

Courtice Transit Oriented Community (TOC) Secondary Plan

Public Information Centre #3

March 22 2022

Land Acknowledgment

The Municipality of Clarington is situated within the traditional and treaty territory of the Mississaugas and Chippewas of the Anishinabeg known today as the Williams Treaties First Nations.

Our work on these lands acknowledges their resilience and their longstanding contributions to the area now known as the Municipality of Clarington.

Our Team

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Purpose of Today's Meeting

- Provide an update on the Secondary Plan process for the Courtice TOC.
- Review and receive feedback on the three land use options.

Agenda

7:00 - 7:10

Welcome

7:10 - 7:40

Overview Presentation

7:40 - 8:30

Q&A and Next Steps



Using the Q&A Feature

You are viewing Urban Strategies' screen View Options

Question and Answer

All questions (1) My questions

Urban Strategies 09:09 PM

Will the GO station be built?

1

3

Type your question here...

2

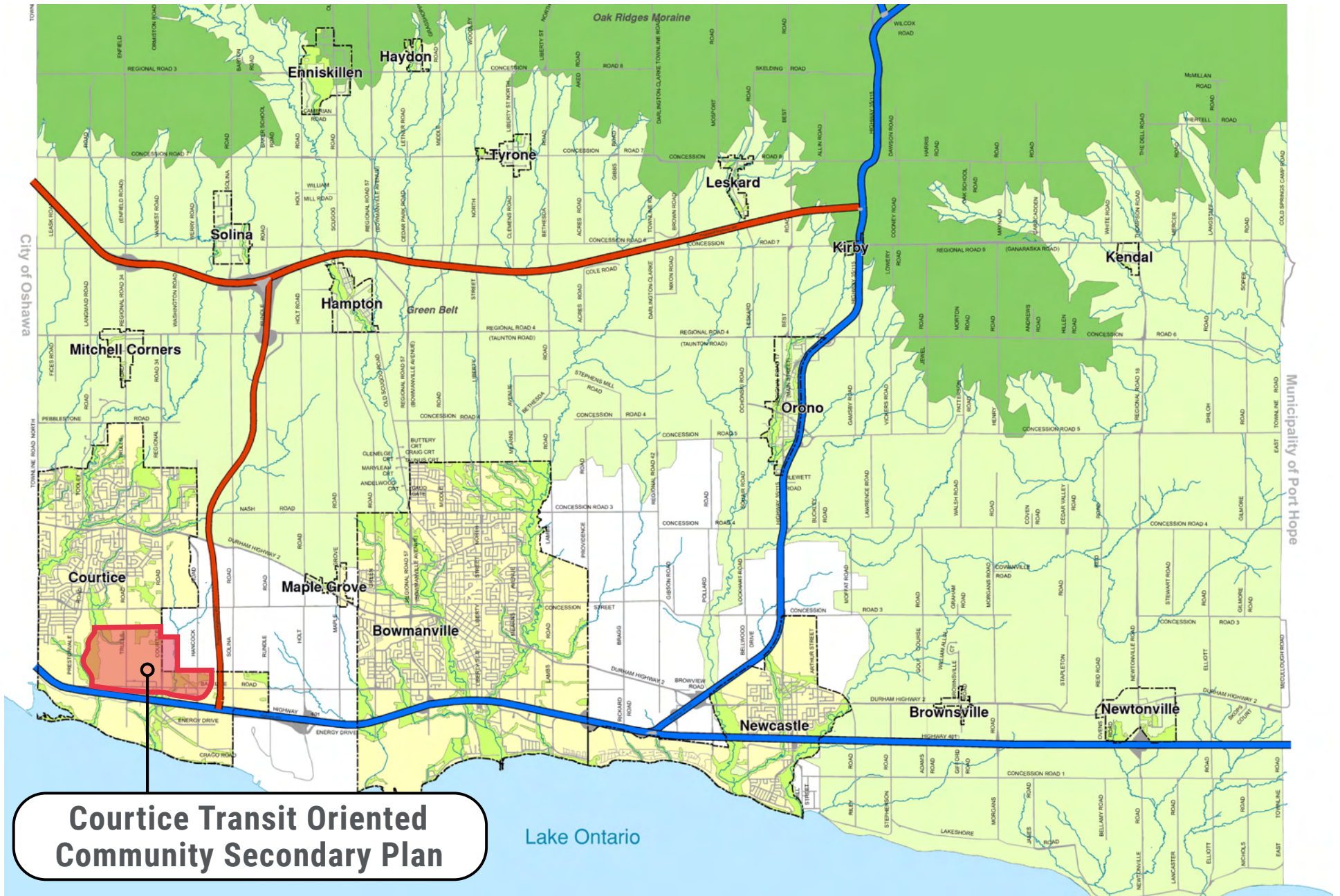
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Q&A

Leave

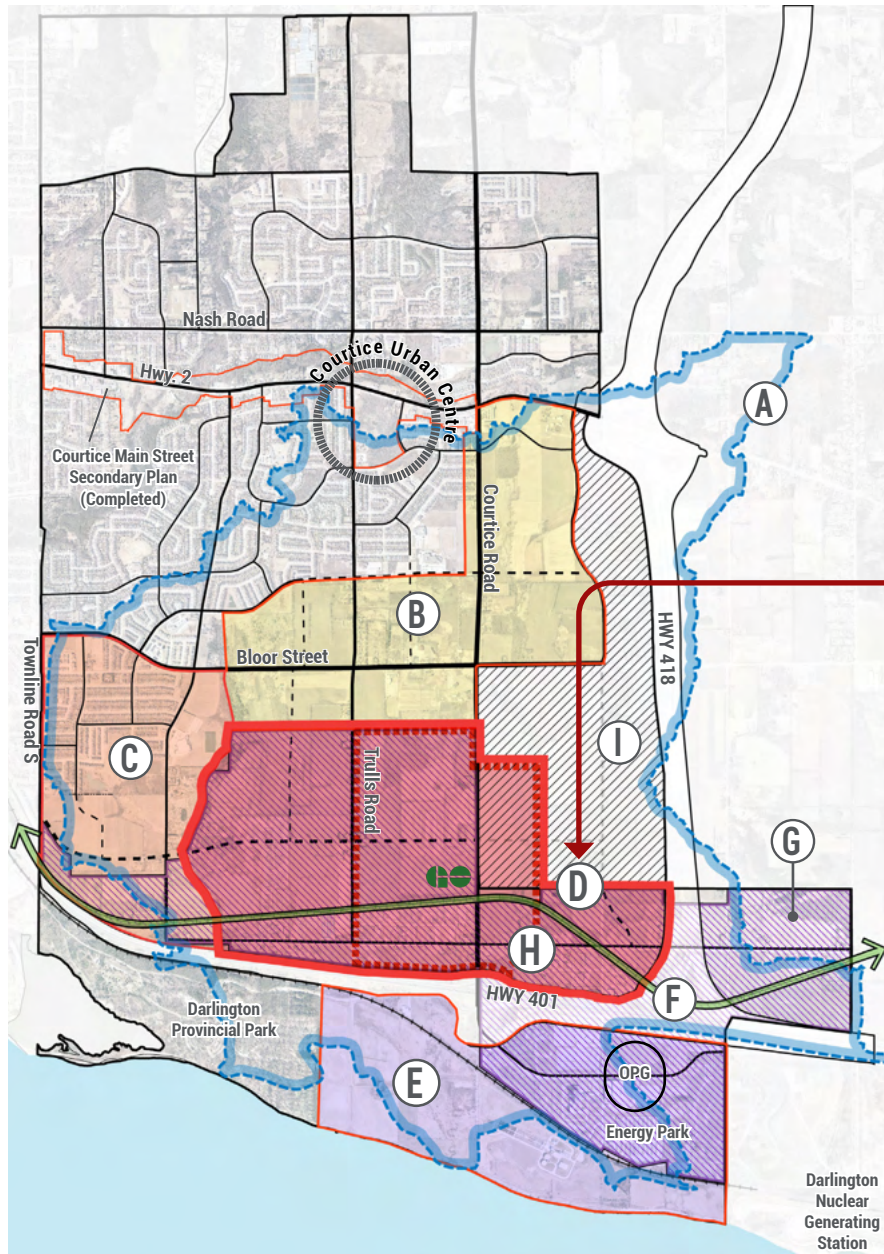
s of Clarification?

A new Transit Oriented Community in Clarington



Courtice Transit Oriented Community Secondary Plan

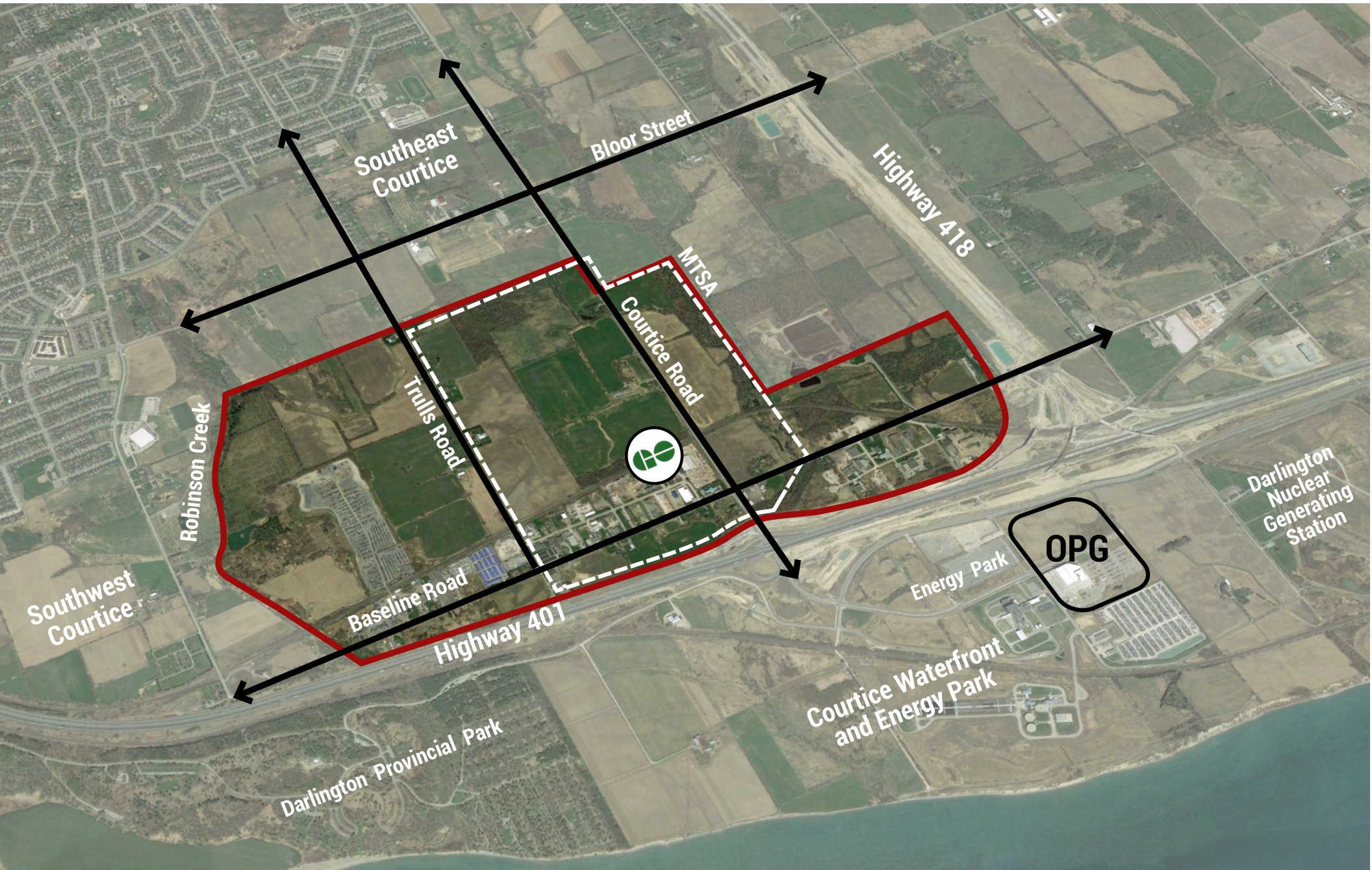
The Courtice TOC is at the centre of growth in South Courtice



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 Transit Oriented Community (TOC) Secondary Plan**
- E** Courtice Waterfront and Energy Park Secondary Plan
- F** Bowmanville GO Expansion Business Case Study (Metrolinx)
- G** Provincially Significant Employment Zones
- H** MTSA Boundary
- I** Urban Expansion Area

The Courtyce TOC Project Area



Council Priorities for the Courtice TOC

Complete Community:

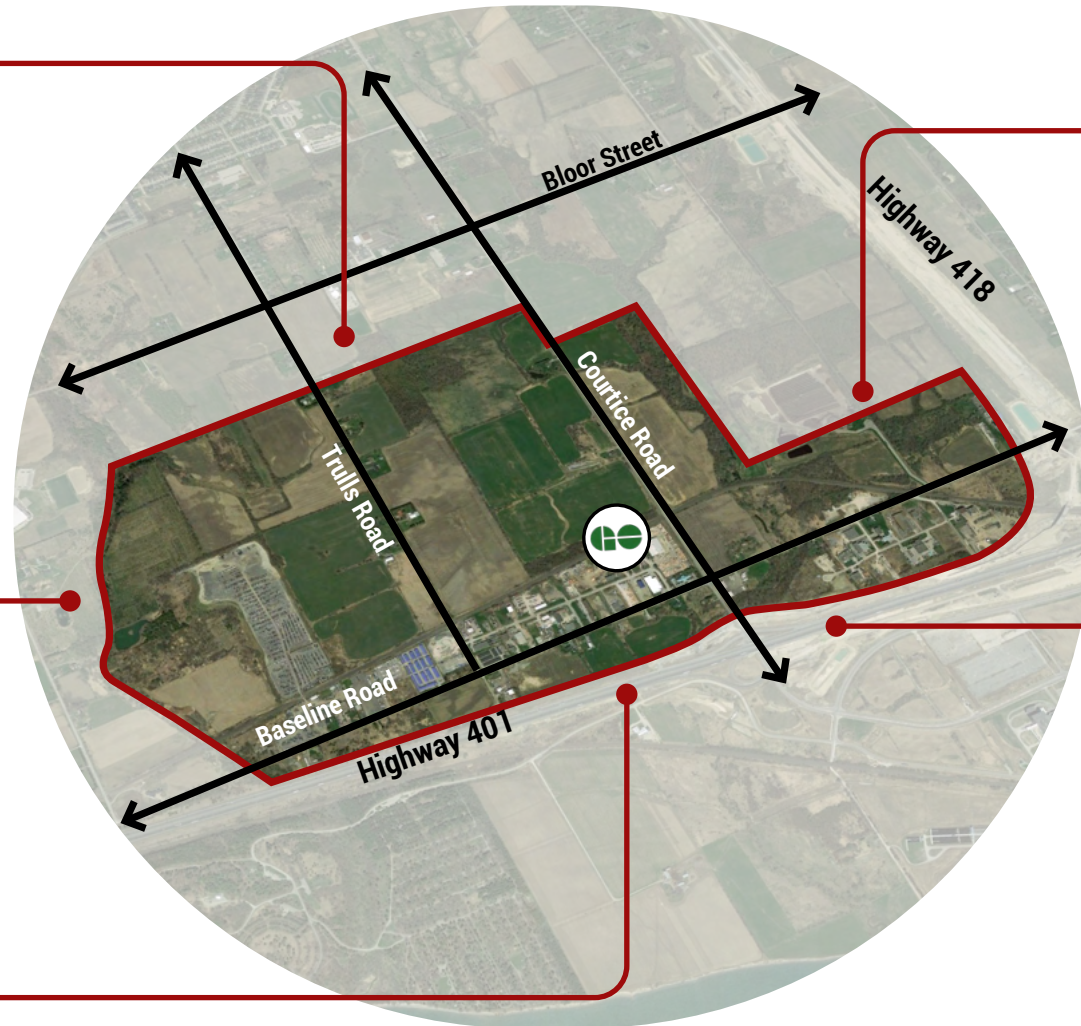
- Mix of uses at transit-supportive densities
- Range of housing types and tenures, including affordable housing

Active Transportation:

- Connection to the GO Station and beyond to the rest of Courtice.
- Connections to the Courtice Waterfront and the Energy Park

Quality of Life:

- A full range of parks, open spaces, community services and facilities



Economic Development & Job Creation:

- Not just residential
- A destination for jobs

Sustainability:

- Environmental Protection
- Coordination with Tooley Creek Subwatershed Study
- Green development principles
- District Energy

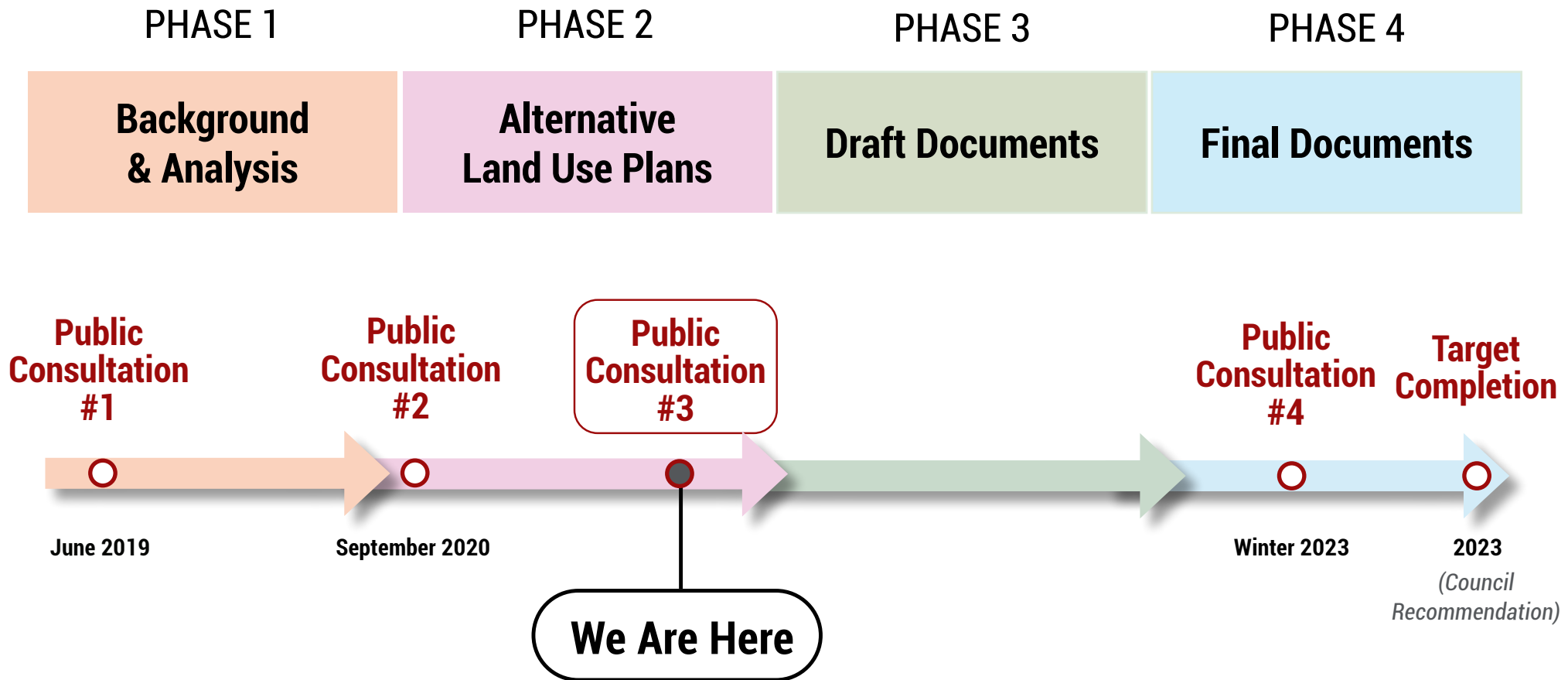


The Courtice TOC will support Clarington's long-term economic development

- Accommodating office and high-tech jobs that complement those in the Energy Park and OPG Headquarters and the future nuclear energy cluster.
- Providing an attractive setting and accessible location for educational institutions
- Offering a range of housing choices and amenities to high-skill workers
- Establishing a new destination for shopping, dining and entertainment

Secondary Plan Process and Background

Secondary Plan Process

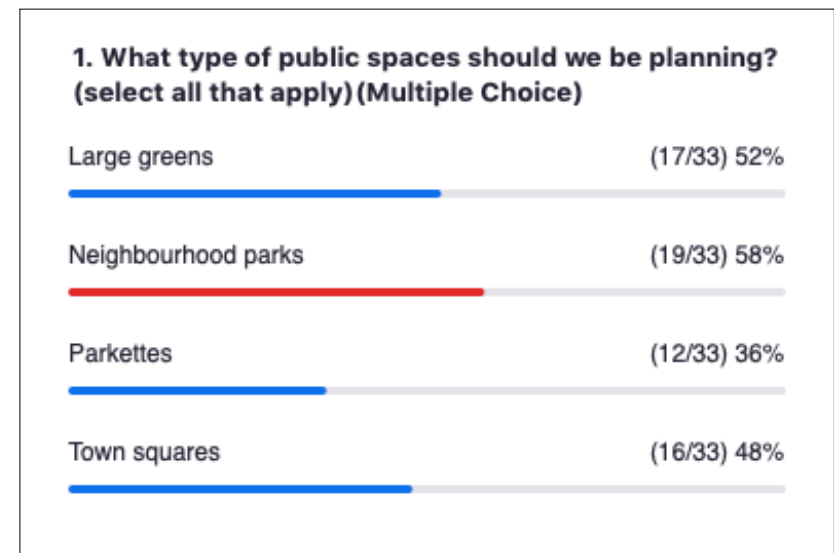
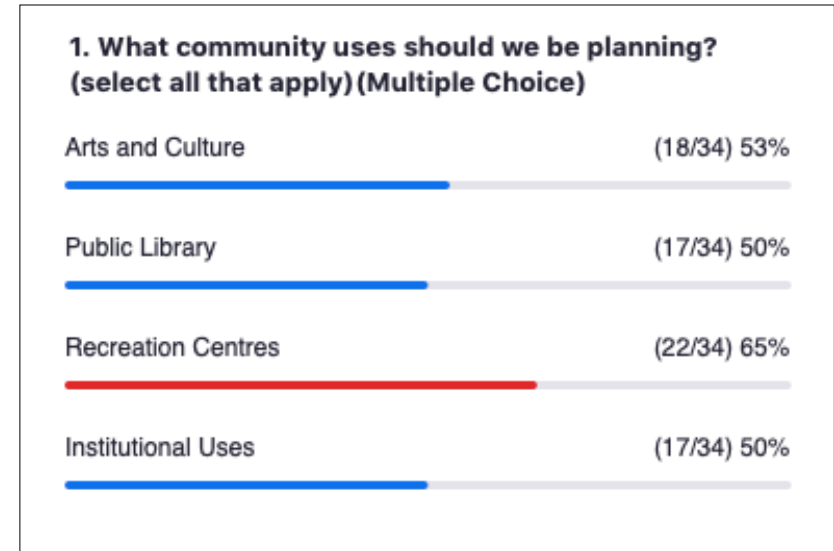


Summary of Key Themes from PIC #2



Five themes emerged from participants' comments, confirming support for:

1. Creating a complete, transit-oriented community
2. Respecting and accommodating existing uses south of the tracks
3. Protecting natural heritage features
4. Expanding and improving active and public transportation networks
5. Exploring an Urban Boundary expansion



Policy Context Update

Provincial Policies emphasize Transit Oriented Development and a range of housing options

- 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
- Require a defined amount of affordable housing within new development (Inclusionary Zoning)



Policies to implement PMTSAs

ROPA 186 delineates the boundaries of PMTSAs throughout Durham Region. The ROPA also requires area municipal official plans to be updated to:

- Achieve a minimum overall density target of 150 people and jobs per gross hectare
- Establish minimum density, population, employment and housing targets
- Incorporate urban design, place-making and sustainability policies, including a network of open spaces, sidewalks on both sides of streets, and rear lanes

ROPA 186 permits a broad mix of uses and prohibits auto-oriented and land-extensive uses.

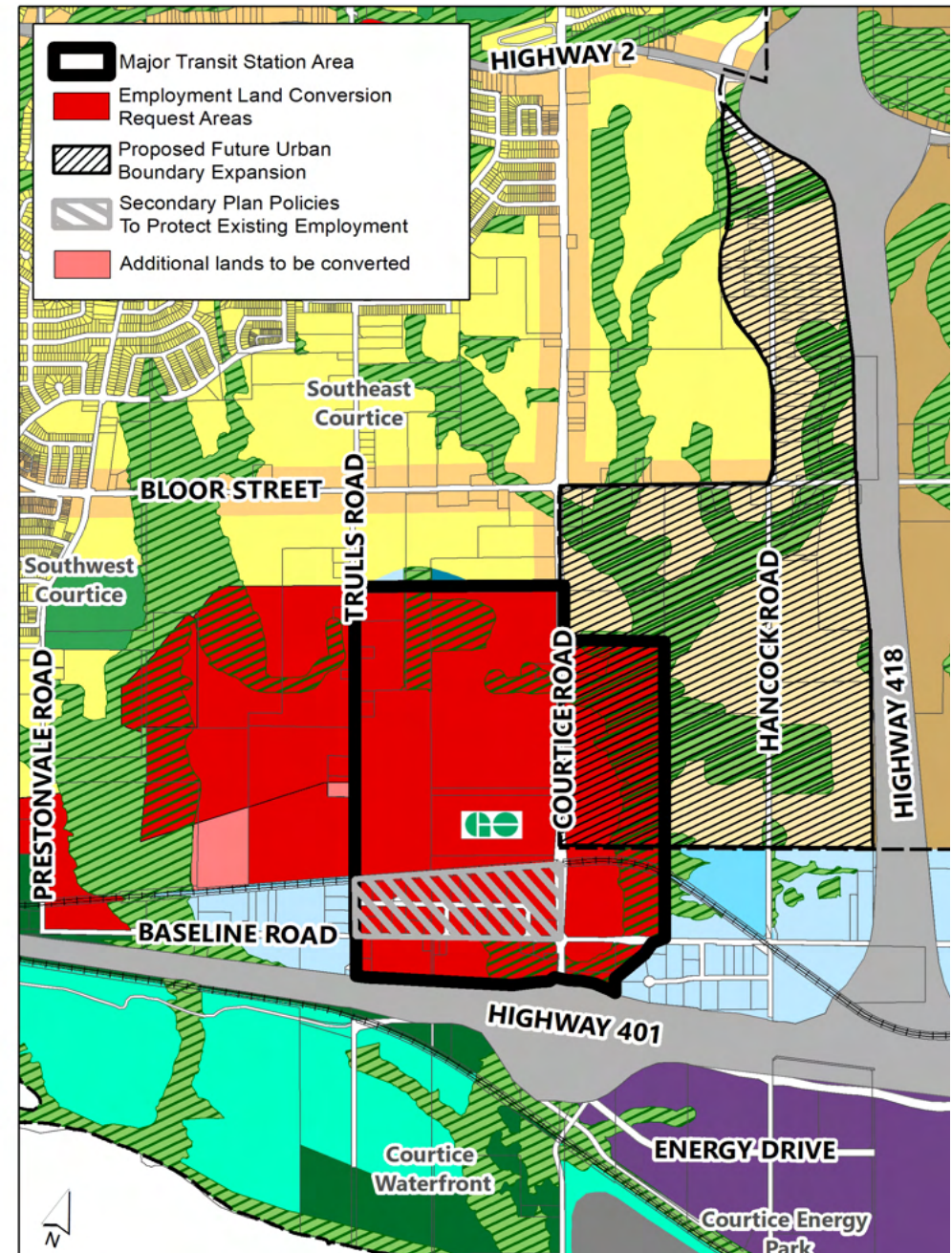
- Permitted uses include residential uses (including but not limited to stacked townhouses), offices, hotels, retail, schools, and recreation facilities.



** ROPA 186 has been adopted by Regional Council and is not in force until approved by the Minister of Municipal Affairs and Housing.*

Conversion Requests Endorsed by Region

- On December 22, 2021 Durham Region Council endorsed **employment land conversions within the Courtice MTSA** (for those lands within the existing Urban Boundary) and **west of Trulls Road**.
- These employment conversions **will not be in effect until** the new Regional Official Plan is adopted by Regional Council and approved by the Minister of Municipal Affairs and Housing.
- The **Urban Boundary Expansion** endorsed by Clarington Council remains under review by the Region through Envision Durham.



Assumed Population + Density for the MTSA



Total Area = 186.3 ha
(Gross Developable Area = 124.6 ha)

X

Minimum Density
150 people & jobs / ha

=

Minimum Estimated
People + Jobs = 18,690

* A land budget with projections for people and jobs for the broader Courtice Transit Oriented Community Secondary Plan will be provided in later phases of the process.

Draft Guiding Principles

A complete, transit-oriented urban centre integrated with its setting

The Environment

1. Protect, enhance, and value significant natural features, including Robinson and Tooley Creeks.
2. Conserve and integrate the area's cultural heritage.
3. Maximize opportunities for public and private views to Lake Ontario.



Places for Living and Working

4. Support and optimize planned rapid transit facilities.
5. Accommodate a range of housing types and affordable housing.
6. Accommodate a range of businesses and a high level of employment.



A complete, transit-oriented urban centre integrated with its setting

Moving Around

7. Link the area to the local and regional transportation network.
8. Elevate active transportation and public transit as the primary means for moving around.
9. Ensure access to parks, schools, retail, and transit within walking distance.
10. Reduce the provision of parking, especially in areas in close proximity to the GO station.



A complete, transit-oriented urban centre integrated with its setting



The Public Realm

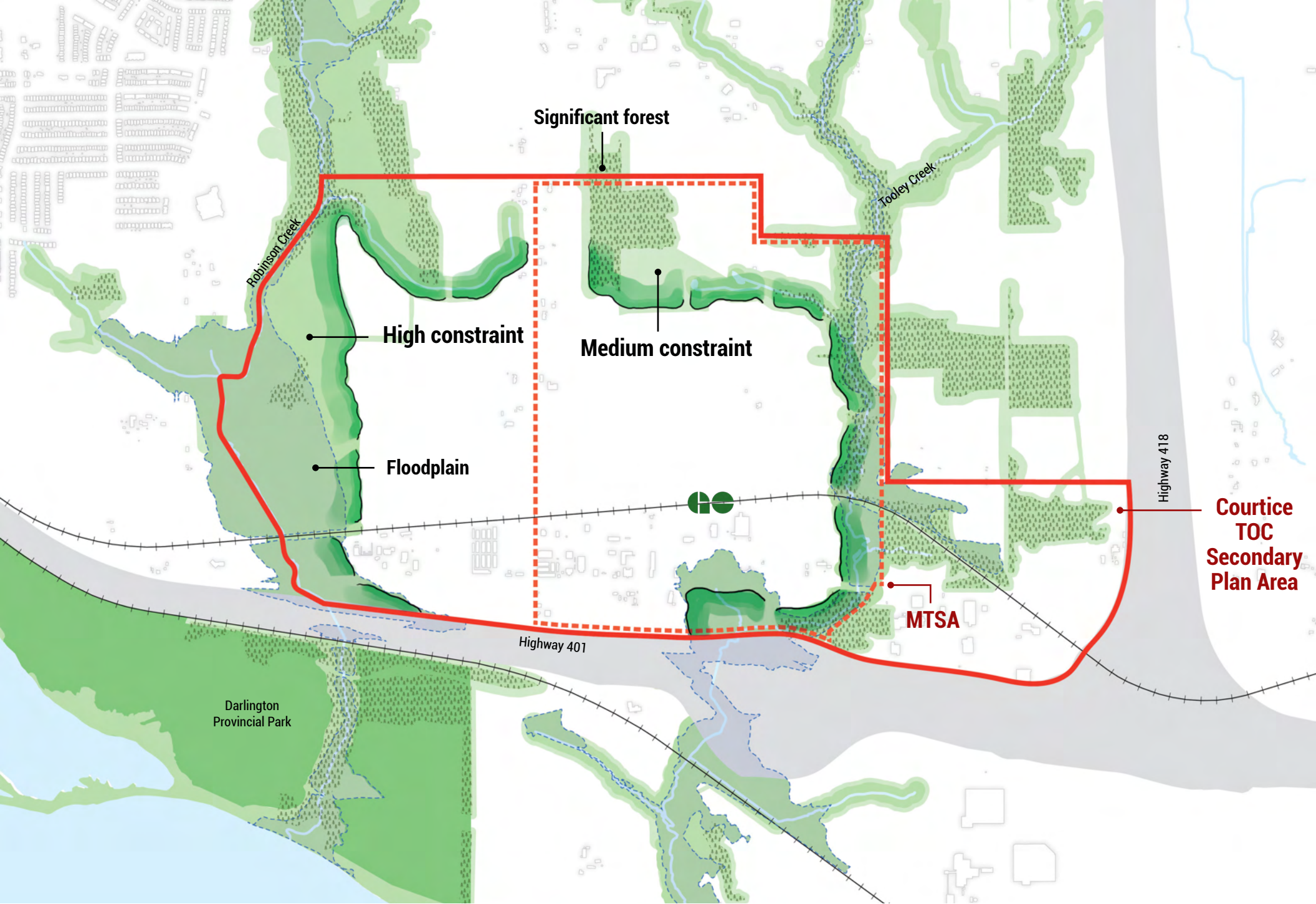
11. Ensure parks and other open spaces are highly visible, accessible, and usable.
12. Provide and promote opportunities for other community facilities and services.
13. Integrate nature and stormwater management in the public realm.

Fiscal Sustainability

14. Coordinate the phasing of private development and public investments
15. Ensure infrastructure and public services are used and improved efficiently

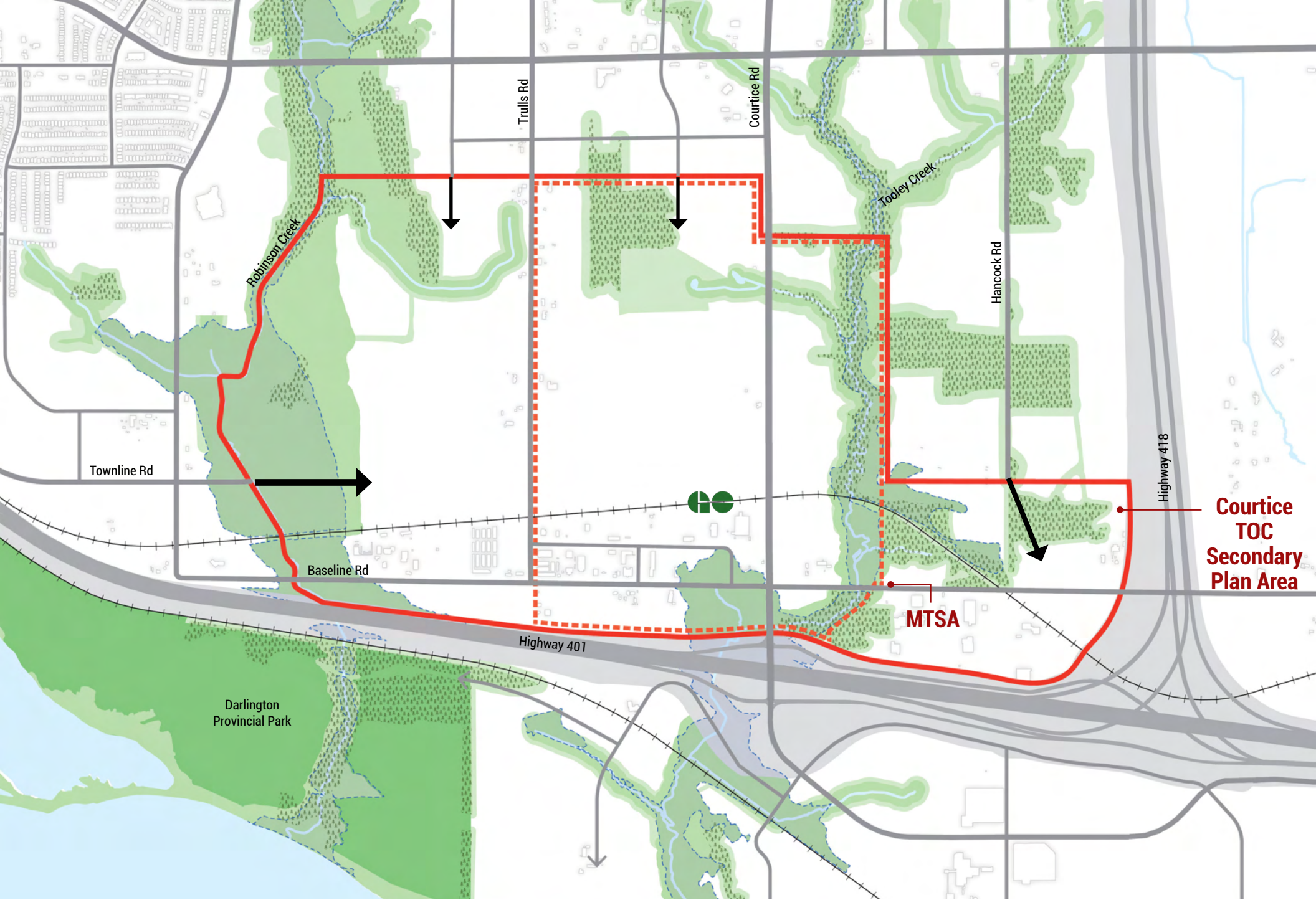


Framework for the Land Use Options



The natural setting frames the Courtice TOC secondary plan area.

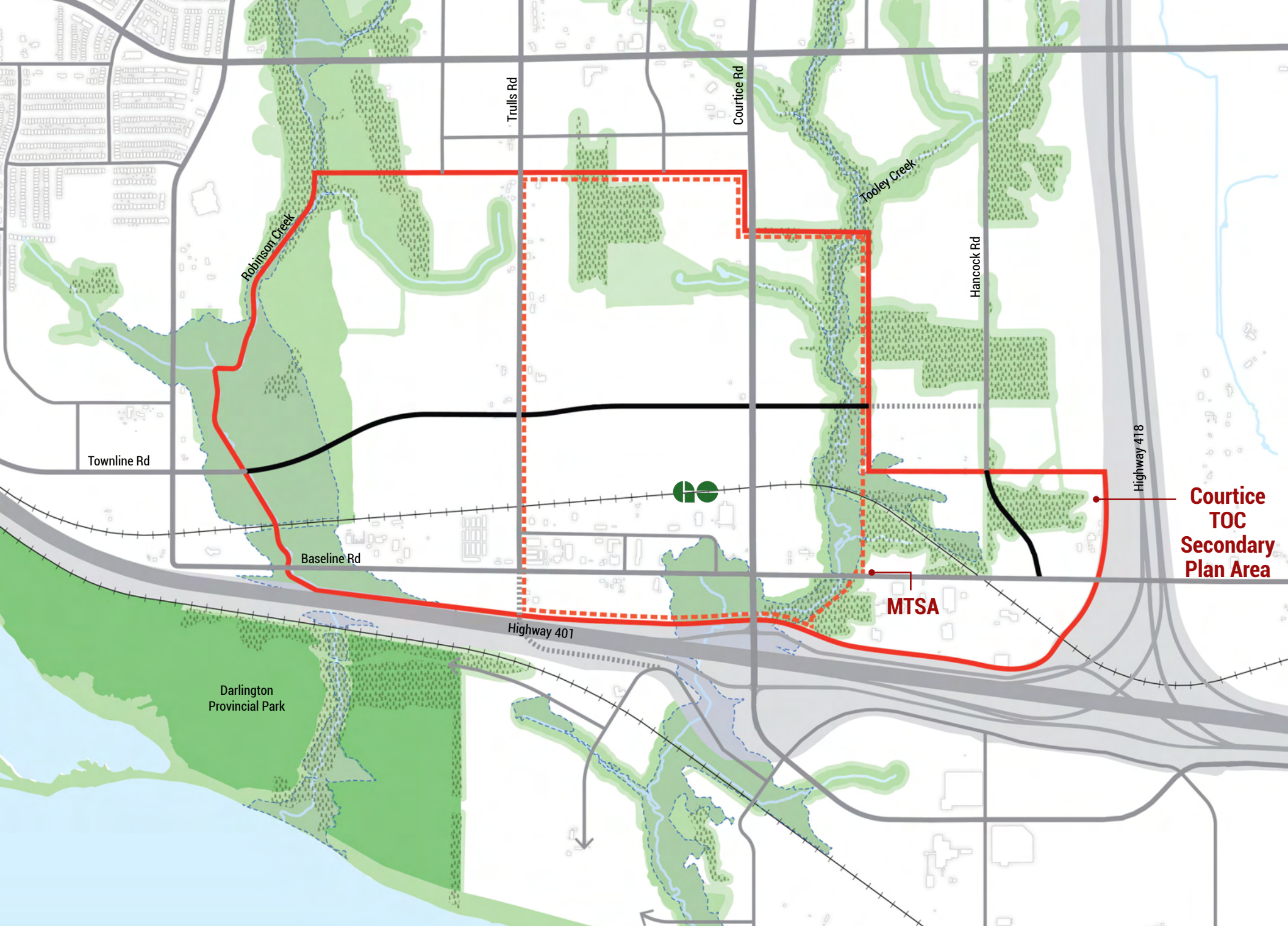
(Extent to be confirmed through Robinson and Tooley Creek Subwatershed Study)



**Courtice
TOC
Secondary
Plan Area**

MTSA

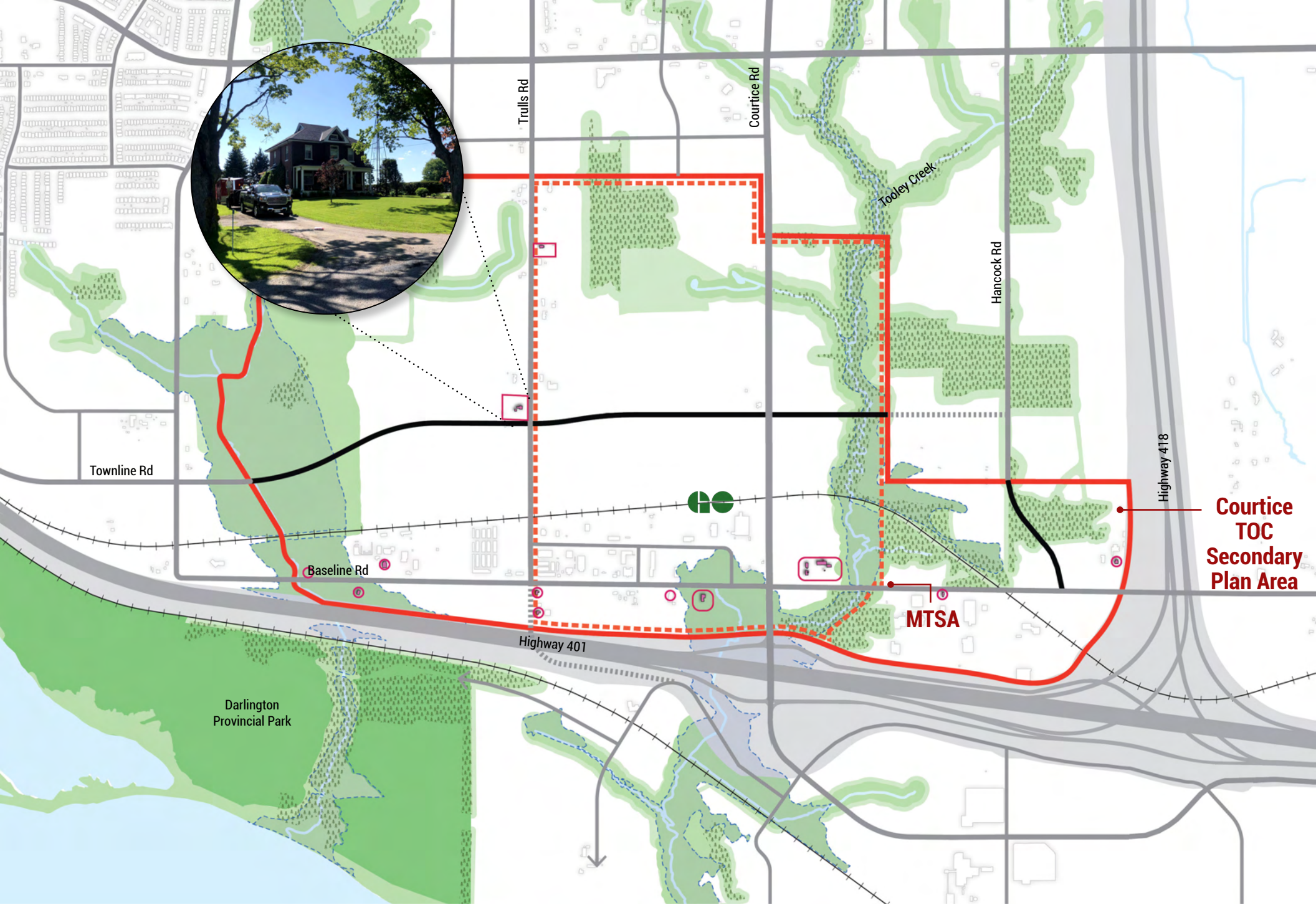
Existing and planned higher order roads in adjacent areas inform the future street network.



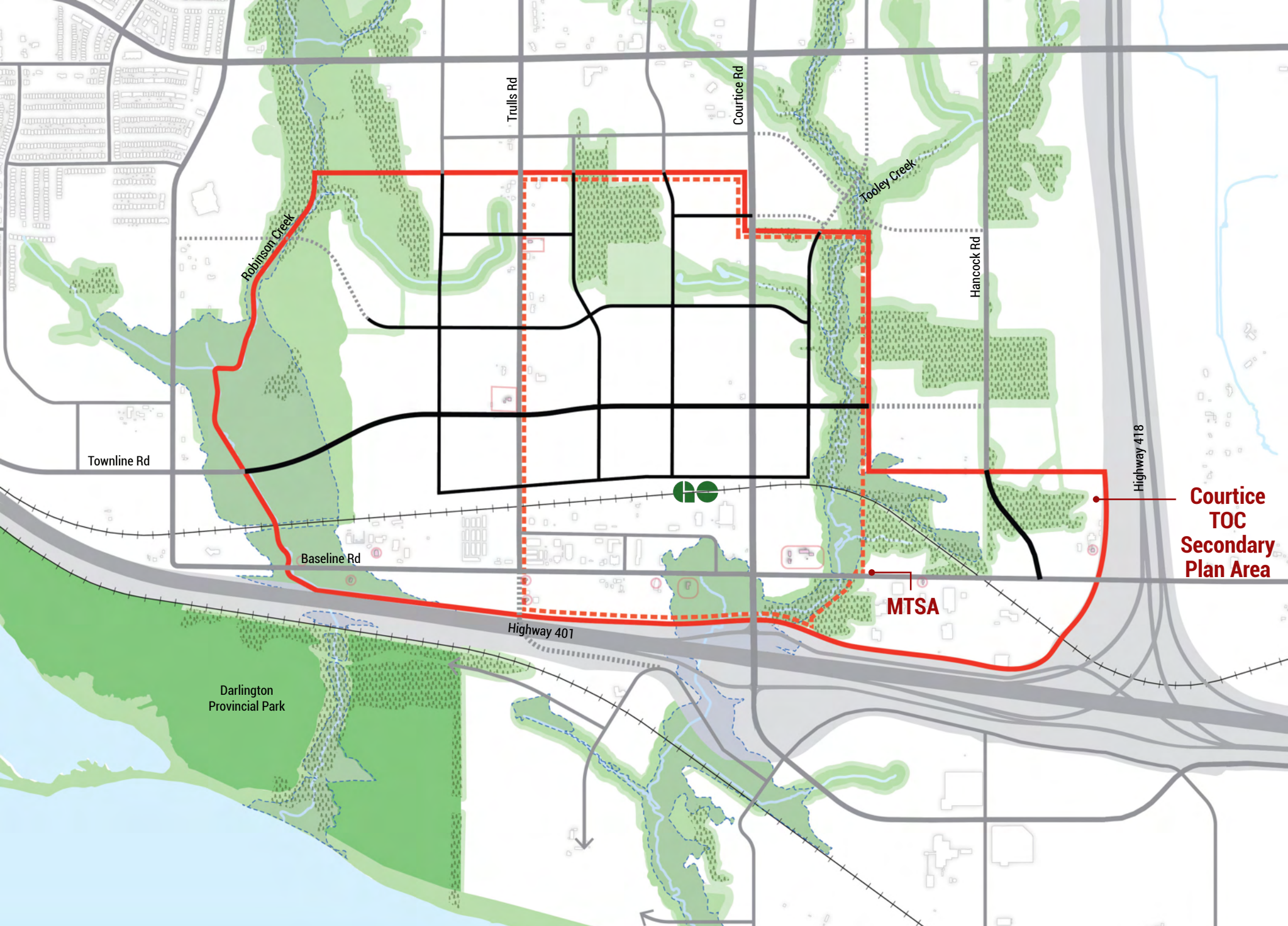
**Courtice
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MTSA

Proposed new arterial road alignments are broadly understood.



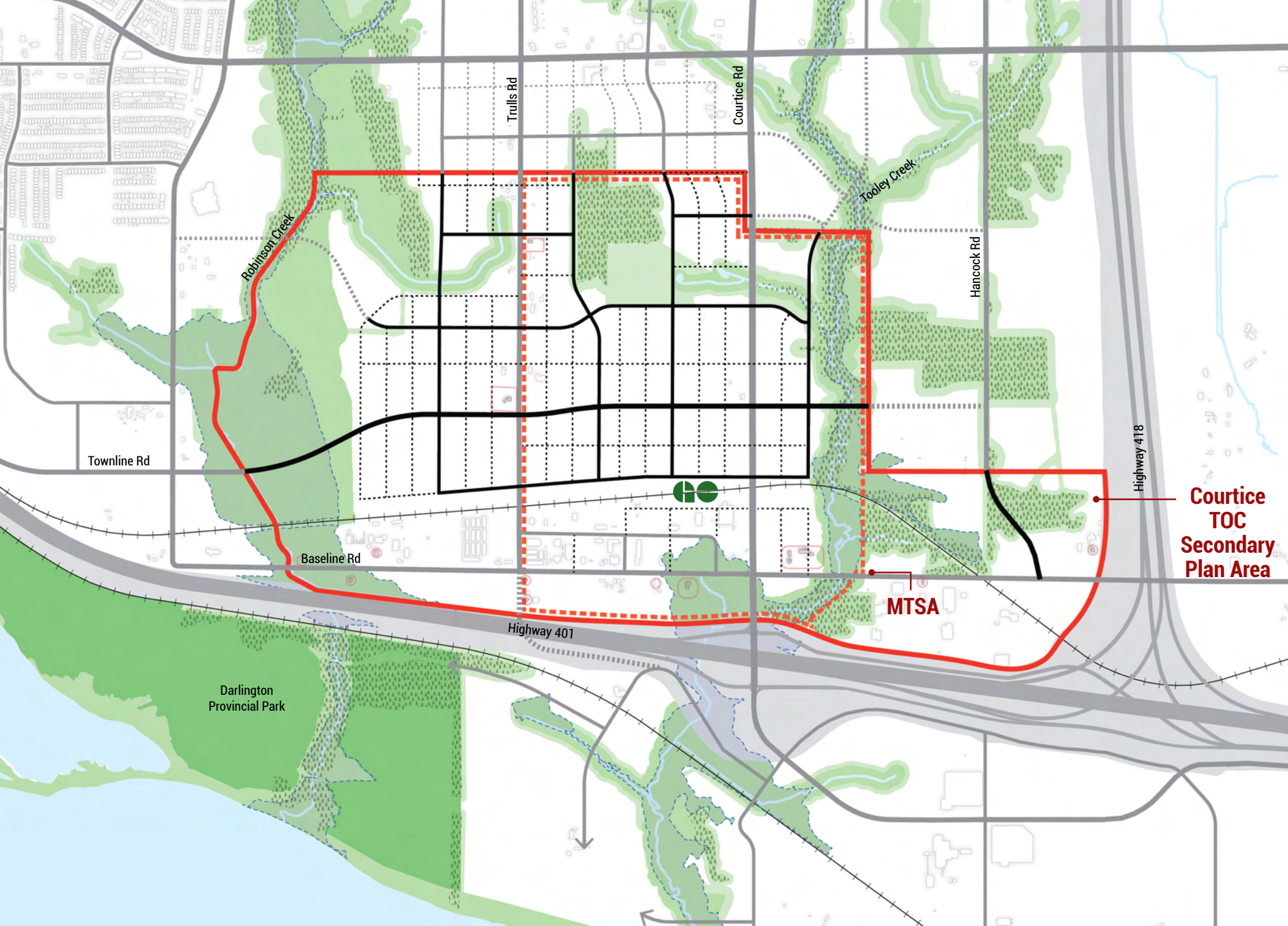
The cultural landscape can help to inform road alignments and contribute to place-making.



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MTSA

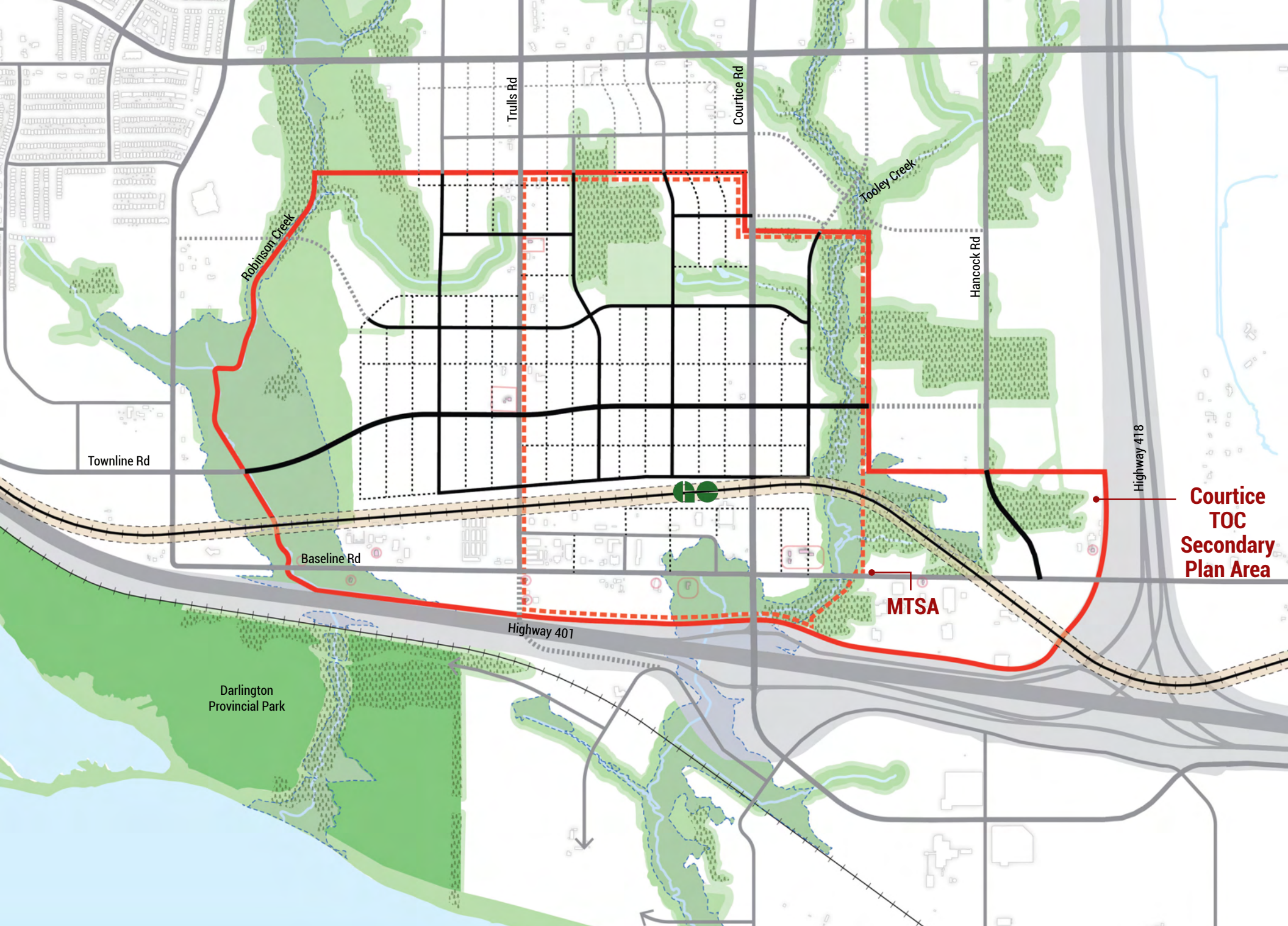
A grid-network of collector streets will be required.



**Courtice
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MTSA

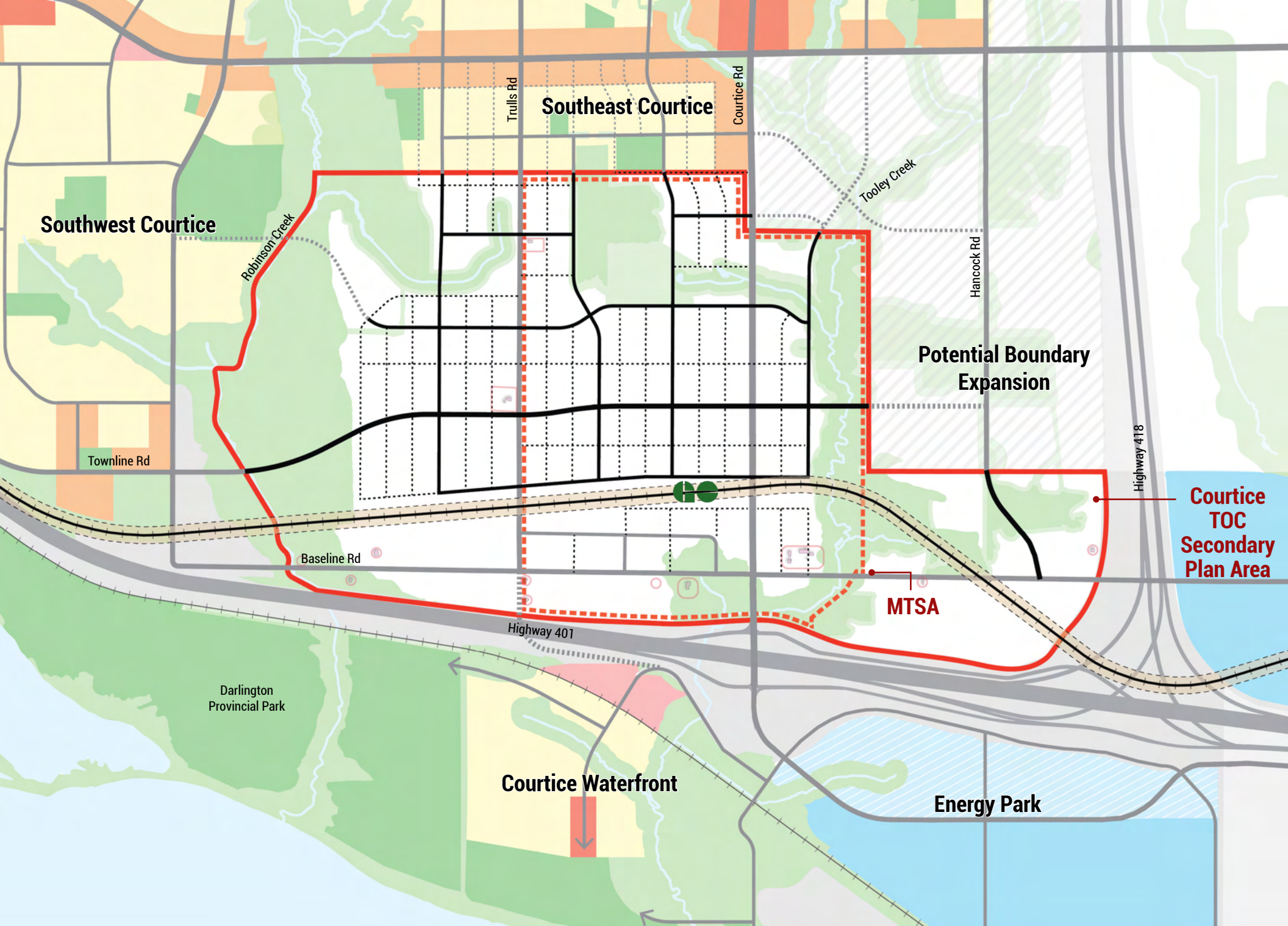
A grid of local streets would support connectivity and development flexibility.



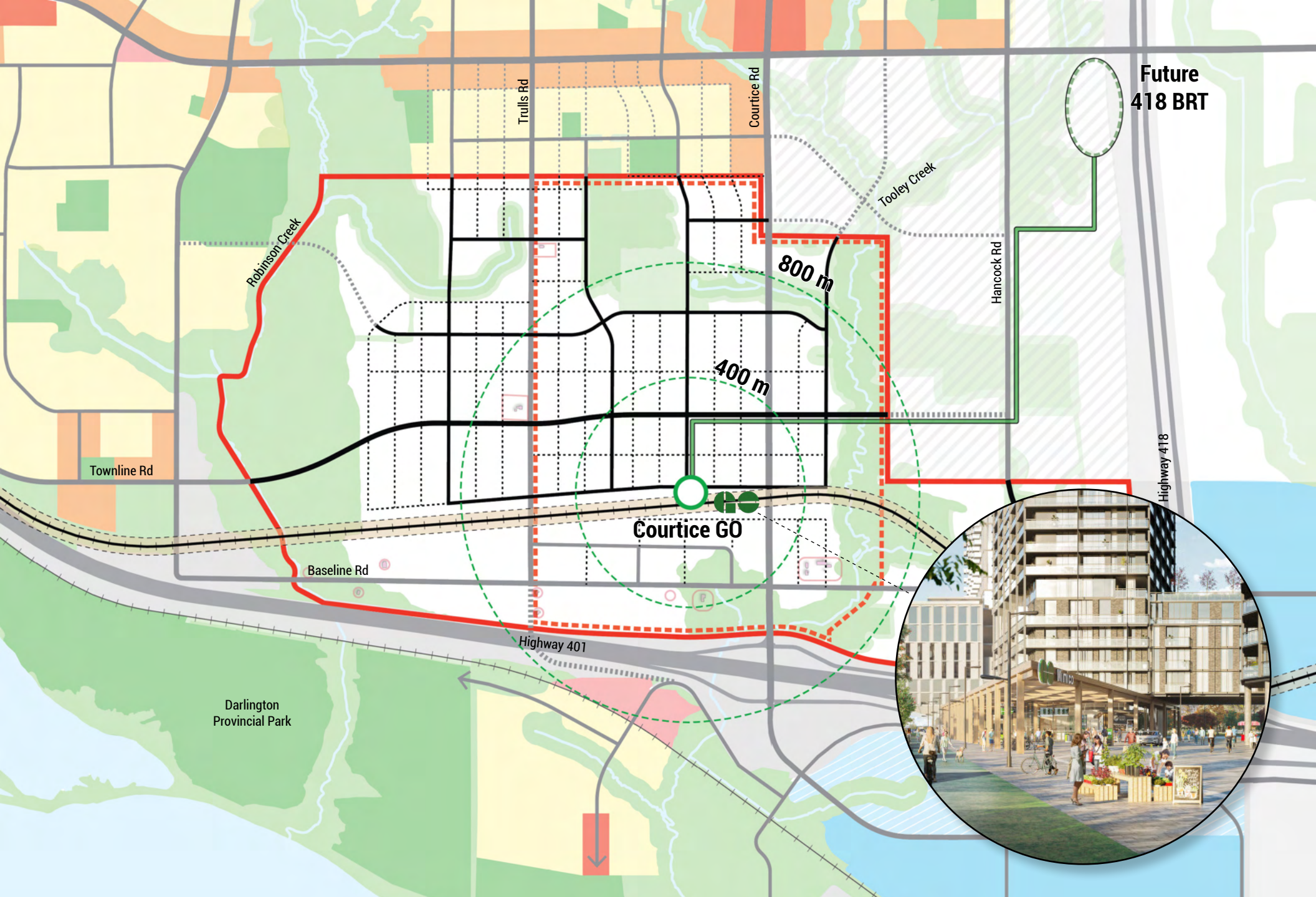
**Courtice
TOC
Secondary
Plan Area**

MTSA

A 30m setback from the railway for sensitive uses will be required.



The study area's planned land use context has mostly been confirmed.

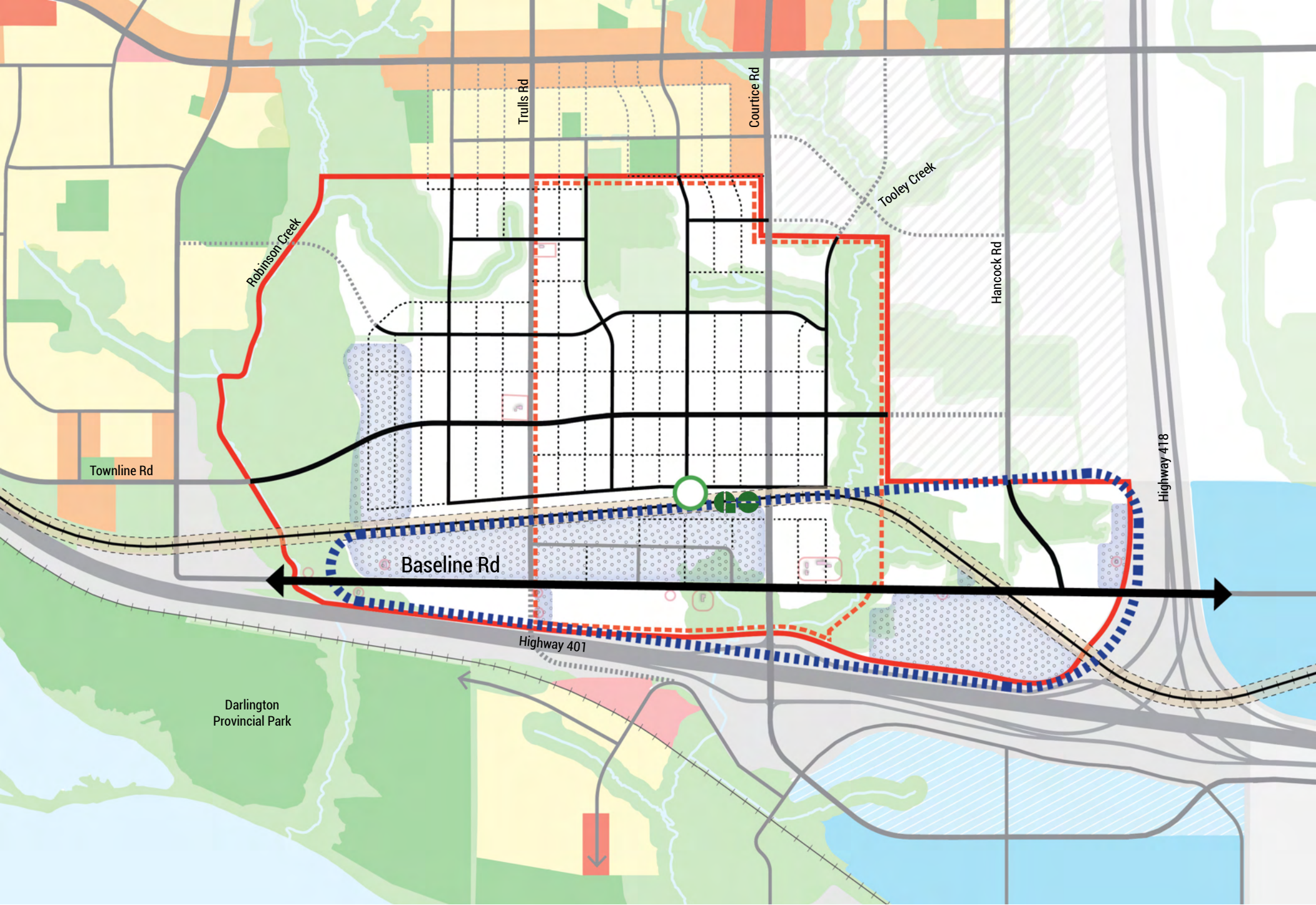


Future
418 BRT

Highway 418



Much of the study area is within short walking distance of the future Courtice GO Station.



Existing employment uses are concentrated along Baseline Road and may evolve over time.



**Courtice
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MTSA

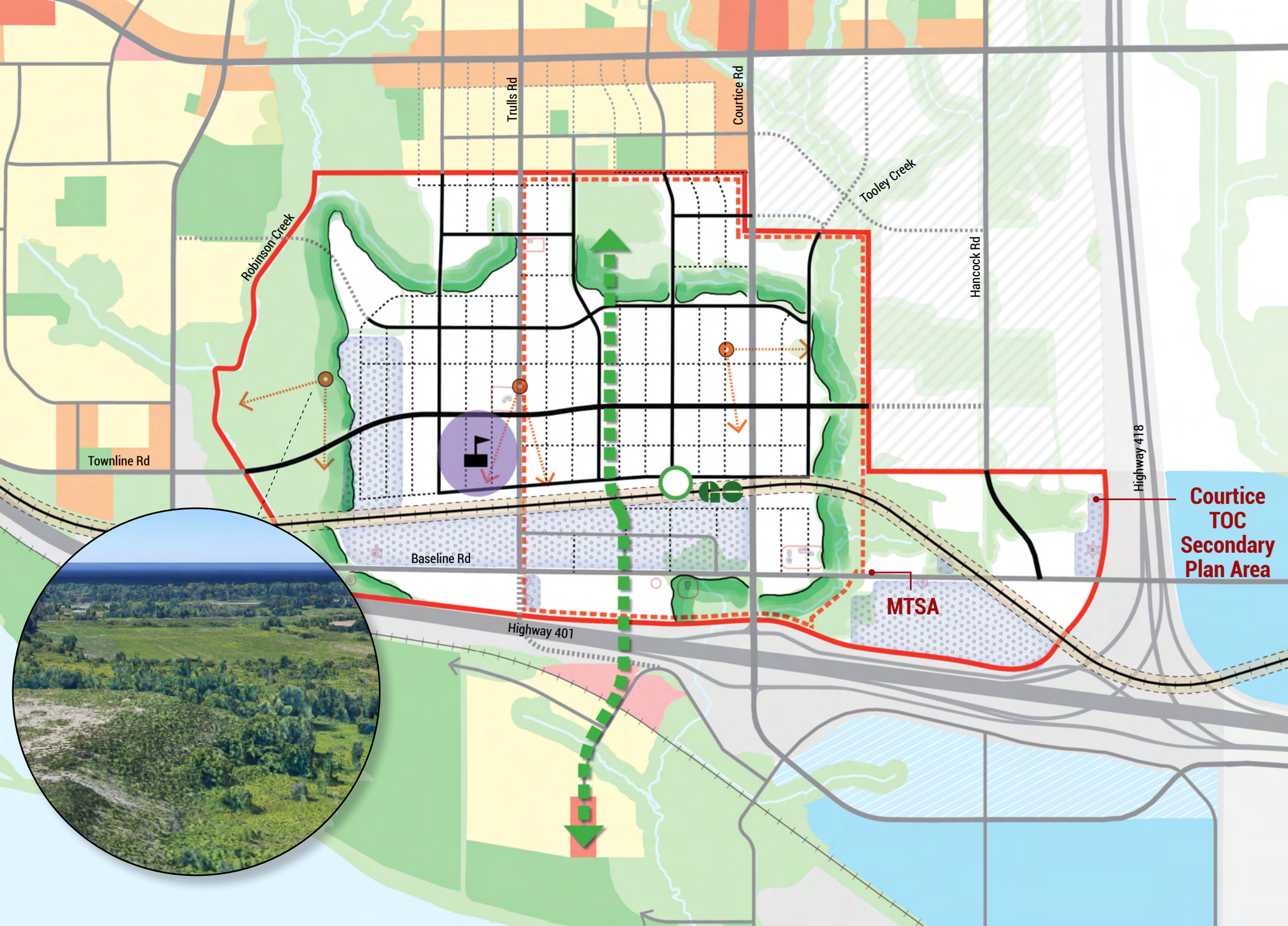
Potential need for a secondary school, and several elementary schools.



**Courtice
TOC
Secondary
Plan Area**

MTSA

A key north-south connection to the waterfront.



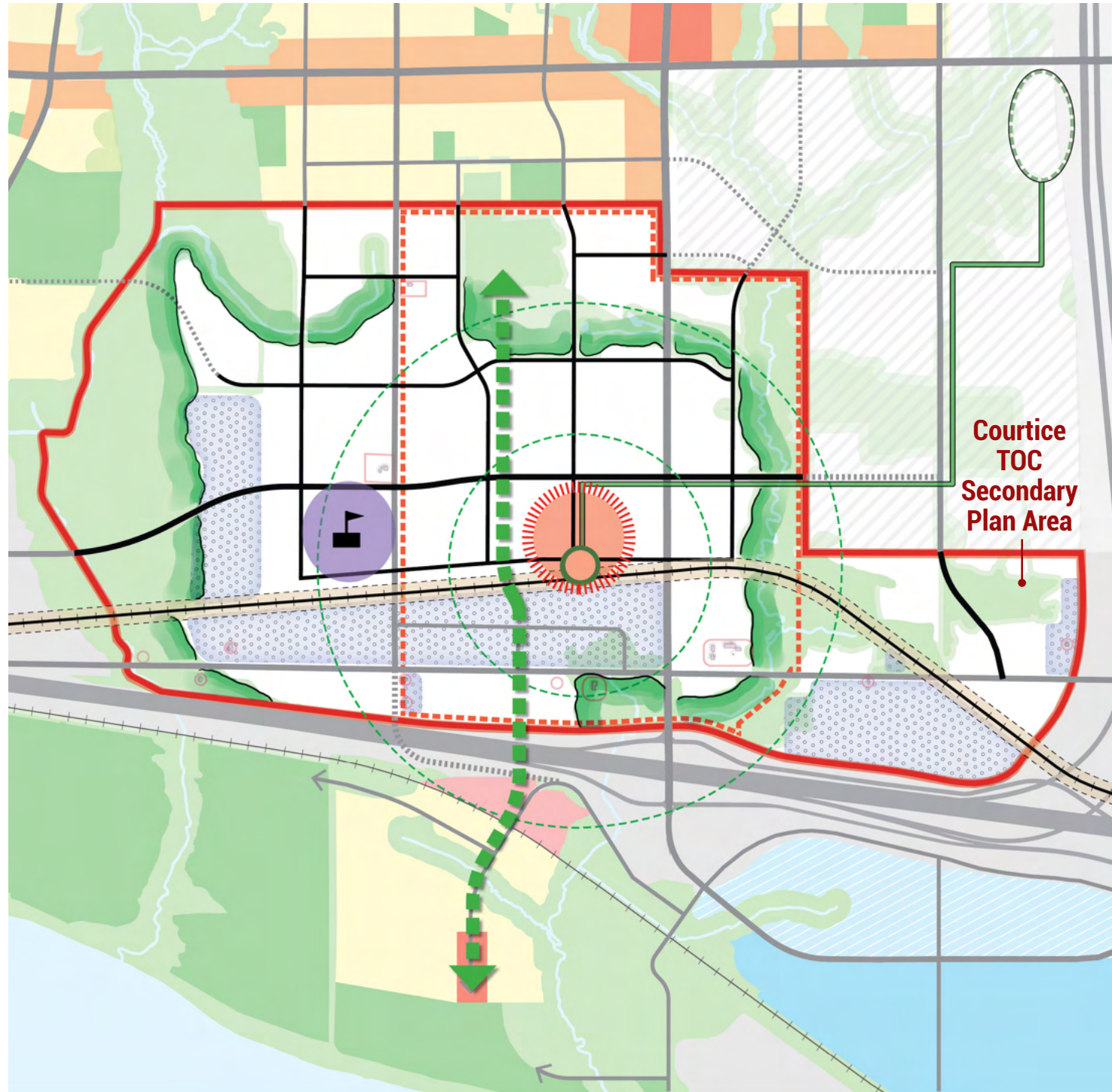
High points offering views to the lake suggest locations for public spaces.



A community and civic heart near the station.

Framework for the Land Use Options

1. Environmental Areas Framing the Inner Secondary Plan Area
2. The GO Station as the density focus.
3. A Grid of Streets
4. North-South Link to the Waterfront
5. Community & Civic Heart at the GO Station.
6. Schools to Support Growth



Land Use Designations & Densities

Land Use Categories for the Options



Mixed Inner Use Core

Broadest mix of residential, office, retail, and institutional uses at relatively high densities.



Mixed Use Outer Core

Predominantly residential uses at medium to high densities, with some commercial uses.



Transit-Oriented Neighbourhood

Predominantly low-rise housing at medium densities with some commercial uses.



Office District

Office and prestige employment uses.



Industrial

Light and general industrial uses.



Mixed Innovation/ Institutional

Live/Work residential and institutional-based housing and jobs.



Outer Neighbourhood

Lower-density residential uses.



Mixed Use Inner Core

Broadest mix of residential, office, retail, and institutional uses at relatively high densities.



High-rise development with retail (Port Moody, BC)



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



Public library (Scarborough Civic Centre Library)



Transit core (Mimico GO Station, Etobicoke)



Mixed Use Outer Core

Predominantly residential uses at medium to high densities, with some commercial uses



Mid-rise development (The Junction, Toronto)



Low rise apartments (Wesbrook Village, Vancouver)



Parkettes (Port Credit, Mississauga)



Main street retail (Port Credit, Mississauga)



Transit-Oriented Neighbourhood

Predominantly low-rise housing at medium densities with some commercial uses



Back-to-Back town houses (Liberty Village, Toronto)



Stacked Towns (M2 Towns, Vaughan)



Schools (Rouge Park Public School, Markham)



Neighbourhood parks (Bellevue Square Park, Toronto)



Office District

Office and prestige employment uses



Corporate campus (Sterling Road, Toronto)



Industrial

Light and General Industrial Uses



General industrial uses



Office (Siemens, Oakville)



Light industrial (Small scale office/ manufacturing)



Outer Neighbourhood



Neighbourhoods (Oak Park, Oakville)



Mixed Innovation/ Institutional



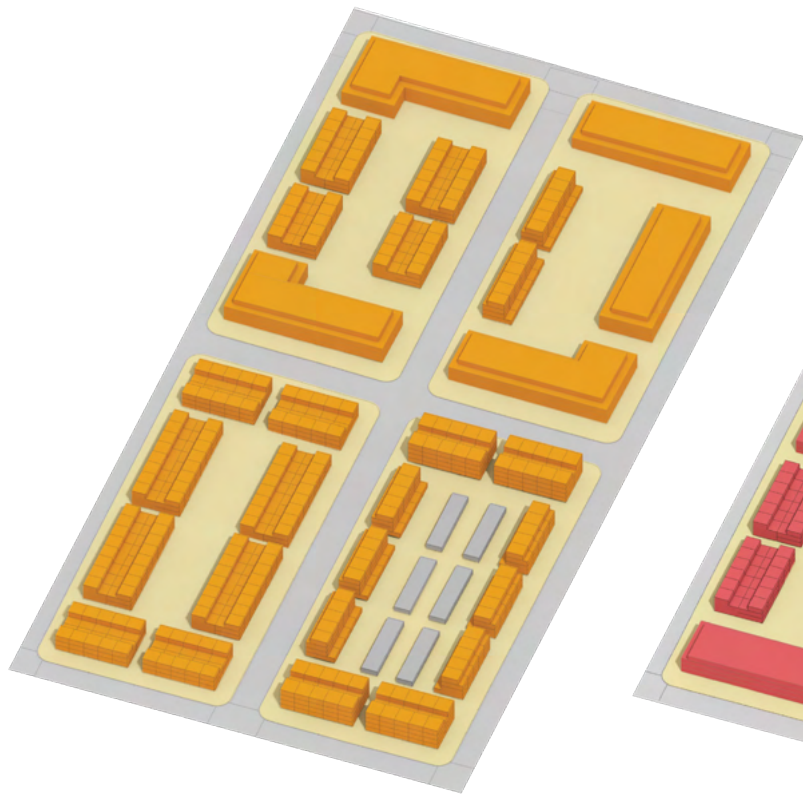
Flexible live-work townhomes (New Amherst, Cobourg)



Street-related town houses (Regent Park, Toronto)

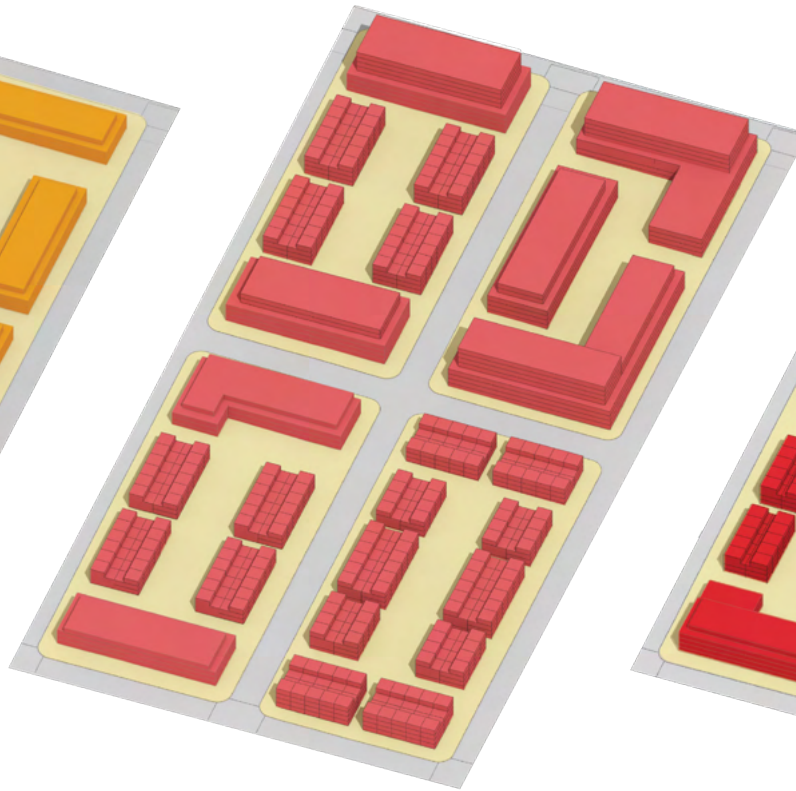


Retirement / long-term care homes (Amica at Unionville, Markham)



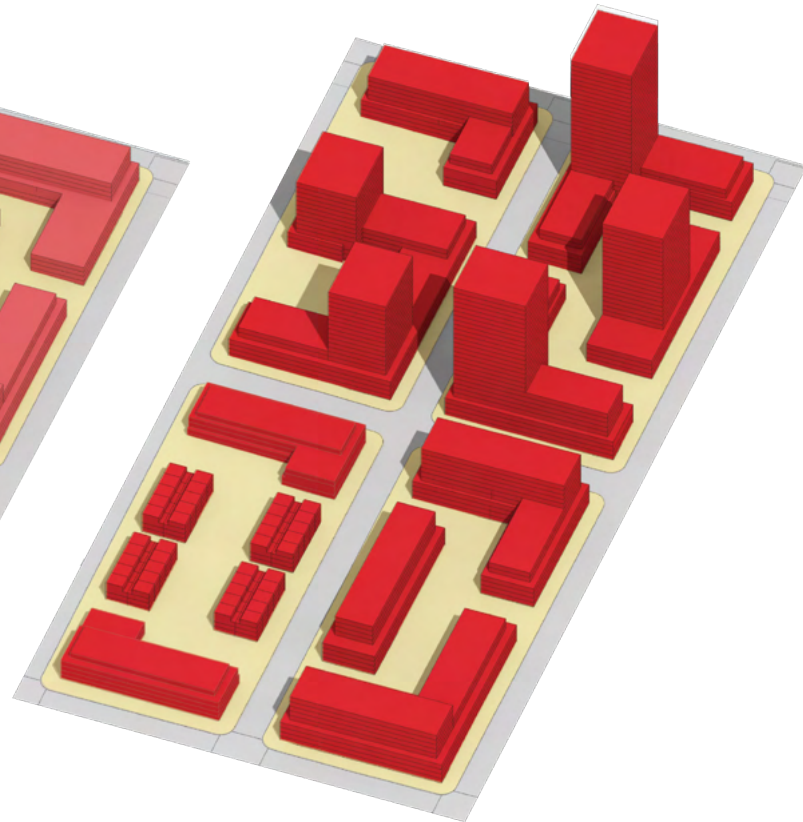
Transit-Oriented Neighbourhood

Range of townhouse types as well as low-rise apartments up to 4 storeys.



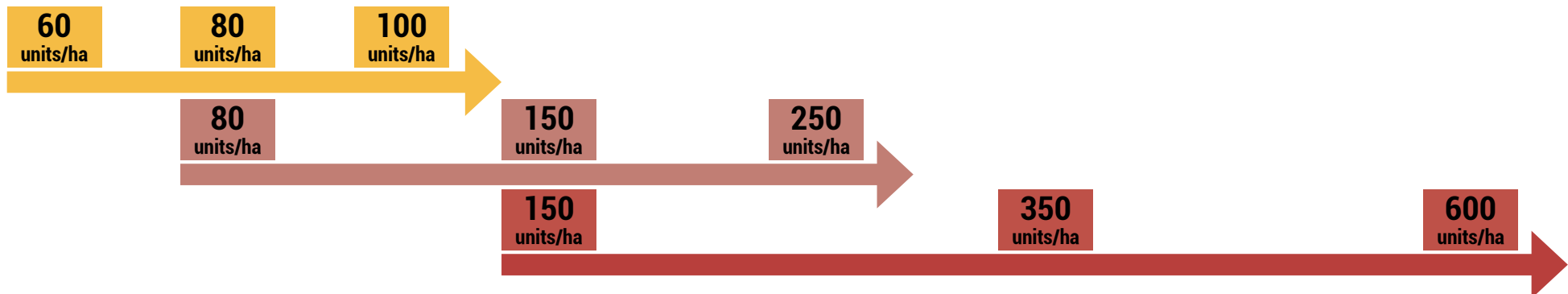
Mixed Use Outer Core

Range of stacked townhouse types, as well as low and mid-rise residential up to 10 storeys.



Mixed Use Inner Core

Predominately mid-rise and high-rise residential, up to 30 storeys.

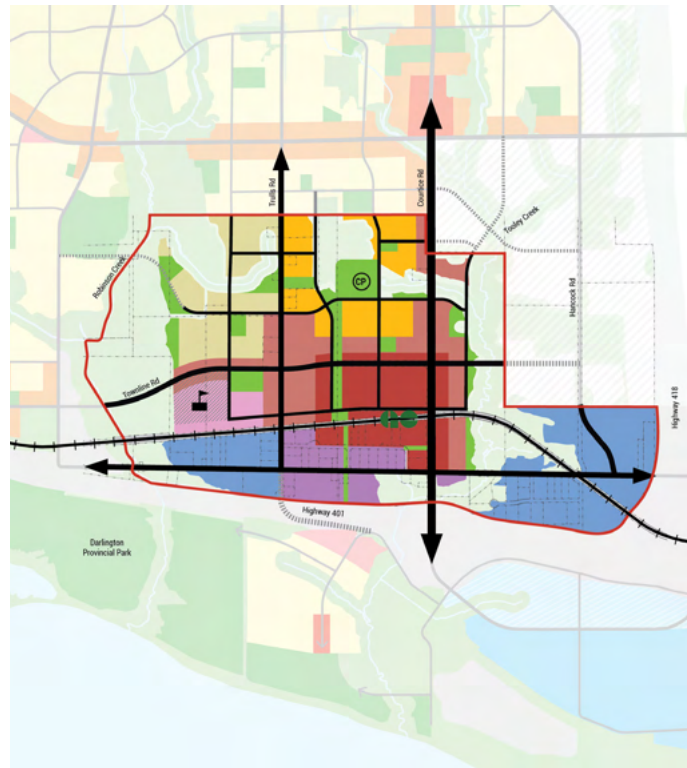


Land Use Options

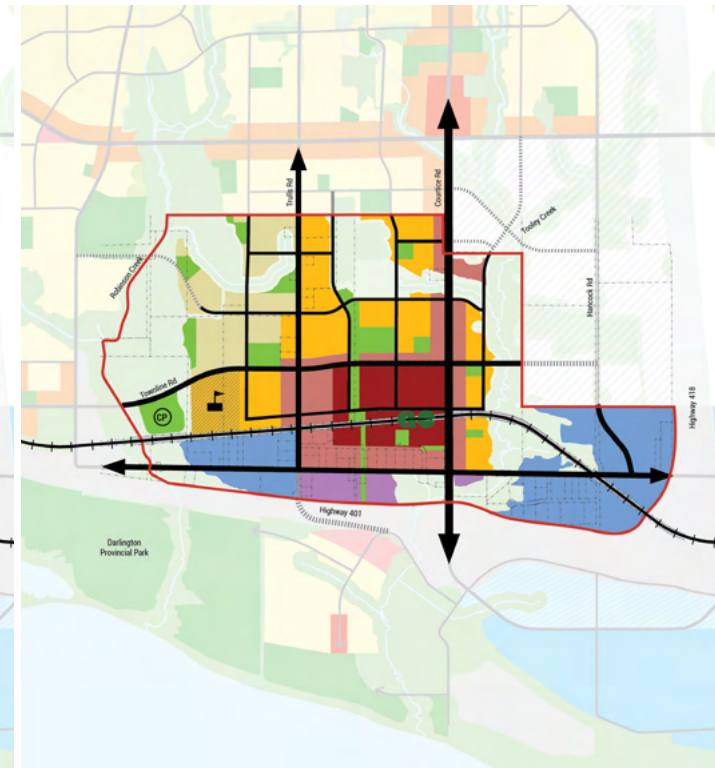
Three Land Use Options



1



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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

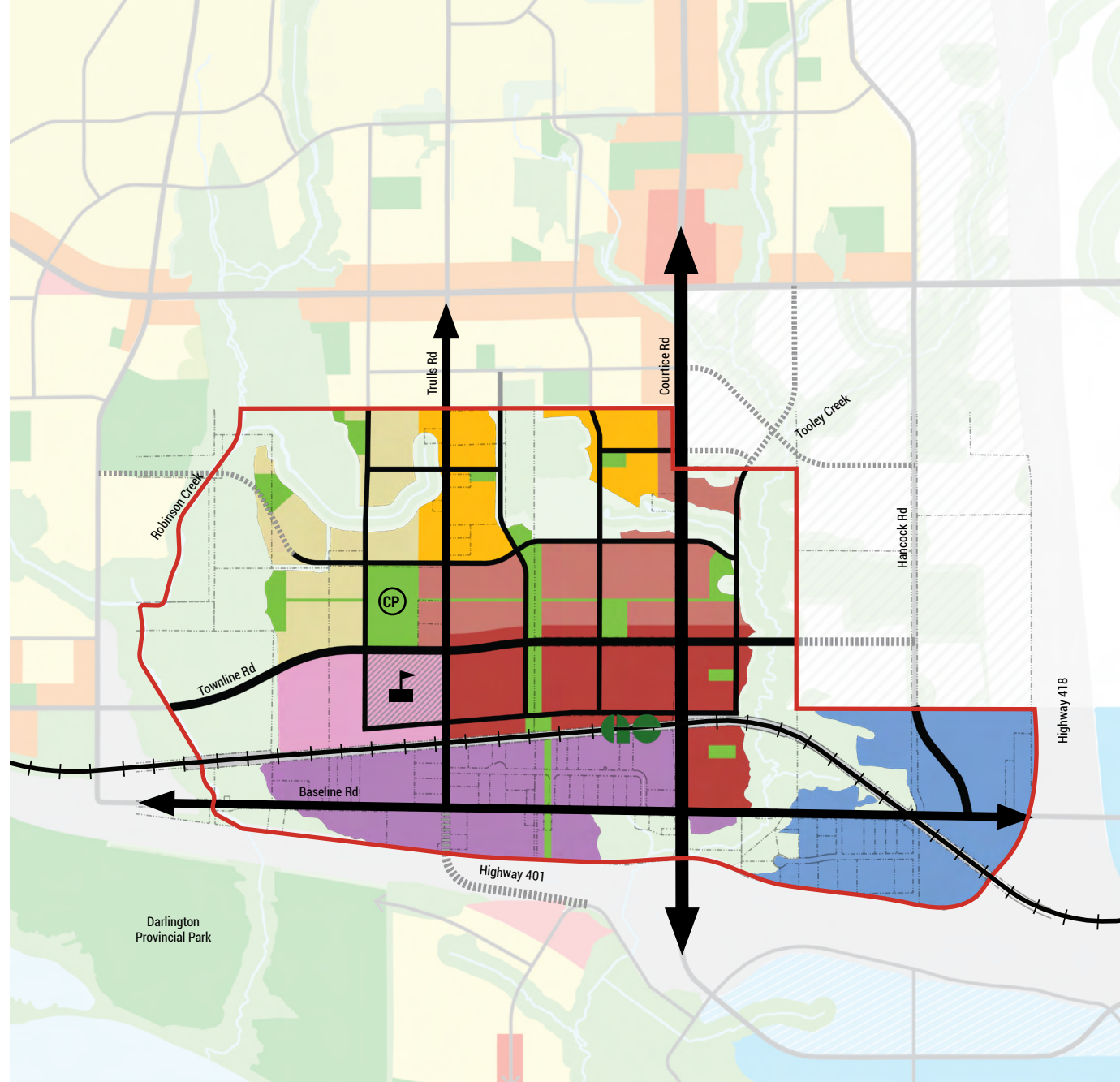
Option 1

Land Use + Density

- Big inner core around the GO station, and east of Courtice Road, south of the rail corridor.
- Outer core transitioning to lower density to north.
- Business district south of the tracks.
- Mixed innovation/institutional west of Trulls and south of Townline Road

Open Space

- Central north-south spine combined with a green street connecting a series of open spaces from east to west.
- Community park centrally located west of Trulls.



● **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

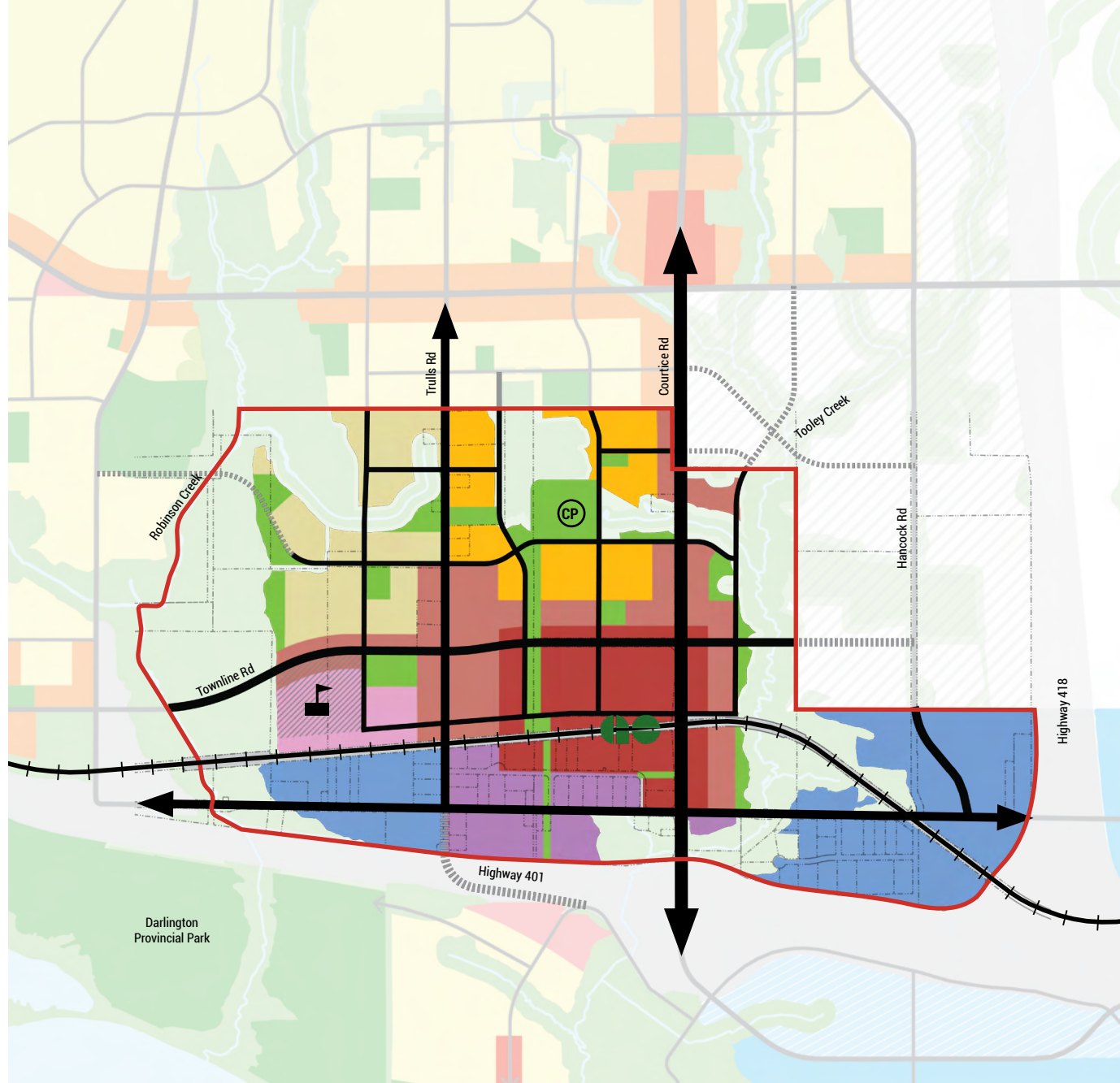
Option 2

Land Use + Density

- Mid-sized inner core around the station on both sides of the tracks, with strong density focus along the arterial corridors.
- Business District centred along Baseline Road.
- Mixed use employment focus along arterial roads.
- Mixed innovation/institutional west of Trulls and south of Townline Road

Open Space

- Central north-south spine combined with a series of parks along the edge of Robinson and Tooley Creeks, reinforcing a green loop.
- Community park centrally located in the MTSA, north of the core, book-ending the north-south spine.



● **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

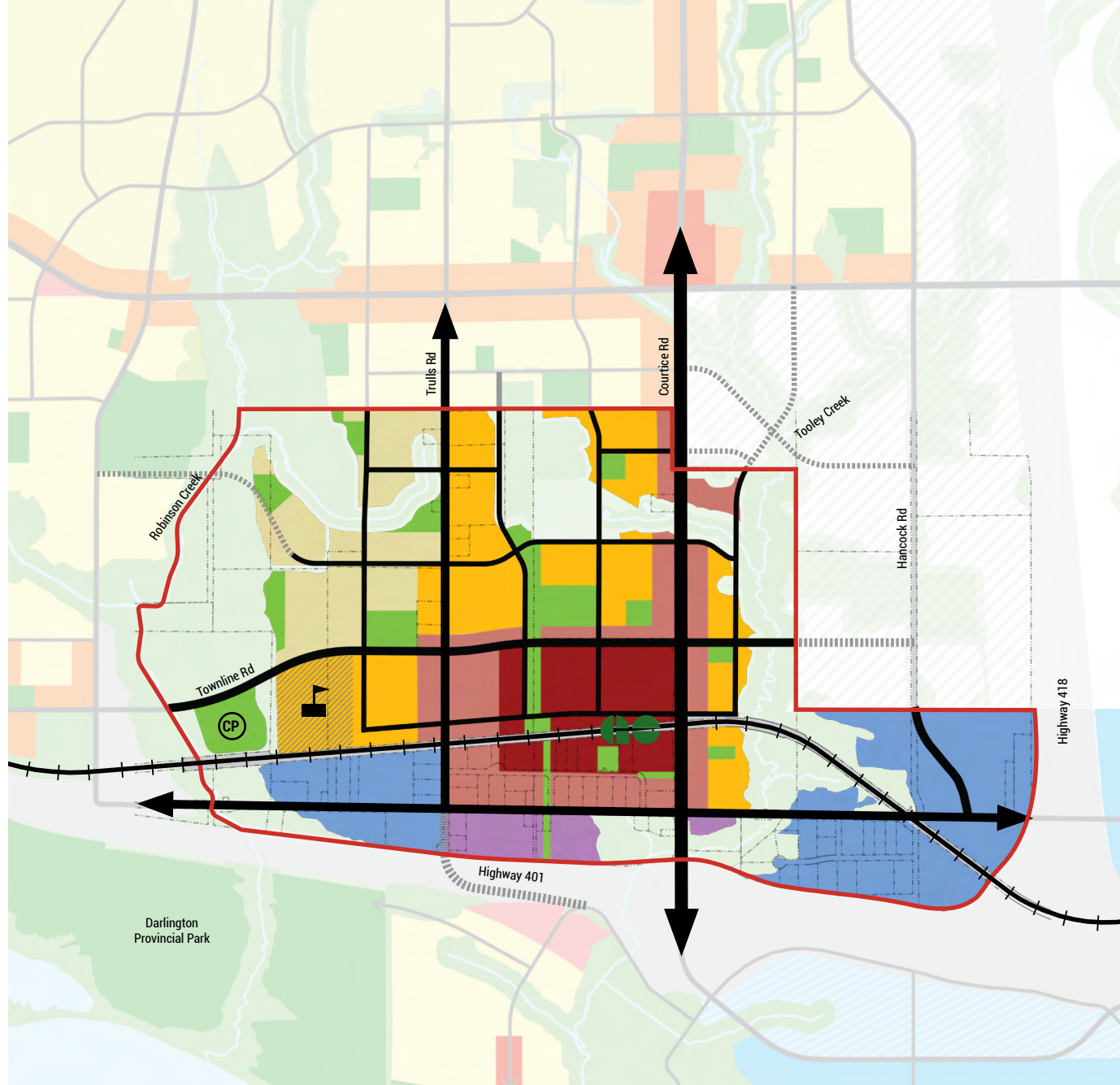
Option 3

Land Use + Density

- Smaller, more dense, inner core concentrated at the station.
- Outer Core framing the inner core, establishing a transition to lower densities elsewhere.
- Business district south of Baseline Road along the highway.

Open Space

- Central north-south spine combined with other neighbourhood parks distributed throughout the project area.
- Community park's athletic facilities located within the Robinson Creek valley.



● **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

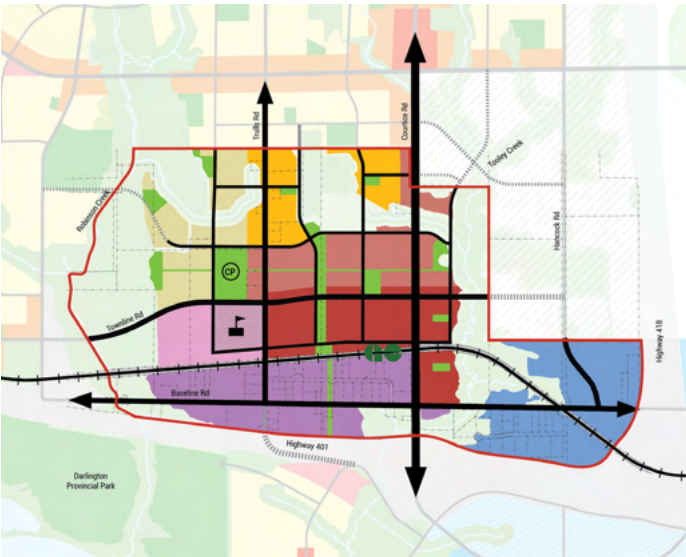
● **Industrial**
● **Mixed Innovation/ Institutional**

● **Outer Neighbourhood**
Density: 25-45 units/ha

Comparing the Land Use Options



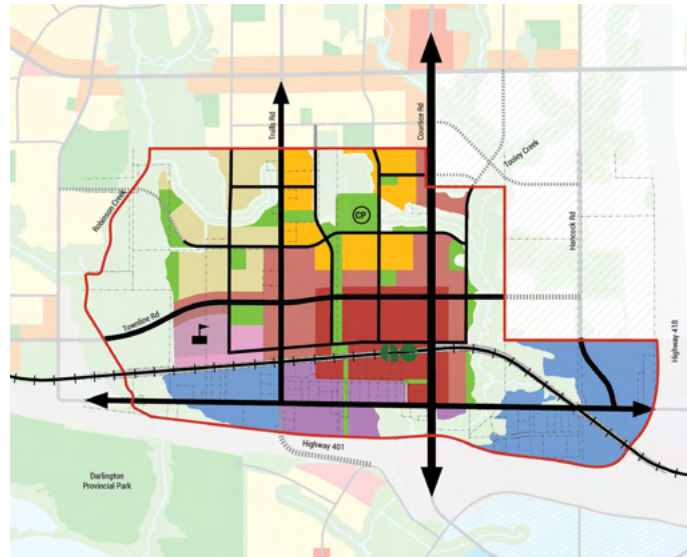
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- Big Inner Core
- More Outer Core
- Larger Business District
- Innovation/Institutional West of Trulls
- Secondary east-west green spine
- Central-west community park

MTSA - 163 p + j

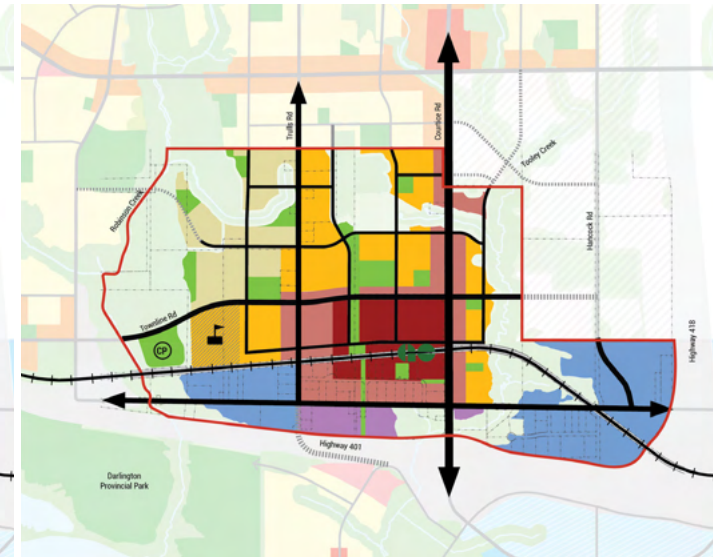
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- Mid-sized Inner Core
- A balance of Outer Core & T.O.N.
- Mid-sized Business District
- Innovation/Institutional West of Trulls
- Re-enforced green loop network
- Central-north community park

MTSA - 156 p + j

3



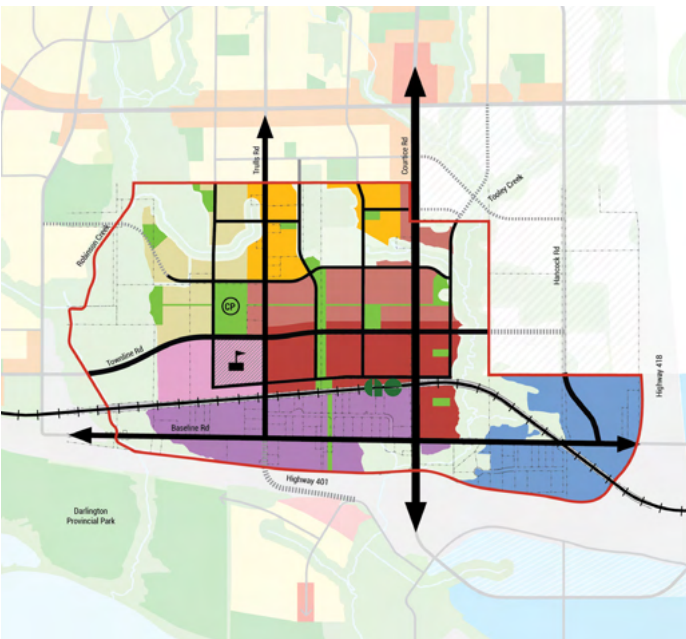
- Smaller & denser Inner Core
- More T.O.N.
- Smallest Business District
- T.O.N. West of Trulls
- Scattered parkland strategy
- Community park in the valley

MTSA - 166 p + j

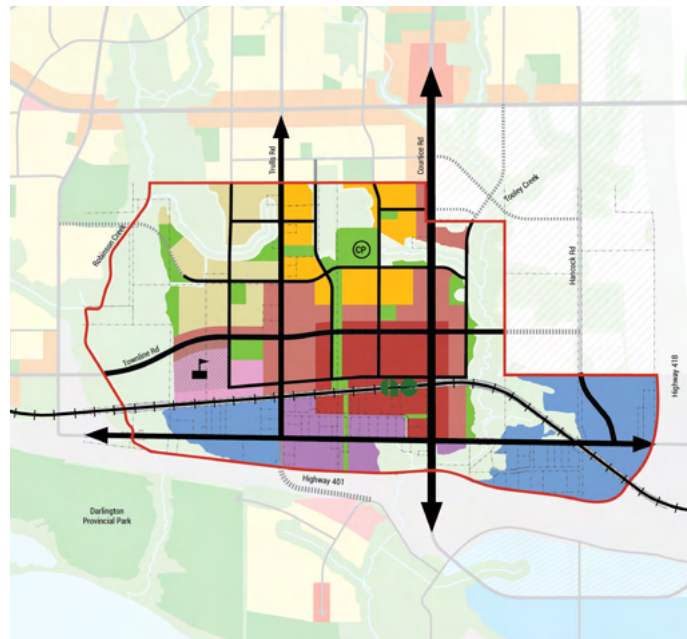
Discussion + Next Steps

Tell us what you think

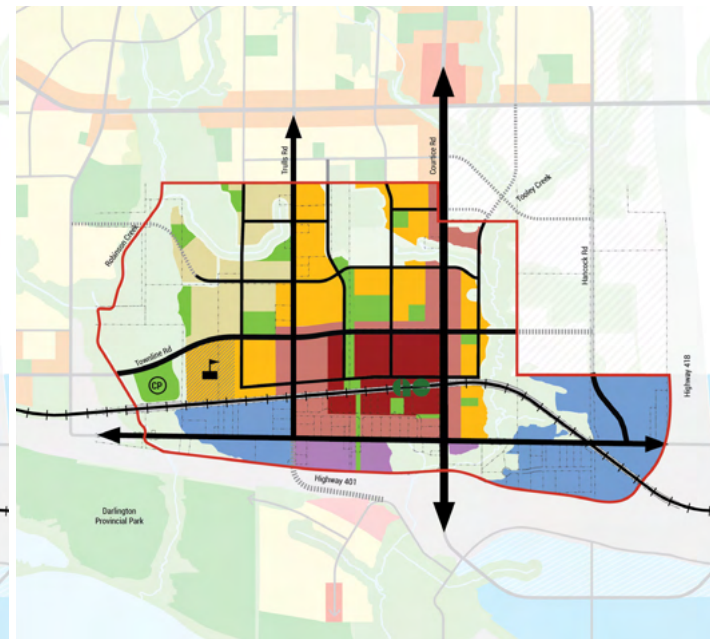
- What do you like most about each of the options?
- Do you see any significant challenges in any of the options?
- Are there other land uses or building types we should consider for any of the proposed land use designations?



1



2



3

Next Steps

Q2 / Q3 2022

Evaluate the options based on transportation, servicing, land use and other technical analysis (per EA process)

Q4 2022

Develop a preferred option (per EA process)

Q1 2023

Prepare draft Secondary Plan and Urban Design Guidelines and host statutory public open house

Thank you!