

# **Courtice Employment Lands and MTSA Secondary Plan**

**Public Meeting**  
29 September 2020  
7:00 - 8:30 pm

# Purpose of Today's Meeting

- Re-engage with the community
- Provide an update on Courtice Employment Lands (CEL) and Courtice GO Major Transit Station Area (MTSA) Secondary Plan
- Present and discuss issues and opportunities and invite your feedback on Draft Guiding Principles

# Agenda

7:00 - 7:40

**Welcome, Introductions and  
Overview Presentation**

7:40 - 7:50

**Questions**

7:50 - 8:20

**Engagement Activity**

8:20 - 8:30

**Wrap-Up and Next Steps**

# Meeting Protocol: Questions

The image shows a Zoom meeting interface. At the top, a green banner reads "You are viewing Urban Strategies' screen" with a "View Options" dropdown. A "Question and Answer" window is open, displaying a question from "Urban Strategies" at 09:09 PM: "Will the GO station be built?". Below the question is a thumbs-up icon with a "1" next to it, and a red circle with the number "3" is drawn around this icon. At the bottom of the window is a text input field with the placeholder "Type your question here..." and a red circle with the number "2" is drawn around it. In the bottom right corner of the Zoom interface, the "Q&A" button is circled in red with the number "1". The background is a presentation slide with the text "s of Clarification?". The Zoom control bar at the bottom includes "Audio Settings", "Chat", "Raise Hand", "Q&A", and "Leave".

# A Significant Opportunity at the Centre of South Courtice

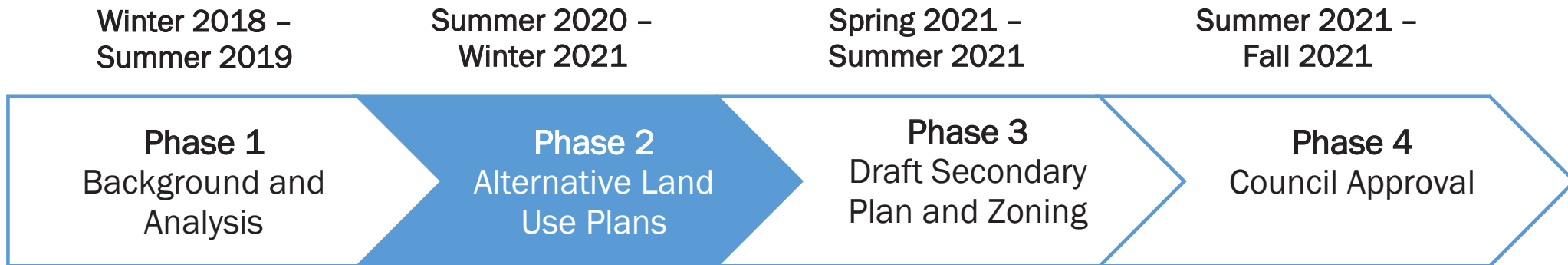


Boundary of Major Transit Station Area as per Durham Region Draft Delineation and Clarginton Council Resolution

# **Background Review and Analysis** **has been completed**

- June 2019 - Courtice Employment Lands PIC #1
- August 2019 - Preliminary Stage 1 Report completed
- September 2019 - Project paused
- Feb 2020 - Metrolinx decision on GO extension
- Mar 2020 - Project recommenced

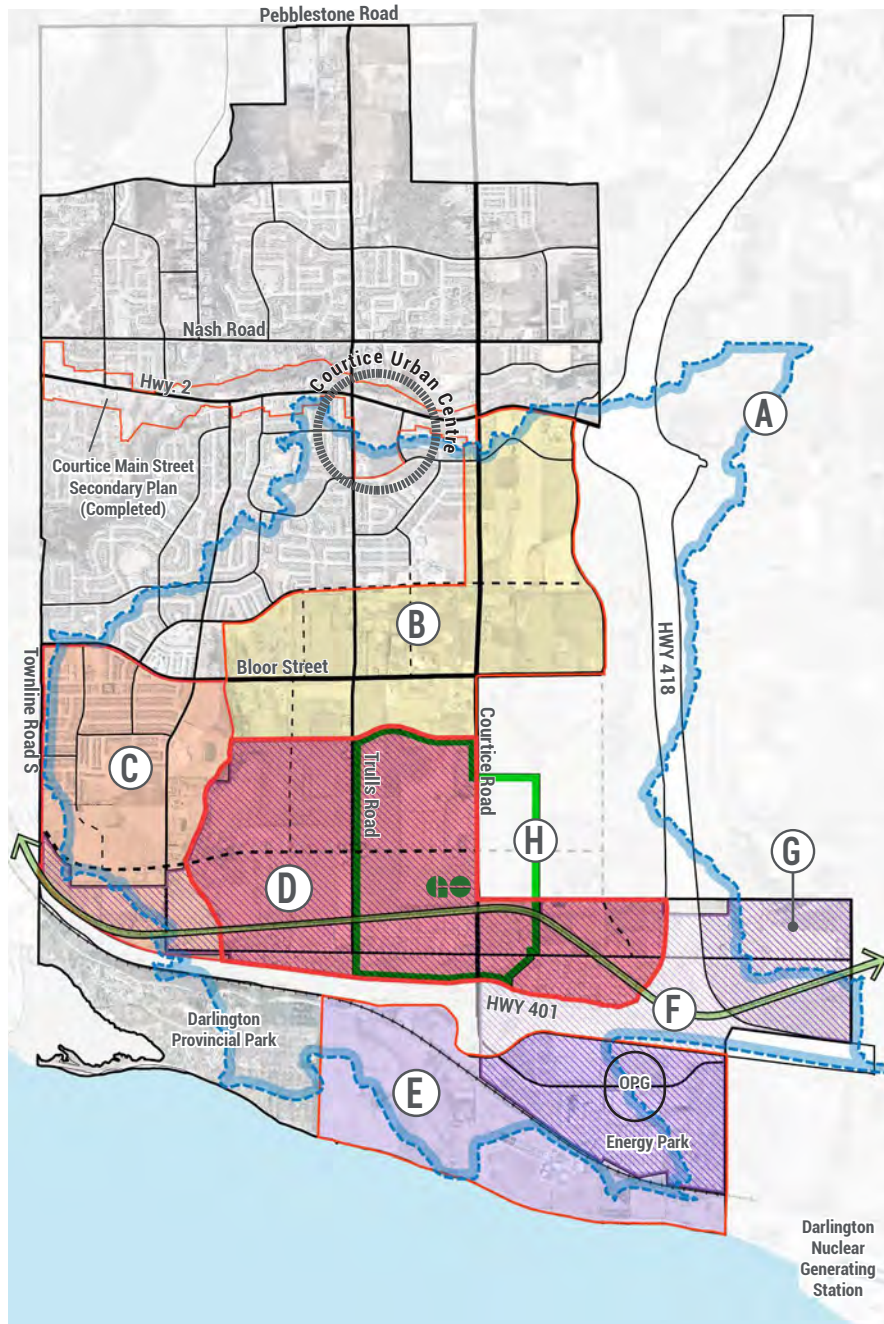
# We are at the start of Phase 2



# **Growth and Change in South Courtice**



# Planning is underway for growth across South Courtice



Several ongoing planning studies and initiatives are guiding growth.

- A** Robinson and Tooley Watershed Study
- B** Southeast Courtice Secondary Plan
- C** Southwest Courtice Secondary Plan Update
- D** Courtice Employment Lands Secondary Plan
- E** Courtice Waterfront and Energy Park Secondary Plan
- F** Bowmanville GO Expansion Business Case Study (Metrolinx)
- G** Provincially Significant Employment Zones
- H** Proposed MTSA Draft Boundary

# Metrolinx is advancing plans for GO train expansion

- Feb 2020 - Metrolinx endorses Option 2 with GO Station in Courtice
- Metrolinx is now refining design and service pattern for the recommended option
- Metrolinx will consider Market Driven TOD approach to station development



# New GO Stations will be built through partnerships

- Metrolinx is partnering with third parties (e.g. municipalities, land developers) to enable TOD
- TOD increases transit ridership, improves customer experience, and contributes to city building



Source: Metrolinx Board of Directors Presentation, December 6, 2018

# **Transit and Employment in the Policy Framework**

# Updated Provincial Policies Emphasize Transit Oriented Development

## The Provincial Policy Statement (2020)

- **Accommodate a significant supply and range of housing options through TOD**
- **Help prioritize intensification in proximity to transit corridors and stations**
- **Improve the mix of employment and housing to shorten commutes and decrease congestion**



# MTSAs are a significant focus for mixed use and higher density growth

**Growth Plan (2020) MTSAs include:**

- **Lands within 500-800m of higher order transit stations (e.g. GO Stations)**
- **Transit supportive densities and a diverse mix of uses**
- **Minimum density targets**
- **The Courtice MTSA will be planned to achieve a target of 150 people and jobs / hectare**



# MTSAs should be planned to have a range of housing options

## Planning Act (2020):

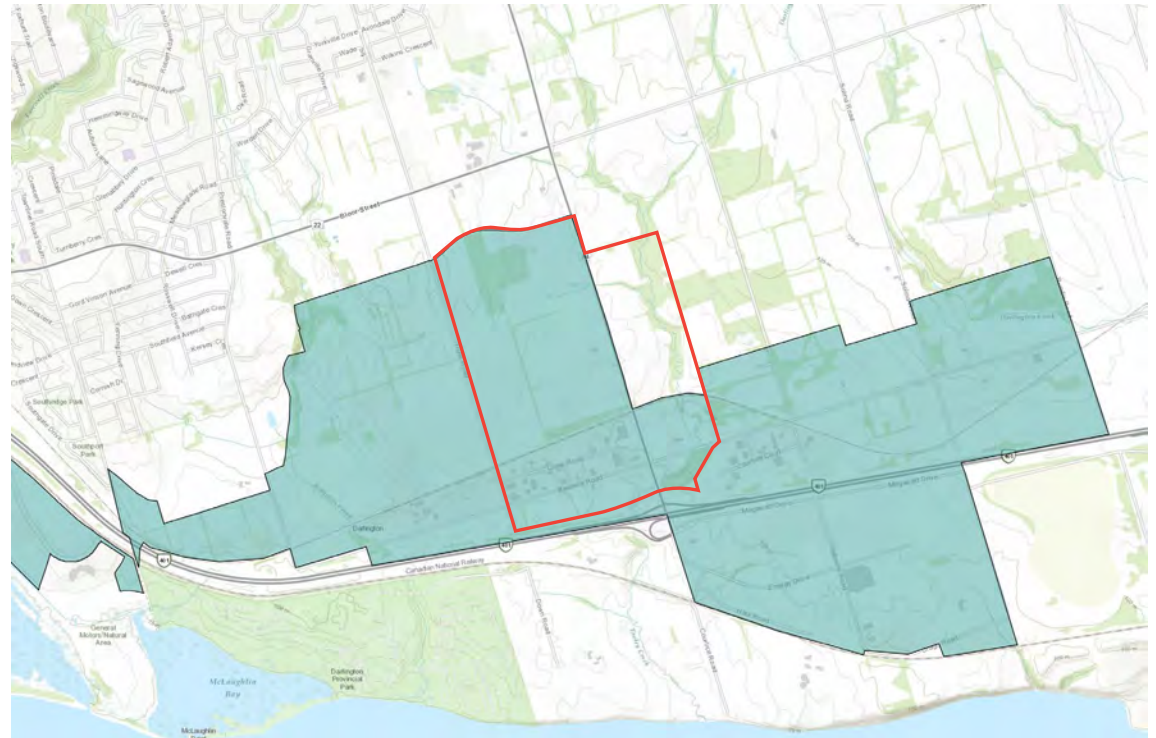
- **Municipalities can require a defined amount of affordable housing within new development**
- **This requirement is accomplished through Inclusionary Zoning**
- **Inclusionary Zoning can be applied to certain types of Major Transit Station Areas**



# Protecting for Employment Growth: Provincially Significant Employment Zones (PSEZ)

## Growth Plan (2020)

- **Conversions to permit non-employment uses in PSEZs must happen through Municipal Comprehensive Review (MCR), e.g. Envision Durham**
- **Conversions in MTSA that are within PSEZs can happen outside of an MCR, but must maintain a significant number of jobs on those lands**



Source: Ministry of Municipal Affairs and Housing

### Legend

- Provincially Significant Employment Zone
- Courtice GO Major Transit Station Area



# The Region is planning for transit-supportive development and employment growth across Durham

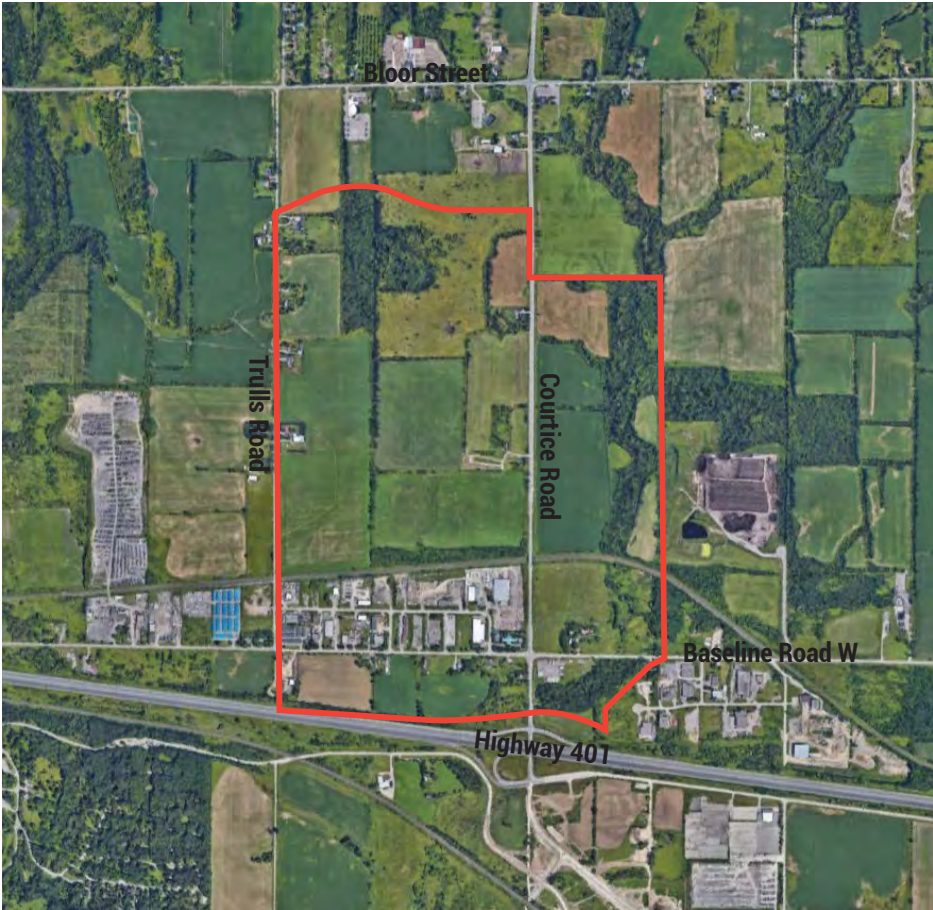
**The Region is undertaking a study to align their Official Plan with the new Growth Plan**

**The Envision Durham study is looking at:**

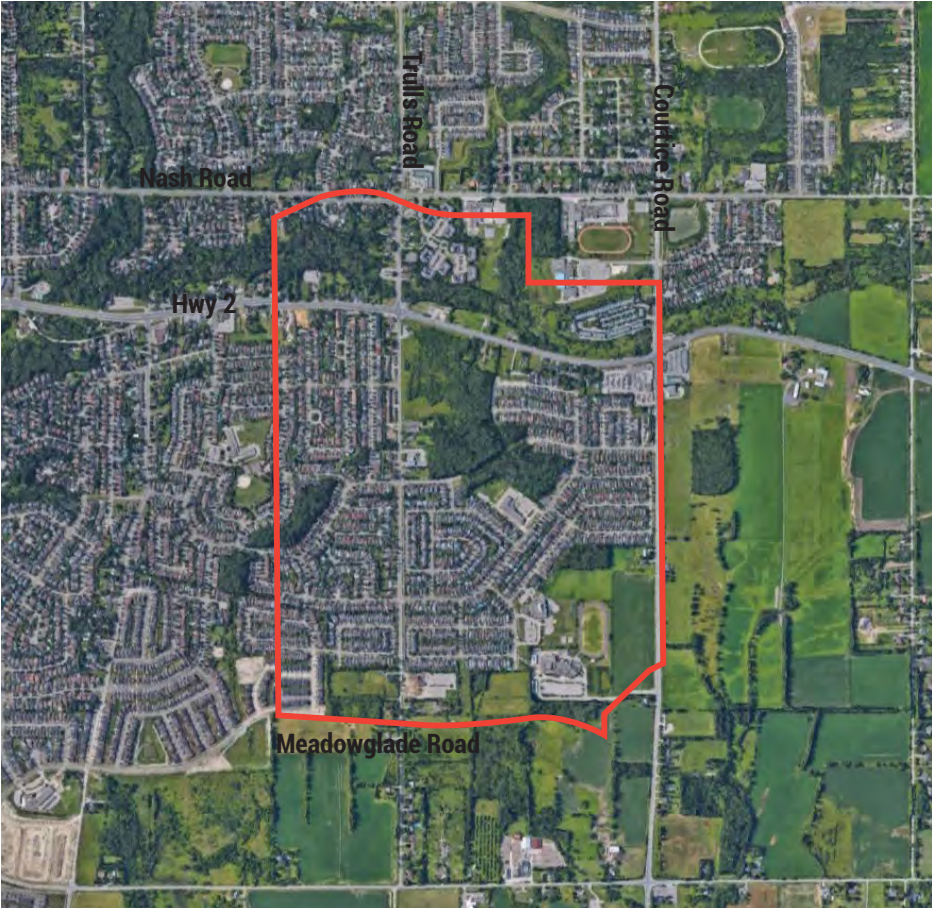
- **MTSA boundaries and density targets**
- **Employment land conversions**
- **Urban boundary expansions and/or adjustments**



# There is a significant opportunity to plan for employment and higher density growth in the Courtrice GO MTSA



**Courtrice GO MTSA**

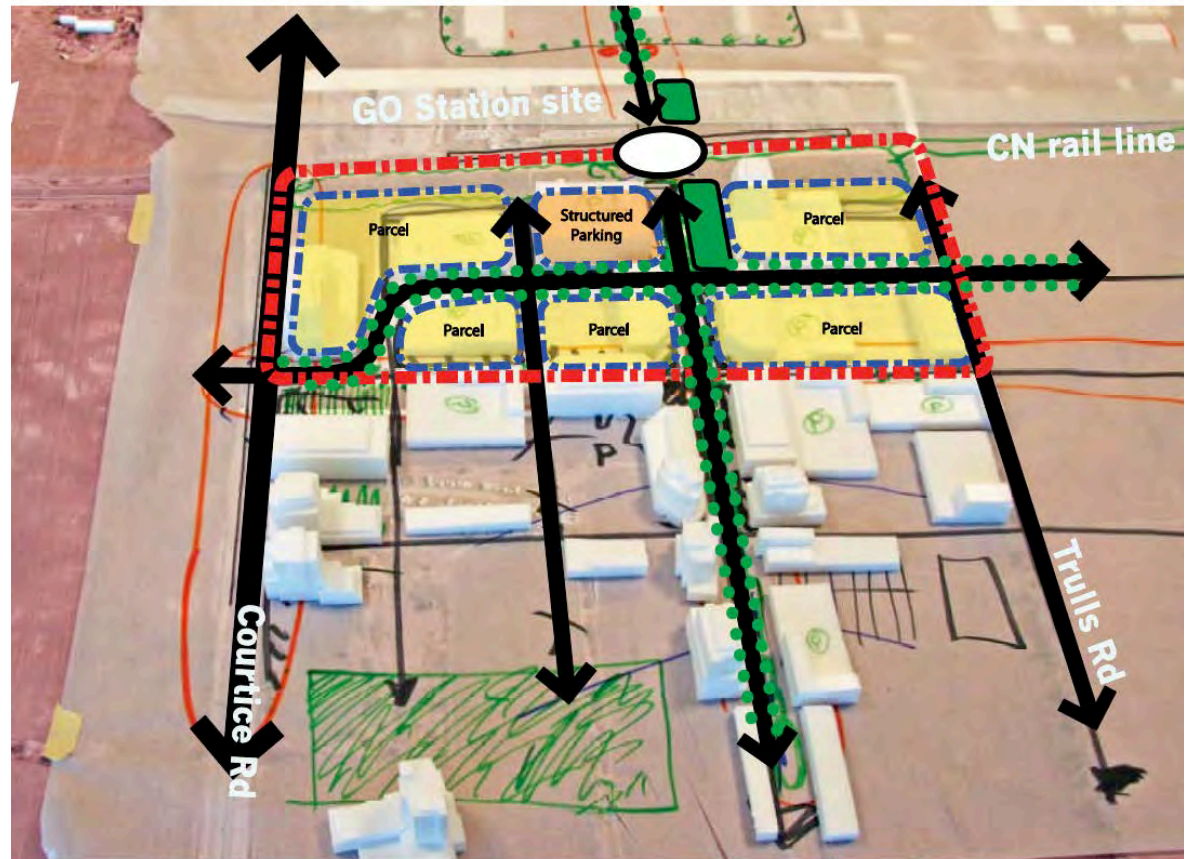


**Courtrice GO MTSA compared to the rest of Courtrice**

# **Past Planning for the Courtice GO Station Area**

# 2010: An employment hub with a GO station at its core

- Durham Region TOD Strategy
- Courtice GO area envisioned to be an employment hub with a GO station at its core
- Public realm vision included a pedestrian plaza on either side of the tracks.



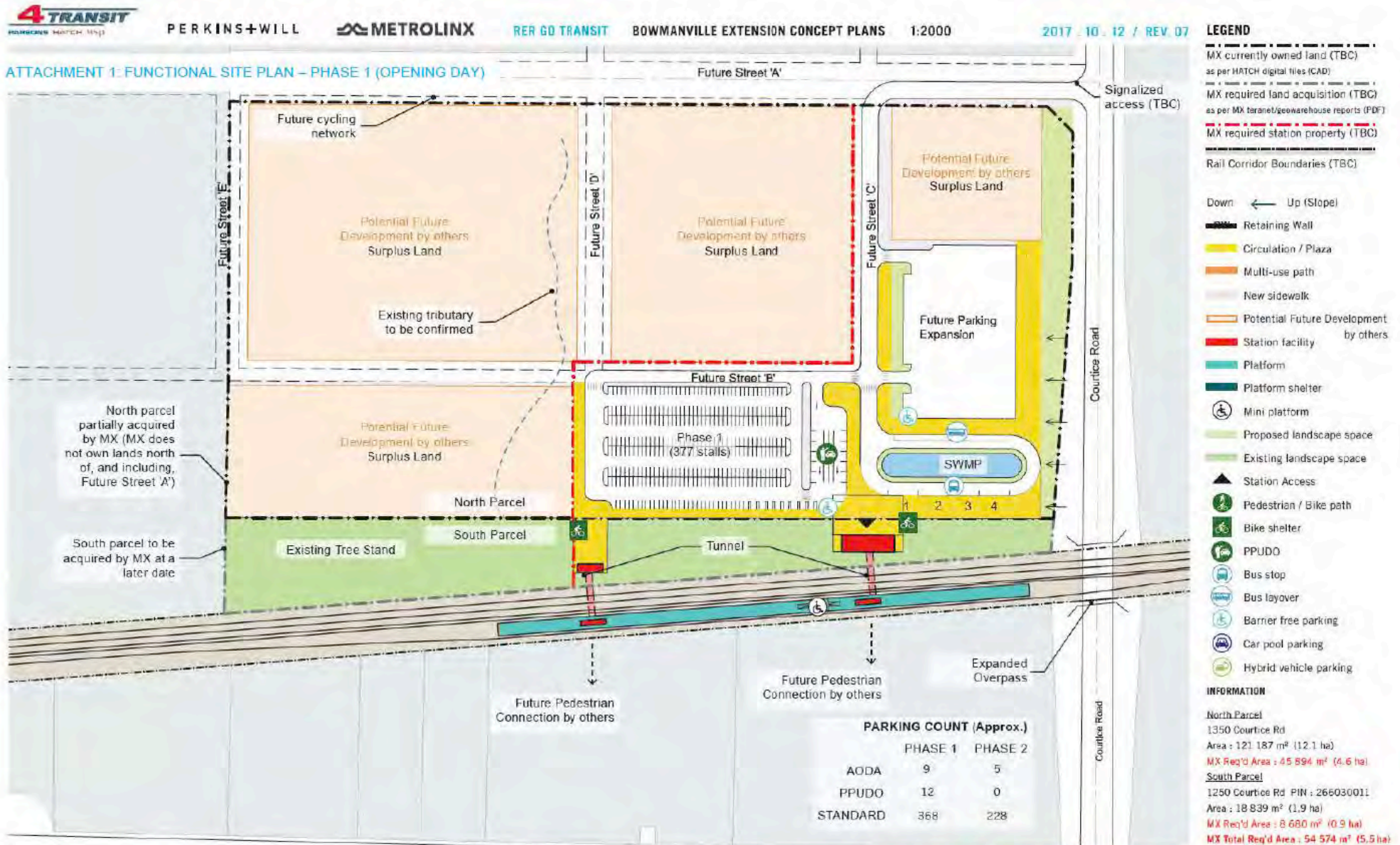
# 2017: Introducing residential uses and amenities near the GO Station

- The Clarington Transportation Hubs Study
- Capitalize on existing employment and develop light industrial and office
- Increase residential development near the GO station
- Provide safe and active transportation routes
- Enhance trail and natural heritage networks



Source: Brook McIlroy, N. Barry Lyon Consultants

# 2017: Opportunities for intensification on the station site

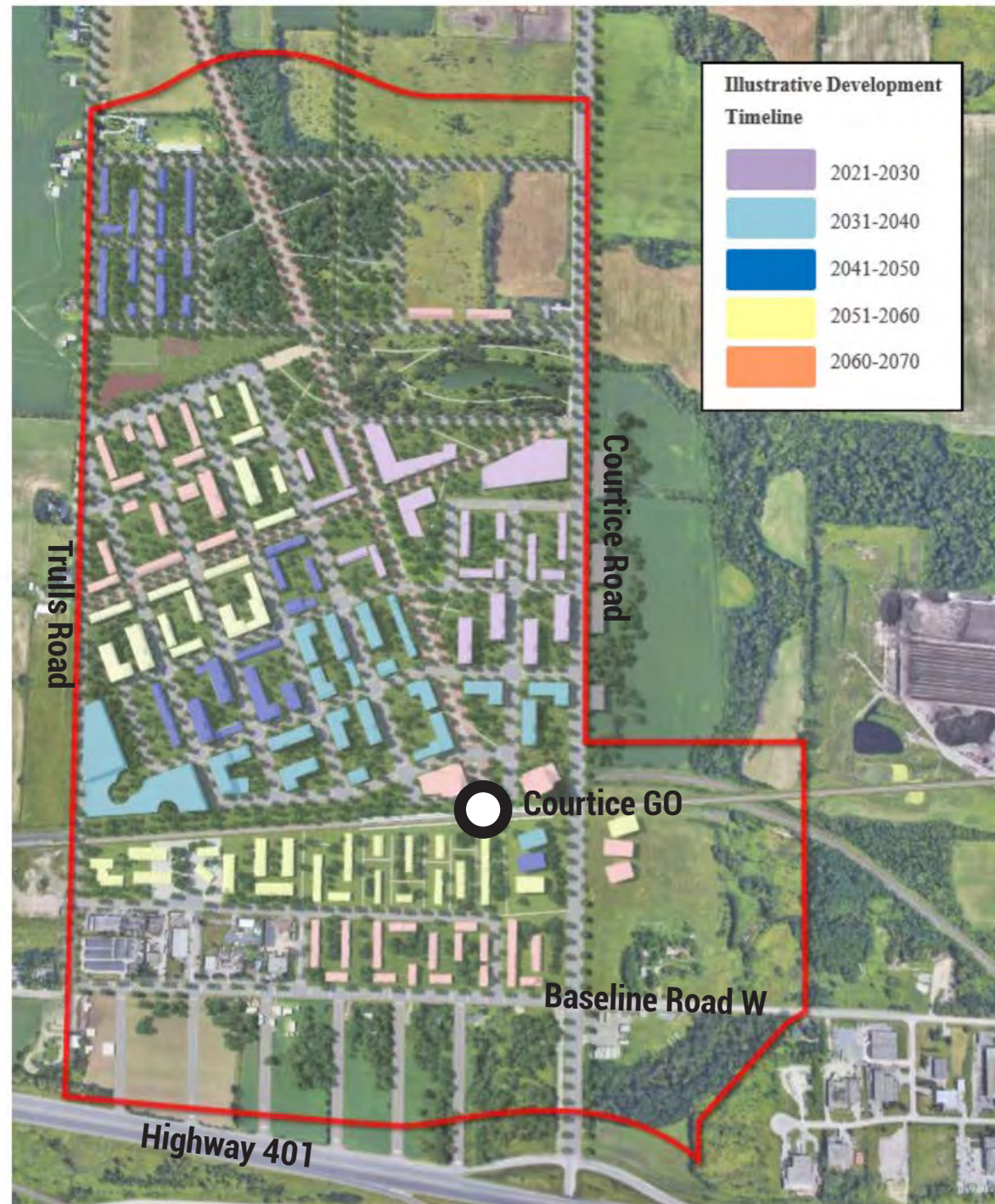


Preliminary site plan currently under consultation. PPUDO designs are diagrammatic (place holder). Final design will be subject to the approved standards within the GO Design Reference Manual (DRM). Schematic layout based on latest road profiles and elevations (where available) provided by civil engineers.

## BOWMANVILLE STATION B3 (OPENING DAY)

# 2020: A significant opportunity for transit-oriented development

- Land Value Capture analysis prepared by NBLC for the Region of Durham
- Courtice MTSA has the most significant long term potential:
  - 1,500 townhouse units
  - 4,900 apartment units
  - 1,165,000 sq ft of non-res GFA



Source: SvN Architects

Source: N. Barry Lyon Consultants, SvN Architects + Planners

# Our study will be influenced by these previous planning initiatives








Source: N. Barry Lyon Consultants, SvN Architects + Planners

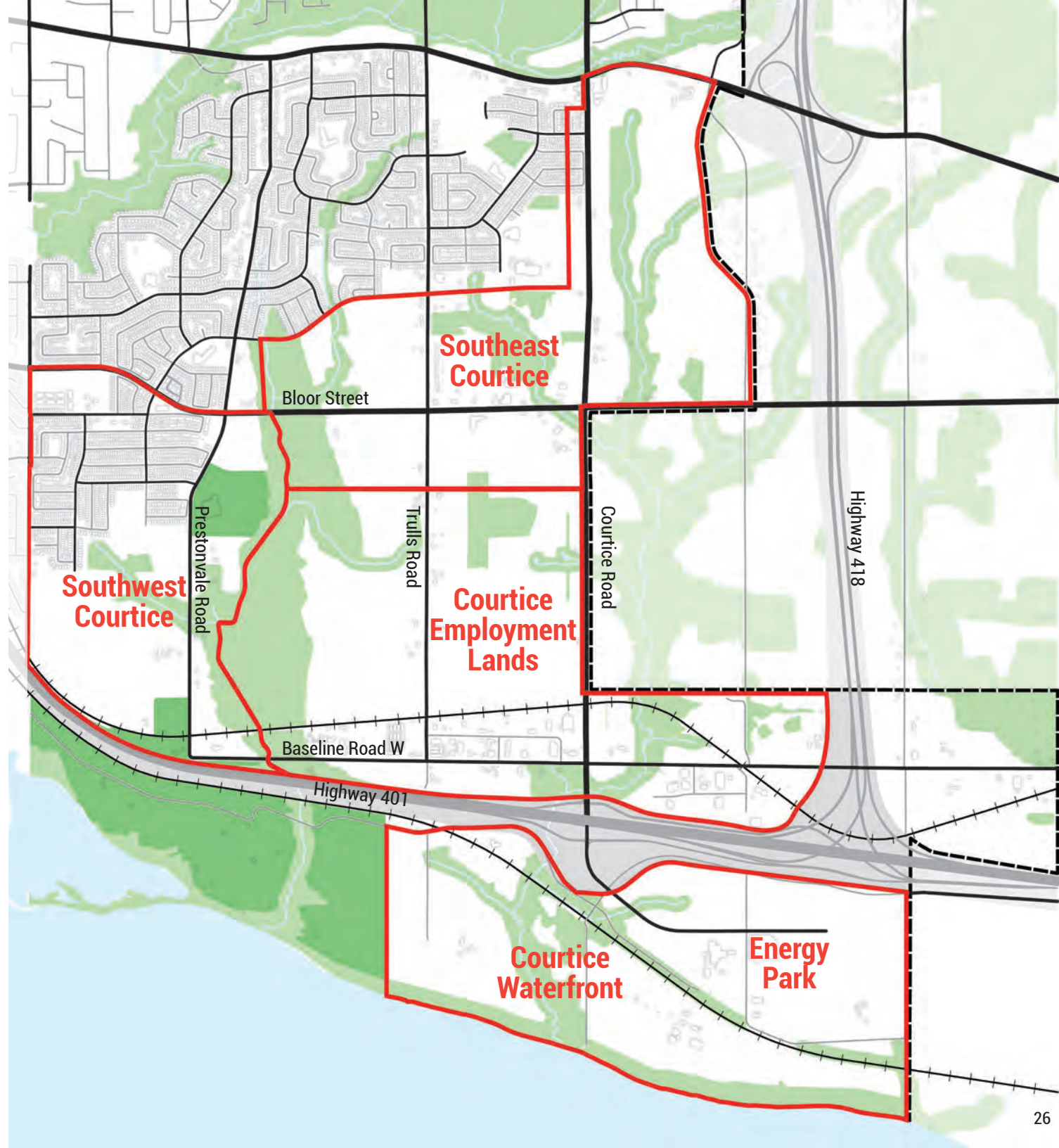


# **Analysis of Opportunities**

# Existing Conditions







## Legend

-  Urban Boundary
-  Secondary Plan Boundaries
-  Environmental Areas
-  Parkland
-  Highway & Utility



# Southwest Courtice Secondary Plan









## Legend

-  Urban Boundary
-  Secondary Plan Boundaries
-  Environmental Areas
-  Parkland
-  Highway & Utility
-  Planned Residential Use



# Southeast Courtice Secondary Plan










## Legend

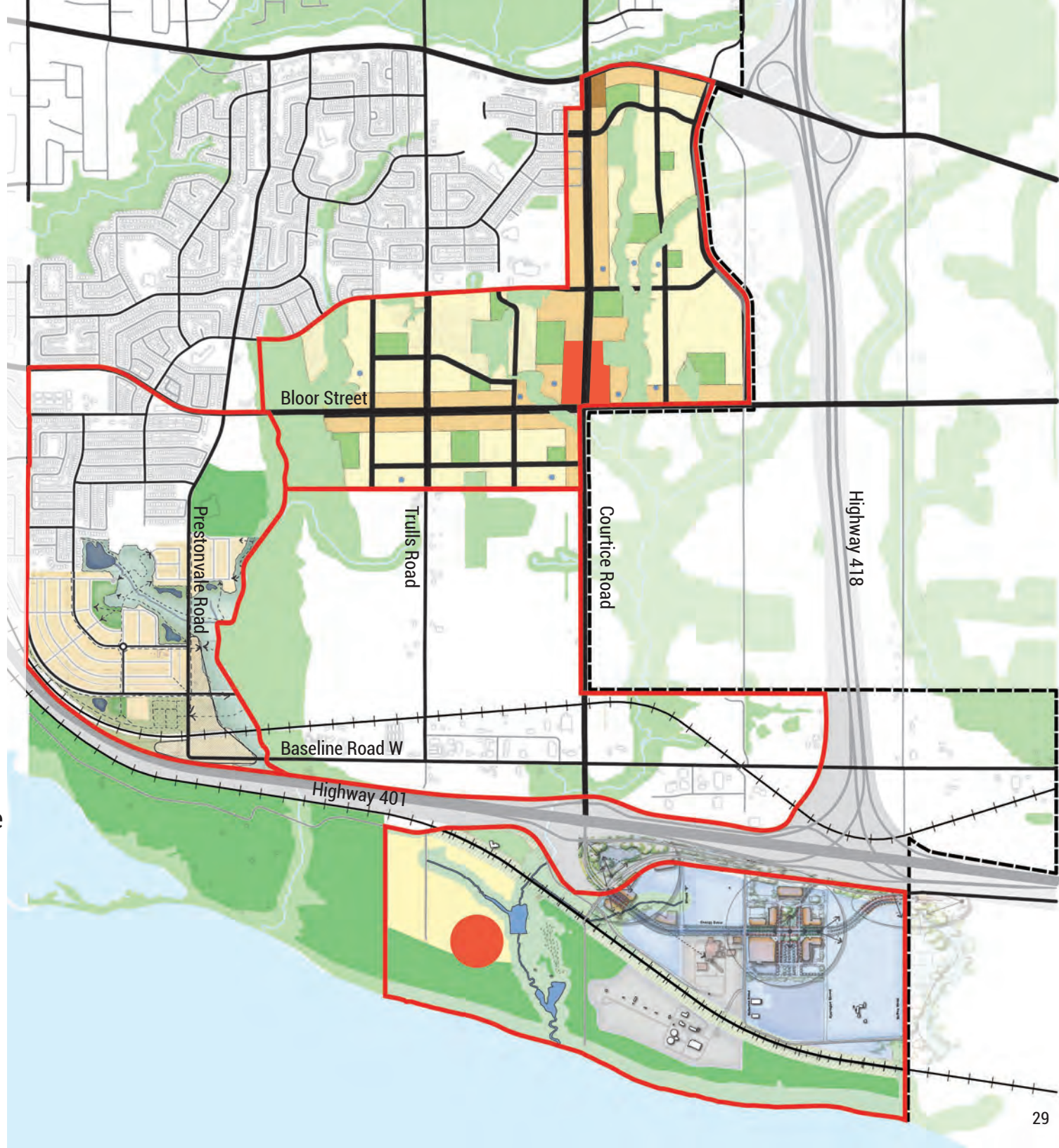
-  Urban Boundary
-  Secondary Plan Boundaries
-  Environmental Areas
-  Parkland
-  Highway & Utility
-  Planned Residential Use
-  Planned Regional Corridor Use
-  Planned Mixed Use



# Courtice Waterfront and Energy Park Secondary Plan

## Legend

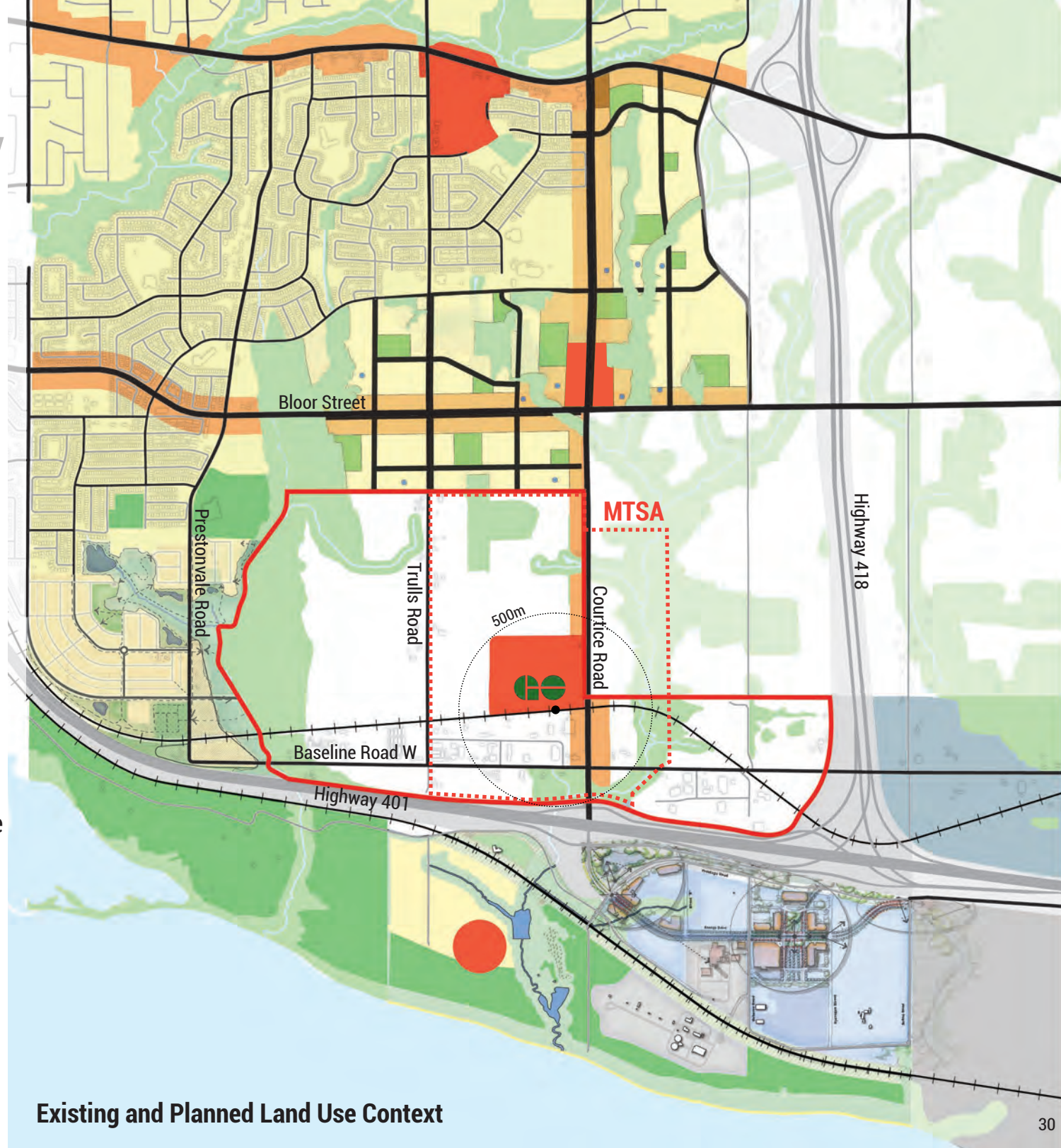
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-  Environmental Areas
-  Parkland
-  Highway & Utility
-  Planned Residential Use
-  Planned Regional Corridor Use
-  Planned Mixed Use
-  Planned Employment Uses



# The surrounding context is rapidly evolving

## Legend













- Urban Boundary
- Secondary Plan Boundaries
- Environmental Areas
- Parkland
- Highway & Utility
- Planned Residential Use
- Planned Regional Corridor Use
- Planned Mixed Use
- Planned Employment Uses
- MTSA Boundary

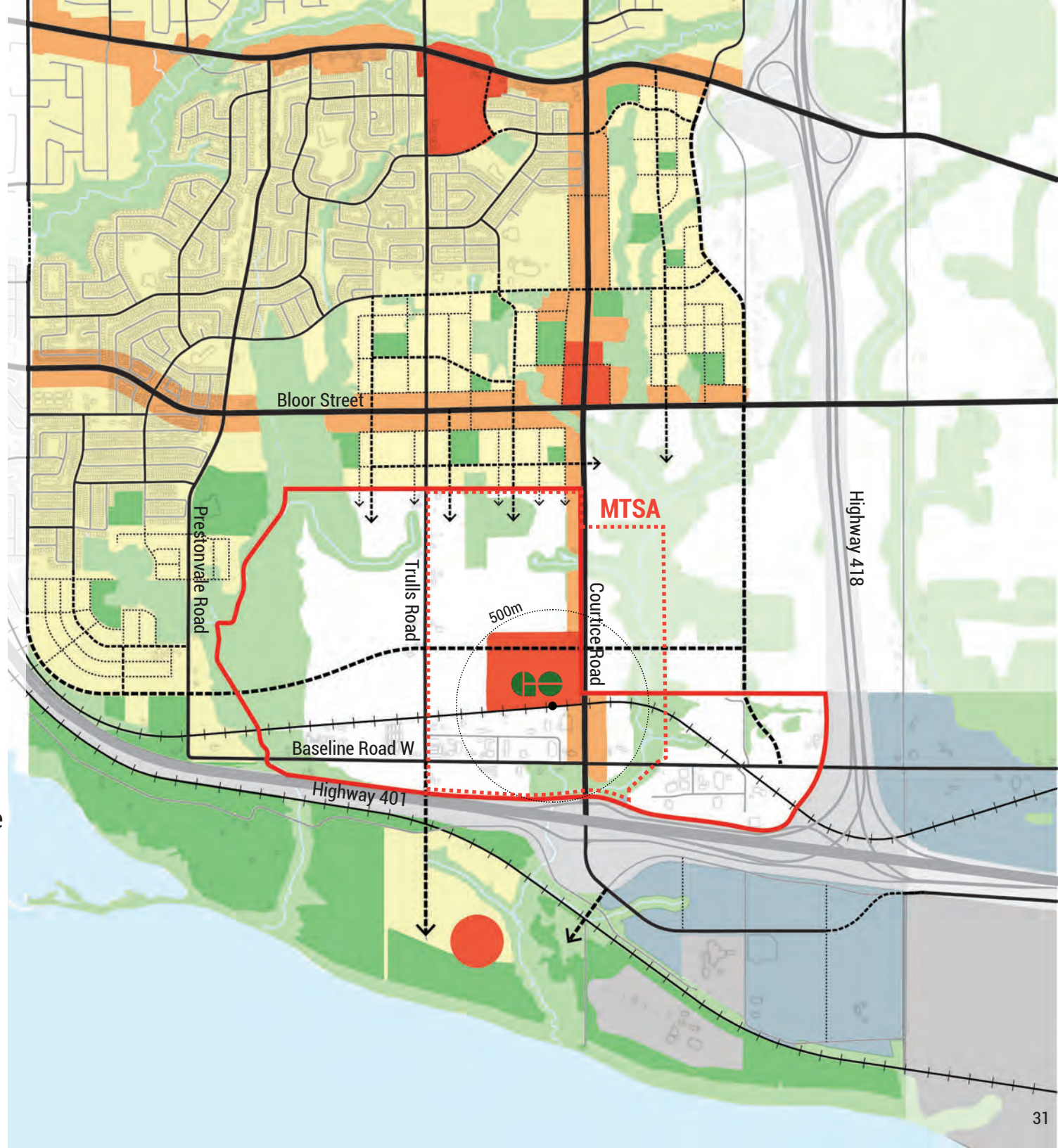


Existing and Planned Land Use Context

# An evolving network of planned streets and connections













## Legend

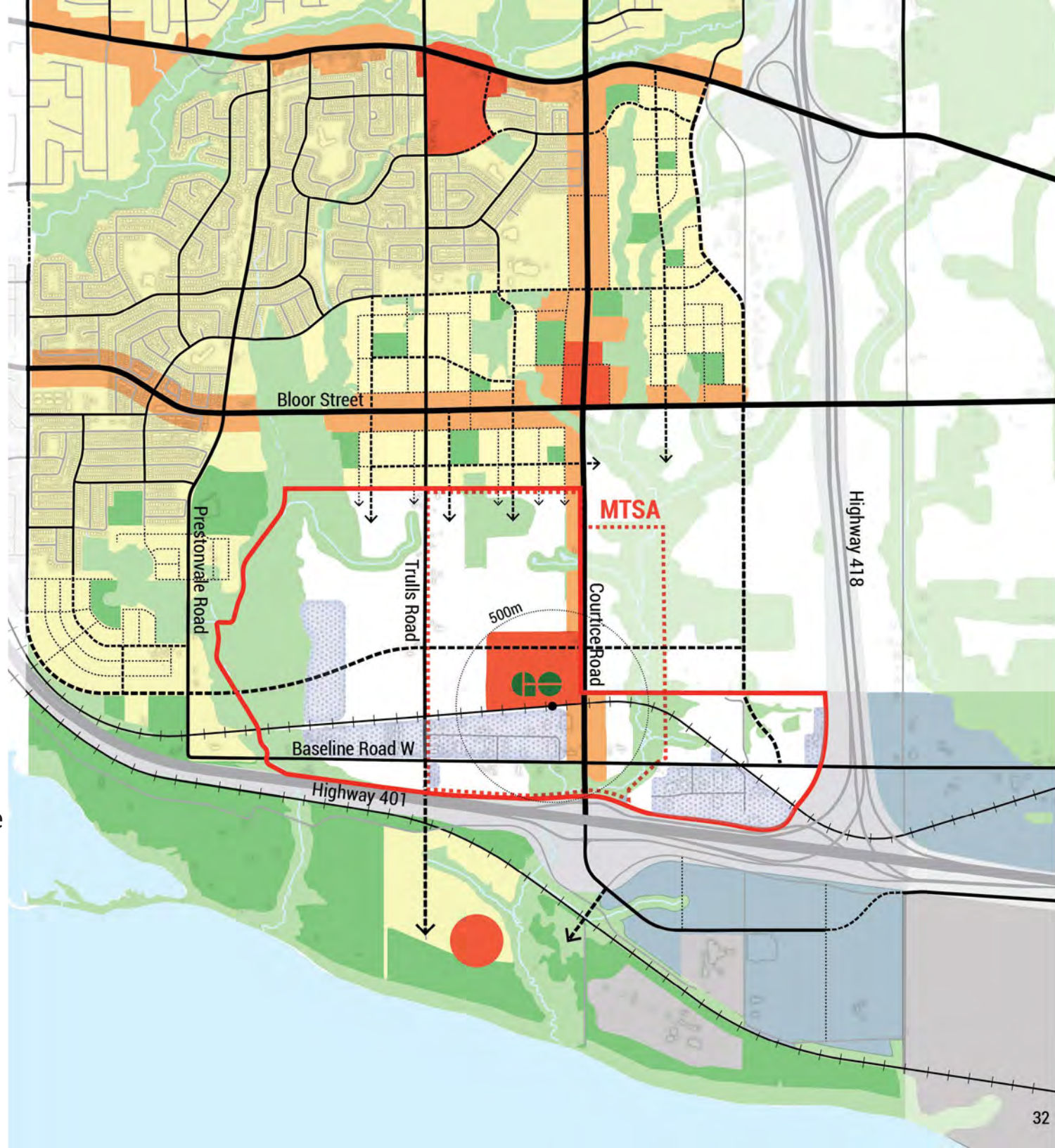
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-  Environmental Areas
-  Parkland
-  Highway & Utility
-  Planned Residential Use
-  Planned Regional Corridor Use
-  Planned Mixed Use
-  Planned Employment Uses
-  MTSA Boundary
-  Existing Street Network
-  Planned Street Network



# Existing employment uses in the secondary plan area

## Legend
















-  Urban Boundary
-  Secondary Plan Boundaries
-  Environmental Areas
-  Parkland
-  Highway & Utility
-  Planned Residential Use
-  Planned Regional Corridor Use
-  Planned Mixed Use
-  Planned Employment Uses
-  MTSA Boundary
-  Existing Street Network
-  Planned Street Network
-  Existing Employment Uses

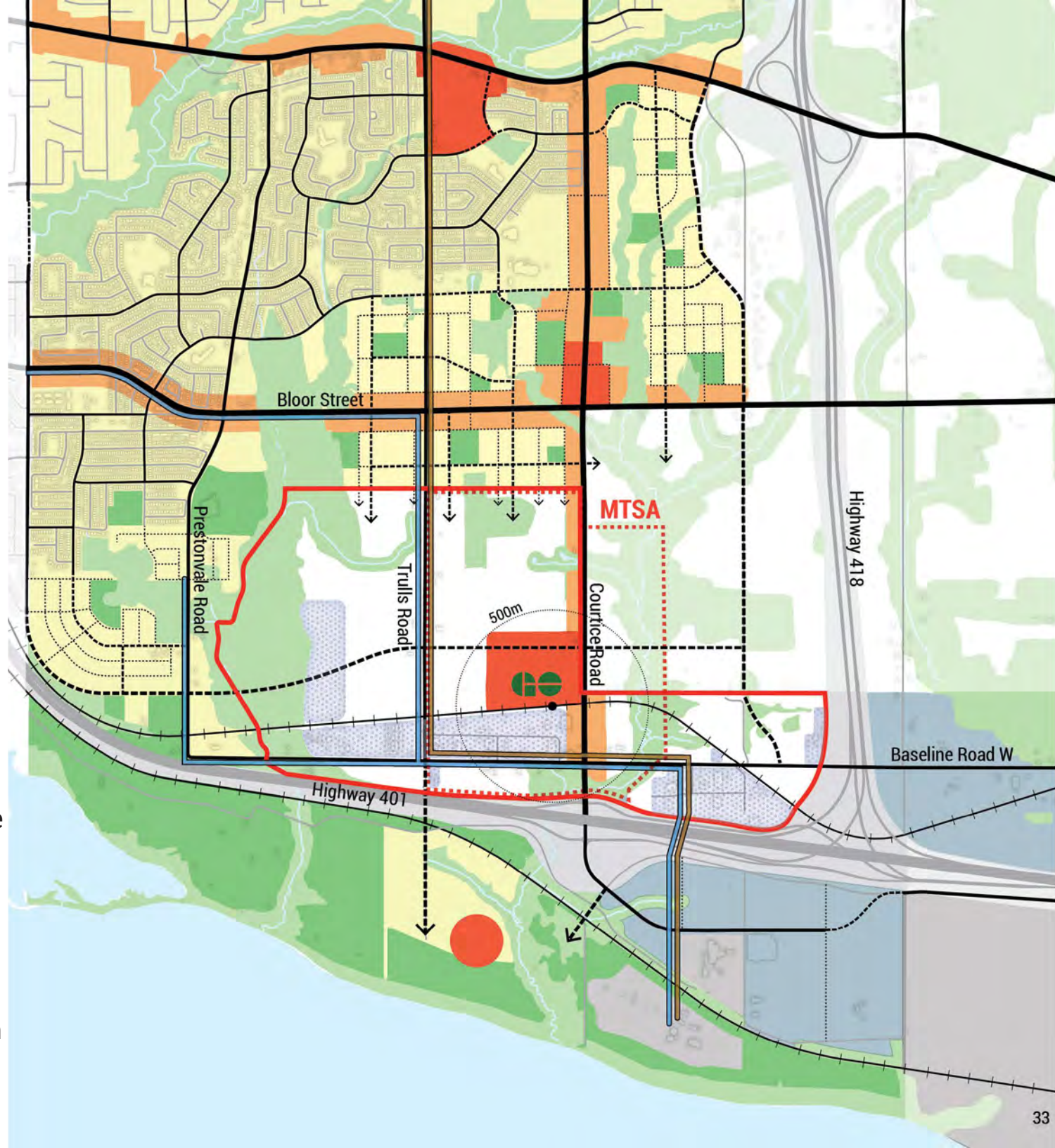




# Planned Servicing Investment
















## Legend

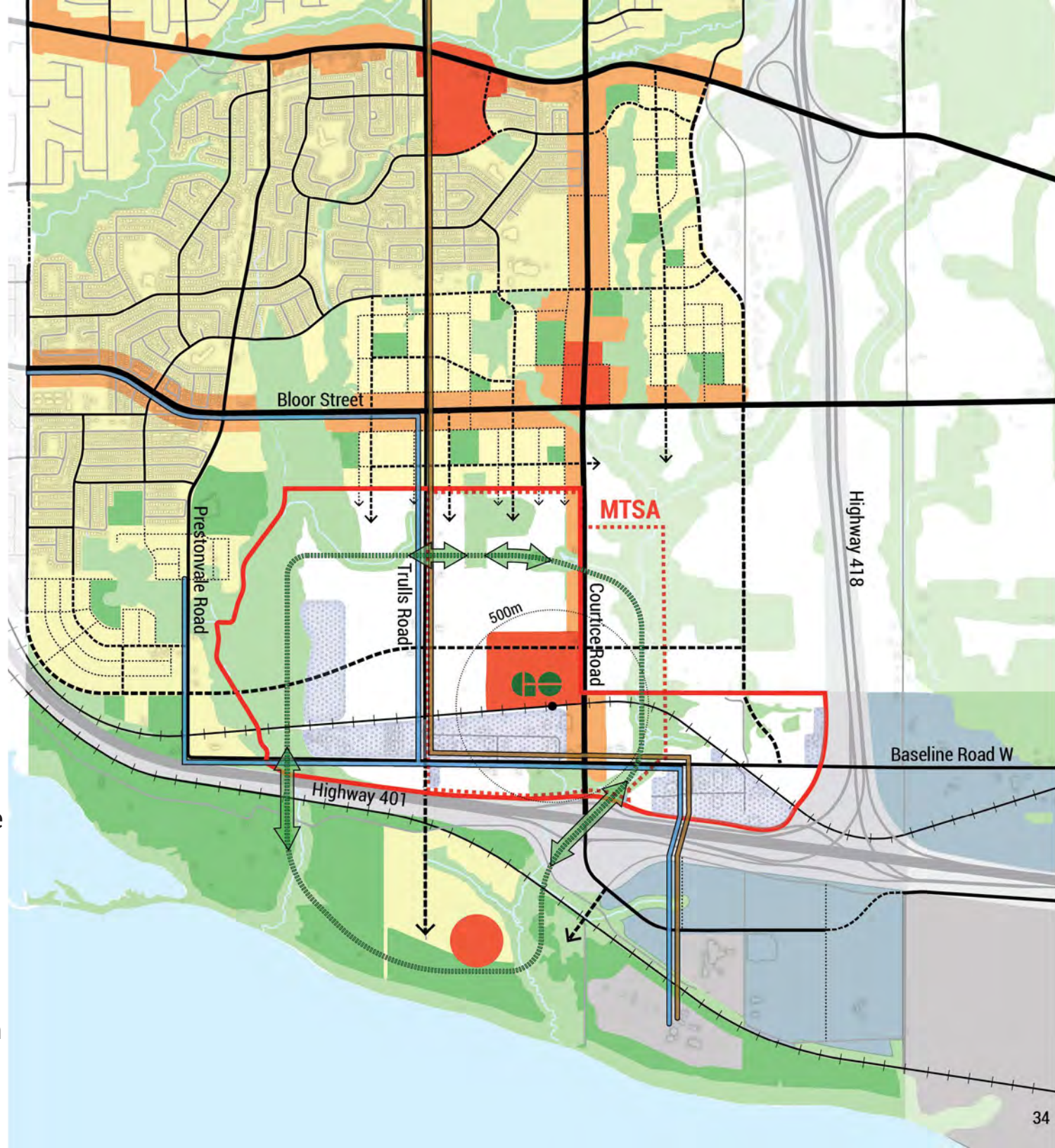
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-  Planned Residential Use
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-  Planned Mixed Use
-  Planned Employment Uses
-  MTSA Boundary
-  Existing Street Network
-  Planned Street Network
-  Existing Employment Uses
-  Planned Watermain Expansion
-  Planned Sewer Expansion



# Open Space and Active Transportation Opportunities

## Legend

-  Urban Boundary
-  Secondary Plan Boundaries
-  Environmental Areas
-  Parkland
-  Highway & Utility
-  Planned Residential Use
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# Advantages for Employment Uses

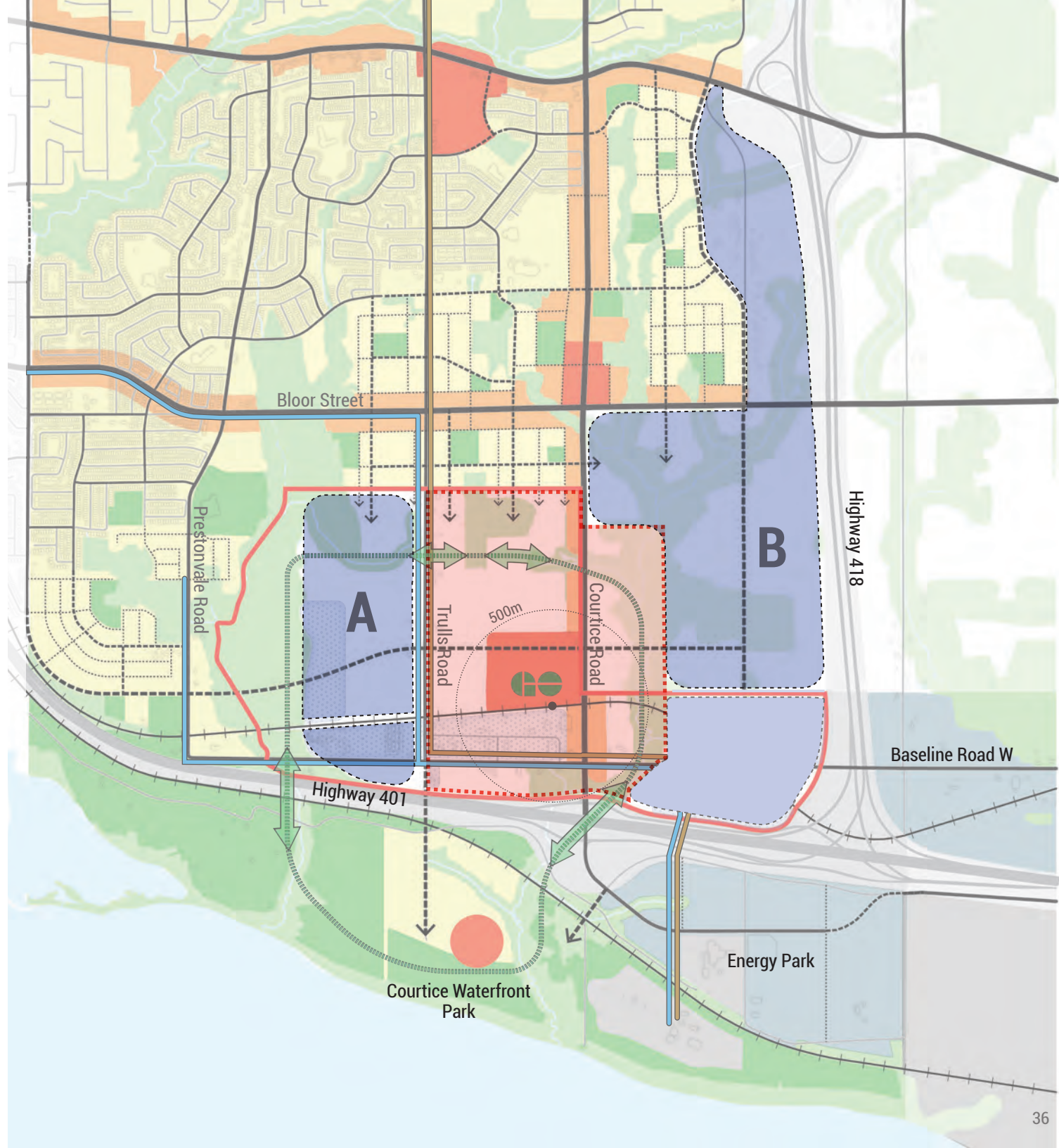
**Portions of the Courtice Employment Lands benefit from:**

- **Good access to and visibility from 401 and 418**
- **Good access to freight and commuter rail**
- **Planned and under-construction servicing infrastructure**
- **Larger, contiguous parcels that provide flexibility for a range of employment uses**

# Potential Opportunities for Employment

## Legend

-  TOD in MTSA
-  Potential Future Employment
- A** Landowners have requested conversion to residential
- B** Municipality has requested urban boundary change



# **Advantages for Transit Oriented Development**

**Including opportunities to:**

- **Capitalize on investment in transit and reduce reliance on private vehicles to move around**
- **Promote local transit and active transportation networks to connect to surrounding context**
- **Provide a generous and interconnected network of public spaces**
- **Set the stage for a range of housing choices at medium and higher densities**
- **Provide for mixing of uses including employment, residential and a range of amenities**

# Draft Guiding Principles

# Draft Guiding Principles

- 1. Protect, enhance, and value significant natural features**
- 2. Conserve and integrate valued elements of the area's cultural heritage**
- 3. Establish a distinct, mixed-use centre that optimizes transit facilities and services**
- 4. Create a diverse, complete, transit-oriented community within the Major Transit Station Area**



# Draft Guiding Principles

5. **Accommodate and support a range of businesses in the Courtice Employment Lands**
6. **Link the area to its surroundings and the regional transportation network**
7. **Ensure parks and other open spaces are highly visible, accessible, and usable**
8. **Promote sustainability and energy-efficiency in the design of sites, buildings, and infrastructure**







**“The Courtice MTSA offers a unique opportunity that does not exist anywhere else in the GTA - to create a new transit oriented village from scratch.”**

**Analysis of the Proposed Lakeshore East  
GO Transit Rail Extension Alignment, NBLC (2020)**

# Questions

# Meeting Protocol: Questions

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**Engagement Activity:**  
**Input towards a Vision for the**  
**CEL and MTSA**

# Meeting Protocol: Engagement Activity

You are viewing Alex Heath (USI)'s screen View Options



## Draft Guiding Principles

1. Which Guiding Principles are most important to you?  
(Select all that apply) (Multiple choice)

- Protect, enhance, and value significant natural features
- Conserve and integrate valued elements of the area's cultural heritage
- Establish a distinct, mixed-use centre that optimizes transit facilities and services
- Create a diverse, complete, transit-oriented community within the Major Transit Station Area
- Accommodate and support a range of businesses in the Courtice Employment Lands
- Link the area to its surroundings and the regional transportation network

Submit

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mixed-use es transit es  
mplete, mmunity within ation Area



Unmute Start Video Participants Q&A Polls Chat Share Screen Record Leave

**Which Guiding Principles are most important for Courtice?**

# What types of employment uses should we be planning?



**Light industrial** (Small scale office/ manufacturing)



**Light Industrial** (Warehousing and distribution)



**Prestige Employment** (Broccolini Centre, Kirkland, Quebec)



**Office** (Siemens, Oakville)

# What types of employment uses should we planning for the MTSA?



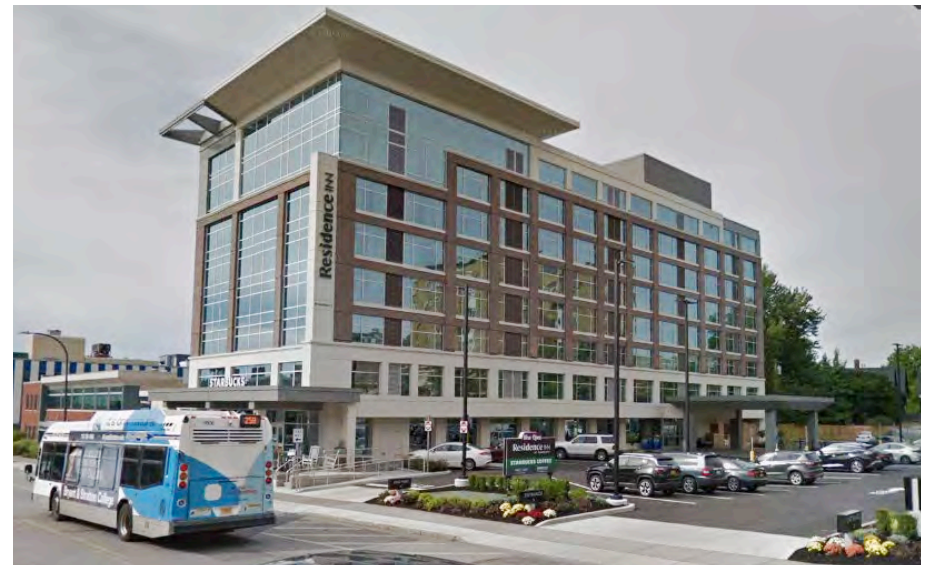
**Mixed use co-working space (Marine Gateway, Vancouver)**



**Corporate campus (Sterling Road, Toronto)**



**Small service offices (Medical Arts Centre, Guelph)**



**Hotels and other amenities (Residence Inn, Buffalo)**



# What types of mid to high-rise housing should we be planning?



**Mid-rise development (The Junction, Toronto)**



**High-rise development (Port Moody, BC)**



**10-15 storey development (West Don Lands, Toronto)**



**Towers on a low-rise podium (Regent Park, Toronto)**

# What types of low-rise housing should we be planning?



**Street-related town houses** (Regent Park, Toronto)



**Duplexes** (Cornell, Markham)



**Stacked townhouses** (Don Mount Court, Toronto)



**Low rise apartments** (Wesbrook Village, Vancouver)

# What community uses should we be planning?



**Arts and Culture** (Centre for Performing Arts, Richmond Hill)



**Public library** (Scarborough Civic Centre Library)



**Recreation centres** (York Recreation Centre)



**Institutional uses** (York University, Markham Campus)

# What commercial uses should we be planning?



Destination retail & entertainment (Markham Centre)



Main street retail (Port Credit, Mississauga)



Large format retail (Fresh Co, Toronto)



Retail promenades (Marine Gateway, Vancouver)

# What type of public spaces should we be planning?



Large greens (Corktown Commons, Toronto)



Neighbourhood parks (Bellevue Square Park, Toronto)



Parkettes (Port Credit, Mississauga)



Transit squares (Mount Pleasant GO Village Square, Brampton)

# Which other types of recreational uses should we be planning?



**Trails for walking and biking**



**Spaces for winter activities (Waterloo Town Centre)**



**Athletics facilities (Regent Park, Toronto)**



**Playgrounds (Grange Park, Toronto)**

# What spaces for mobility should we be planning?



Distinctive bus shelters (UBC, Vancouver)



Parking facilities



Enhanced bike parking and security



Bus stops (York Region Transit)

# What sustainability measures should we be planning?



**Electric vehicle charging stations**



**Low-impact development stormwater management**



**Green roofs**

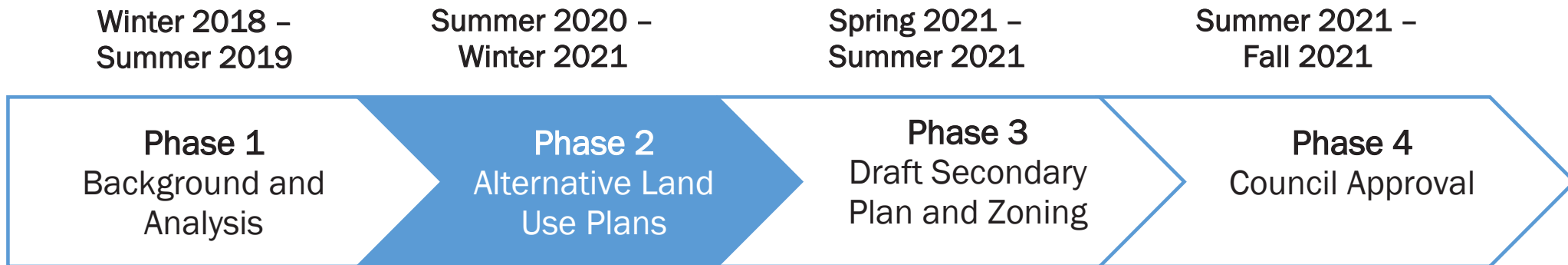


**Alternative energy generation**



# Next Steps

- Prepare land use options (Fall 2020)
- Present land use options at PIC 3 (Early 2021)
- Evaluate land use options and select a preferred option (Early 2021)





**Thank you for joining us!**