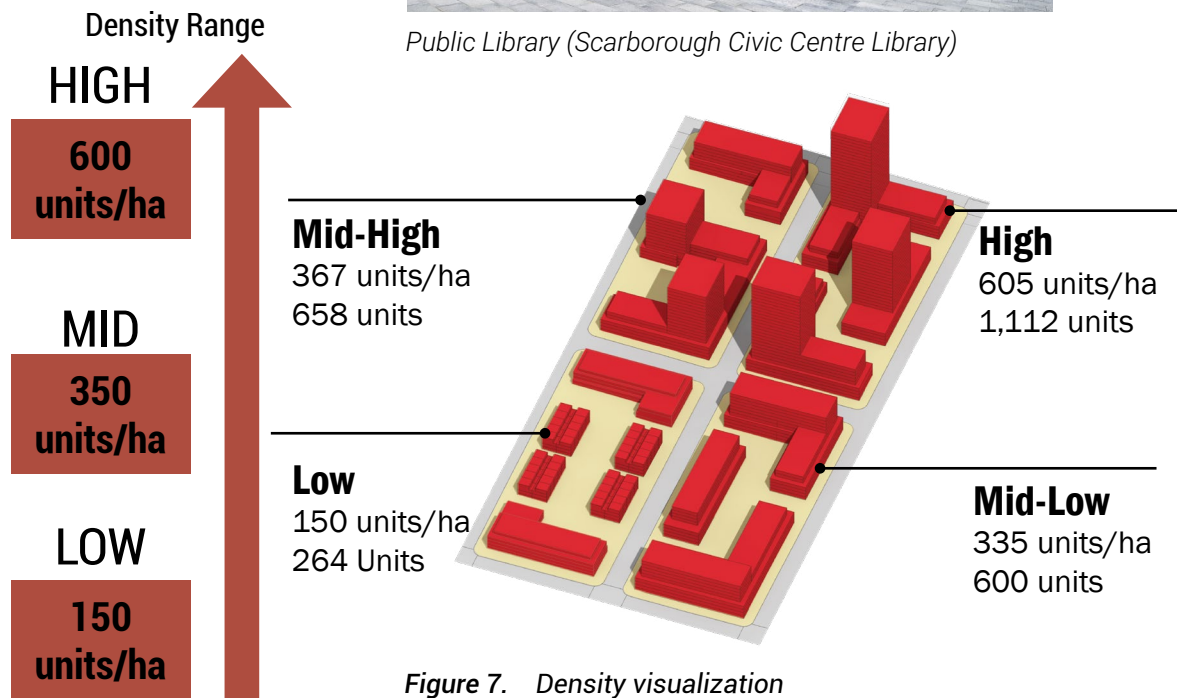


Figure 7. Density visualization



**Mixed Use Outer Core** comprises predominantly residential uses at medium to high densities, with some ground-floor commercial uses. This designation would accommodate primarily low-rise apartment buildings and mid-rise mixed-use and residential buildings. Developments with a density in the range of 80 to 250 units/ha would be appropriate, and a residents-to-jobs ratio of approximately 20:1 has been assumed.



Low-rise apartments (Wesbrook Village, Vancouver)



Mid-rise development (The Junction, Toronto)

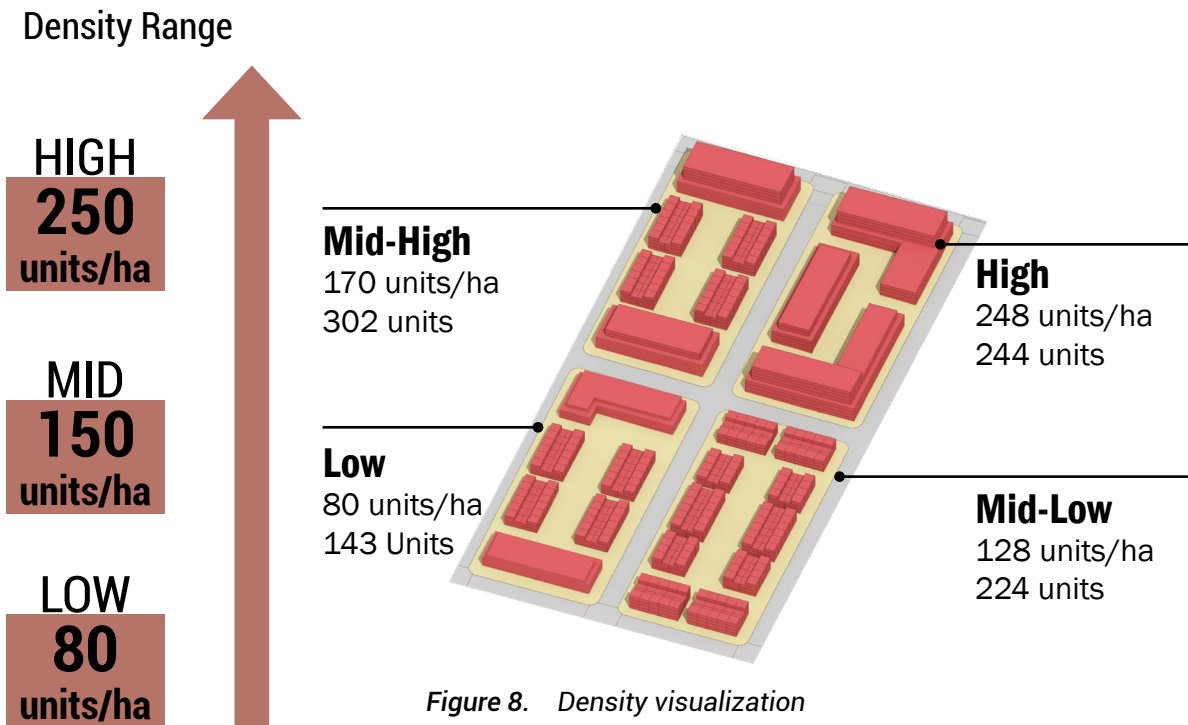


Figure 8. Density visualization

**Transit-Oriented Neighbourhood** comprises predominantly low-rise housing at medium densities with small-scale commercial uses appropriate in strategic locations (e.g., corners of major roads). This designation covers building typologies such as stacked and back-to-back townhouses and low-rise apartment buildings. Densities from 60 to 100 units/ha would be accommodated in these areas.



Stacked Townhouses (M2 Towns, Vaughan)



Rouge Park Public School (Markham)

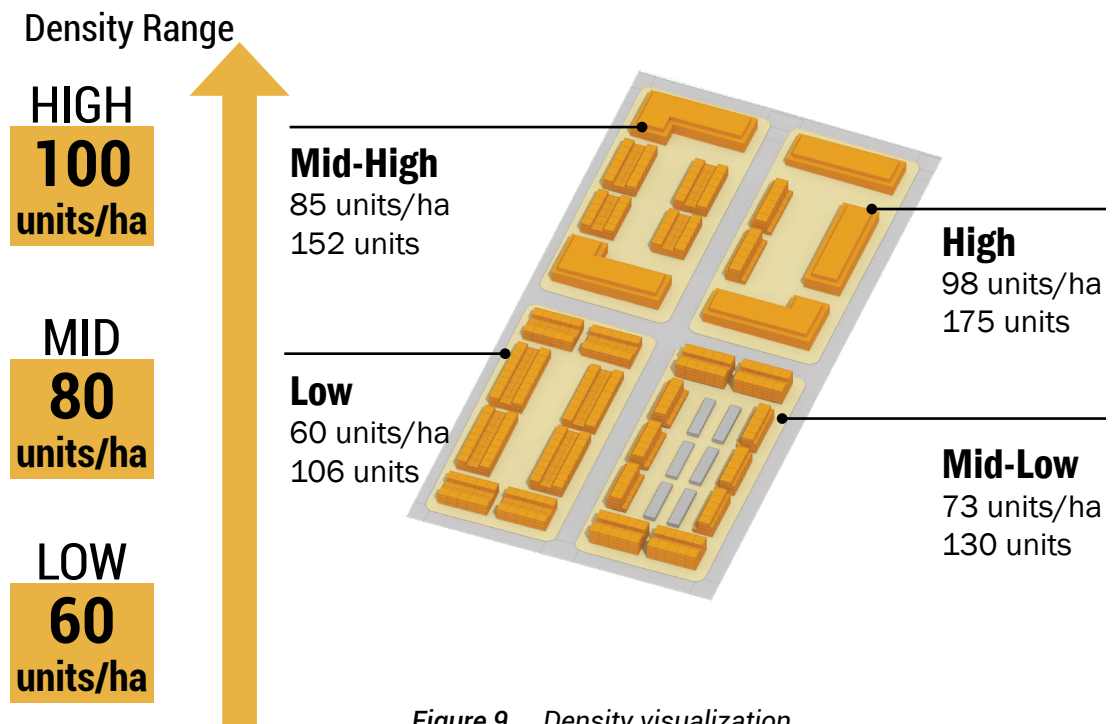


Figure 9. Density visualization

**Office District** includes office and other prestige employment uses entirely within buildings (e.g., light manufacturing, research and development) and which would be appropriate south of the rail corridor. An average density of 50 jobs/ha is assumed for these areas.



*Corporate Campus (Sterling Road, Toronto)*



*Office (Simens, Oakville)*

**Industrial** includes light and general industrial uses, such as manufacturing, warehousing and distribution facilities and small-scale office.



*Industrial Building Landscape Trees*



*Light Industrial (Small scale office manufacturing)*

**Mixed Innovation/Institutional** is a designation that would permit a mix of live-work units, small-scale light industrial buildings (maker spaces), and institutional uses such as long-term care homes, secondary schools, and colleges/universities.



*Flexible Live-work Townhomes (New Amherst, Cobourg)*



*Retirement Long-term Care Homes (Amica at Unionville, Markham)*

**Outer Neighbourhood** includes low-rise residential uses such as single and semi-detached houses, along with street-related townhouses, with a density in the range of 25 to 45 units/ha.



*Neighbourhoods (Oak Park, Oakville)*



*Street-related Townhouses (Regent Park, Toronto)*

## 4.3 Option 1

### Land Use + Density

Option 1 includes a large Mixed Use Inner Core around the GO station, and east of Courtice Road, south of the rail corridor. The Mixed Use Outer Core transitions into the lower-density Transit-Oriented Neighbourhood to the north. An Outer Neighbourhood is located to the northwest of Trulls Road and Townline Road. A large Office District is located south of the rail corridor. Existing uses in the southeast corner of the CTOC area are captured within an Industrial Area. A Mixed Innovation/Institutional area, including a secondary school, is located west of Trulls and south of Townline Road.

### Open Space

Option 1 includes a large community park just west of Trulls Road and a series of smaller neighbourhood parks, most adjacent to an environmental protection area. An east-west “green street” linking multiple parks complements the north-south green spine.

#### Legend:

- Mixed Use Inner Core
- Mixed Use Outer Core
- Transit-Oriented Neighbourhood
- Office District
- Industrial
- Mixed Innovation/Institutional
- Outer Neighbourhood

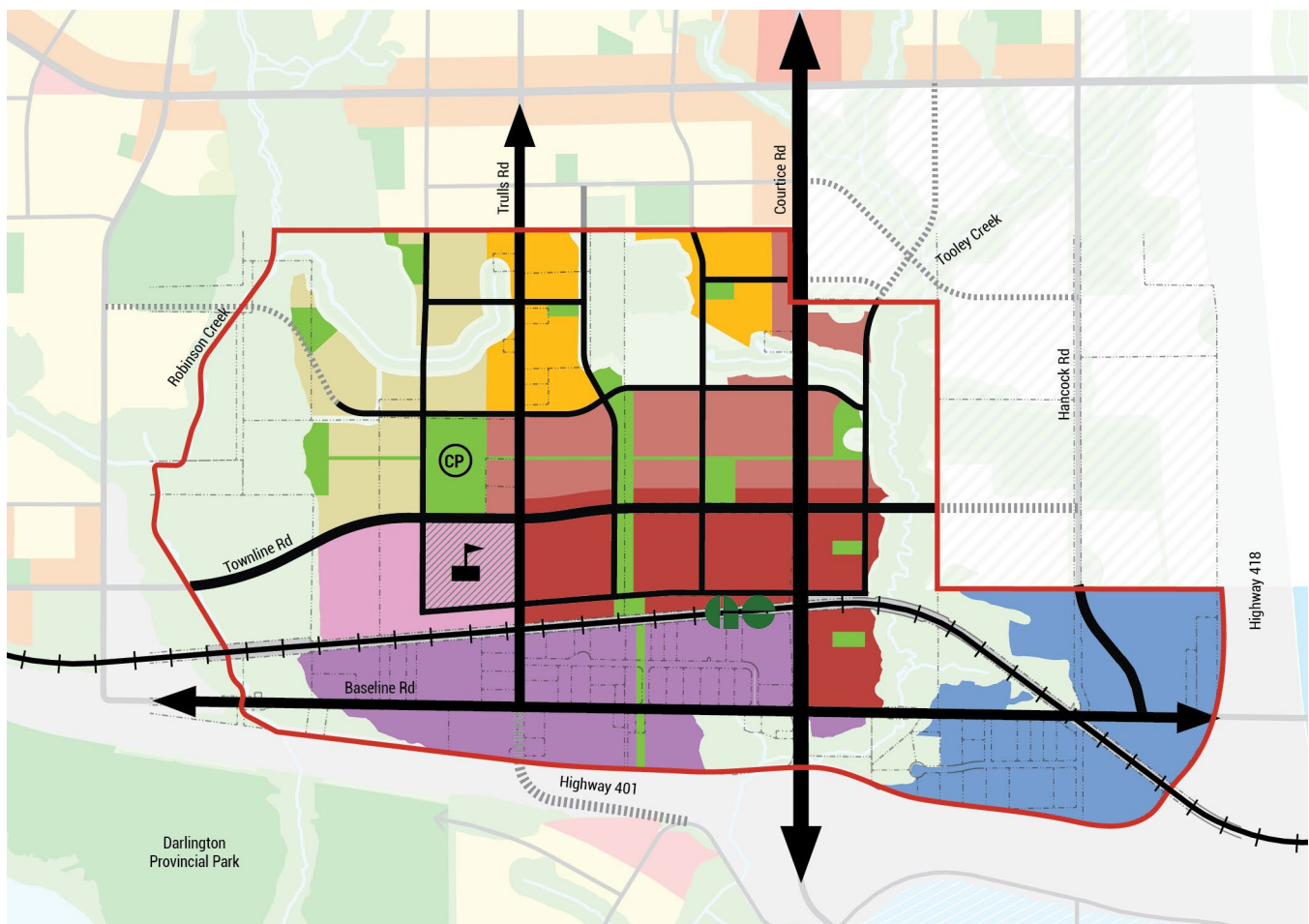


Figure 10. Option 1 - Land Use Plan

## 4.4 Option 2

### Land Use + Density

Option 2 includes a mid-sized Mixed Use Inner Core around the GO station on both sides of the tracks, with a strong density focus along the arterial corridors. An Office District is centered along Baseline Road, between two Industrial Areas, one west of Trulls Road and the other east of Courtice Road. A Mixed Innovation/Institutional area is also located west of Trulls, between Townline Road and the rail corridor; as in Option 1, it includes a secondary school is proposed within. Mixed Use Outer Core areas are concentrated along arterial roads. An Outer Neighbourhood area west of Trulls Road and a Transit-Oriented Neighbourhood to the east dominate the northern portion of the CTOC area.

### Open Space

Option 2 locates a large community park in the north half of the PMTSA, adjacent to a large woodlot. Neighbourhood parks of varying shapes and sizes are located adjacent to the valley lands, reinforcing the “green loop” as well as in central locations.

#### Legend:

- Mixed Use Inner Core
- Mixed Use Outer Core
- Transit-Oriented Neighbourhood
- Office District
- Industrial
- Mixed Innovation/Institutional
- Outer Neighbourhood

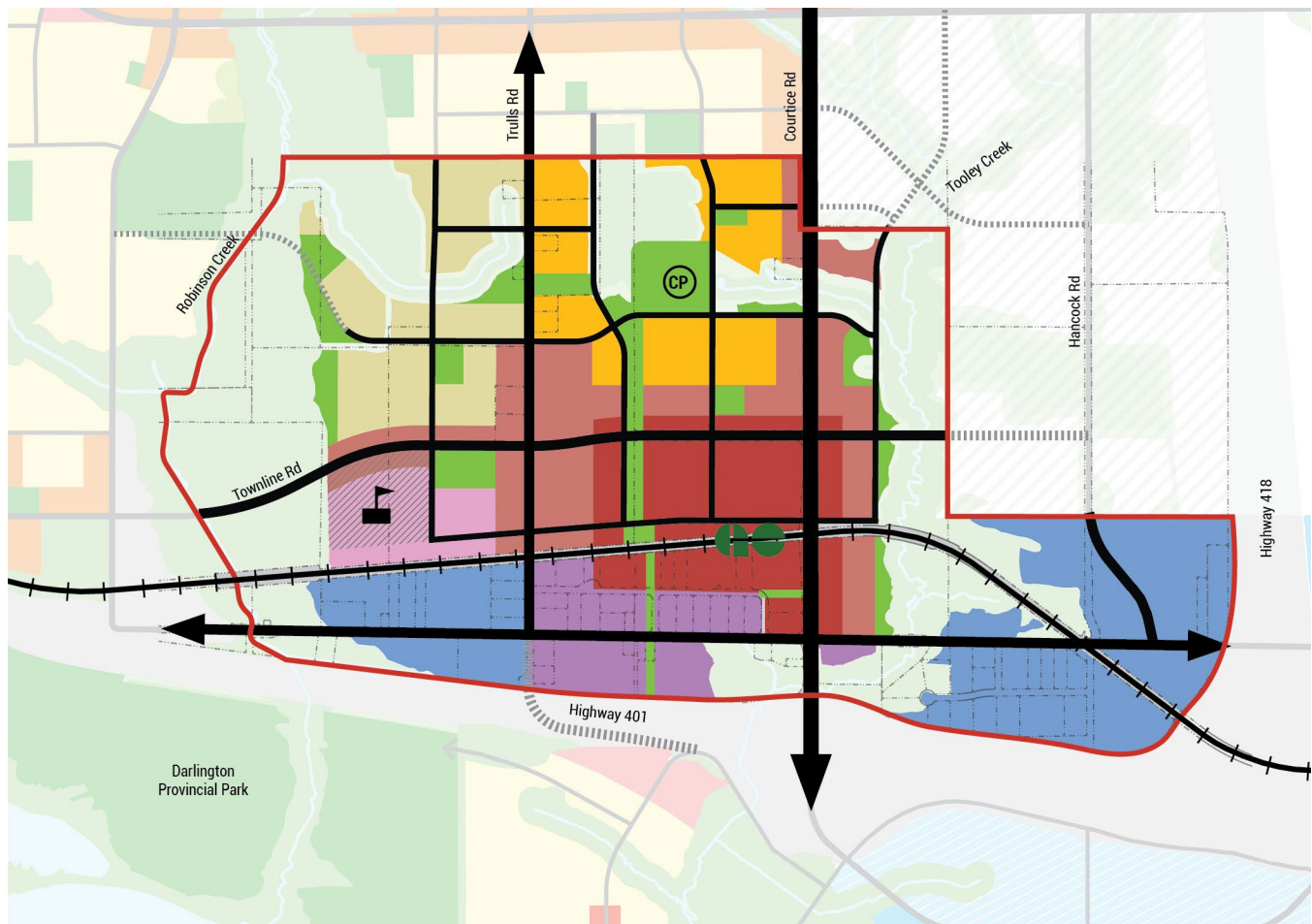


Figure 12. Option 2 - Land Use Plan

## 4.5 Option 3

### Land Use + Density

Option 3 includes a smaller, more dense, Mixed Use Inner Core concentrated around the GO station. The Mixed Use Outer Core frames the Inner Core, establishing a transition to Transit-Oriented Neighbourhoods to the west, north and east. As in Options 1 and 2, an Outer Neighbourhood is located northwest of Trulls Road and Townline Road. A small Office District is located south of Baseline Road, Industrial Areas mirror those in Option 2.

### Open Space

Option 3 locates a large community park within the Robinson Creek valley and distributes neighbourhood parks of varying sizes evenly across the CTOC area.

#### Legend:

- Mixed Use Inner Core
- Mixed Use Outer Core
- Transit-Oriented Neighbourhood
- Office District
- Industrial
- Outer Neighbourhood

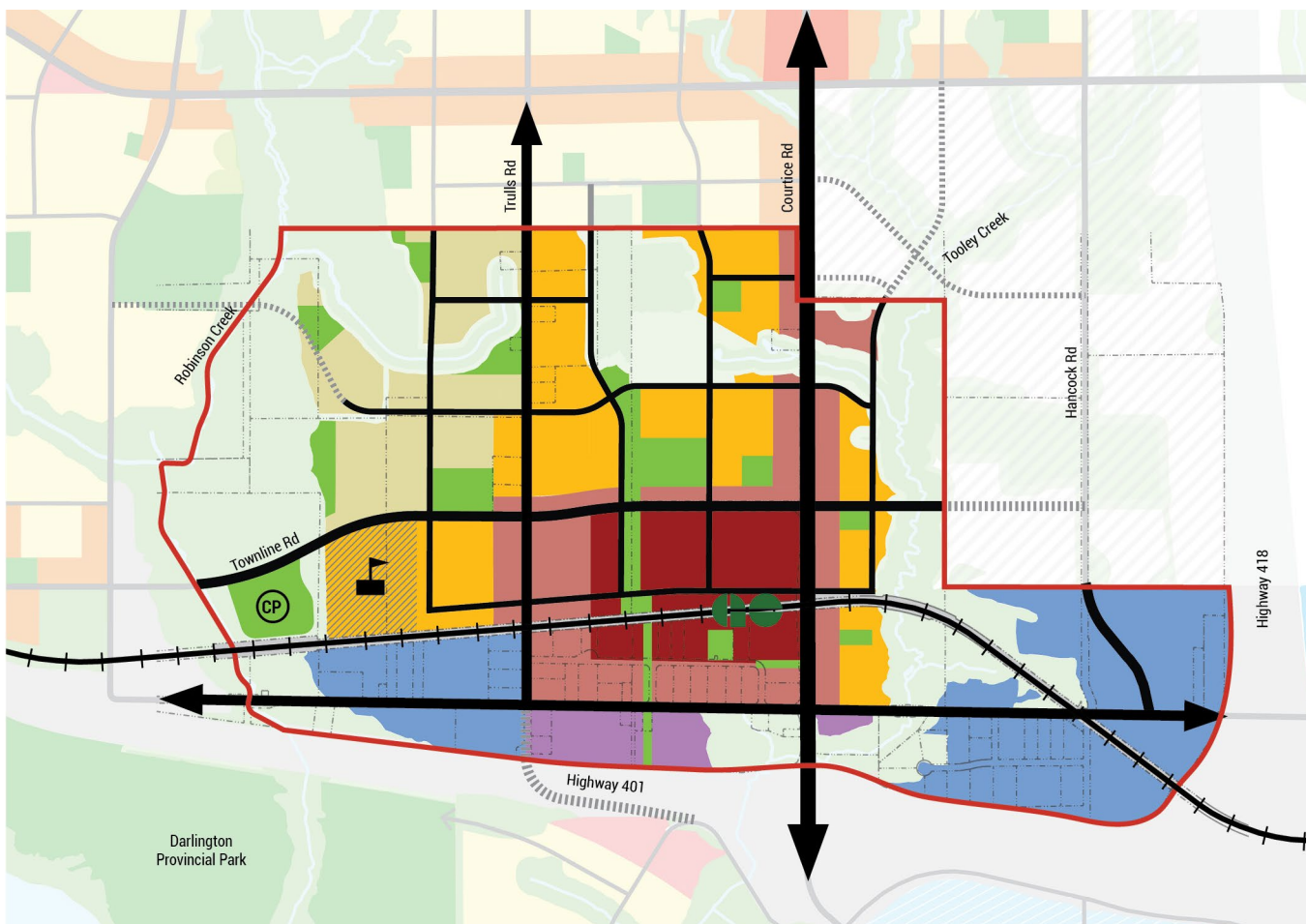


Figure 13. Option 3 - Land Use Plan

# 5. EVALUATION CRITERIA

The three land use options were evaluated based on criteria under each of the 15 guiding principles refined in Phase 2. The criteria were informed by stakeholder and public comments. The options were compared qualitatively under each criteria and also scored based on how well they supported each principle, as follows:

## Principle 1. Protect, enhance, and value significant natural features, including Robinson and Tooley Creeks.

### Criteria #1)

#### Impact on EPAs:

Land uses, road alignments, and other infrastructure minimize conflicts with sensitive Environmental Protection Areas.

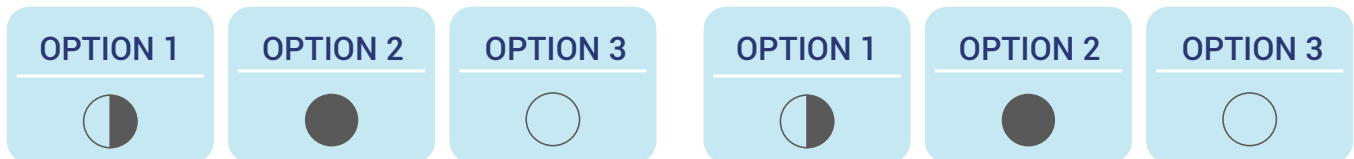
- Although the primary road network is the same in all options, **Option 2** scores the highest since it offers more open space buffers between roads and the EPA lands.
- **Option 1** somewhat satisfies the criteria since it delivers fewer open space buffers along the EPA lands.
- **Option 3** scores the lowest since a community park is located within the conversation lands associated with Robinson Creek.

### Criteria #2)

#### Synergy between Natural Features and Parks:

Planned parks and open space network supports synergies with natural features, enhancing and adding value to the features.

- **Option 2** scores the highest since it includes the most parkland adjacent to EPA lands, including a large community park.
- **Options 1 and 3** include similar amounts of parkland adjacent to EPA lands, although these are lower than what **Option 2** provides. Since Option 3 locates the community park within the EPA it scores the lowest, since the park's location within the EPA limits opportunities to enhance natural features.





## Principle 2. Integrate valued elements of the area's cultural heritage.

### Criteria #1)

#### Impact on CHVI identified properties:

Land use and infrastructure proposed in the options minimizes impacts on properties of potential Cultural Heritage Value or Interest.

- **All options** propose a road alignment and network which does not disrupt the existing CHVI properties.
- **Neither of the options** would prevent the conservation and sensitive integration of identified cultural heritage.

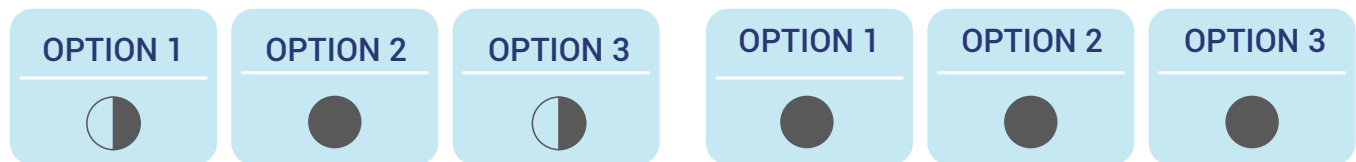
## Principle 3. Maximize opportunities for public and private views to Lake Ontario.

### Criteria #1)

#### Opportunities for views from parks and view corridors to the lake:

The option should be located parks at high points and provide north-south view corridors along streets and other open spaces.

- All options include parks at high point, although mid-rise and tall buildings within the PMTSA may block views to the lake.
- Major streets and a north-south linear open space through the PMTSA will provide opportunities to views to the lake in all options.



## Principle 4. Support and optimize planned rapid transit.

### Criteria #1)

#### High-Density in Proximity to 250 metres of Rapid Transit:

Concentration of population and employment is maximized within 250 metres of the Courtice GO station.

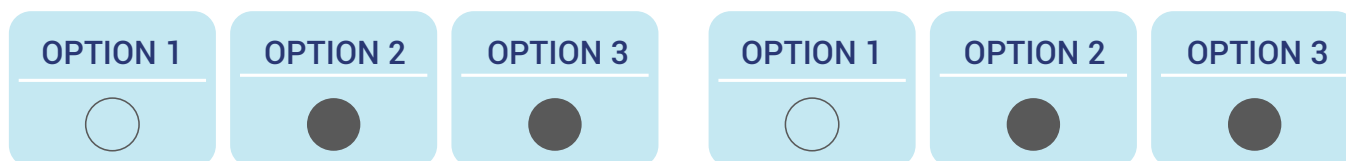
- Most of the land within 250 metres of the GO Station is designated Mixed Use Inner Core in **Options 2 and 3**. Therefore, these options would likely have similarly high populations within a short walking distance from the station.
- In comparison, **Option 1** has a much smaller area within 250 metres of the GO Station designated Mixed Use Inner Core.

### Criteria #2)

#### High-Density in Proximity to 500 metres of Rapid Transit:

Concentration of population and employment is maximized within 500 metres of the Courtice GO station.

- Almost half of the area within 500 metres of the station in **Option 1** is designated Office District and therefore will have the least density.
- **Option 2** has the most land within 500 metres of the GO station designated Mixed Use Inner Core or Mixed Use Outer Core and therefore would have more high-density development closest to the station.
- In comparison, **Option 3** has more land within 500 metres of the station designated Transit-Oriented Neighbourhood but would also have more population density south of the rail corridor.



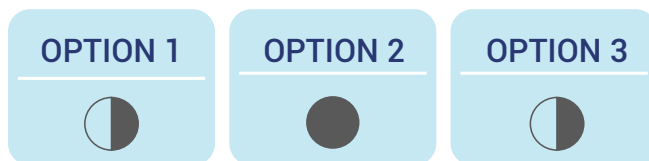
## Principle 5. Accommodate a range of housing types and affordable housing.

### Criteria #1)

#### Diversity:

The option has the potential to accommodate a balance mixed of housing forms and types, to support a diverse population and variety of household types.

- **Option 1** has the highest proportion of Mixed Use Inner Core and Mixed Use Outer Core lands, where apartments are the dominant form.
- In comparison, **Option 2** has a balance of residential land use designations.
- **Option 3** has the highest proportion of Transit-Oriented Neighbourhood and Outer Neighbourhood, where grade-related housing are the dominant forms.



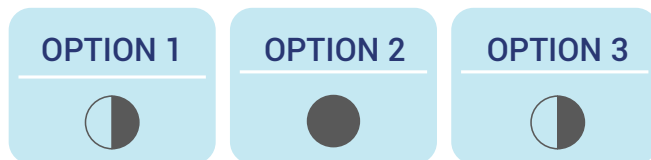
## Principle 6. Accommodate and support a range of businesses and a high level of employment, while maintaining compatibility between employment uses and sensitive uses.

### Criteria #1)

#### Diversity of Employment Uses:

The option has the potential to accommodate a range of employment opportunities within the community.

- **All options** accommodate a range of employment opportunities across a range of land use designations: Industrial, Office District, Mixed Use Inner Core, and Mixed Use Outer Core, and Mixed Innovation/Institutional.
- Industrial businesses are favoured in **Option 3**, whereas office employment is favoured in **Option 1**.
- **Option 2** would likely result in the greatest mix of employment opportunities.

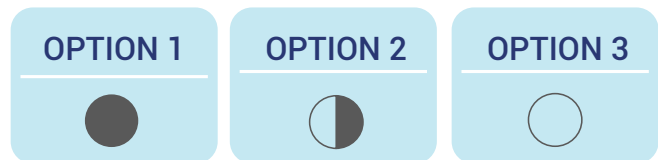


### Criteria #2)

#### Land Use Compatibility:

The option minimizes the potential for incompatibility between industrial and sensitive uses.

- The Industrial area in **Option 1** is the most isolated from sensitive uses.
- **Option 2** mostly buffers the same Industrial area with other areas for non-residential uses.
- **Option 3** locates an Industrial area close to residential neighbourhoods north of the rail corridor and east of Trulls Road, and therefore has the most potential to result in land use conflicts.

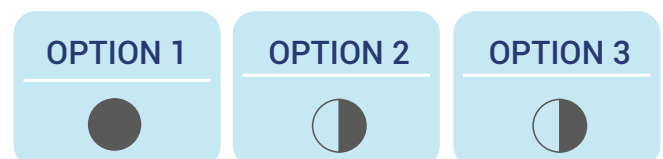


### Criteria #3)

#### Visibility:

The option provides a high degree of visibility of prestige employment uses along Highway 401.

- **Option 1** includes the most land adjacent to Highway 401 designated for primarily prestige office development.



## Principle 7. Link the area to local and regional transportation networks for transit, private vehicles and active transportation.

### Criteria #1)

#### Connectivity:

The option connects well to the surrounding road and trail networks.

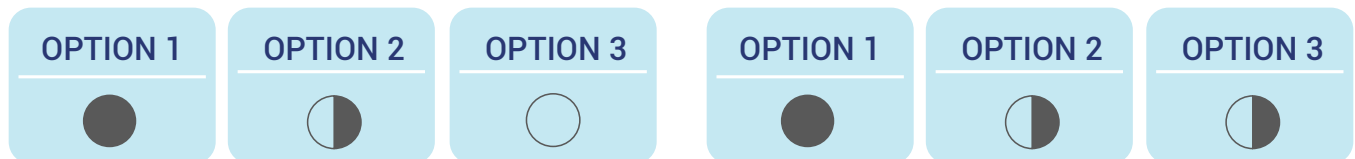
- **All options** share a road network directly connected to existing and planned roads to the west, north and east.
- Trail connection opportunities are also similar across **all three options**.

### Criteria #2)

#### Minimize Potential for Conflicts and Inefficiencies:

The land use pattern minimizes the potential for conflicts among different travel modes and operational inefficiencies.

- **Option 1** provides the greatest separation between office, industrial and residential areas, which would help to minimize the potential for conflicts among trucks, other vehicles (commuters), cyclists and pedestrians.
- **Option 3** mixes more residential with employment uses south of the rail corridor, which could lead to more conflicts and operational inefficiencies.



## Principle 8. Elevate active transportation and public transit as the primary means for moving around.

### Criteria #1)

#### Prioritize Use of Active Transportation:

The option should provide infrastructure, connections, and linkages for active transportation.

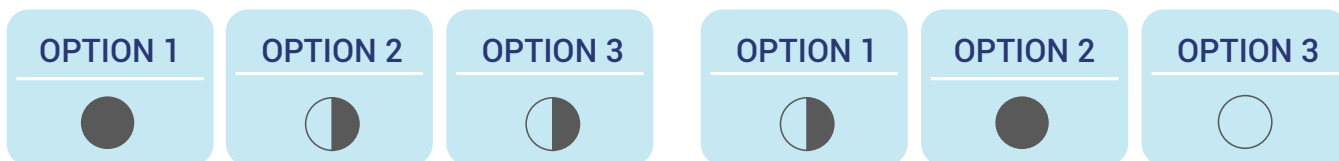
- **All options** will support active transportation and public transit, however the inclusion of the east-west green connection along with the north-south green spine in Option 1 provides more opportunity for dedicated active transportation links.

### Criteria #2)

#### Support High-Frequency Local Transit:

The road network and residential densities should support high-frequency transit within the CTOC and to the broader community.

- By spreading higher-density development over a larger area, Options 1 and 2 would likely support high-frequency local transit.



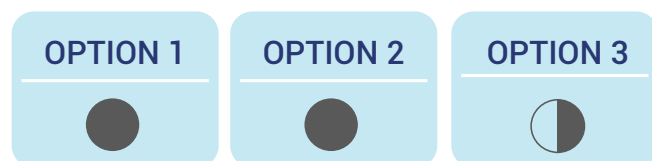
## Principle 9. Ensure access to parks, schools, retail, and transit are within walking distance.

### Criteria #1)

#### Park Access:

A high proportion of residents and workers will be within 500 metres of a park.

- In **all options** residents would be within 500 metres of a park.
- However, in **Options 1 and 2** the community park is more centrally located and closest to high-density neighbourhoods.

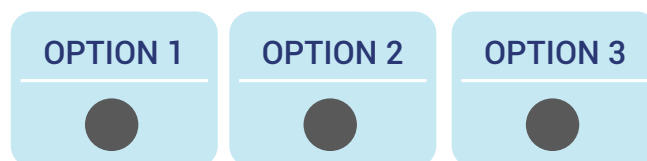


### Criteria #2)

#### School Access:

A high proportion of residents will be within short walking distance of an elementary school.

- The three options do not identify locations for primary schools; however, there is opportunity in **all options** to locate schools where most, if not all, residents are within 500 metres.

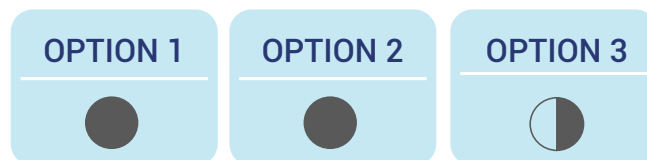


### Criteria #3)

#### Retail Access:

Provides opportunity for local neighbourhood-scale retail in all residential areas.

- **Options 1 and 2** provide the greatest opportunity for local neighbourhood-scale retail in residential areas due to the larger areas for high-density, mixed-use development.



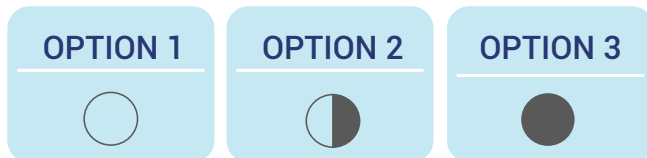
## Principle 10. Minimize the provision of surface parking, especially in areas close to the GO station.

### Criteria #1)

#### Support Below-Grade Parking:

The option will support the delivery of below-grade parking within the PMTSA and minimize the need for surface parking.

- **Option 1** includes a large office district within the PMTSA, where surface parking will likely be needed.
- **Option 3** minimizes the area for auto-oriented employment uses in the PMTSA.





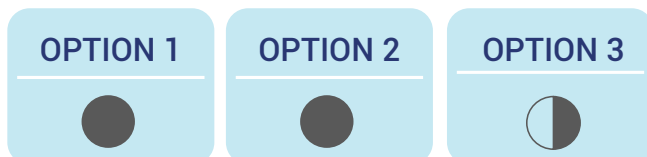
## Principle 11. Ensure parks and open spaces are highly visible, accessible, and usable.

### Criteria #1)

#### Visibility and Accessibility:

The park network located parks along major streets, ensuring a high degree of visibility and accessibility.

- **Options 1 and 2** locate most parks adjacent to major streets.
- The location of the community park in **Option 3** will make it the least visible and accessible.

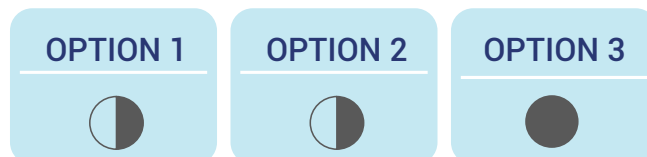


### Criteria #2)

#### Usability:

The size and configuration of park(s) supports a high degree of programming flexibility and respects the Municipality's park size standards in the Official Plan.

- Generally, the Neighbourhood Parks in **all options** satisfy the Municipality's minimum standard of 1.5 hectares.
- **Option 3** includes two large neighbourhood parks that would provide more programming flexibility.

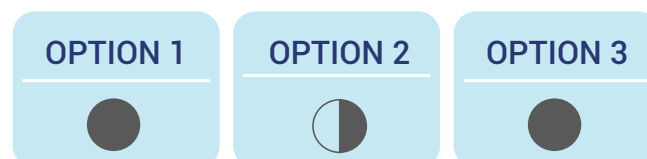


### Criteria #3)

#### Co-Location:

The locations of the secondary school and community park, and school and parks generally, facilitate shared use of open space and recreation facilities.

- **Options 1 and 3** plan for the co-location of a secondary school and community park.
- **All options** provide the opportunity to co-locate primary schools and neighbourhood parks.



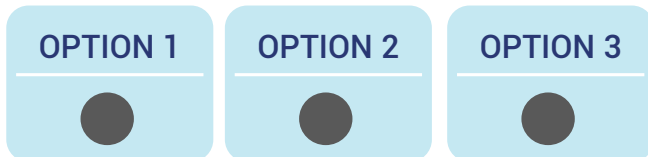
## Principle 12. Provide and promote opportunities for other community facilities and services.

### Criteria #1)

#### Provision of Community Facilities:

The option should provide opportunities for community facilities and services in central locations.

- **All options** provide opportunities for accommodating community facilities and services in mixed-use, residential or employment areas.



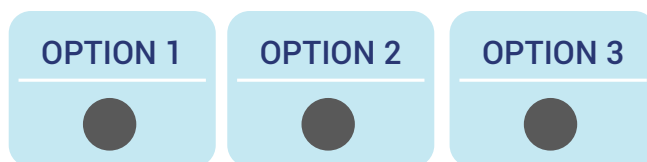
## Principle 13. Integrate stormwater management in the public realm.

### Criteria #1)

#### Appropriate Locations for Stormwater Facilities:

The option should located and site stormwater facilities in appropriate locations where they can be seamlessly integrated adjacent to natural areas and with the public realm.

- **All options** plan for stormwater management facilities in appropriate areas where these facilities can be integrated with the public realm.



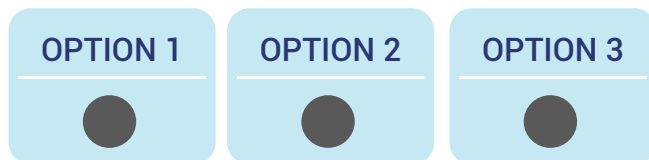
## Principle 14. Coordinate the phasing of private development and public investments.

### Criteria #1)

#### Orderly Phasing:

The road network and park network will facilitate the orderly phasing of development and delivery of community services.

- The development of large parks and linear green spaces in all options may create challenges for coordinated phasing with residential and mixed-use development; however, orderly phasing is possible in **all options**.



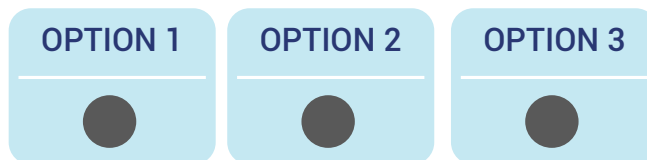
## Principle 15. Ensure infrastructure and public services are used and improved efficiently.

### Criteria #1)

#### Avoid Undue Fiscal Impacts:

The option should help ensure infrastructure and public services are used efficiently with no undue fiscal impacts on the Municipality.

- The road networks, parks, and secondary school in **all options** can be designed and built for efficient use and resilience over the long term.

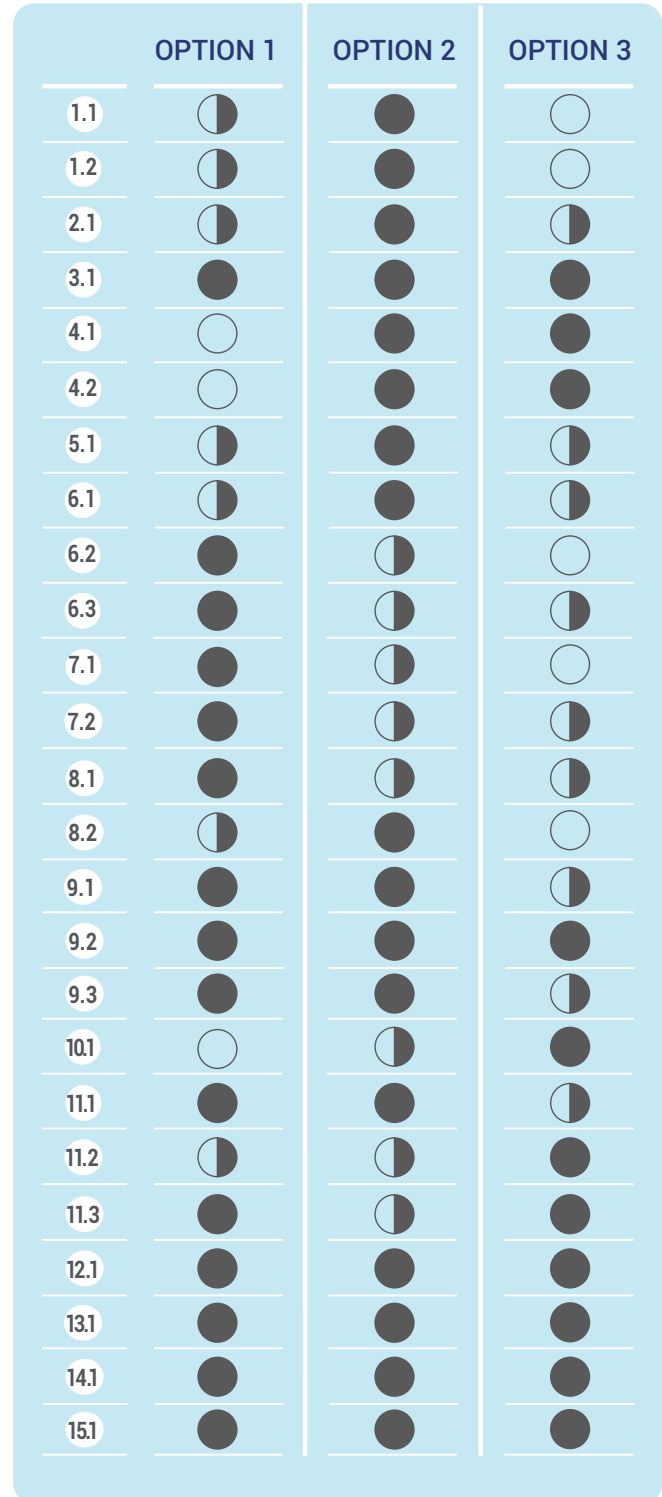


# 6. CONCLUSIONS AND NEXT STEPS

As illustrated in the Figure 15, Land Use Options 1 and 2 overall support the 15 Guiding Principles more or less equally and better than Option 3. The relative key strengths of each option listed on the following page also summarize the evaluation.

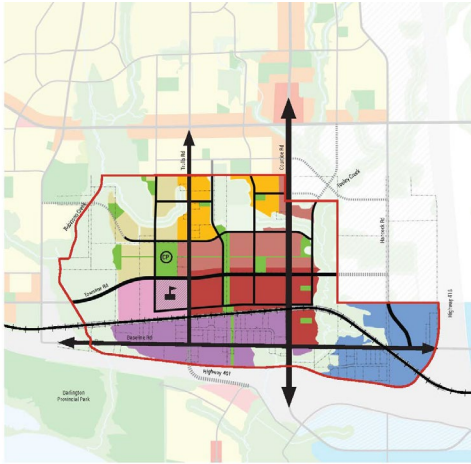
The next step in the Secondary Plan process, and the first step in Phase 3, will be to develop a preferred land use plan that reflects and integrates the strengths of each option. The study team will share a draft of the preferred land use plan with the Project Steering Committee and the public at a PIC. Following refinements based on feedback and a technical review, the preferred plan will provide a basis for the Secondary Plan and a Demonstration Plan. The Demonstration Plan, in turn, will help to illustrate policies in the Secondary Plan as well as the Urban Design and Sustainability Guidelines and Zoning By-law.

Figure 15. Scoring Summary



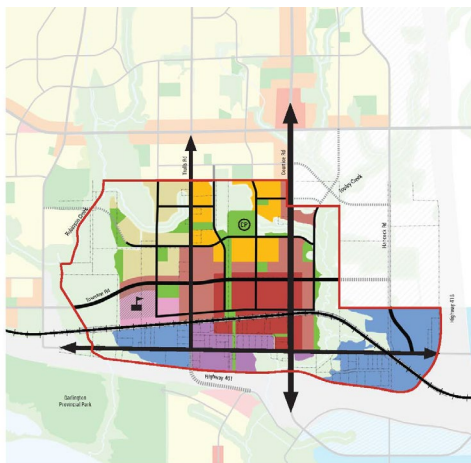
## Key Strengths

### Option 1



- Overall transit-supportive.
- Includes an isolated industrial area - less risk of land use or transportation conflicts.
- High visibility of prestige employment uses along Highway 401.
- Access to centralized community park.
- Access to retail.
- Secondary school and community park co-location.

### Option 2



- Population close to GO station.
- Transit-supportive overall.
- Parkland adjacent to EPAs.
- Access to community park.
- Housing diversity.
- Employment diversity.
- Access to retail.

### Option 3



- Population close to GO station.
- Large, flexible neighbourhood parks
- Secondary school and community park co-location.



## ***Appendix A - Public Information Centre #3***

# Courtice Transit Oriented Community Secondary Plan

Public Information Centre #3  
Engagement Feedback Report  
March 22, 2022

*Clarington*

**URBAN  
STRATEGIES  
INC .**



# Acknowledgements

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<b>6. Next Steps</b>	<b>10</b>

# 1. Introduction

The Municipality of Clarington initiated **the Courtice Transit-Oriented Community (TOC) Secondary Plan** in 2019 for the lands around the future Courtice GO Station that will be located just north of Highway 401, between Trulls Road and Courtice Road.

The Courtice TOC is a large area adjacent to Highway 401 and Highway 418 that will transform into a new mixed use, transit-supportive, complete community. The Secondary Plan will include a vision and policies to guide development of a range of employment, commercial, residential and public uses that capitalize on future GO transit service, the highway proximity, and existing and planned amenities in the surrounding area, including the Courtice waterfront.

**This document summarizes the feedback heard during the third Public Information Centre (PIC) for the Courtice TOC Secondary Plan.**

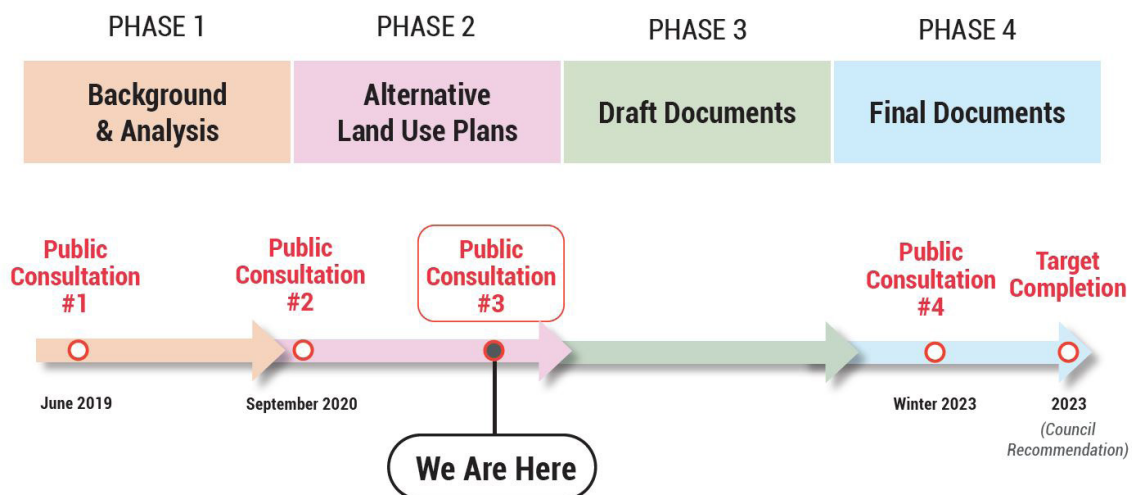
## Engagement Process

The Courtice TOC engagement process is on-going, and includes multiple opportunities for the public and stakeholders to provide input and feedback through each phase of the project.

Phase 1 of the Courtice TOC Secondary Plan concluded with a PIC held in September 2020. Phase 2 of the Project involves the preparation of land use options which feature different arrangements of open spaces and land uses. These land use options have been shared through multiple engagement events, including PIC #3 which is summarized in this report. There will be at least one more public consultation event to review the draft Secondary Plan and supporting documents prior to completion of the project.

**Additional information on the project and engagement process can be found online at:**

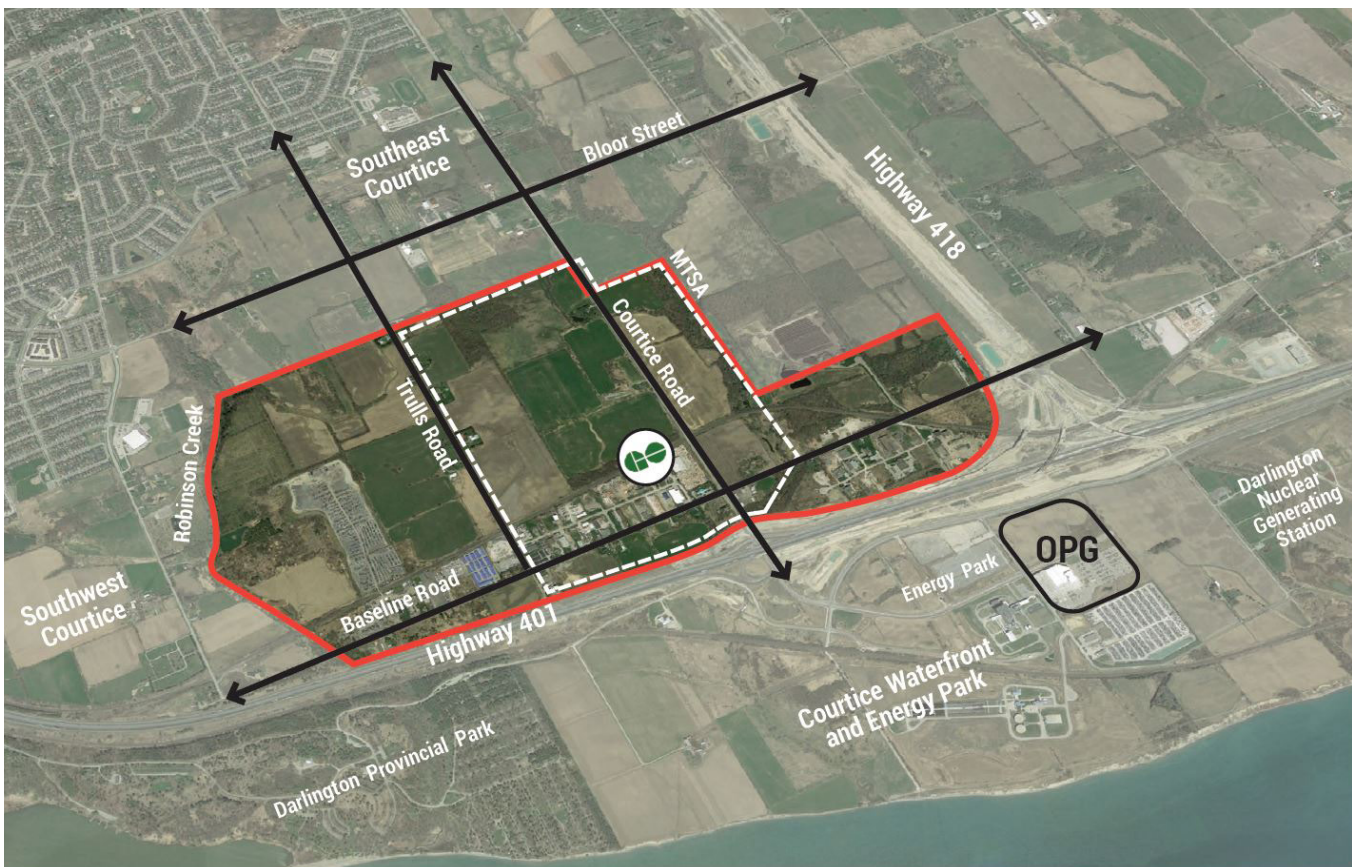
<https://www.clarington.net/en/business-and-development/courtice-employment-lands-secondary-plan.aspx>



*The Project Process*

## Courtice TOC Secondary Plan Project Area

The Courtice TOC Secondary Plan Project Area is located at the south end of Courtice, to the south of the Southeast Courtice Secondary Plan Project Area, and to the east of the Southwest Courtice Secondary Plan Project Area. The Courtice TOC project area is today primarily composed of farming uses, with some commercial uses along Baseline Road. Currently designated for employment uses, Durham Region Council has recently endorsed a series of “conversions” to permit residential uses to achieve the overall vision for a mixed-use, transit-supportive community centred on the future GO Station. Furthermore, the Region of Durham has delineated lands within closer proximity to the future Courtice GO Station as a Protected Major Transit Station Area. This area will be a focus for higher density development with a range of building heights. Development within this area will be planned to achieve an overall minimum density target of 150 people and jobs per hectare.



The Project Area

## 2. Meeting Overview

Public Information Centre Meeting #3 for the Courtice TOC Secondary Plan was held via Zoom Webinar on March 22, 2022 from 7:00 pm to 8:30 pm. Invitations were mailed out to all addresses within the project area. Notices were advertised in both Clarington This Week and Orono Weekly Times. Notices were also posted on the municipal website and on the Municipality's Facebook account. Approximately 61 people attended the public meeting.

The public meeting was set up in a Zoom Webinar format, and commenced with a presentation. A total of 6 interactive Zoom polls were included throughout the presentation as prompts for generating discussion and gathering feedback from participants. Poll questions varied from asking participants where they live and to what kind of building typologies and amenities they envision for the Courtice TOC.

The presentation included three questions to help guide participant questions and comments. A question and answer session was held after the presentation and was facilitated by members of the consultant team and Municipal staff. This report primarily summarized feedback received during the webinar, supplemented by additional feedback received following the webinar via email.

### **The presentation included the following information:**

- Secondary Plan Process and Background
- Policy Context Update
- Draft Guiding Principles
- Framework for the Land Use Options
- Land Use Designations & Densities
- Land Use Options

### **The following questions guided the Q&A session and discussion:**

- What do you like most about each of the options?
- Do you see any significant challenges in any of the options?
- Are there other land uses or building types we should consider for any of the proposed land use designations?

### 3. Feedback Themes

**Participants expressed support for the planning objectives and vision presented in the options for the Courtice TOC.** There was a general sense of enthusiasm expressed towards the development of a mixed use transit-oriented community in Courtice. Participants expressed support for concentrating higher density residential and mixed use buildings around the future Courtice GO Station. The proposed options were also recognized as an opportunity to support existing local businesses and promote future economic development in Courtice.

**Participants expressed interest in prioritizing local public transit and active transportation.** Many comments focused on supporting investment towards local public transit and exploring how transit could contribute to facilitating connectivity to the future GO Station. An emphasis on investing in opportunities for active transportation in the form of cycling and walking was also expressed.

**Participants inquired about the existing employment uses and proposed mix of employment opportunities in the area.** There was an interest in how existing employment uses in the Courtice TOC may be impacted by the Secondary Plan and future development. Participants were also curious about what types of businesses and employment uses could be planned for within the Courtice TOC. Support was expressed for promoting existing and future small-businesses.

**Participants expressed interest in delivering a mix of housing typologies and tenures.** Several participants expressed support for including both ownership and rental housing options in different forms such as apartment buildings and townhouses. Some participants also expressed the need for including affordable housing options within the Courtice TOC.



1

2

3

- Mixed Use Inner Core  
Density: 150-600 units/ha + 20% jobs
- Mixed Use Outer Core  
Density: 80-250 units/ha + 5% jobs

- Transit-Oriented Neighbourhood  
Density: 60-100 units/ha
- Office District  
Density: 50 jobs/ha

- Industrial
- Mixed Innovation/ Institutional
- Outer Neighbourhood  
Density: 25-45 units/ha

The Three Options

## 4. Detailed Feedback

**The following section provides further detail on the feedback received from participants.**

**Participants expressed support for concentrating higher density residential and mixed use buildings around the future Courtice GO Station.** The proposed options were also recognized as an opportunity to support existing local businesses and promote future economic development in Courtice. The options and overall vision for the Secondary Plan area were recognized as an exciting opportunity to contribute significant urban growth in Courtice, making it a livable, complete community and destination for residents, workers, and visitors.

**Increasing connectivity for cyclists and pedestrians received considerable interest from participants.**

The timing of delivery for the conceptual pedestrian bridge over Highway 401 and green loop generated curiosity from participants. Although some participants expressed concerns regarding the challenges of delivering these significant pieces of infrastructure, there was support for improving walkability and cycling opportunities in Courtice. Enhanced connectivity provided by active transportation infrastructure was recognized as a critical asset for improving access and walkability throughout the Courtice TOC. Improved connections for cyclists and pedestrians to the surrounding communities and Courtice Waterfront were also recognized as an opportunity.

**Participants expressed interest in development timelines and the anticipated construction completion date of the Courtice GO Station.** Participants were curious about the status of these timelines and the anticipated progress of the future Courtice GO Station's delivery. Some participants expressed interest in the potential impacts of the construction and redevelopment phases on surrounding properties.

**Participants expressed support for including a range of business and employment opportunities across the Courtice TOC.** Participants also stated that existing local businesses could benefit from the delivery of development and urban growth to the Courtice TOC. Concerns were raised regarding the existing employment and light industrial uses in and around the Secondary Plan area and how they will be impacted by the proposed redevelopment of the TOC lands.

**Consideration for including affordable housing options were expressed by some participants.**

Due to the rising cost of housing across the GTHA impacting both renters and first-time home buyers, some participants expressed support for including affordable homeownership and rental opportunities in the Courtice TOC.

## 5. Poll Results

The polls administered throughout the presentation generated a high participation rate from the attendees. Although not all 61 participants responded to each of the polls, the responses to the questions outlined below provide a general sense of the overall sentiments amongst the PIC participants.

### **Poll #1 - Where do you live?**

The results from Poll #1 indicated that the majority of participants reside in Courtice, followed by living in Durham Region outside of Clarington and living outside of Durham Region. The lowest amount of responses was generated from people living in Bowmanville and Orono.

### **Poll #2 - What previous engagement activities have you participated in?**

The results indicated that the majority of participants attended both Public Information Centre #1 held on June 18, 2019 and Public Information #2 held on September 29, 2020. Fewer participants attended only one former PIC.

### **Poll #3 - What are the maximum heights you envision for buildings near the future GO station?**

The results from Poll #3 indicated that the majority of participants envision buildings with heights ranging between 10 to 20 storeys near the GO station. Building heights of more than 40 storeys received the second highest amount of support, followed by 20 to 30 storeys and less than 10 storeys. The 30 to 40 storey height range received the least amount of support.

### **Poll #4 - What kinds of community facilities would you most like to see within the Courtice TOC?**

The results indicated that participants were most supportive of seeing a recreation centre within the Courtice TOC. Sports fields and a library received the second highest amount of support, followed by child care facilities and an arts and culture centre. Spaces for non-profit, community-based organizations received the fourth highest amount of support, and swimming pools received the lowest amount of support.

### **Poll #5 - What types of business would you most like to see within the Courtice TOC?**

The results indicated that participants expressed the most support for retail, restaurants, and services. Offices received the second highest amount of support, followed by energy and environmental innovation. Light industrial businesses received the least support.

### **Poll #6 - What approach to parks and open spaces do you most prefer?**

The results indicated that the majority of participants expressed interest in a combination of both a large civic park in a central location and many smaller neighbourhood parks. Responses for smaller neighbourhood parks alone generated the second highest amount of responses, followed by a large civic park in a central location. A different arrangement of parks than those listed above received the lowest amount of support.

## 6. Next Steps

The next steps in the Courtice TOC Secondary Plan will involve evaluating the options based on transportation, servicing, land use, and other technical analysis in tandem with the Environmental Assessment process.

A preferred land use option will be developed in towards the end of 2022. A draft Secondary Plan and Urban Design and Sustainability Guidelines will be prepared in early 2023. Further public consultation will be held on the draft Secondary Plan and Urban Design and Sustainability Guidelines.





***Appendix B - PMTSA Land Budget***

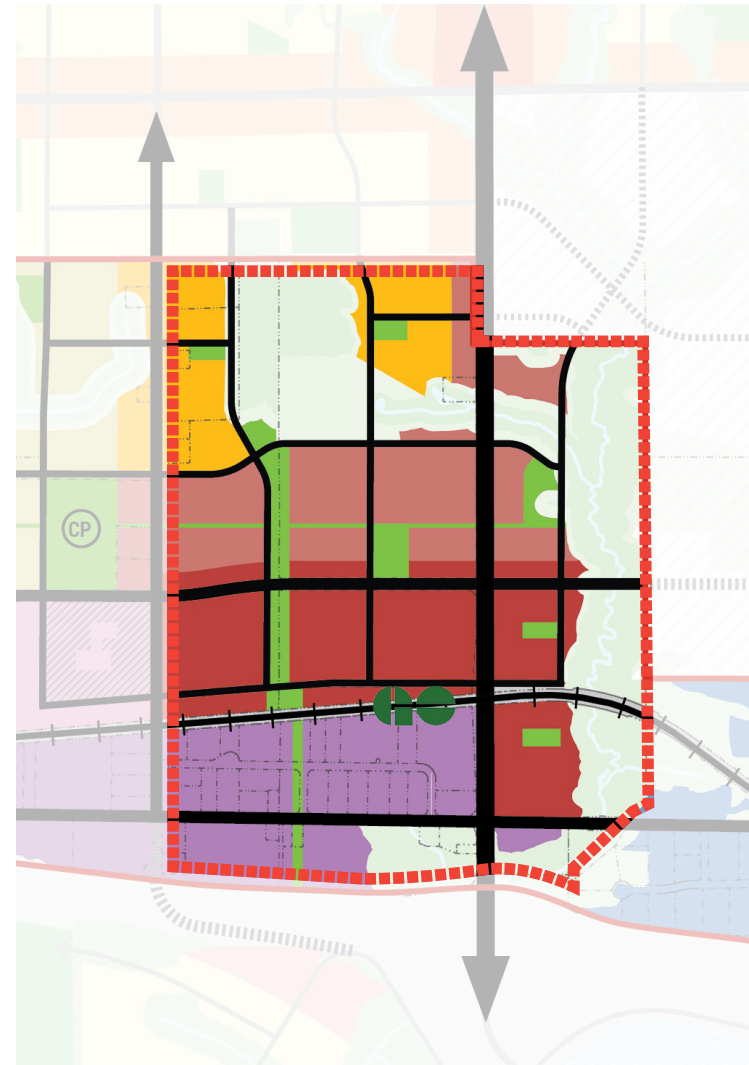
# MTSA Concept Plan 1

	Area (ha)	Density units/ha	Units	PPU	Pop.	Jobs
<b>Gross MTSA Developable Area</b>	<b>124.6</b>					
MTSA - Inner Core	21.5	350	7515	1.5	11272	2254
MTSA - Outer Core	19.0	150	2847	1.8	5125	256
MTSA - Transit Neighbourhood	3.7	80	298	2.43	725	
MTSA - Business District	19.0					950
<b>Totals</b>			<b>10660</b>		<b>17,121</b>	<b>3204</b>
<b>Total Population and Jobs</b>					<b>20,326</b>	
<b>MTSA Gross Density (P+J/ha)</b>						<b>163</b>

Note: Community facilities have not been fully accounted for in options

163 p + j

- **Mixed Use Inner Core**  
Density: 150-600 units/ha + 20% jobs
- **Mixed Use Outer Core**  
Density: 80-250 units/ha + 5% jobs
- **Transit-Oriented Neighbourhood**  
Density: 60-100 units/ha
- **Office District**  
Density: 50 jobs/ha

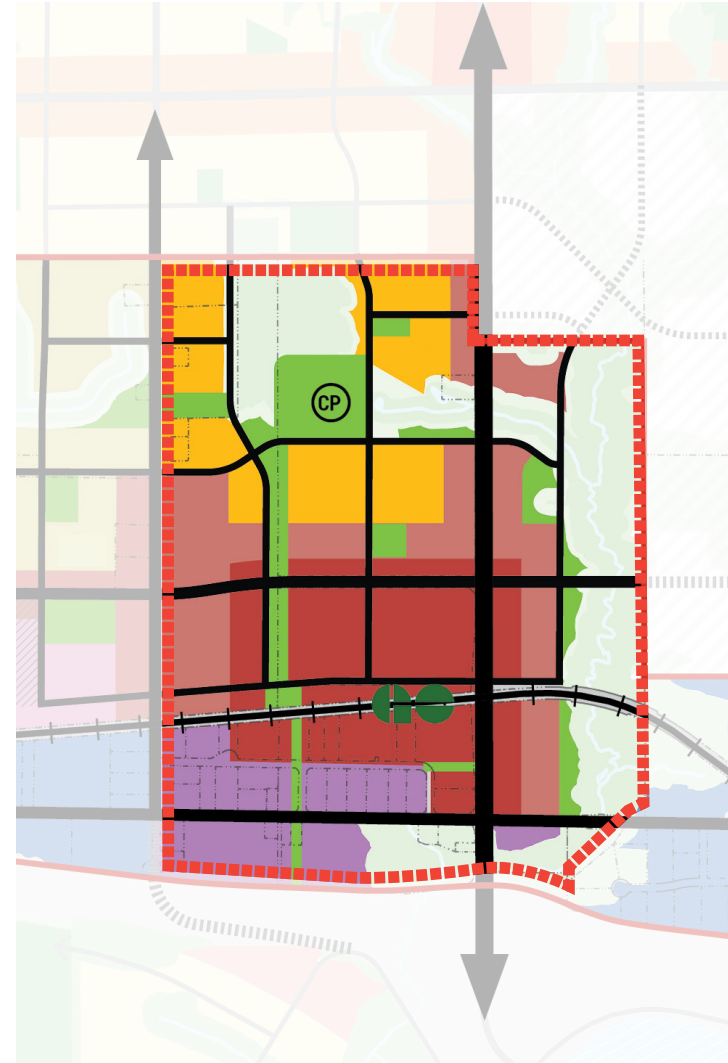


# MTSA Concept Plan 2

	Area (ha)	Density units/ha	Units	PPU	Pop.	Jobs
<b>Gross MTSA Developable Area</b>	<b>124.6</b>					
MTSA - Inner Core	17.4	350	6090	1.5	9135	1827
MTSA - Outer Core	22.0	150	3299	1.8	5937	297
MTSA - Transit Neighbourhood	9.8	80	782	2.43	1899	
MTSA - Business District	14.1					703
<b>Totals</b>			<b>10170</b>		<b>16,972</b>	<b>2530</b>
<b>Total Population and Jobs</b>					<b>19,501</b>	
<b>MTSA Gross Density (P+J/ha)</b>						<b>156</b>

Note: Community facilities have not been fully accounted for in options

**156 p + j**



- **Mixed Use Inner Core**  
Density: 150-600 units/ha + 20% jobs
- **Mixed Use Outer Core**  
Density: 80-250 units/ha + 5% jobs
- **Transit-Oriented Neighbourhood**  
Density: 60-100 units/ha
- **Office District**  
Density: 50 jobs/ha

# MTSA Concept Plan 3

	Area (ha)	Density units/ha	Units	PPU	Pop.	Jobs
<b>Gross MTSA Developable Area</b>	<b>124.6</b>					
MTSA - Inner Core	11.4	500	5675	1.5	8513	1703
MTSA - Outer Core	18.8	150	2825	1.8	5084	254
MTSA - Transit Neighbourhood	25.7	80	2053	2.43	4988	
MTSA - Business District	7.4					368
<b>Totals</b>			<b>10552</b>		<b>18,585</b>	<b>2071</b>
<b>Total Population and Jobs</b>					<b>20,655</b>	
<b>MTSA Gross Density (P+J/ha)</b>						<b>166</b>

Note: Community facilities have not been fully accounted for in options

166 p + j

- **Mixed Use Inner Core**  
Density: 400-600 units/ha + 20% jobs
- **Mixed Use Outer Core**  
Density: 80-250 units/ha + 5% jobs
- **Transit-Oriented Neighbourhood**  
Density: 60-100 units/ha
- **Office District**  
Density: 50 jobs/ha

