

Courtice Waterfront and Energy Park Secondary Plan

Draft for Review

June 2022

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1 Introduction

The Courtice Waterfront and Energy Park Secondary Plan Area is generally bounded by Darlington Provincial Park to the west, Crago Road to the east, Darlington Park Road and Megawatt Drive to the north, and Lake Ontario to the south. The Secondary Plan Area is approximately 290 hectares in size, and is divided into the West Waterfront, East Waterfront, and Energy Park (see Figure X [to be inserted following June 13 public meeting]).

The West Waterfront is bound by Darlington Provincial Park to the west, Darlington Park Road to the north, Courtice Shores Drive to the east, and Lake Ontario to the south. The East Waterfront is bound by Courtice Shores Drive to the west, Crago Road to the east, the CN rail corridor to the north, and Lake Ontario to the south. The Energy Park is bound by Megawatt Drive to the north, Crago Road to the east, Courtice Road to the west, and the CN rail corridor to the south. Although these three areas have distinct contexts and existing land uses, they have been planned comprehensively as one Secondary Plan Area. The future population for area will be approximately 2,400 residents and approximately 1,000 units. The future number of jobs will be approximately 5,600.

A Secondary Plan for the Clarington Energy Business Park was first developed in 2004 in response to expected economic development opportunities linked to refurbishment of the Darlington Nuclear Generating Station, east of the Energy Park. In 2018, the Municipality of Clarington commenced a review of the Secondary Plan to identify a renewed vision and updated policy framework for the Energy Park. In 2019, the study area was expanded to include the broader Courtice Waterfront. The Municipality's intention is to make the Courtice Waterfront a destination with a mix of uses and amenities that complement the Energy Park.

The Secondary Plan Area currently comprises agricultural lands, significant environmental features, regional infrastructure and a mix of employment uses. Ontario Power Generation (OPG) announced in 2019 that they will be relocating their headquarters to the Energy Park, on the site of the Darlington Energy Complex. The project is anticipated to bring approximately 2,000 jobs to the park and attract additional jobs. The Courtice Water Pollution Control Plant is located immediately south of the Energy Park, in the East Waterfront.

The purpose of this Secondary Plan is to establish goals and policies to guide comprehensive development and strategic planning within the largely undeveloped

Courtice Waterfront and Energy Park, as it is implemented through subdivision, zoning and site plan control. The Urban Design and Sustainability Guidelines included in Appendix A support the policies of this Secondary Plan and will also be used to guide development.

2 Plan Foundations

The vision, principles and community structure within this section of the Secondary Plan provide the foundation upon which the goals and policies of the Secondary Plan are based.

2.1 Vision

The Courtice Waterfront and Energy Park are intended to evolve as multiple complementary places that provide employment, business, living and recreation opportunities for Clarington and Durham Region against the backdrops of Lake Ontario and Tooley Creek. The development of office, industrial and commercial uses, diverse forms of housing, public open spaces, and supportive infrastructure will extend the Courtice community to Lake Ontario. The vision includes three distinct and connected components:

- The Energy Park will accommodate and support existing and planned energy-related office and industrial uses. The high visibility and access to Highway 401 will provide an opportunity for well-designed buildings and landscapes that demonstrate environmental sustainability, promoting the Energy Park as a unique place for investment and job growth.
- The West Waterfront will feature a variety of low-rise and mid-rise housing, including affordable housing, centred on a pedestrian-oriented main street. Restaurants, shops and potentially a hotel will draw visitors and Energy Park employees to the area.
- The Courtice Waterfront Park and broader open space system will protect significant natural features, provide public access to and along Lake Ontario, and accommodate a range of recreation and cultural activities year-round. The park will be designed and programmed to serve all residents of Clarington.

2.2 Principles and Objectives

The Courtice Waterfront and Energy Park Secondary Plan is based on the following seven principles, each of which is supported by a set of objectives for the area.

2.2.1 Promote economic development and diversification

- a) Accommodate approximately 5,600 jobs in the Secondary Plan area.
- b) Establish the Courtice Waterfront as a regional tourist destination.
- c) Encourage and accommodate small-scale retail, restaurant and service businesses in the area.
- d) Facilitate development through coordinated and timely infrastructure investments.

2.2.2 Support a high quality of life for residents of Clarington and the Courtice waterfront

- a) Accommodate a diverse population of approximately 2,400 persons.
- b) Provide a range of housing types and tenures.
- c) Integrate *affordable* housing opportunities.
- d) Establish a signature, multi-purpose waterfront park serving all residents of Clarington.
- e) Create a public realm of streets, *parks* and other open spaces that is inviting, comfortable and safe.
- f) Ensure residents have convenient access to basic commercial amenities by all modes of travel.
- g) Ensure compatibility among land uses and building types.

2.2.3 Conserve, enhance and value significant natural features

- a) Ensure *development* and human activity does not have adverse impacts on natural heritage and *hydrologically sensitive features*, and their *ecological functions*.
- b) Enhance the network of natural features and significantly increase the tree canopy through the landscaping of open spaces, streetscapes and stormwater management facilities.
- c) Ensure that significant natural features are highly visible and contribute to the character of the neighbourhood.
- d) Provide safe access to the Lake Ontario shoreline and protect views and vistas to the lake.
- e) Mitigate potential adverse impacts from development on Darlington Provincial Park.

- 2.2.4 Promote environmental sustainability, energy efficiency and resilience
- a) Ensure the Secondary Plan Area is developed on the basis of full municipal sanitary sewer, storm sewer and water services.
 - b) Design buildings, *infrastructure* and open spaces to high standards for energy and water conservation.
 - c) Design buildings, *infrastructure* and open spaces to mitigate the impacts of severe storms, flooding and droughts.
 - d) Integrate opportunities for renewable energy and district energy systems.
 - e) Contribute to a net-zero Clarington over time.
- 2.2.5 Connect the Secondary Plan Area to the broader community and region by all modes of travel
- a) Establish new or improved road and *active transportation* connections to existing and planned destinations north and south of the CN rail corridor, east and west of Tooley Creek, and along the Lake Ontario waterfront.
 - b) Establish inviting, comfortable transit stops and ensure the road network facilitates the use of public transit, walking and cycling.
 - c) Establish an interconnected network of trails and other *active transportation* facilities within the Courtice Waterfront, linked to the Waterfront Trail and broader municipal trail network.
 - d) Establish a direct connection for pedestrians and cyclists between the Courtice GO Station and the waterfront.
- 2.2.6 Create distinct, memorable places that reflect the area’s natural and cultural heritage and the community’s values
- a) Conserve, reuse and integrate culturally significant historic buildings and their immediate landscapes.
 - b) Assess, recover and protect Indigenous and Euro-Canadian *archeological resources*.
 - c) Ensure the Courtice Waterfront Park offers a range of facilities and experiences and is well used year-round.
 - d) Interpret the area’s cultural heritage and integrate public art in the design of the Courtice Waterfront Park and broader public realm.
 - e) Attract a range of commercial businesses in a main street setting that complement the Courtice Waterfront Park and attract visitors.

- f) Achieve a high standard of architecture, landscape architecture and urban design across the Secondary Plan area.

2.2.7 Develop the Courtice Waterfront and Energy Park in an orderly, coordinated and cohesive fashion

- a) Ensure roads and municipal services required for any part of the neighbourhood are in place and operative prior to or coincident with *development*.
- b) Ensure *development* proceeds based on the sequential extension of municipal services.
- c) Ensure each phase of *development* is contiguous to a previous phase.
- d) Ensure lot patterns are rational and efficient to achieve adequately sized *lots* and well-defined street frontages and discourage remnant parcels.

2.3 Community Structure

The vision, principles and objectives for the Courtice Waterfront and Energy Park are supported by a community structure comprised of the following, as reflected in Schedule A:

- 2.3.1 Environmental Protection Areas and Waterfront Greenways: Environmental Protection Areas along the Tooley Creek and Lake Ontario form a key component of a future open space system that will support critical environmental functions, establish the setting for development, and be an amenity for local residents and workers and people from across the region. Waterfront Greenway lands will be a major component of the system, protecting and linking natural areas.
- 2.3.2 Street Network: Special collector streets, each with their own character, will facilitate movement to and through the area. They will provide the framework for a grid-like network of local roads serving development and supporting walkable places in the West Waterfront and the Energy Park.
- 2.3.3 Courtice Waterfront Park: The area will be anchored by a new 18-hectare, municipal-wide park. The park will be designed to serve local residents, Energy Park employees and the broader Clarington community, and act as a regional destination with a range of facilities and access to Lake Ontario.
- 2.3.4 Low-Density and Medium-Density Residential Areas: A neighbourhood of mostly low-rise homes is planned in the West Waterfront. Detached, semi-detached and town houses on a grid of local streets will be the predominant

types of housing, with opportunities for apartment buildings up to four storeys overlooking the Courtice Waterfront Park.

- 2.3.5 Mixed Use - Main Street: The West Waterfront neighbourhood will be centred on a traditional main street with small-scale commercial amenities in mixed-use buildings. The character and uses along the Waterfront Main Street are expected to complement the neighbourhood and other waterfront attractions, drawing visitors from across the region.
- 2.3.6 Mixed Use – Neighbourhood Area: East of the Waterfront Main Street will be an area for medium-density housing from three to six storeys. This is also a suitable location for a hotel and unique destination commercial uses that require large sites or would benefit from overlooking the Courtice Waterfront Park and Tooley Creek.
- 2.3.7 Gateway Commercial Area: North of the CN rail corridor, in the West Waterfront, are lands suitable for a variety of commercial uses serving the Energy Park, local residents and the travelling public. Development will be oriented to the Waterfront Main Street to frame the primary entrance to the Courtice Waterfront.
- 2.3.8 Prestige Employment and General Employment Areas: Energy Park will comprise areas for prestige employment uses and general employment uses. The former area will permit office, research and development and other higher-density employment uses with high design standards for their buildings and landscapes, as well as ancillary commercial uses and other amenities for employees. The latter area will permit light industrial uses, including warehouses and distribution facilities and those that require outside storage. Businesses in the energy and environment sectors, and which incorporate best practices in sustainability, will be encouraged throughout the park.

3 The Environment, Energy and Water

3.1 Objectives

- a) Ensure *development* and human activity does not have adverse impacts on natural heritage and *hydrologically sensitive features*, and their *ecological functions*.
- b) Implement the recommendations and strategies contained in the Robinson Creek and Tooley Creek Subwatershed Study.
- c) Integrate stormwater management with the open space system while minimizing impacts on the natural *environment*.

- d) Ensure significant natural features are highly visible and contribute to the character of the waterfront.
- e) Enhance and strengthen connections between *natural heritage features*, particularly through the creation of new east-west natural heritage connections.
- f) Significantly increase the tree canopy throughout the Secondary Plan area and support *woodland* coverage targets for the *subwatershed*.
- g) Design buildings, *infrastructure* and the Courtice Waterfront Park to high standards for energy and water conservation.
- h) Design buildings, *infrastructure* and all open spaces to mitigate the impacts of severe storms, flooding and droughts.
- i) Integrate opportunities for renewable energy in the design of all development.
- j) Design for a low-carbon community.

3.2 Environmental Protection Areas and Natural Features

- 3.2.1 *Natural heritage features* and environmentally sensitive areas in the Secondary Plan area are identified as Environmental Protection Areas on Schedules A and C of this Secondary Plan.
- 3.2.2 There may be additional environmentally sensitive terrestrial features and areas, *natural heritage features*, *hydrologically sensitive features* and areas, flooding hazards, and erosion hazards which, due to inadequate information or the nature of the feature, area or hazard, are not shown on Schedules A or C of this Secondary Plan. These features are also important to the integrity of the *natural heritage system* and/or public safety and may be identified on a site-by-site basis for protection and/or conservation through the review of a *development* applications and their supporting studies, as well as other projects, including work related to new *infrastructure*, roads and servicing.
- 3.2.3 All *development* shall adhere to the policies of the Clarington Official Plan as it pertains to the policy areas of the *natural heritage system* in Section 3.4, the Watershed and Subwatershed Plans policies in Section 3.5, the Hazards policies in Section 3.7 and the Environmental Protection Areas policies in Section 14.4.
- 3.2.4 In addition to policy 3.2.3, the Robinson Creek and Tooley Creek Subwatershed Study (Subwatershed Study) shall form the basis for any study undertaken regarding the natural heritage system. More detailed studies may refine on a site by site basis the recommendations from the

Subwatershed Study; however, the study must address the matters raised by the Subwatershed Study, including linkages.

- 3.2.5 For those properties not assessed for Headwater Drainage Features in the Subwatershed Study or where agricultural fields have gone fallow, Headwater Drainage Feature Assessments may be required prior to any *development* in order to accurately assess hydrologic functions of these features.
- 3.2.6 A trail system shall be designed and built that connects the Secondary Plan area to the Lake Ontario shoreline and the Tooley Creek lands, while protecting and enhancing the natural features and functions of these areas. The trail system may include pathways, pedestrian bridges, lookouts and seating areas, to the satisfaction of the Conservation Authority and the Municipality. Trails identified on Schedule C shall be assessed as part of an Environmental Impact Study undertaken on *adjacent* lands, including but not limited to the Courtice Waterfront Park.
- 3.2.7 Where an Environmental Impact Study or other site-specific study required as part of *development* proposals within 120 metres of a *natural heritage feature* or where updated information from the Province or Conservation Authority results in refinements to the boundaries of the *natural heritage feature* or its related *vegetation protection zone*, such refinements shall not require an amendment to the Clarington Official Plan or this Secondary Plan.
- 3.2.8 Where the valley system is considered confined, the extent of the valley is determined based on either the visible and discernible Top of Bank or the Long-Term Stable Slope, whichever is greater. A *vegetation protection zone* of 15 metres as per Table 3-1 of the Clarington Official Plan is required from the valley feature.
- 3.2.9 Proponents will be required to revegetate the *vegetation protection zone* with self-sustaining, native plant materials, in keeping with the Environmental Impact Study recommendations.
- 3.2.10 The alteration to the natural state of watercourses and creeks is discouraged and shall require approval by the Conservation Authority, the Municipality, and other agencies as required. Any proposal to alter a section of a watercourse must be justified through appropriate studies and reports as required by the Official Plan, demonstrate a net gain to the feature and function of the watercourse and *riparian corridor*, maintain or improve its ecological state and incorporate natural channel design features to the satisfaction of the Conservation Authority and the Municipality of Clarington.

Unauthorized removals of natural heritage features will be required to be replaced the satisfaction of the Conservation Authority and the Municipality.

- 3.2.11 The preservation of mature trees within and outside of the Environmental Protection Area designation is strongly encouraged in order to fully derive benefits relating to microclimate, *wildlife habitats*, hydrology and scenic quality. In this regard, mitigation measures such as tree protection fencing, silt fence/sedimentation control, dust control, and protection of soil moisture regime shall be utilized during construction *adjacent* the Environmental Protection Areas.
- 3.2.12 All private *development* shall contribute to the *woodland* cover target for the *watershed* in keeping with the outcome of the Robinson Creek and Tooley Creek Subwatershed Study and in accordance with Environment Canada’s target for *woodland* cover.
- 3.2.13 Through *development*, the planting of new trees shall be required in public spaces and encouraged in private spaces to fully derive benefits relating to microclimate, *wildlife habitats*, hydrology and scenic quality. New trees shall be non-invasive, tolerant of expected conditions and where possible of the largest size and maturity that the planting location permits. New tree planting zones shall contain sufficient soil volume to support the healthy growth of trees to maturity.
- 3.2.14 Consultation is required with the Municipality prior to the removal of any trees, shrubs and/or features. Where trees, shrubs and/or features are destroyed or harvested pre-maturely prior to Municipal approval, compensation should occur on site and will be calculated at a 3:1 ratio.
- 3.2.15 The Subwatershed Study referenced in Policy 3.2.4 also identifies “Low Constraint Areas”, comprising features in which *development* intrusion is not restricted by existing policies and regulations. It is encouraged that these features be incorporated into site-level plans where possible to avoid net loss of natural cover.
- 3.2.16 The Subwatershed Study referenced in Policy 3.2.4 identifies and assesses a number of Headwater Drainage Features. Those identified as “protection” are included in the Environmental Protection Area designation. For those Headwater Drainage Features identified as “conservation”, applications for *development* shall, in consultation with the Conservation Authority:
 - a) Maintain, relocate on site and/or enhance the drainage feature and its *riparian corridor*;
 - b) If catchment drainage will be removed due to diversion of stormwater

flows, restore lost functions through enhanced lot level controls as feasible;

- c) Maintain or replace on-site flows using mitigation measures and/or *wetland* creation, if necessary;
- d) Maintain or replace external flows to the extent feasible; and
- e) Use natural channel design techniques to maintain or enhance the overall productivity of the reach.

3.2.17 Headwater Drainage Features that have been relocated and the associated *riparian corridors* established by permissions in policy 3.2.16 shall be considered to be designated Environmental Protection Area and shall be zoned appropriately to prohibit *development*.

3.3 Green Development

- 3.3.1 In accordance with Clarington Official Plan Policy 5.6.5, *development* applications will be required to include a Sustainability Report that indicates how the *development* meets the sustainable development policies and objectives contained within the Clarington Official Plan and this Secondary Plan.
- 3.3.2 All *development* shall be encouraged to meet high standards for energy efficiency and sustainability in building design and construction. The use of energy efficient lighting and appliances, passive building standards and high-performance building envelopes shall be encouraged to reduce the amount of energy required to heat and cool buildings.
- 3.3.3 All *development* shall be encouraged to incorporate energy and water conservation measures, including consideration for renewable and/or alternative energy systems, such as solar panels. Individual buildings shall be encouraged to accommodate solar panels, a green roof or high albedo surfaces, or a combination of these.
- 3.3.4 Landscape design should maximize infiltration through “soft” landscape features and include hardy, native plantings and trees that provide shade.
- 3.3.5 All *development* will be encouraged to meet high standards for the use of Low Impact Development strategies and minimize impermeable surfaces, to aid in stormwater infiltration.
- 3.3.6 Should the Municipality or other public entity initiate a district energy (DE) system for the Secondary Plan area, development shall be encouraged to utilize the system and may be required to be DE-ready.

3.4 Stormwater Management

- 3.4.1 *Stormwater management ponds* and their associated open spaces shall generally be located in accordance with Schedules A and C of this Secondary Plan.
- 3.4.2 Stormwater management facilities, such as ponds and Low Impact Development features, shall be incorporated in the Secondary Plan Area to mitigate the impacts of *development* on water quality and quantity, consistent with the Robinson Creek and Tooley Creek Subwatershed Study and the policies of Section 20 of the Clarington Official Plan. Such facilities shall not be located within *natural heritage features*, Environmental Protection Areas or the Courtice Waterfront Park.
- 3.4.3 Any lands identified for stormwater management not required for such facilities may be used for uses permitted in adjacent land use designations without amendment to this Secondary Plan.
- 3.4.4 The precise siting of stormwater management facilities shall make use of natural drainage patterns to minimize the risk of flooding. Stormwater management facilities will not drain lands located in another *subwatershed*.
- 3.4.5 Stormwater management facilities shall include the installation of naturalized landscaping and accommodate trails and seating areas where appropriate.
- 3.4.6 Proposed stormwater management quality, quantity, erosion control and water balance for ground water and natural systems may be assessed during the *development* approval process to determine the impact on the *natural heritage system* and environmental features.
- 3.4.7 The submission of the following plans and reports shall be required to determine the impact of stormwater quality/quantity, erosion and water balance of the proposed *development*. All reports shall be prepared in accordance with the Robinson Creek and Tooley Creek Subwatershed Study, including:
 - a) Stormwater Management Report and Plan;
 - b) Erosion and Sediment Control Plan;
 - c) Servicing Plans;
 - d) Grading Plans;
 - e) Geotechnical reports;
 - f) Hydrogeologic reports; and

g) Other technical reports as deemed necessary.

3.4.8 The Stormwater Management Report and Plan identified in Policy 3.4.7 shall explore and consider the feasibility of and opportunities to implement such Low Impact Development measures as:

- a) Permeable hardscaping;
- b) Bioretention areas;
- c) Exfiltration systems;
- d) Bioswales and infiltration trenches;
- e) Third pipe systems;
- f) Vegetation filter strips;
- g) Green roofs (multi-unit buildings);
- h) Rainwater harvesting; and
- i) Other potential measures.

3.4.9 Stormwater management plans shall demonstrate how the water balance target set in the Robinson Creek and Tooley Creek Subwatershed Study is achieved.

3.4.10 Stormwater management for all *development* shall be undertaken on a volume control basis and shall demonstrate the maintenance of recharge rates, flow paths and water quality to the greatest extent possible. Peak flow control and the maintenance of *pre-development* water balance shall be demonstrated.

3.4.11 High Volume Recharge Areas shall maintain a *pre-development* water balance.

3.4.12 *Development* of all detached, semi-detached and townhouse dwellings shall demonstrate the use of an adequate volume of amended topsoil or equivalent system to improve surface porosity and permeability over all turf and landscaped areas beyond three metres of a building foundation and beyond tree protection areas.

3.4.13 The establishment of new flood control facilities to accommodate development within this Secondary Plan are not encouraged and will only be considered once all other reasonable alternatives have been fully exhausted in accordance with the Robinson Creek and Tooley Creek Subwatershed Study or an update or addenda to that study. Other alternatives to flood

control facilities could include infrastructure improvements such as relief culverts, road crossings or land acquisition.

4 Cultural Heritage

4.1 Objectives

- a) Conserve and adaptively reuse culturally significant historic buildings and their immediate landscapes.
- b) Assess, recover and protect Indigenous and Euro-Canadian *archaeological resources*.
- c) Interpret the area's cultural heritage within the public realm.

4.2 Policies

- 4.2.1 The conservation and enhancement of significant *cultural heritage resources* shall be consistent with the policies of Section 8 in the Clarington Official Plan and all relevant Provincial legislation and policy directives.
- 4.2.2 The Municipality will determine if a Cultural Heritage Evaluation Report is required prior to *development* on or *adjacent* to any properties that are identified on Clarington's Cultural Heritage Resource List, and any properties that have been identified as having potential cultural heritage value or interest.
- 4.2.3 A Heritage Impact Assessment shall be conducted prior to *development* on or *adjacent* to properties that are designated under Part IV of the Ontario Heritage Act, or properties for which a Cultural Heritage Evaluation Report has been conducted and determined that the properties meet the criteria for cultural heritage value or interest as prescribed in O. Reg. 9/06, as amended, or any successors thereto.
- 4.2.4 Cultural Heritage Evaluation Reports and Heritage Impact Assessments shall consider and provide strategies for the conservation and protection of *cultural heritage resources*, including the potential for in situ conservation.
- 4.2.5 Public art and/or other interpretive features recalling the area's cultural heritage shall be integrated into the design of public open spaces within the neighbourhood.

5 Street Network and Mobility

5.1 Objectives

- a) Establish a road network that provides a rational and flexible framework for *development*.
- b) Establish new and improved road and *active transportation* connections between developed and planned areas of Courtice to the north and the Secondary Plan area and between the West Waterfront, East Waterfront and Energy Park. These new and improved connections will include grade-separated connections across Highway 401, and connections across the CN rail corridor.
- c) Provide a multi-modal transportation network that encourages walking, cycling and public transit use while accommodating cars and trucks efficiently.
- d) Establish an interconnected network of trails and other *active transportation* facilities throughout the Secondary Plan area, linked to the broader municipal network and the Waterfront Trail.
- e) Allow for the future establishment of transit stops throughout the Secondary Plan area.

5.2 General Policies

- 5.2.1 The transportation policies contained in Section 19 of the Clarington Official Plan and the policies of this Secondary Plan shall apply with regard to the transportation network of the Secondary Plan Area. Schedule B identifies the road classification and *active transportation* facilities network planned for the area.
- 5.2.2 *Development* will be structured by an interconnected and grid-like network of streets that facilitate direct pedestrian, cyclist and vehicular movement throughout the Secondary Plan area.
- 5.2.3 *Development* will be structured to provide a pedestrian oriented community by integrating pedestrian linkages and multi-use pathways to supplement the grid-like network of streets. See Section 8.4 for policies regarding the trail network.
- 5.2.4 *Utilities* shall be located below grade in the street right-of way, or in easements, where required. For ease of access and maintenance, shared *utility* trenches are encouraged. This policy does not apply to Courtice Shores Drive and the Waterfront Road.

- 5.2.5 Within areas designated Low Density Residential and Medium Density Residential – Waterfront, all owners of private properties fronting the public right-of-way are encouraged to provide trees within the landscaped open space area in their front yard setback.
- 5.2.6 Crosswalks at intersections shall be well marked. Raised crosswalks or tabletop intersections shall be considered.
- 5.2.7 Within the West Waterfront, where the length of a block exceeds 250 metres, a landscaped mid-block pedestrian connection shall be provided to enhance the pedestrian permeability of the area, the efficiency and variety of pedestrian routes, and access to transit. Mid-block pedestrian connections should have a minimum width that accommodates a multi-use path with landscaping on both sides to provide a buffer to any adjacent private spaces.
- 5.2.8 On-street parking will be encouraged at appropriate locations on all Key Local Roads and other Local Roads in order to provide for anticipated parking needs and to assist in calming traffic movement and thereby enhancing pedestrian safety.
- 5.2.9 The Municipality, the Regional Municipality of Durham and GO Transit will work cooperatively to develop a long-term public transit strategy for the Energy Park.
- 5.2.10 At the discretion of the Director of Planning Services, applications for developments in the Energy Park may require a Transportation Demand Management (TDM) Plan. The intent of the TDM Plan shall be to implement and promote measures to reduce the use of low-occupancy automobiles for trips and to increase transit use, cycling and walking. The requirements for a TDM Plan are outlined in the Clarington Official Plan.
- 5.2.11 The alignment and intersection configurations of the Energy Drive extension, Megawatt Drive and Crago Road are conceptually shown on Map A, but are subject to further study in coordination with *development* proposals on neighbouring lands. The alignment of segments of these roads as they approach their intersection may be modified without amendment to this Plan.
- 5.2.12 A pedestrian-friendly roundabout may be considered at the intersection of Energy Drive and Courtice Road. Roundabouts shall have special landscaping features.

5.3 Arterial Roads

- 5.3.1 Energy Drive, which is under municipal jurisdiction, is the only Arterial Road within the Secondary Plan area. It shall be a Type C Arterial Road with a public right-of-way width of 30 metres. It will continue to provide the main entry to the Energy Park and a primary address for development. Applications for development fronting Energy Drive may be required to provide an Access Management Plan, depending on the land use and intended operations.
- 5.3.2 Energy Drive will generally be designed in accordance with the requirements set out in Appendix C, Table C-2 of the Clarington Official Plan and consistent with the Courtice Waterfront and Energy Park Urban Design and Sustainability Guidelines (Appendix A to this Secondary Plan). Arterial Roads shall include the following elements:
- a) A minimum of two through lanes shall be provided, with the potential for turning lanes at junctions and intersections;
 - b) The north side of Energy Drive will incorporate a multi-use trail as the primary active transportation route through the Energy Park;
 - c) A sidewalk shall be provided on the south side of the right-of-way set back from the curb or otherwise buffered from active lanes of traffic;
 - d) Planting and furnishing zones are encouraged on both sides of the right-of-way;
 - e) Appropriate lighting is encouraged to be provided to contribute to the safe function of the roadway as well as the safe and appropriate lighting of the pedestrian realm; and
 - f) Lighting shall be downcast to reduce light pollution.
- 5.3.3 Where feasible, circulation should be designed to direct truck traffic away from Energy Drive and onto other public roads.

5.4 Collector Roads

- 5.4.1 The Waterfront Main Street and Darlington Park Road shall be Collector Roads with a public right-of-way width of 23 metres.
- 5.4.2 The Waterfront Main Street shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan and include the following design standards:
- g) Boulevards with a dimension of approximately 6.5 metres shall be

provided on both sides of the street. These boulevards shall contain a sidewalk and planting and furnishing zone that provide space for street trees on both sides of the street;

- h) On-street parking shall be available on either side of the right-of-way within lay-by spaces that alternate with the planting and furnishing zone; and
- i) The Waterfront Main Street shall contain a roadway with a dimension of approximately 10 metres. The roadway shall contain on-street bike lanes on both sides and one travel lane in each direction with laneway widths sufficient to accommodate public transit and/or shuttle buses.

5.4.3 Darlington Park Road shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan.

5.5 Key Local Roads

5.5.1 Four Key Local Roads are identified on Schedule B. These Key Local Roads are intended to have a special character based on their prominence, adjacent land uses and importance for circulation within the Secondary Plan area. The precise location of new Key Local Roads shall be determined through Plans of Subdivision. Changes to their alignment that reduce the area of the Courtice Waterfront Park will require an amendment to this Secondary Plan.

5.5.2 Key Local Roads shall feature a right-of-way width of 20 metres, except as noted in policy 5.5.4, and shall contain sidewalks/multi-use paths and a planting and furnishing zone on both sides to enhance the tree canopy and reinforce the Secondary Plan area's pedestrian network and green character. Sidewalks shall be separated from travel lanes by the planting and furnishing zone.

5.5.3 Key Local Roads shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan and include the following design standards set out in policies 5.5.4 through 5.5.7.

5.5.4 The Parkside Road shall be designed in accordance with the following design standards:

- a) Parkside Road shall have a right-of-way width of 15 metres;
- b) A north boulevard with a dimension of approximately 5.75 metres and a south boulevard with a dimension of approximately 0.75 metres shall be provided. The north boulevard shall contain a sidewalk and planting and furnishing zone that provide space for street trees;
- c) The Parkside Road shall contain a roadway with a dimension of

approximately 8.5 metres to support traffic calming and pedestrian safety, with one travel lane in each direction.

5.5.5 The Waterfront Road shall be designed in accordance with the following design standards:

- a) Boulevards with a dimension of with a minimum width of approximately 4.75 metres shall be provided on both sides of the street. These boulevards shall contain sidewalks and planting and furnishing zones; and
- b) The Waterfront Road shall contain a roadway with a dimension of approximately 10.5 metres to support traffic calming and pedestrian safety, with one travel lane in each direction and a median planting zone with a dimension sufficient to accommodate street trees and be replaced with a turning lane at intersections.

5.5.6 Courtice Shores Drive shall be designed in accordance with the following design standards:

- a) Boulevards with a dimension of 5 to 7 metres shall be provided on both sides of the street, with this dimension varying to accommodate existing conditions including sensitive areas within lands designated as Environmental Protection Areas and Waterfront Greenways. These boulevards shall contain a sidewalk and planting and furnishing zone; and
- b) Courtice Shores Drive shall contain a roadway with a dimension of approximately 8 metres, with one travel lane in each direction with laneway widths sufficient to accommodate public transit and/or shuttle buses.

5.5.7 All Key Local Roads shall be designed in accordance with the following design standards:

- a) Appropriate lighting is encouraged to be provided to contribute to the safe function of the roadway as well as the safe and appropriate lighting of the pedestrian realm; and
- b) Lighting shall be downcast to reduce light pollution.

5.6 Neighbourhood Local Roads

5.6.1 *Development* in the West Waterfront shall provide new Neighbourhood Local Roads in accordance with the policies of this Secondary Plan. Local Roads should feature sidewalks and street trees on both sides to enhance the tree canopy and reinforce the area's green character. New Neighbourhood Local Roads and existing Local Roads that do not meet the policies of this Secondary Plan and/or the guidelines for Neighbourhood Local Roads within

the Waterfront and Energy Park Urban Design and Sustainability Guidelines shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan and include the following design standards:

- a) On-street parking shall be available on either side of the right-of-way;
- b) Sidewalks are encouraged to be provided on both sides of Local Roads;
- c) A planting and furnishing zone shall be provided on both sides of Local Roads;
- d) Appropriate lighting is encouraged to be provided to contribute to the safe function of the roadway as well as the safe and appropriate lighting of the pedestrian realm; and
- e) Lighting shall be downcast to reduce light pollution.

5.6.2 Neighbourhood Local Roads identified in Schedule B are conceptual; their alignments and intersections may be modified without amendment to this Secondary Plan.

5.7 Energy Park Local Roads

5.7.1 *Development* in the Energy Park shall provide new Local Roads in accordance with the policies of this Secondary Plan. Energy Park Local Roads should feature sidewalks and street trees on both sides to enhance the tree canopy and reinforce the area's green character. New Energy Park Local Roads and existing Local Roads that do not meet the policies of this Secondary Plan and/or the guidelines for Neighbourhood Local Roads within the Waterfront and Energy Park Urban Design and Sustainability Guidelines shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan and include the following design standards:

- a) The roadway shall safely accommodate large trucks and transit vehicles;
- b) On-street parking shall be available on either side of the right-of-way;
- c) Sidewalks are encouraged to be provided on both sides of Local Roads;
- d) A planting and furnishing zone shall be provided on both sides of Local Roads;
- e) Appropriate lighting is encouraged to be provided to contribute to the safe function of the roadway as well as the safe and appropriate lighting of the pedestrian realm; and
- f) Lighting shall be downcast to reduce light pollution.

5.8 Rear Lanes

- 5.8.1 Within the West Waterfront, public rear lanes are encouraged to support safe and attractive streets by eliminating the need for driveways and street-facing garages.
- 5.8.2 Public rear lanes can provide alternative pedestrian routes through a community and shall provide a safe environment for pedestrian and vehicle travel.
- 5.8.3 Public utilities may be located within public rear lanes subject to functional and design standards established by the Municipality.
- 5.8.4 Within the Energy Park, private rear lanes may be provided along multiple rear property lines for loading and access purposes, as deemed appropriate by the Municipality. The integrated rear lane system shall be implemented by means of registered easement in favour of abutting land owners. The Municipality shall not assume these rear lanes.
- 5.8.5 All rear lanes shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 and include the following design standards:
 - a) Rear lanes shall allow two-way travel and incorporate a setback on either side of the right-of-way to the adjacent garage/building wall;
 - b) Rear lanes shall provide a minimum pavement width of 6.6 metres; provide access for service and maintenance vehicles for required uses as deemed necessary by the Municipality and may include enhanced rear lane widths and turning radii to accommodate municipal vehicles including access for snowplows, garbage trucks and emergency vehicles where required;
 - c) Rear lanes shall be clear of overhead obstruction and shall be free from overhanging balconies, trees and other encroachments;
 - d) Rear lanes shall intersect with public roads;
 - e) No municipal services, except for local storm sewers, shall be allowed, unless otherwise accepted by the Director of Engineering;
 - f) No Region of Durham infrastructure shall be permitted;
 - g) Rear lanes should be graded to channelize snow-melt and runoff;
 - h) The design rear lanes shall incorporate appropriate elements of low impact design including permeable paving where sufficient drainage exists;

- i) Access for waste collection and emergency service vehicles is to be accommodated;
- j) Appropriate lighting shall be provided to contribute to the safe function of the roadway as well as the safe and appropriate lighting of the pedestrian realm; and
- k) Lighting shall be downcast to reduce light pollution.

5.9 Site Access and Parking

- 5.9.1 Individual site access for residential uses from a Collector Road or Key Local Road generally shall not be permitted. Rear lanes or Neighbourhood Local Roads shall be the preferred option for accessing such sites. Reverse frontage *development* is not permitted within the Secondary Plan Area.
- 5.9.2 Where feasible, primary driveway access to properties fronting Energy Drive should be provided from a Local Road and should be consolidated and/or shared where possible.
- 5.9.3 Secondary driveways to access loading, servicing and parking areas shall be provided on Local Roads within the Energy Park.
- 5.9.4 Within the Energy Park, a lighted walkway with a minimum width of 1.5 metres shall be provided between the public sidewalk and the main building entrance on all sites.
- 5.9.5 Landscaped islands will be used to divide large parking areas.
- 5.9.6 The use of permeable materials shall be considered for all paved and parking areas.
- 5.9.7 Parking regulations shall be provided in the Zoning By-law. The Municipality may modify the parking requirements subject to a parking study and site-specific zoning amendment. The Municipality shall encourage development not to exceed the minimum parking requirements in the Zoning By-law.

6 Land Use and Built Form

6.1 Objectives

- a) Accommodate a diverse population and employment base of approximately 2,400 residents and approximately 5,600 jobs.
- b) Within the Energy Park, accommodate and integrate a mix of employment land uses, with a focus on businesses in the energy sector and those promoting innovations in environmental sustainability.

- c) Within the Energy Park, encourage the relocation of pre-existing land uses not in keeping with the vision and goals of this Secondary Plan to other, appropriate employment areas.
- d) Establish high-quality architecture, landscape architecture and urban design in the Energy Park, particularly along Energy Drive and Megawatt Drive.
- e) Achieve a mix of residential, commercial and public uses in the West Waterfront that attracts visitors year-round.
- f) Ensure development contributes to a public realm of streets, *parks* and other open spaces that is inviting, comfortable and safe for residents, workers, and visitors.
- g) Ensure residents and employees have convenient access to basic commercial amenities and community facilities by all modes of travel.
- h) Ensure compatibility among employment land uses and other land uses.
- i) Ensure there is architectural variety within each block and along each street within *mixed use* and residential areas.
- j) Ensure buildings, streets and landscapes are designed to a high standard.

6.2 General Policies

6.2.1 The land use designations for the Secondary Plan area are identified in Schedule A. Minor alterations to Schedule A may occur without amendment to this Secondary Plan through plan of subdivision, rezoning or site plan approval applications provided such minor alterations are in conformity with Policies 24.1.2 and 24.1.3 of the Clarington Official Plan and the general intent of this Secondary Plan is maintained.

6.2.2 The following land use designations apply within the Secondary Plan Area:

- a) Low Density Residential
- b) Medium Density Residential – Waterfront
- c) Mixed Use – Main Street
- d) Mixed Use – Neighbourhood
- e) Gateway Commercial
- f) Prestige Employment
- g) General Employment
- h) Courtice Waterfront Park

- i) Environmental Protection Areas
- j) Waterfront Greenway
- k) Utilities

- 6.2.3 In all land use designations, telecommunications/communications utilities, electrical stations or sub-stations, mail boxes or super mail boxes and similar facilities should be incorporated and built into architectural or landscaping features, rather than being freestanding, wherever possible. They should be compatible with the appearance of adjacent uses and include anti-graffiti measures.
- 6.2.4 In all land use designations, building utilities including but not limited to gas lines / metres and hydro boxes, shall be located at the rear or interior side of a building, and shall be integrated into the building or visually screened.
- 6.2.5 A land use compatibility study that assess noise, vibration and air quality impacts and mitigation measures shall be required as part of a complete application for development. The Municipality may waive this requirement for lands that are not within the area of influence of Regional infrastructure or other emission sources within the Energy Park and / or lands that are outside of 450 metres of the CN rail corridor. This study will determine the viability of sensitive uses within the proposed development, and the need for, types of, and extent of receptor-based mitigation measures.
- 6.2.6 Stand-alone warehouses and distribution facilities, truck terminals, truck service centres, gas stations, storage units, waste processing facilities, and waste transfer stations are not permitted in any land use designation.

6.3 Low Density Residential

- 6.3.1 The predominant use of lands designated Low Density Residential shall be for housing purposes. Other uses may be permitted in accordance with Clarington Official Plan Policies 9.3.1, 9.3.2, and 9.3.3.
- 6.3.2 The following residential dwelling types in buildings up to three *storeys* are permitted:
- a) Detached dwellings;
 - b) Semi-detached dwellings;
 - c) Townhouses; and
 - d) *Additional dwelling units.*

6.3.3 To ensure a mix of housing types, each individual housing type in 6.4.2 shall comprise no more than 60% of the housing in the Low Density Residential designation.

6.3.4 *Development* on lands designated Low Density Residential shall have an overall minimum density of 13 units per hectare.

6.3.5 Private streets and private rear lanes are not permitted within the Low Density Residential designation.

6.4 Medium Density Residential – Waterfront

6.4.1 The predominant use of lands designated Medium Density Residential – Waterfront shall be for housing purposes. Other uses may be permitted in accordance with Clarington Official Plan Policies 9.3.1, 9.3.2, and 9.3.3.

6.4.2 The following residential dwelling types are permitted:

- a) Townhouses;
- b) Stacked townhouses;
- c) Apartment buildings;
- d) *Dwelling units* within a *mixed use building*; and
- e) *Additional dwelling units*.

6.4.3 Building heights shall be a minimum of 2 storeys and a maximum of 4 storeys.

6.4.4 Other uses, including small scale service and neighbourhood retail commercial uses, which are supportive of and compatible with residential uses, are also permitted in accordance with Policies 9.3.1, 9.3.2 and 9.3.3 of the Clarington Official Plan.

6.4.5 Development on lands designated Medium Density Residential – Waterfront shall have a minimum density of 40 units per net hectare.

6.5 Mixed Use – Main Street Area

6.5.1 The following building types are permitted:

- a) Apartment buildings;
- b) *Mixed use buildings* with commercial uses and other active uses located on the ground floor and *residential dwelling units* on upper floors;
- c) Live/work units.

- 6.5.2 Commercial uses shall only be permitted on the ground floor of a mixed-use building.
- 6.5.3 Building heights shall be a minimum of 2 *storeys* and a maximum of 6 *storeys*.
- 6.5.4 *Mixed use buildings* and multi-storey live/work units shall be the predominant use along the new Waterfront Main Street.
- 6.5.5 The mix of uses in the Mixed Use – Main Street Area shall be compatible and sensitively integrated with surrounding residential uses. Built form transitions shall be achieved through the stepping of heights or separation distances.
- 6.5.6 All *development* within the Mixed Use – Main Street Area designation shall be oriented towards the street and have its main entrance accessible from the public sidewalk.
- 6.5.7 Parking and loading/service areas shall be accessed from another Local Road or a Rear Lane and shall be prohibited from facing the public street.
- 6.5.8 The streetscape along the new Waterfront Main Street shall facilitate public spaces, café and restaurant patios, street trees/planters, street furniture, and transit shelters.

6.6 Mixed Use – Neighbourhood Area

- 6.6.1 The Mixed Use – Neighbourhood Area designation is intended for residential uses but also is appropriate for visitor-oriented commercial uses that require a built form and site configuration not suited for the Mixed Use – Main Street area.
- 6.6.2 The following residential and *mixed use* building types are permitted:
 - a) Townhouses;
 - b) Stacked townhouses;
 - c) Apartment buildings;
 - d) *Mixed use buildings* with commercial uses and other active uses located on the ground floor and apartment dwelling units on upper floors;
 - e) Live/work units; and
 - f) *Additional dwelling units*.
- 6.6.3 In addition, the following destination-oriented commercial uses are also permitted within a *mixed use* or standalone building:
 - a) Hotel;

- b) Conference centre and banquet hall;
- c) Winery and cidery;
- d) Museum;
- e) Restaurant and retail establishments associated with one or more of the above uses; and
- f) Other destination-oriented commercial uses compatible with surrounding development, subject to a site-specific zoning amendment.

6.6.4 Residential and *mixed use buildings* shall have a minimum height of 3 *storeys* and a maximum height of 6 *storeys*. Certain destination-oriented commercial uses in policy 6.6.3 may be impractical within a multi-storey building and/or on the ground floor of a *mixed use building*. These certain destination-oriented commercial uses may occupy standalone single-storey or two-storey buildings.

6.6.5 Residential development on lands designated Mixed Use – Neighbourhood Area shall have a minimum density of 60 units per net hectare.

6.7 Gateway Commercial Area

6.7.1 The predominant use of lands designated Gateway Commercial Area shall be for retail and service commercial uses serving the Energy Park and the travelling public. Buildings and landscapes in the Gateway Commercial Area will also serve as a gateway to the West Waterfront.

6.7.2 The following uses may be permitted within the Gateway Commercial Area designation:

- a) Retail and service commercial uses;
- b) Restaurants;
- c) Financial institutions; and
- d) Service stations.

6.7.3 Buildings shall be oriented to and address the Waterfront Main Street. Parking shall be located at the side or rear of buildings. Service areas shall be located at the rear of buildings.

6.7.4 The minimum building height shall be 1 storey and the maximum height 2 storeys.

6.8 Prestige Employment Area

- 6.8.1 Uses permitted on Lands designated Prestige Employment, as shown on Schedule A, are high-occupancy office and industrial uses, as well as ancillary commercial uses, that will benefit from the access and visibility provided by Energy Drive and Highways 401 and 418.
- 6.8.2 The permitted uses shall be:
- a) Business, professional or administrative office;
 - b) Research and development facility;
 - c) Hotel and conference centre;
 - d) University and college;
 - e) Commercial school within a fully enclosed building;
 - f) *Light industrial* use within a fully enclosed building, including manufacturing facilities with limited warehousing and distribution facilities;
 - g) Secondary commercial uses that cater to businesses and employees within the Energy Park, including banks, restaurants, convenience stores, fitness centres, business and personal services, provided they are limited in scale and located in a building containing a permitted primary use.
- 6.8.3 Notwithstanding Section 6.10.2, sensitive uses will only be permitted subject to detailed study that demonstrates they are appropriately designed, buffered and/or separated from adjacent planned uses and the Darlington Nuclear Generating Station, in accordance with Provincial policies and guidelines.

6.9 General Employment Area

- 6.9.1 Lands designated General Employment, as shown on Schedule A, are appropriate locations for high-occupancy and low-occupancy employment uses that do not benefit greatly from high visibility and may require a limited amount of outdoor storage.
- 6.9.2 The permitted uses shall be:
- a) Business, professional or administrative Office;
 - b) Research and development facility;
 - c) Light industrial use within a fully enclosed building;

- d) Warehousing and distribution facilities that are integrated within or to the rear of a building containing uses permitted within a) through c); and
- e) Factory retail outlet as a secondary use.

6.9.3 In addition, alternative and renewable energy generation, cogeneration facilities and alternative fuels manufacturing are permitted on lands designated General Employment, within a fully enclosed building, and subject to detailed study of the proposed facility relating to:

- a) Environmental impacts that are regulated by the Ministry of Environment (i.e. Noise, air quality, ground water, etc.);
- b) Traffic impacts on the road network; and
- c) Urban design compatibility.

6.9.4 Limited outside storage is permitted on lands designated General Employment subject to limitations established in the Zoning By-Law.

6.10 Courtice Waterfront Park

6.10.1 Notwithstanding policy 18.3.5 of the Official Plan, the predominant use of lands within the Courtice Waterfront Park shall be low intensity recreation uses and conservation uses; however, major recreation uses and cultural uses are permitted. In addition, small-scale, seasonal commercial uses, such as food vendors and equipment rental establishments, may be permitted.

6.10.2 The Courtice Waterfront Park will be designed and programmed to serve the entire Municipality and support the Courtice Waterfront as a regional destination. To this end, a range of passive and active recreation and cultural uses are permitted.

6.10.3 Lands designated Courtice Waterfront Park shall be subject to the provisions of Section 18.3 of the Official Plan.

6.11 Environmental Protection Area

6.11.1 The natural heritage features and their associated vegetation protection zones within the Secondary Plan Area are identified as Environmental Protection Area on Schedule A to this Secondary Plan.

6.11.2 Lands designated Environmental Protection Area shall be subject to the provisions of Section 14.4 of the Official Plan.

- 6.11.3 No development shall be permitted in Environment Protection Areas, except low intensity recreation and uses related to conservation, flood, or erosion control projects.
- 6.11.4 The Environmental Protection Area recognizes the interdependence of natural heritage features and their associated functions, and thus seeks to maintain connections among natural features, so that their existing ecological and hydrological functions are maintained or enhanced.
- 6.11.5 The biodiversity, ecological function, and connectivity of the Environmental Protection Area shall be protected, maintained, restored or, where possible, improved for the long-term, recognizing linkages between natural heritage features and areas, surface water features, and ground water features.
- 6.11.6 The delineation of the boundary of lands designated as Environmental Protection Area are approximate and shall be detailed through appropriate studies prepared as part of the review of development applications in accordance with the policies of this Secondary Plan and the Clarington Official Plan. Any resulting changes to the boundaries of the Environmental Protection Area designation resulting from the recommendations of an Environmental Impact Study shall not require an amendment to this Secondary Plan.
- 6.11.7 Access to Environmental Protection Areas and associated areas through the development of public trails will be undertaken in a manner which conserves their ecological integrity.

6.12 Waterfront Greenway

- 6.12.1 Notwithstanding policy 14.8.1 of the Official Plan, the predominant use of land within the Waterfront Greenway shall be low intensity recreational uses, and conservation.
- 6.12.2 Lands designated Waterfront Greenway shall be subject to the provisions of Section 14.3 and 14.8 of the Official Plan.

6.13 Utilities

- 6.13.1 The lands designated as Utility within the Secondary Plan are generally consistent with the current extent of the Courtice Water Pollution Control Plant (WPCP). Expansion of the WPCP onto neighbouring lands designated Waterfront Greenway will require amendments to this Secondary Plan and the Zoning By-law and will be subject to the submission of technical studies assessing the impacts of expansion.

6.13.2 Lands designated Utility shall be subject to the provisions of Section 21 of the Official Plan.

6.14 Urban Design

6.14.1 To ensure development in areas designated Low Density Residential contributes to attractive streetscapes and an inviting, comfortable pedestrian realm, the following policies shall apply:

- a) Grade-related dwelling units, excluding *additional dwelling units*, shall have their main entrance visible and accessible from the sidewalk;
- b) Front double garages without living space directly above them shall be recessed from the front wall of the house;
- c) Front single garages and double garages with living space directly above them may extend partially beyond the front wall of the house, but this condition shall not dominate the length of the block;
- d) The width of a driveway generally shall correspond with the width of the garage, although in the case of single garages, a wider driveway may be permitted;
- e) Blocks with a concentration of townhouses and/or lots less than 9 metres wide for other housing types shall be encouraged to incorporate rear lanes;
- f) Buildings on corner lots shall have articulated facades facing both streets;
- g) Front and exterior side yard porches shall be encouraged.

6.14.2 The following urban design policies apply to lands designated as Medium Density Residential - Waterfront:

- a) Front setbacks shall be a minimum of 3 metres and a maximum of 5 metres;
- b) Ground-floor units in apartment buildings are encouraged to have their entrances facing the street or a landscaped yard;
- c) Balconies on apartment buildings and stacked townhouses should be integrated into the overall design of the building façade;
- d) Mechanical and electrical equipment on the roof of an apartment building should be screened with durable materials integrated with the design of the building.
- e) All buildings on corner lots shall address both edges with articulated facades and windows, and blank walls visible from streets or public spaces generally shall not be permitted;

- f) Underground parking for apartment buildings is strongly encouraged;
- g) Parking may be located at the rear of all permitted building types and is not permitted in the front or exterior side yard of buildings;
- h) Garbage and recycling storage for apartment buildings should be located within the structure, and garbage;
- i) Recycling storage for stacked townhouses should be located in a shared rear lane, screened from public view.

6.14.3 To ensure *development* in lands designated as Mixed Use – Main Street and Mixed Use – Neighbourhoods appropriately addresses public streets, support an active public realm and relate well to the existing and planned context, the following policies shall apply:

- a) Along the Waterfront Main Street, buildings shall be built close to the front property line to help frame adjacent streets, with a minimum setback of 1.5 metres and a maximum of generally 3 metres;
- b) Primary pedestrian entrances shall be clearly visible and located on a public road frontage or onto public open spaces;
- c) Access from sidewalks, other pedestrian facilities and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade, and shall be accessible and barrier free;
- d) Ground floors containing commercial space shall have a minimum height of 4.5 metres;
- e) Long buildings, generally those over 40 metres in length, shall break up the visual impact of their mass with vertical recesses or other architectural articulation and/or changes in material;
- f) All buildings on corner lots shall address both edges with articulated facades and windows, and blank walls visible from streets or public spaces generally shall not be permitted;
- g) Buildings over four storeys along the Waterfront Main Street shall incorporate stepbacks to reduce their perceived mass and contribute to a comfortable pedestrian realm, with stepbacks of at least 1.5 metres occurring at the fifth storey;
- h) Buildings shall provide appropriate transitions to adjacent low-rise residential areas, either with a separation distance equal to or greater than the height of the building or through the stepping down of building heights to no more than four storeys at the rear;
- i) Appropriate transitions to adjacent low-rise residential areas shall be

demonstrated through the use of setbacks, stepbacks and angular planes, with appropriate transitions being achieved on lands designated as Mixed Use – Main Street and Mixed Use - Neighbourhoods;

- j) The use of high-quality, enduring materials, such as stone, brick and glass, shall be strongly encouraged;
- k) Mechanical penthouses and elevator cores shall be screened and integrated into the design of buildings;
- l) Generally, balconies shall be recessed and/or integrated into the design of the building façade;
- m) Front patios for ground-floor residential units, where appropriate, should be raised to provide for privacy and a transition between the public and private realms;
- n) Vehicular entrances to parking and servicing areas should be consolidated wherever possible;
- o) Shared driveways between two properties shall be encouraged;
- p) Loading and service areas generally shall be located at the rear of the building, and enclosed loading and servicing areas shall be encouraged;
- q) Where loading and servicing is visible at the rear or side of a building, it shall be screened; and
- r) Parking shall be located in underground or above-ground structures or surface parking lots at the rear of the building. Parking in above-ground structures shall be screened with active uses on portions of the ground floor that face public streets.

6.14.4 The following urban design policies shall apply to *development* on lands designated Prestige Employment or General Employment:

- a) Buildings located on a corner lot shall be oriented towards the corner;
- b) Main building entrances shall face and be accessible from a public street;
- c) Buildings along Energy Drive shall be multi-storey to frame the street;
- d) Through lots with frontage on Megawatt Drive shall have generous landscaping along the Megawatt Drive street edge to screen views of rear service areas from Highways 401 and 418;
- e) The use of high-quality, durable materials, such as stone, masonry, decorative concrete and glass shall be encouraged;
- f) The mass of large buildings shall be articulated;

- g) Parking lots shall be located to the interior side yard and/or rear of buildings, buffered by landscaped open spaces. A limited amount of visitor parking is permitted in the front or exterior side yard, except along Energy Drive, where no parking is permitted between the building and the street;
- h) Service and loading areas shall be located at the side and/or rear of buildings and be appropriately screened from public view;
- i) Structured parking shall be located at the rear or interior side yard of a building. Structured parking may be considered in an exterior side yard with an appropriate design that matches the parking structure with the architecture and materials of the primary building and screens views of the vehicles from public streets;
- j) Waste and recycling facilities must not be located in the front yard or be visible from a public street;
- k) Front yards shall be landscaped;
- l) Buildings shall be encouraged to incorporate green roofs;
- m) Signage shall be integrated into the design of buildings and landscapes;
- n) Driveways shall be minimized and shared driveways shall be encouraged;
- o) Large parking lots shall be landscaped with tree islands and separated walkways;
- p) Chain link fencing is not permitted in Prestige Employment Areas and in any yard visible from Energy Drive; and
- q) Where permitted, outside storage shall be screened.

6.14.5 The relevant Urban Design policies of the Clarington Official Plan shall also apply to all land use areas.

7 Housing

7.1 Objectives

- 7.1.1 Offer a variety of housing forms, sizes and tenures, that allow households of various sizes and incomes to find a home within the Courtice Waterfront.
- 7.1.2 Encourage the provision of *affordable* housing and rental housing.
- 7.1.3 Foster aging in place by encouraging a range of housing that can meet the needs of Courtice residents during all phases of life.

7.2 Policies

- 7.2.1 A variety of housing forms, sizes and tenures shall be provided in the Courtice Waterfront to meet the needs of a diverse population and households of various sizes, incomes and age compositions. This housing mix is encouraged to include purpose-built rental and seniors housing.
- 7.2.2 The intent of this Secondary Plan is to support the Municipality's *affordable* housing objectives by requiring a variety of housing sizes and types and permitting *additional dwelling units*, as per Policy 6.3.5 of the Clarington Official Plan.
- 7.2.3 *Affordable* housing, including community housing, supportive housing and other types of subsidized non-market housing units, are encouraged to be integrated within the West Waterfront neighbourhood and combined in *developments* that also provide market housing to provide opportunities for a range of housing tenures and prices that support diversity.
- 7.2.4 New *affordable* housing and purpose-built rental housing should incorporate barrier-free, universal or flex design features in both common and living areas.
- 7.2.5 The Municipality should collaborate with the Region of Durham and public and non-profit community housing providers to encourage a supply of subsidized non-market housing units to be included within the housing mix in the Secondary Plan area.
- 7.2.6 To support the provision of *affordable* housing units, the Municipality will explore other potential incentives such as reduced or deferred *Development Charges*, reduced application fees, grants and loans, to encourage the development of *affordable* housing units. The reduction or deferral of *Development Charges* shall be done in consultation with the Region of Durham. The Municipality will also encourage Durham Region, the Provincial government and Federal government to consider financial incentives for *affordable* housing.
- 7.2.7 As an incentive for the provision of *affordable* housing, as defined in Section 24.2 of the Clarington Official Plan, reductions in the minimum parking requirement under the Zoning By-law may be considered by the Municipality on a site-by-site basis where housing that is *affordable* is provided as part of a *development* proposal.
- 7.2.8 To facilitate the *development of affordable* housing units within the Secondary Plan area and in the Municipality, the Landowners Group within

the West Waterfront in the Secondary Plan area shall provide either land in accordance with Policy 6.3.8 or a contribution of funds to the Municipality in accordance with Policy 6.3.9 for the development of affordable, public or non-profit housing in the community.

- 7.2.9 The land to be conveyed as provided in Policy 6.3.7 shall have an approximate size of 1.5 hectares, be designated for residential development, be located within the Southeast Courtice Secondary Plan boundary, be fully serviced and be gratuitously conveyed free and clear of encumbrances. Conveyance shall occur before the final approval of the first development application within the Secondary Plan area.
- 7.2.10 The contribution of funds as provided in Policy 6.3.8 will be through a contribution agreement to be negotiated between the Municipality and the Landowners Group. The first half of the required contribution of funds shall be paid by the Landowners Group upon the approval of the Secondary Plan and the remainder of the contribution shall be paid upon the first approval of the first a development application in the Secondary Plan area at a rate of \$1000.00 per unit.
- 7.2.11 A range of unit sizes are encouraged within apartment and multi-unit buildings, including those suitable for single people, and larger households and families.
- 7.2.12 Reduction of parking requirements for *additional dwelling units* may be considered if the proposed unit is within a short walking distance of a transit stop.
- 7.2.13 The Municipality will fast track the approval of *development* applications that include *affordable* housing units that are being funded by federal and provincial government programs, community housing providers, other non-profit groups, and the Region of Durham.

8 Parks and Open Space

8.1 Objectives

- a) Create a public realm of streets, *parks* and other open spaces that is inviting, comfortable and safe.
- b) Establish an 18-hectare waterfront park that meets the daily recreation needs of local residents of all ages and abilities and attracts residents from across Clarington with a range of facilities and access to Lake Ontario.

- c) Use *Environmental Protection Areas*, stormwater management facilities and other public open spaces to enhance the character of, and connectivity within, the *parks* and open space network.
- d) Ensure trees are planted in the public and private realms to complement the character and environmental functions of parks and open spaces.
- e) Integrate public art into the design of *parks*, streets and other public spaces.
- f) Interpret the area’s cultural heritage and incorporate public art within Courtice Waterfront Park.

8.2 General Policies

- 8.2.1 The parks and open space system, as a whole, shall provide a variety of opportunities for passive and active recreation and be comprised of well-designed spaces that contribute to the area’s identity and environmental functions.
- 8.2.2 Dedication of lands for parkland shall be in accordance with the Clarington Official Plan.
- 8.2.3 The configuration of the Courtice Waterfront Park is to be maintained as generally shown on Schedules A and C. The precise size and shape of the municipal-wide park shall be determined through detailed design, based on the parkland provision requirements of Section 18 of the Clarington Official Plan and the objectives and policies of this Secondary Plan.
- 8.2.4 As shown on Schedules A and C, the Courtice Waterfront Park shall be bordered by public streets, Environmental Protection Areas, the Waterfront Greenway, Darlington Provincial Park other natural heritage areas. Residential and commercial uses shall not back onto the park.
- 8.2.5 Environmental Protection Areas associated vegetation protection zones and stormwater management areas shall not be conveyed to satisfy parkland dedication requirements under the Planning Act.

8.3 Courtice Waterfront Park and Waterfront Greenway

- 8.3.1 A municipal-wide park of approximately 18 hectares is planned for the Secondary Plan Area, as identified on Schedules A and C. The Courtice Waterfront Park shall provide a variety of amenities and community recreation facilities intended to attract residents from across Clarington. A master plan will be prepared for the park and shall consider a range of opportunities, including but not limited to the following:

- a) Realignment of the Waterfront Trail through the park;
- b) Potential future trail connections to Darlington Provincial Park;
- c) Accessible viewing platforms;
- d) Stairs or ramps to the beach, sensitively and safely integrated with natural features;
- e) Safety and environmental protection measures along the top of the bluff;
- f) Measures to protect and maintain access to the shoreline;
- g) Places and facilities to support the launching of kayaks, canoes and paddle boards;
- h) Playgrounds and a splash pad;
- i) Other water features;
- j) Winter recreation facilities, such as a skating trail or rink and heated pavilion;
- k) Picnic areas and shelters;
- l) Areas for naturalized landscaping;
- m) Integration of heritage buildings and interpretation of cultural and Indigenous heritage;
- n) Outdoor cultural venues, such as a bandshell or amphitheatre;
- o) Potential locations for public art installations;
- p) Integration of public playing fields;
- q) Locations for seasonal food vendors and equipment rentals;
- r) Public washroom facilities;
- s) Vehicle and bike parking;
- t) Transit stops and bike share stations.

8.3.2 The Waterfront Greenway lands shall be predominantly used for conservation, agriculture and low-intensity recreation uses, such as trails.

8.4 Trails

8.4.1 All development shall provide for the implementation of a trail network in accordance with the conceptual location of trails identified on Schedule C. In addition to sidewalks, dedicated cycling facilities and multi-use paths, this trail network will consist of Primary and Secondary Trails as defined in

Section 18.4 of the Clarington Official Plan. The precise location, type and design of trails will be determined through parks and open space master plans and the development approval process, and the following shall apply:

- a) Trail design and type will minimize environmental impacts and be designed to accommodate a range of users and abilities.
- b) Trails will be directed outside of natural areas where possible or to the outer edge of buffer areas.
- c) Trails will be buffered appropriately from sensitive natural features and stormwater management facilities.
- d) Trails located adjacent to natural features and stormwater management facilities should incorporate interpretive signage at various locations to promote understanding and stewardship of the features and functions of the natural environment.

8.4.2 Trail locations shall be the subject of an Environmental Impact Study, where appropriate (see Policy 3.2.6).

8.4.3 Potential Pedestrian Crossings are shown conceptually on Schedules A and C. These Potential Pedestrian Crossings will further enhance pedestrian and cyclist connectivity within the Secondary Plan area and to adjacent areas, including the Courtice GO Station. The location and feasibility of these Potential Pedestrian Crossings will be determined through a future feasibility study initiated by the Municipality.

9 Implementation

9.1 Objectives

- a) Ensure roads and municipal services required for any part of the Courtice Waterfront and Energy Park are in place and operative prior to or coincident with *development*.
- b) Ensure each phase of *development* is contiguous to a previous phase.
- c) Ensure lot patterns are rational and efficient.

9.2 Policies

9.2.1 Applicants shall prepare and update phasing plans for submission with plans of subdivision. The phasing plan shall establish phases of *development* of the lands and shall provide for the staging of construction of public *infrastructure* and services in relation to phases of *development*. The phasing plan shall take into account the responsibility for construction of the public *infrastructure*

and services and shall be considered by the Municipality in enacting amendments to the Zoning By-law and in recommending plans of subdivision for approval.

- 9.2.2 All new *development* within the Secondary Plan area shall proceed on the basis of the sequential extension of full municipal services through the Regional and Municipal capital works programs and plans of subdivision.
- 9.2.3 Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of the required road and transportation facilities, parks and community facilities. These works shall be provided for in the subdivision and site plan agreements. Phasing of the development, based on the completion of the external road works, may be required by the Municipality of Clarington.
- 9.2.4 Approval of development applications shall also be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required stormwater management, sanitary sewer and water supply facilities. These works shall be provided for in subdivision and site plan agreements. Phasing of development, based on the completion of external sewer and water services, may be implemented if required by the Municipality of Clarington.
- 9.2.5 The Secondary Plan recognizes that comprehensive planning requires the equitable sharing amongst landowners of costs associated with the *development* of land. It is a policy of this Secondary Plan that prior to the approval of any draft plan of subdivision for lands under multiple ownership or benefitting multiple landowners, applicants/landowners shall have entered into appropriate cost sharing agreements which establish the means by which the costs (including Region of Durham costs) of developing the property are to be shared. The Municipality may also require, as a condition of draft approval, that proof be provided to the Municipality that landowners have met their obligations under the relevant cost sharing agreements prior to registration of a plan of subdivision.
- 9.2.6 Every development application, shall be accompanied by a policy implementation monitoring report that shall report on the following, as applicable:

- a) For the lands subject to the development application:
 - i. Net residential density by land use designation;
 - ii. Identification of total square footage of non-residential land uses;
 - iii. Number and type of units by land use designation in conformity to policy 11.3.6;
 - iv. Total residential unit count; and
 - v. Estimated population;
 - b) For the entire Secondary Plan Area, the Owner must work in consultation with the Municipality to provide the following statistics:
 - i. Overall density per hectare and by land use designation;
 - ii. Number of dwelling units by type;
 - iii. Number of units within the built-up area; and
 - iv. Amount/type of non-residential space and number of jobs;
 - c) A description of how the application is addressing and implementing the housing policies in Section 7 of the Secondary Plan; and
 - d) A summary of the number of purpose-built additional dwelling units
- Such a Report shall be submitted as part of complete application and shall be updated prior to final approval.

9.2.7 Detailed studies prepared in support of a *development* application may refine, on a site-by-site basis, the recommendations of the Robinson Creek and Tooley Creek Subwatershed Study; however, the study must address the issues raised by the Subwatershed Study.

9.2.8 The Municipality will monitor the policies of this Secondary Plan as part of the regular Official Plan review and propose updates as deemed necessary.

9.2.9 Inherent to Courtice Waterfront and Energy Park Secondary Plan is the principle of flexibility, provided that the general intent and structure of the Secondary Plan are maintained to the satisfaction of the Municipality. As such, it is the intent of the Municipality to permit some flexibility in accordance with Official Plan policy 24.1.5 in the interpretation of the

policies, regulations and numerical requirements of this Secondary Plan, except where this Secondary Plan is explicitly intended to be prescriptive.

- 9.2.10 The Courtice Waterfront and Energy Park Urban Design and Sustainability Guidelines, including the Demonstration Plan, are an appendix to this Secondary Plan. The Urban Design and Sustainability Guidelines provide specific guidelines for both the public and private sectors. They indicate the Municipality of Clarington's expectations with respect to the character, quality and form of *development* in the Courtice Waterfront and Energy Park Secondary Plan Area. The Demonstration Plan illustrates the planning principles that are inherent to the Secondary Plan. It is one example of how the Secondary Plan might be implemented within the Secondary Plan area. The Urban Design and Sustainability Guidelines and Demonstration Plan have been approved by Council, but they do not require an amendment to implement an alternative design solution, or solutions, at any time in the future.
- 9.2.11 Schedules included in this Secondary Plan provide further information on policies where indicated, and Appendices provide visual references.

10 Interpretation

10.1 Policies

- 10.1.1 This Secondary Plan refines and implements the policies of the Clarington Official Plan. Unless otherwise indicated, the policies of the Clarington Official Plan shall continue to apply to this Secondary Plan Area. Where there is a conflict, this Secondary Plan shall prevail.
- 10.1.2 The land use boundaries shown on Schedule A to this Secondary Plan are approximate, except where they meet with existing roads, valleys or other clearly defined physical features. Where the general intent of this Secondary Plan is maintained to the satisfaction of the Municipality, minor boundary adjustments will not require an amendment to this Secondary Plan.
- 10.1.3 The Urban Design and Sustainability Guidelines contained in Appendix A provide directions in the form of design guidance and strategies to implement the vision and objectives of the Secondary Plan. If there is a conflict between the Secondary Plan policy and the Guidelines, the Secondary Plan policy prevails.