



Public Meeting Report

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Report To:	Planning and Development Committee	
Date of Meeting:	June 13, 2022	Report Number: PDS-029-22
Submitted By:	Ryan Windle, Director of Planning and Development Services	
Reviewed By:	Mary-Anne Dempster, CAO	
File Number:	COPA2022-0001 (PLN 41.6)	Resolution#:
Report Subject:	Courtice Waterfront and Energy Park Secondary Plan	

Purpose of Report:

The purpose of this report is to provide information to the public and Council. It does not constitute, imply, or request any degree of approval.

Recommendations:

1. That Report PDS-029-22, and all related communications be received;
2. That the proposed Secondary Plan and Official Plan Amendment continue to be reviewed and processed;
3. That Staff report back to Council with a Recommendation Report;
4. That the proposed Municipal-Wide Waterfront Park Concept be received for information and that staff proceed with the related public engagement process to finalize the Waterfront Park Concept following the June 13, 2022 Planning and Development Committee Meeting; and
5. That all interested parties listed in Report PDS-029-22 and any delegations be advised of Council's direction regarding this Public Meeting report.

Report Overview

This report provides an overview of the planning and public engagement processes for the Courtice Waterfront and Energy Park (CWEP) Secondary Plan. After three Public Information Centers (PICs) and two online surveys over the last three years, the report presents the Draft Secondary Plan and the complementary Urban Design and Sustainability Guidelines (UDSG) for public input under the *Planning Act*. There are no land use changes recommended as part of this process.

The CWEP Secondary Plan is intended to provide land use planning policies that would create Clarington's premier, prestige employment centre and create a Municipal-wide, waterfront park along the Lake Ontario shoreline. These are proposed to be complemented with a new residential and mixed-use neighbourhood. There is a unique and complementary relationship between these areas that would make this part of Courtice the optimal location for jobs and a showcase destination along our waterfront.

The purpose of the statutory Public Meeting is to obtain comments from Council and the public, landowners, and commenting agencies on the proposed Secondary Plan and Urban Design and Sustainability Guidelines

1. Background – Secondary Plans

- 1.1 The CWEP Secondary Plan and accompanying Urban Design and Sustainability Guidelines provide more detail than the Official Plan about how a neighbourhood is to develop. This neighbourhood scale planning allows for a more detailed analysis of land use and transportation issues and specific ways to achieve the objectives of the Clarington Official Plan, including meeting employment and residential density targets.
- 1.2 The Secondary Plan also provides the structure for the various components of the area, such as how to best locate employment uses, housing, commercial, and parks and amenities. It will also provide for active transportation linkages between them and the rest of the community. A Secondary Plan establishes the character and identity of a neighbourhood while promoting efficient land use and development.
- 1.3 The preparation of this Secondary Plan follows the same procedures as an Official Plan Amendment under the *Planning Act*. This includes the preparation of supporting technical studies, public engagement, notice and holding of public meetings and adoption procedures. The Region of Durham is the final approval authority for Secondary Plans.

2. Courtice Waterfront and Energy Park Secondary Plan

- 2.1 The CWEP Secondary Plan Area is generally bounded by Darlington Provincial Park to the west, Crago Road and Darlington Nuclear Generating Station 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 (516 acres) in size. The area is divided into three main areas: the West Waterfront, East Waterfront, and Energy Park (**Figure 1**).

- 2.2 In 2019 Ontario Power Generation (OPG) announced 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 to the area. The Courtyce Water Pollution Control Plant is located immediately south of the Energy Park, in the East Waterfront.

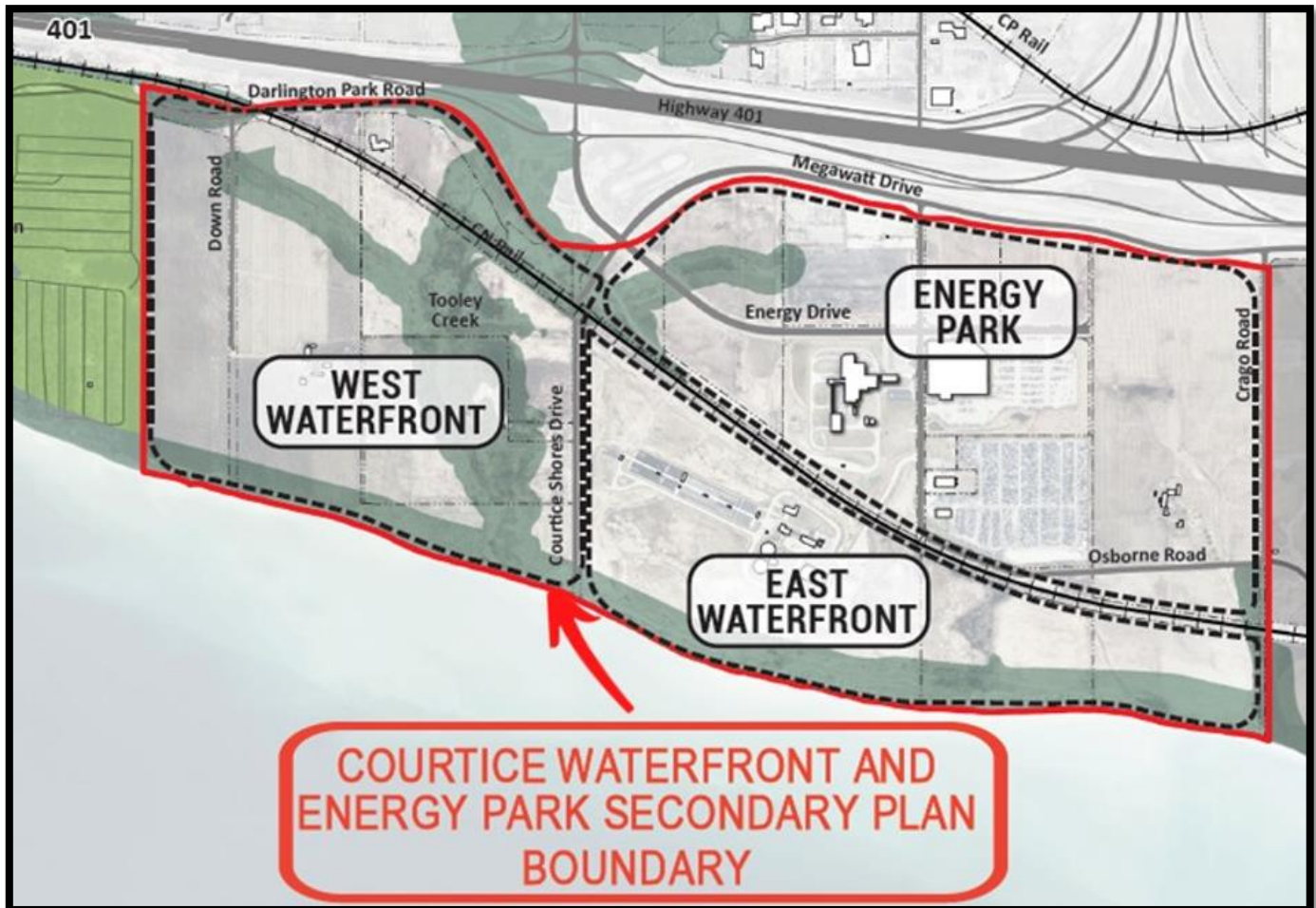


Figure 1: Courtyce Waterfront and Energy Park Secondary Plan Area

- 2.3 Currently, the Secondary Plan area consists of an apple orchard, agricultural fields, a rural residential dwelling, Tooley Creek and other natural heritage features, Regional infrastructure such as the Courtyce Water Pollution Control Plant and the Durham-York Energy from Waste Centre and the Darlington Energy Complex (Ontario Power Generation (OPG)). There are six landowners in the Secondary Plan area.

3. Initiation of the Secondary Plan

Original Application (2004)

- 3.1 The Clarington Energy Park Secondary Plan (CEPSP), which began in 2004 was developed in response to a report to capitalize on the growth of the environmental and energy industries in the Greater Toronto Area as well as to prepare for the expected

economic development opportunities linked to refurbishment of the Darlington Nuclear Generating Station and proposed future New Nuclear Build, east of the Energy Park.

- 3.2 The approved Courtice Energy Park Secondary Plan that was adopted by Clarington Council in 2005, and the Region in 2006. It outlined a vision for the Energy Park that focused on the development of prestige, energy-related employment uses on a site that is adjacent to the OPG Darlington Nuclear Station. While preparing the Secondary Plan in 2006, planning staff held discussions with OPG about creating a campus at the Energy Park and subsequently OPG bought lands to accommodate the Darlington Energy Complex and additional lands for a future OPG Campus. The vision for the Energy Park received a major boost in 2019 when OPG announced that it was moving its headquarters to the Energy Park.

Renewed Vision for the Secondary Plan (2018)

- 3.3 In 2018, as a result of numerous changes to Provincial, Regional and Municipal policies, the Municipality of Clarington commenced an update of the Secondary Plan to identify a renewed vision and updated policy framework for the Energy Park. The update was also to address a number of physical changes including construction of Highway 418 and to capitalize on the spinoffs of the development of the OPG Campus.
- 3.4 In 2019, through staff report [PSD-033-19](#), the Secondary Plan area was expanded to the east to include the broader Courtice waterfront. The Municipality's intention of expanding the Secondary Plan area was to explore the development of a municipal wide waterfront park together with other uses such as tourism and residential development to the north of the municipal park. The scope of the project was also amended to explore opportunities to complement the Energy Park vision, especially, in response to OPG's announcement to centralize its offices and bring approximately 2,000 new jobs to the Clarington Energy Business Park.
- 3.5 The updated Secondary Plan will also address these five Council priorities:

Sustainability and Climate Change

- 3.5.1 Sustainable development principles and practices will be incorporated into every part of the Secondary Plan, including neighbourhood design and the allocation of land uses. The Secondary Plan, Urban Design and Sustainability Guidelines, Zoning By-law and related studies will include measurable targets to move towards a net-zero community.

Excellence in Urban Design

- 3.5.2 The CWEP Secondary Plan will require excellence in urban design that will consider elements like building design, complete streets, views, park connectivity, sun and shadow impacts, and active transportation as well as the integration of green infrastructure into neighborhood and employment area design. These components will shape the look of both the residential and employment areas in this Secondary Plan.

Affordable Housing

- 3.5.3 Through Official Plan policy, Clarington Council supports the provision of a variety of housing types, tenure, and costs for people of all ages, abilities, and income groups. This Secondary Plan reflects this policy as well as recommendations found in Clarington's Affordable Housing Toolkit.

Community Engagement

- 3.5.4 Clarington Council is committed to community consultation and engagement beyond the statutory requirements. The preparation of this Secondary Plan was and continues to be supported by a thorough public engagement strategy which includes a range of public consultation initiatives in order to share, consult, deliberate and collaborate with all stakeholders. These efforts are in addition to any statutory meeting requirements.

Coordination of Initiatives

- 3.5.5 The CWEP Secondary Plan planning and public engagement process has been co-ordinated with other ongoing Municipal projects and Council priorities. In particular, this includes coordination with the Robinson Creek and Tooley Creek Subwatershed Study, Active Transportation planning/connectivity, the recently initiated Economic Development Strategy, Indigenous Communities Consultation and the Courtice Municipal-Wide Waterfront Park Concept Planning with the overall Waterfront Strategy.

Robinson Creek and Tooley Creek Subwatershed Study

- 3.5.6 The Secondary Plan area is located within the Tooley Creek Watershed. The Tooley Creek Watershed is among the smallest watersheds within the Municipality of Clarington and is especially vulnerable to the effects of changing land use and the impact of development. The Tooley Creek drains into Lake Ontario through the Tooley Creek Coastal Marsh.
- 3.5.7 The SWS has and will continue to inform the CWEP Secondary Plan. The reports final recommendations will be incorporated into the Secondary Plan and Urban Design and Sustainability Guidelines prior to reporting back to Council with a recommendation.

Active Transportation

- 3.5.8 Through the adoption of the Southwest Courtice Secondary Plan in May of 2021, Council passed resolution #C-193-21 that requires the submission of a detailed Trail and Active Transportation Plan to achieve the goal of connectivity to the Courtice Waterfront for active transportation. Further, in February 2022 the Active Transportation and Safe Roads Advisory Committee made a presentation to Council regarding the Courtice Waterfront Park. This presentation suggested new trails and parklands that would provide safe and accessible connections to Lake Ontario. In support of this, Council passed a resolution that required staff to bring forward a cost estimate to twin the roadway tunnel under the railway line on Courtice Shores Drive. On February 14, 2022, Memo 009-22, "Cost of Courtice Shores Tunnel Drive" was put forward to Council. There continues to be significant amounts of Staff coordination to ensure that

the planning in South Courtice is incorporating Councils priority of providing active transportation linkages to the Courtice Waterfront.

3.6 In addition to the above, the Secondary Plan is being coordinated with the following Council Strategic priorities:

Economic Development (Strong Economy)

3.6.1 As part of the [2019 – 2022 Municipality of Clarington Strategic Plan](#), Council has directed staff to “Explore an economic development strategy/framework in collaboration with the business community and other stakeholders.” The Secondary Plan should prioritize and integrate economic development opportunities.

3.6.2 The draft Secondary Plan integrates economic development opportunities and job creation through projects such as the OPG expansion, Project Woodward (Durham Region) and the creation of an energy park cluster.

Courtice Municipal-Wide Waterfront Park (Legacy Project) – Concept Plan

3.6.3 Clarington Council’s Strategic Plan 2019 to 2022 identifies the Courtice Waterfront as one of its Legacy Projects.

3.6.4 The Courtice Waterfront Park Design Plan is an integral part of the ongoing Courtice Waterfront and Energy Park Secondary Plan. Council through Report [FSD-013-22](#) approved funding for the Waterfront Preliminary Design Plan in 2022,

3.6.5 Commencing in April of 2022, Clarington Staff along with the Urban Strategies team and their subconsultants, started planning and designing a Master Plan concept for the Courtice Municipal-Wide Waterfront Park.

3.6.6 Between April and May of 2022, Clarington Staff worked closely with team to move the project forward. This included holding three project update meetings, two review periods of the preliminary design, meetings with key stakeholders such as the conservation authority (CLOCA), Public Works, and the landowner and their consultants, as well as a site walk. The result being a complete preliminary design package that includes but is not limited to the following:

- Design and Planning Principles;
- Themes and Branding;
- Preliminary Naming Ideas;
- Waterfront Park Program Ideas;
- Overall Landscape Concept – Zone Diagrams;
- Overall Landscape Concept Vision; and
- Concept Design Development.

3.6.7 The significance of the Municipal-Wide Waterfront Park has been integral to the secondary plan process since the project area expansion in 2019. Following the two

Public Information Centre's held for the CWEP Secondary Plan, staff launched Public Surveys. Both surveys included specific questions related to the design of the Waterfront Park. The feedback provided has been incorporated into the preliminary design.

- 3.6.8 A separate presentation will be given at the June 13th Planning and Development Committee by Urban Strategies and MBTW staff to present the preliminary concept in detail. The intent is to finalize the Municipal-Wide Park Plan, prior to proceeding with a recommendation report for the Secondary Plan.
- 3.6.9 To ensure that the Courtice Waterfront is considered within the overall Waterfront Strategy the consultants for the Courtice Waterfront and Energy Park Secondary Plan and Waterfront Strategy will be working collaboratively. Both consulting teams will collaborate to ensure a seamless integration of the concept plan into the overall context of the Waterfront Strategy.

4. The Secondary Plan Planning Process – Three Phases

- 4.1 There are three stages to the CWEP Secondary Plan process (**Figure 3**). As provided in the draft Terms of Reference and further refined through the tender and award process, our lead Consultant, Urban Strategies has summarized the planning process for this Secondary Plan into three phases.

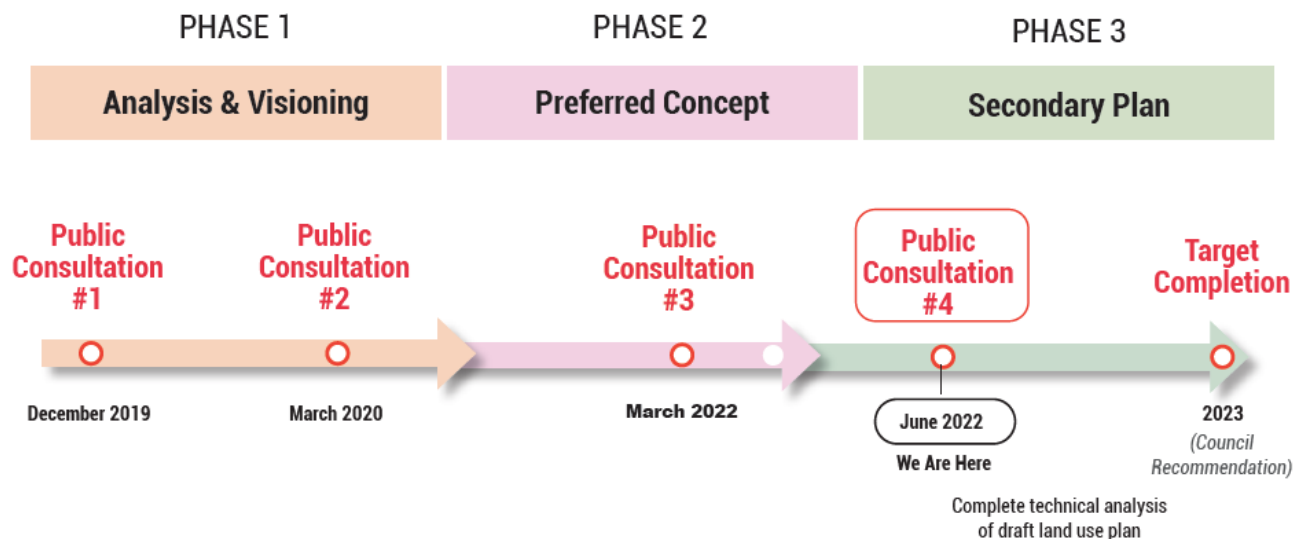


Figure 3: Three Stages of the Courtice Waterfront and Energy Park Secondary Plan Process

Phase 1: Analysis and Visioning

- 4.2 The initial phase of the project involved a detailed technical analysis of background information, initial public participation, and a preliminary development proposal.

Public Information Centre – PIC #1

- 4.3 The first Public Information Centre (PIC) was held on December 3, 2019. The initial PIC was to introduce the public to the re-initiated project by defining the study area, the projects process, and the study priorities. Approximately 15 people attended the meeting which included landowners, individuals who expressed interest in the project, Council members, and the steering committee members.
- 4.4 The PIC was advertised in the Orono Times and Clarington This Week in the two weeks preceding the meeting, a notice was also posted on the Municipality's website and Facebook account. All residents within the Secondary Plan area, as well as those within 120 meters and on the projects interested parties list received a copy of the PIC notice.
- 4.5 A summary of key themes heard at the first PIC can be found in **Section 8** of this report.
- 4.6 A PIC #1 summary report was prepared, and it is available on the [project webpage](#).

Background Studies

- 4.7 As part of Phase 1, detailed background studies were also drafted to inform the Secondary Plan. These studies include the following:
- Phase 1 Technical Report
 - Functional Servicing Report
 - Natural Environment Existing Conditions Report
 - Land Use Compatibility Study
- 4.8 Several of these studies such as the Natural Environment Existing Conditions Report updated existing conditions within the Secondary Plan area. Whereas, other reports, such as the Land Use Compatibility Study identifies existing and potential land use compatibility issues and identifies and evaluates options to achieve appropriate design, buffering and/or separation distances between any proposed sensitive land uses, including residential uses, and nearby Employment Areas and/or major facilities.

Phase 2 – Preferred Concept

- 4.9 The second phase of the project involved a draft land use and urban design concept, technical analysis, draft policy directions and additional public participation.

Proposed Development Concept

- 4.10 Based upon the results of Phase 1 and leading up to PIC#2, the Consultant prepared a draft land use and urban design concept plan for the Secondary Plan area. This concept was discussed and evaluated by the Steering Committee and based on their feedback a final draft was prepared.
- 4.11 The COVID-19 pandemic was declared in March 2020 as the project was finishing Phase 1 and entering into Phase 2. Although Municipal Staff and the Consultants were no longer working from their respective offices, the Secondary Plan project continued.

Virtual steering committee meetings, agency communication and replying to landowner and public questions continued.

Public Information Centre – PIC #2

- 4.12 The second Public Information Centre (PIC) was held virtually on March 5, 2020. Approximately 50 people joined the meeting.
- 4.13 The meeting was set up in a visioning workshop format, beginning with a presentation, followed by roundtable discussions facilitated by a member of the consultant team and Municipal staff.
- 4.14 The PIC was advertised in the same way as the first PIC as described in section 4.4 of this report.
- 4.15 A summary of key themes heard at the second PIC can be found in **Section 8** of this report.

Public Survey #1

- 4.16 Following the second Public Information Centre (PIC) held on March 5, 2020, the Municipality of Clarington released the first online survey for the Courtice Waterfront and Energy Park Secondary Plan.
- 4.17 The survey was available between March and April of 2020 and over 900 individuals completed the survey.
- 4.18 The purpose of the survey was to receive feedback from the public on their vision for this area. The feedback received assisted the Municipality with the emerging vision for the CWEP.
- 4.19 A summary of key themes heard through the first online public survey can be found in **Section 8** of this report.

Public Information Centre – PIC #3

- 4.20 The third Public Information Centre (PIC) was held on March 9, 2022. Approximately 48 people joined the meeting. The meeting provided individuals with a project update and aimed to share and seek feedback on the Emerging Land Use Plan for the Secondary Plan area. The meeting was held online and by phone following directives from Public Health to practice physical distancing and reduce the spread of COVID-19.
- 4.21 The PIC was advertised in the Orono Times and Clarington This Week in the two weeks preceding the meeting, as well as on the Municipal website and through social media. All residents within the Secondary Plan area, as well as those within 120 meters and on the projects interested parties list received a copy of the PIC notice. In addition to the newspaper advertisements, the project updates and PIC information was announced in the Planning eUpdate.
- 4.22 A summary of key themes heard at the third PIC can be found in **Section 8** of this report.

Public Survey #2

- 4.23 Following the third Public Information Centre (PIC) held on March 9, 2022, the Municipality of Clarington released a second online survey for the CWEP Secondary Plan.
- 4.24 The survey was available from March to April of 2022 and 191 individuals completed the survey.
- 4.25 The purpose of the survey was to receive feedback from the public on the Emerging Land Use Plan. The feedback received assisted the Municipality with the preparation of the proposed Secondary Plan and Urban Design and Sustainability Guidelines for the CWEP (**Attachments 2-5**).
- 4.26 A summary of key themes heard through the second online public survey can be found in **Section 8** of this report.

Phase 3 – Current Phase – Secondary Plan

- 4.27 The intent of Phase 3 of the process is to focus on the finalization of the Secondary Plan. This includes the Statutory Public Meeting and Recommendation Report to Council for Adoption. In this phase, the supporting technical documents will be finalized, and the preparation of the implementing zoning by-law will take place. We are currently in Phase 3 of the process.
- 4.28 The Statutory Public Meeting provides the opportunity for the public to formally comment on the draft Official Plan Amendment, the draft Secondary Plan (including Land Use Plan) and the draft Urban Design and Sustainability Guidelines. It is important to note, that any comments received, either during the Public Meeting verbally, or submitted in writing to staff, since the release of the draft Official Plan Amendment and Secondary Plan, will be recorded in the Recommendation Report.

Notice – Statutory Public Meeting

- 4.29 Notice for the Statutory Public Meeting for the CWEP Secondary Plan was provided in accordance with the *Planning Act*. The Public Meeting Notice was provided to:
- Landowners within the Secondary Plan area;
 - Landowners within 120m of the Secondary Plan area;
 - Approximately 300 people on the interested parties list;
 - The Region of Durham, the Ministry of Municipal Affairs and Housing and all other commenting agencies; and
 - First Nations representatives.
- 4.30 The draft Official Plan Amendment, draft Secondary Plan including Schedules, and the draft Urban Design and Sustainability Guidelines were posted to the project webpage by May 24, 2022, in accordance with the *Planning Act* requirements.

- 4.31 The Communications Division at the Municipality has promoted the Public Meeting and posted the Notice on the Municipal Website, Facebook, and Twitter. Notices advertising the Public Meeting were placed in Clarington This Week and the Orono Times for 3 weeks preceding the Public Meeting.
- 4.32 The Notice of Statutory Public Meeting noted that the materials (draft Official Plan Amendment and draft Secondary Plan) were available for review as of May 24, 2022.
- 4.33 In addition to receiving a Notice of Public Meeting, external agencies and internal departments have been requested to provide their comments regarding the Draft Secondary Plan and Draft Urban Design and Sustainability Guidelines. These comments, as well as any Council and the public comments will be considered as staff prepare the recommended Secondary Plan for Council's consideration and adoption.

5. The Draft Official Plan Amendment, Secondary Plan, and the Urban Design and Sustainability Guidelines

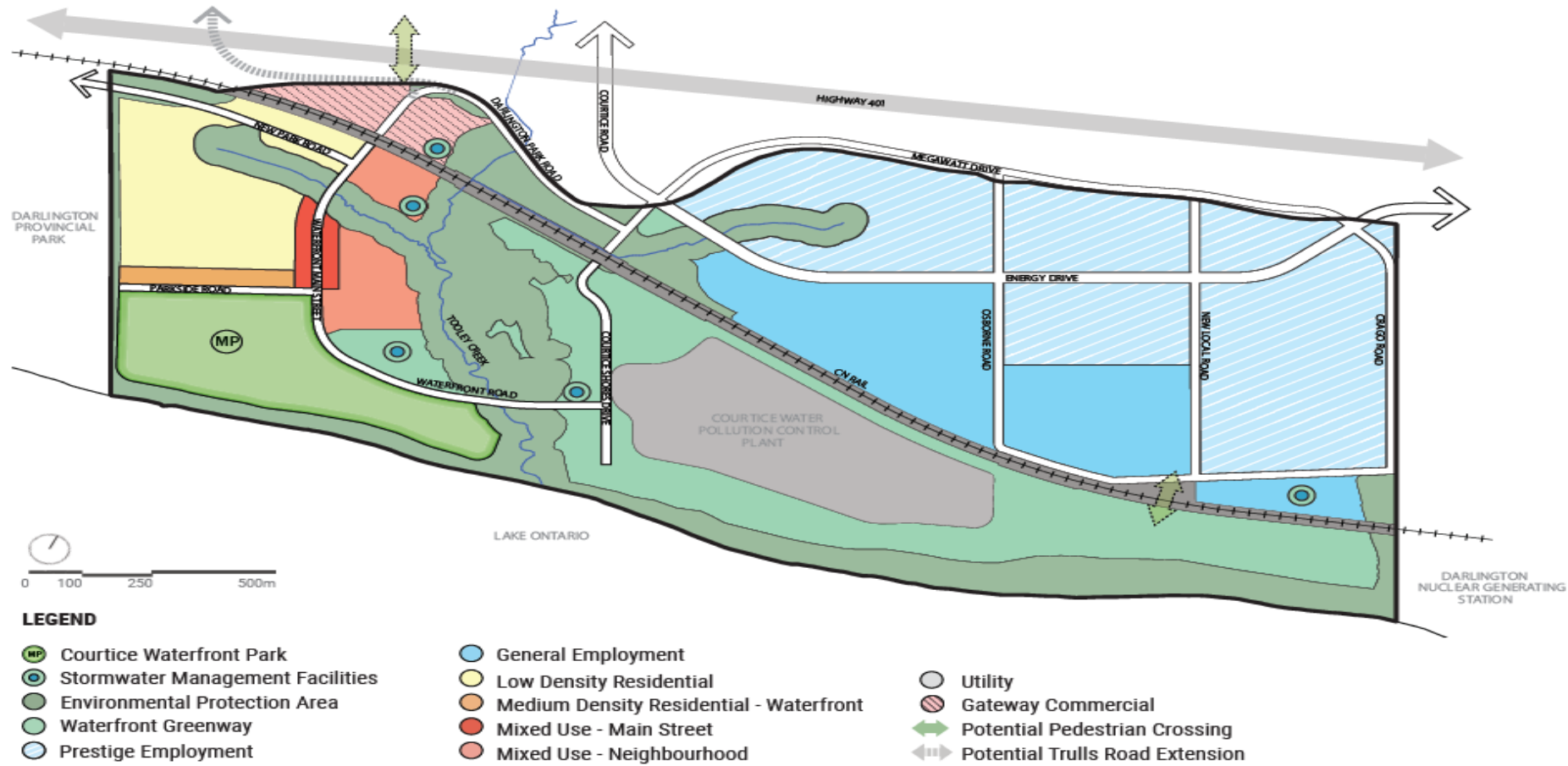
Draft Official Plan Amendment (Attachment 2)

- 5.1 The purpose of this Official Plan amendment is to replace the existing CEPSP with the CWEP Secondary Plan. This Secondary Plan, including the Urban Design and Sustainability Guidelines would provide land use planning policies and design guidelines that would create Clarington's premier, prestige employment centre and create a Municipal-wide, waterfront park along the Lake Ontario shoreline. These are proposed to be complemented with a new residential and mixed-use neighbourhood. There is a unique and complementary relationship between these areas that would make this part of Courtice the optimal location for premium jobs and a showcase destination along our waterfront.

Draft Secondary Plan (Attachment 3) Policy

- 5.2 The CWEP Secondary Plan would support the developing nuclear energy business cluster in the Energy Park and shape the future of south Courtice. This area will be home to Ontario Power Generation's new headquarters and will help attract new investment and create jobs. The Secondary Plan also proposes to create a new residential neighbourhood and 18-hectare municipal-wide park along the Courtice waterfront. Approximately 1000 residential units are currently proposed, and 5600 jobs could be accommodated in the Secondary Plan area.
- 5.3 The CWEP Secondary Plan was developed based on the following seven principles, each of which is supported by a set of objectives for the area:
- 1) Promote economic development and housing diversification;
 - 2) Support a high quality of life for residents of Clarington and the Courtice waterfront;
 - 3) Conserve, enhance and value significant natural features;
 - 4) Promote environmental sustainability, energy efficiency and resilience;
 - 5) Connect the Secondary Plan Area to the broader community and region by all modes of travel;

- 6) Create distinct, memorable places that reflect the area's natural and cultural heritage and the community's values; and
 - 7) Develop the CWEP in an orderly, coordinated, and cohesive fashion.
- 5.4 The policies reflect key themes for the area to support an environmentally sustainable neighbourhood that preserves the natural environment, provides a diversity of housing options, employment opportunities, connected green spaces, and an area with a mix of uses.



SCHEDULE A - LAND USE (DRAFT)

Courtice Waterfront and Energy Park Secondary Plan

For Public Meeting - June 2022

Figure 3: Courtice Waterfront and Energy Park Secondary Plan Land Use Map

- 5.5 The CWEP Secondary Plan area includes the following eleven (11) land use designations (**Figure 3**). Designations within the Energy Park include General Employment and Prestige Employment. Designations within the West Waterfront and East Waterfront include Low Density Residential, Medium Density Residential – Waterfront, Mixed-Use Main Street, Mixed-Use Neighbourhood, Waterfront Greenway, Gateway Commercial Area, Courtice Waterfront Park and Utility. Both areas include lands that are designated Environmental Protection Area:
- 5.6 Each land use designation described above includes specific policies about permitted land use, building types that are permitted, and specific directions for minimum heights and densities.

Low Density Residential

- 5.6.1 The low-density residential designation would have an overall minimum density of 13 units per hectare and is proposed to permit detached, semi-detached and townhouse dwelling units up to three storeys, and would prohibits private streets or private rear lanes.

Medium Density Residential – Waterfront

- 5.6.2 The medium density residential- waterfront designation is proposed to permit townhouses, apartment buildings and dwelling units within a mixed-use building. It would also permit other uses including small-scale service and neighbourhood retail commercial uses, which are compatible with residential uses. Development on lands proposed to be designated Medium Density residential would have a minimum density of 40 units per net hectare with heights ranging from 2 to 4 storeys.

Mixed Use - Main Street Area

- 5.6.3 The Mixed Use – Main Street area is proposed to permit apartment buildings, mixed-use buildings and live/work units. Building heights would range from 2 to 6 storeys in height. The streetscape along the new Waterfront Main Street would be required to facilitate public spaces, café and restaurant patios, street landscaping and furniture, as well as transit shelters.

Mixed Use – Neighbourhood Area

- 5.6.4 The Mixed Use – Neighbourhood Area is proposed to accommodate primarily residential but is also appropriate for visitor-oriented commercial uses. The designation would permit townhouses, apartment buildings, mixed-use buildings, live/work units, and a range of commercial uses including hotels, conference centres, winery and restaurants. Residential and mixed-use buildings heights would range from 3 to 6 storeys.

Gateway Commercial Area

- 5.6.5 The Gateway Commercial area is proposed to be planned predominantly for retail and service commercial uses. Uses permitted would include retail and service commercial uses, restaurants, and financial institutions.

Prestige Employment Area

5.6.6 The Prestige Employment Areas are intended for high-occupancy office and industrial uses, as well as ancillary commercial uses that would benefit from the access and visibility provided by Energy Drive and Highways 401 and 418. Permitted use would include but not be limited to offices, research and development facility, hotel and conference centre, university and/or college, and light industrial uses within fully enclosed buildings. Sensitive uses would only be permitted subject to detailed study that demonstrates they are appropriate. Warehousing and distributions centres are proposed to prohibited in this designation.

General Employment Area

5.6.7 Lands Designated General Employment are intended 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. Permitted uses would include, but not be limited to offices, research and development facilities, light industrial uses, warehousing and distribution facilities and factory retail outlets.

Courtice Waterfront Park

5.6.8 Lands designated Courtice Waterfront Park would include a range of passive and active recreation and cultural uses. The Courtice Waterfront Park is proposed to be designed and programmed to serve the entire municipality and support the Courtice Waterfront as a regional designation. Details of the planning for the Municipal-wide Park can be found in the “Coordination of Initiatives” section of this report, specifically paragraphs 3.6.3 to 3.6.9 as well as a graphic in **Attachment 6** of this report.

Environmental Protection Area

5.6.9 Lands designated Environmental Protection (EP) would not permit any development except for low-intensity recreation and uses related to conservation, flood, or erosion control projects. The delineation of the boundary of lands designated as EP are approximate and will need to be detailed through appropriate studies prepared as part of future development applications.

Waterfront Greenway

5.6.10 Land Designated Waterfront Greenway (WG) would permit low-intensity recreational uses and conservation.

Utility

5.6.11 The lands designated Utility are proposed to be consistent with the current extent of the Courtice Water Pollution Control Plant (WPCP). Expansion of the WPCP onto neighbouring lands would require amendments to the Secondary Plan and would be subject to the submission of technical studies assessing the impacts of expansion.

Parks and Trails

5.6.12 The Secondary Plan and UDSG provide direction regarding Parks and Trails. Policies in the Secondary Plan require that the parks and trails system connect to natural areas. Policies further encourage connectivity to the broader community and region by all modes of travel by establishing an interconnected network of trails linked to the Waterfront and the broader municipal trail network. The trail network will include sidewalks, dedicated cycling facilities, multi-use paths as well as primary and secondary trails. Trail locations would be subject to an Environmental Impact Study, where appropriate.

Sustainability and Urban Design Policy

5.6.13 The Secondary Plan also includes sustainable development and urban design policies. The policies encourage attractive streetscapes using generous landscaping, quality building materials and building articulation. The policies further encourage inviting, active, and comfortable pedestrian realms for residents and visitors alike.

Urban Design and Sustainability Guidelines (Attachment 5)

5.6.14 The purpose of the Urban Design and Sustainability Guidelines (**Attachment 5**) is to expand on Priority Green and define sustainability priorities specific to development in the CWEP.

5.6.15 The Urban Design and Sustainability Guidelines (UDSG) will provide direction and measurable targets for building and site design to support the Secondary Plan policy framework. These guidelines build on the Clarington Energy Park Streetscape and Sustainable Development Design Guidelines, released in 2011, which applied to the lands within the Energy Park. These guidelines also build on Priority Green Clarington, which promotes sustainable community design.

5.6.16 The CWEP Secondary Plan provides a policy framework for the development of the CWEP in a manner that incorporates the highest quality of urban design and sustainability initiatives as noted above. The Guidelines provide further direction on how this is to be achieved.

6 Conformity with Provincial Plans

Provincial Policy Statement, 2020

6.1 The Provincial Policy Statement 2020 (PPS) provides policy direction on land use planning and development for matters of provincial interest. This includes the protection of Provincial resources, public health and safety, and the quality of the natural and built environment. These objectives are to be achieved through efficient land use planning. Through land use designations and policies, municipal Official Plans and Secondary Plans are the most important vehicle for implementing the PPS.

6.2 In keeping with the PPS, the CWEP Secondary Plan will lead to a new neighborhood that includes a mix of housing, including affordable housing, employment, recreation,

parcs and open spaces, and different modes of transportation choices that increase the use of active transportation.

The Growth Plan for the Greater Golden Horseshoe, 2020

- 6.3 The Growth Plan for the Greater Golden Horseshoe 2020 (Growth Plan) provides guidance on where and how to grow within the Greater Golden Horseshoe (GGH).
- 6.4 Building on the direction of the PPS, the Growth Plan supports the achievement of complete communities, a thriving economy, a clean and healthy environment, and social equity. These goals will be achieved by including a range of housing types, a complete street network, a variety of parks, a trail system, and retail/commercial amenities within walking distance of residents.
- 6.5 This Secondary Plan proposes a range of housing types and a variety of housing forms, sizes, and tenures, that would allow households of various sizes and incomes to find a home within the Courtice Waterfront. In addition, to ensure affordable housing, a contribution agreement to be negotiated between the Municipality and the Landowners Group is proposed, as set out in policy 7.2.10 of the Secondary Plan.

7 Official Plans

Durham Regional Official Plan

- 7.1 The Durham Region Official Plan designates the lands as “Waterfront Areas” and “Employment Areas” in Schedule ‘A’ Regional Structures. The Region’s Official Plan states that Waterfront Areas shall generally be developed as “people places” with the exception of significant natural areas, which will be protected in their natural states. Each Waterfront shall be a continuous system, penetrating and linking the urban and rural areas. Whereas Employment Areas are set aside for uses that by their nature may require access to highway, rail, and/or shipping facilities, separation from sensitive uses, or benefit from locating close to similar uses. Support from the Region will be required (through a Regional Official Plan Amendment) as residential development is not currently permitted in these designations.
- 7.2 Development within the Waterfront designation shall make provision for public access to the waterfront, which is being done through the development of the Courtice Waterfront Park. The Durham Region OP also promotes sustainable design and the development of transit-supportive, compact urban forms and minimizing surface parking in Employment Areas. This is being addressed through the Secondary Plan’s Urban Design and Sustainability Guidelines.
- 7.3 The implementation of the CWEP Secondary Plan would ensure sequential and orderly development, that the servicing of the area is on full municipal water and sanitary sewer systems; that there is transportation for all modes available; that a range of housing is provided; and that there is a diverse mix of land uses, amongst others. It is important to note that the Regional Municipal Comprehensive Review (MCR) has requested that growth projections, including the allocation of residential units to the urban areas be subject to the MCR process. It is acknowledged that the Municipality will work with the

landowners and the Region of Durham to develop a phasing plan to extend existing services to the remainder of the CWEP Secondary Plan area.

Clarington Official Plan

- 7.4 The Clarington Official Plan (OP) provides a vision for the future growth and development of the Municipality to the year 2031, in conformity with the current in force Regional Official Plan and the Growth Plan, and consistent with the PPS. It also provides direction on fostering the economic, environmental, cultural, physical, and social well-being of the residents of Clarington. The most recent Clarington OP was adopted in November 2016 and approved by the Region of Durham in June 2017.
- 7.5 The OP designated the lands in this area as: Business Park, Environmental Protection, Waterfront Greenway, Utility, and Municipal-wide Park.
- 7.6 Business Parks comprise the lands having prime exposure along Highway 401 and arterial roads. Development within Business Parks is intended for employment-intensive uses that exhibit a high standard of building design and landscaping in order to provide an attractive appearance that reflects or takes advantage of such high visibility. The proposed policy framework in the Secondary Plan is aligned with OP policies and will be updated in accordance with future recommendations.
- 7.7 The Environmental Protection Areas are recognized as a significant component of the Municipality's natural environment and their ecological functions are to be conserved and protected. This Plan envisions development that maintains, restores, and creates continuous green corridors and valley lands. The proposed policy framework in the Secondary Plan is aligned with OP policies and will be updated in accordance with future recommendations.
- 7.8 The Waterfront Greenway designation seeks to protect and regenerate the unique physical, natural, and cultural attributes associated with the Lake Ontario Waterfront. The predominant use of land within the Waterfront Greenway shall be low-intensity recreational uses, compatible tourism uses, conservation, and agriculture. The Plan currently envisions a series of low-intensity recreational uses compatible with the policies of the OP including but not limited to trails and key pedestrian routes within the designation adjacent to Lake Ontario. The Waterfront Greenway Designation does not currently permit residential development. Portions of the lands currently designated Waterfront Greenway within the OP are proposed to be redesignated to Urban Residential to allow for a range of residential and commercial uses (**Attachment 2**).

To implement the Secondary Plan, as provided in **Attachment 2**, Map A2 Land Use Courtice of the Official Plan would need to be amended. The expansion of the Secondary Plan and the residential land use designation would need to be addressed through the Clarington Official Plan review process as the boundary of a secondary plan may only be altered during Clarington's municipal comprehensive review (OP policy 4.6.4). Clarington staff will be able to assess the population and unit counts proposed for this area, and as it relates to all of Clarington, when the information is available from the Region. This will occur in tandem with Clarington's Official Plan review.

- 7.9 Municipal-wide Parks are specialized parks designed to serve the entire Municipality. They are to be developed to support recreation or cultural facilities that are one of a kind and have specialized location requirements or take advantage of special attributes and the specific program for the park. Details of the planning for the Municipal-wide Park can be found in the “Coordination of Initiatives” section of this report, specifically paragraphs 3.6.3 to 3.6.9. The proposed policy framework in the Secondary Plan is aligned with OP policies and will be updated in accordance with future recommendations.

The Municipal-wide Park generally reflects the lands as designated in the Clarington Official Plan and are currently in private ownership, similar to the Municipal-wide park in the Soper Hills Secondary Plan. There is also a public right of way traversing the private lands. The process for land acquisition and disposal will be subject to a future report to Council once, the Region and the Municipality agree to a land use plan.

- 7.10 The Utility designation in the Secondary Plan represents the OP designation of the existing Courtice Water Pollution Control Plant. The proposed policy framework in the Secondary Plan is aligned with OP policies and if needed, will be updated in accordance with future recommendations.

Priority Green

- 7.11 The CWEP Secondary Plan policies were developed with regard for sustainability, taking into consideration the goals of Priority Green Clarington. The CWEP Secondary Plan Urban Design and Sustainability Guidelines (**Attachment 5**) to be appended to the Secondary Plan would guide sustainable development in the Secondary Plan Area.

Robinson Creek and Tooley Creek Subwatershed Study

- 7.12 The Robinson Creek and Tooley Creek Subwatershed Study (SWS) Phase 2/3 Report is assessing the impacts of development on the two watersheds from natural heritage, natural hazards and stormwater perspective (among other topics). The SWS has determined that in the Tooley Creek watershed, future development north of the 401 will result in increased stormwater flows. When future flows exceed existing flows, additional flood control measures need to be considered. Through discussions with CLOCA, several measures to address this issue have been investigated in the SWS Report including floodproofing, construction of berms, increasing existing watercourse crossing capacity, and the use of stormwater management facilities. However, an additional Flood Study will be required for the Tooley Creek. In addition, landowners in the Secondary Plan area have requested the relocation of a small Tributary of the Tooley Creek. This will also need to be investigated. This work (Flood Study and relocation) will begin following the completion of the Phase 2/3 SWS report. The Terms of Reference for this work has been prepared with CLOCAs input.

8 Public Comments

- 8.1 Preparation of the CWEP Secondary Plan has been guided by feedback received from stakeholders and the public. Prior to the release of the draft CWEP Secondary Plan the project team held three Public Information Centres (PICs) to introduce the process the Municipality is undertaking to develop a Secondary Plan and to share and seek

feedback on the emerging plan. Key themes from the comments received during and after the PICs are summarized below. More detailed summaries are available online on the project website at [Courtice Waterfront and Energy Park - Clarington](#).

8.2 Feedback themes from PIC #1 are:

- Participants expressed a desire for a waterfront destination park, with amenities to attract tourists.
- Participants generally supported development of the waterfront, stating that additional activity in the area would increase safety, create a “western gateway” into the Municipality, and raise Clarington’s profile in the region.
- Participants expressed a strong concern about the current lack of access to the project area, emphasizing improved access for a variety of modes.
- There are concerns about the compatibility between prestige office uses, the existing Energy from Waste Facility and the possibility of an anaerobic digester.

8.3 Feedback themes from PIC #2 are:

- Participants expressed support for a mixed-use waterfront with a range of housing types.
- Participants saw the Courtice Waterfront as an opportunity for a unique neighbourhood with a higher density than typically found in Courtice.
- Participants were enthusiastic about improvements in quality and completeness of the multi-use path and trail network for recreation and particularly cycling.
- Participants felt that commercial amenities, such as hotels, meeting facilities and restaurants, would help make the waterfront a tourist destination and would complement employment uses in Energy Park.
- Participants expressed a desire to protect the environmental integrity of the area.
- Participants expressed concerns about the compatibility between sensitive land uses and a potential anaerobic digester.

8.4 Below is a summary of key messages received from respondents to the first online survey:

8.4.1 Residents would prefer a naturalized Waterfront, with trails and access to a beach. Residents are hoping the Courtice Waterfront is protected and not overwhelmed by dense residential and commercial development;

8.4.2 The Courtice Waterfront requires certain amenities to create an accessible park that could be enjoyed by all ages and abilities. Some of the amenities identified by the public include adequate parking, restroom facilities, a playground, outdoor sports fields, and accessible trails that connect to the Waterfront Trail Network. Residents are also

interested in various food and beverage options either within the park or in close proximity, such as food trucks, restaurants with patios, and ice cream or snack stands;

- 8.4.3 There was a distinct preference for business-friendly amenities such as coffee shops and a convention centre near the Energy Park; and
- 8.4.4 There were mixed opinions of the form of housing that would be located near the Waterfront Park. Many preferred low density housing forms (i.e. single detached dwelling). However, several respondents prefer higher density forms of housing, such as apartment buildings for seniors.
- 8.4.5 Overall, the survey responses reflected a preference for a naturalized Waterfront, with trails and direct access to the beach. Public comments expressed a need to balance the opportunity of providing greater access to the waterfront while carefully incorporating residential and commercial development to the surrounding areas.
- 8.4.6 Feedback themes from PIC #3 are:
- Participants were enthusiastic about the proposed plan for improved connectivity to the Waterfront via a pedestrian bridge over Highway 401 and highlighted the importance of accessibility.
 - Participants felt that a range of opportunities for supporting active transportation and a variety of recreation uses would enhance activity along the Waterfront. The proposed Municipal-wide Park and Darlington Provincial Park were identified as essential assets.
 - Participants shared a range of views on the future character of the Waterfront and the appropriateness of introducing residential and other uses.
 - Participants recognized the Courtice Waterfront as an opportunity for locating small-scale retail and commercial uses.
 - Participants felt it was important to protect the environmental integrity of the area.
 - Participants expressed support for concentrating office and energy sector employment opportunities within the Energy Park.
 - Participants expressed an interest in the area remaining open space.
 - Participants expressed concerns about the compatibility between residential uses and their proximity to Darlington Provincial Park, nearby natural areas, and the waste management uses located in the Energy Park, including the potential anaerobic digester.
- 8.4.7 Below is a summary of key messages received from respondents to the second online survey:
- **Mixed Use Areas** - A significant number of respondents stated they prefer low-rise mixed-use buildings with retail/restaurants at grade or low-rise commercial buildings

with retail/restaurants at grade. Most respondents stated that their preferred vision for the Mixed-Use Neighbourhood was to include a special cultural/commercial destination.

- **Medium Density Residential** - Most responses supported low-rise condos or rental apartment building within this area.
- **Low Density Area** - Single and semi-detached houses with integrated garages received a high number of responses for the preferred Low Density Area vision. Single and semi-detached houses with garage access from laneways also received a high number of responses.
- **Commercial and Employment Areas** - The survey received high responses for including retail/service uses buildings and mixed retail, followed by a preference for including professional services buildings.
- **Employment Areas** - The preferred vision for the Prestige Employment Area received a significant number of responses in favour of permitting landscaped open space and commercial amenities. Office with outdoor amenity space also received a high response rate. For the General Employment Area green manufacturing buildings received a high response rate follow by energy, research, and innovation uses.
- **Courtice Waterfront Park** - Outdoor event space and picnic areas received high response rates for the question asking what gathering spaces would like to be seen in the park. Multi-use trails received a high response rate for preferred recreation facilities in the park. High response rates for preferred water-based activities in the park included access to the beach, water-based active recreation, and the proposed jetty. Finally, a preference for including skating rinks, skating trails, and cross-country skiing trails was expressed for what winter activities would most like to be seen in the park.

8.4.8 Overall, the survey responses reflected a preference for heights adjacent to the Waterfront Park. Further, there was significant interest in creating a park that includes water-based activities and trails that can be used year-round. Public comments expressed a need to balance the opportunity of providing greater access to the waterfront while carefully incorporating residential and commercial development to the surrounding areas.

8.4.9 In response to an early draft of the Secondary Plan and UDSG presented to the Steering Committee, the consultant representing landowners in the Secondary Plan area has submitted comments to staff regarding the Secondary Plan and UDSG. Although the comments indicate general support for the Secondary Plan, a number of concerns have been expressed including;

- the distribution of land uses (more medium and high density requested);
- proposed building heights and density (increase some heights and densities);
- urban design policies (agree with the intent but prefer general policies);

- UDSG should be non-statutory (provide for a flexible approach); and
- the size of the park (recommend 15 ha not 18 ha)

A revised land use map has also been submitted to demonstrate the proposed solution to the above concerns.

8.4.10 At the time of writing this report, staff had not received any comments from the public following the notice of the Statutory Public Meeting.

9 Indigenous Communities Consultation

9.1 Staff have provided background materials and copies of all notice material to each indigenous community office. At the time of writing this report, Staff had also met with the Curve Lake First Nations group to discuss a path forward to ensure meaningful engagement on all Secondary Plans moving forward. Staff intend to have a similar meeting with all indigenous groups, willing to do so. Prior to reporting back with a recommendation, Staff will ensure that consultation with each of the required Indigenous communities meets the requirements of the *Planning Act*.

10 Agency and Department Comments

10.1 Notice of Statutory Public Meeting and the request for comments was provided to the Agencies on May 24th, 2022. Agencies normally require a minimum of four weeks to provide comments on large documents such as a Secondary Plan. At the time of writing this report, staff have not received agency comments regarding the Secondary Plan.

10.2 Region of Durham Planning, Economic Development, Public Works and Real Estate staff, CLOCA Planning, OPG, Clarington Planning and Development Services and Public Works staff, the Kawartha Pine Ridge District School Board staff, the Clarington Board of Trade, and the Peterborough Victoria Northumberland and Clarington Catholic District School Board are members of the Secondary Plan steering committee. These staff have been integral to the process, including providing direction on the technical/background reports and early land use concepts.

Region of Durham – Secondary Plan process preliminary comments

10.3 Staff from the Region of Durham Planning and Economic Development Department have been active members for all the ongoing Secondary Plans in Clarington. Regional concerns regarding the timeline of the Secondary Plan were first expressed in comments on the secondary plan dated July 2021 and later expressed in a letter submitted to the Director of Planning and Development Services on April 26, 2022. The Region further solidified this position in a second letter submitted to the Project Lead on May 4, 2022.

10.4 Following discussions with the Region, staff came to understand that the concerns were related to ensuring the Land Use Compatibility Study is undertaken to the satisfaction of the Region, the timing of the Regions ongoing MCR process, as well as the timing for a recommendation report.

- 10.5 Given the proximity of the site to numerous potential environmental impacts from industrial uses, a Land Use Compatibility Study, SLR Consulting (Canada) Ltd., January 25, 2022, was prepared in support of the Secondary Plan. Regional staff have advised that this report must be peer reviewed. However, the Landowner Group has yet to agree to either the Firm to be hired to conduct the review, or to pay for the cost of the Review. Since the Land Use Compatibility Study has not been peer reviewed, the draft Secondary Plan only reflects the existing report dated January 25, 2022. Any updates required to the draft Secondary Plan will need to ensure that land use compatibility matters are addressed following the peer review process. Once the peer review is completed, the Region will have another opportunity to provide feedback and input on any updated draft Secondary Plan.
- 10.6 In addition, the Region has significant transportation-related issues with the western portion of the Secondary Plan which have not been studied to date. This work will be completed to the Region's satisfaction prior to bringing forward a recommendation report in the future.
- 10.7 Staff further clarified the expected timeline of the project for the Region. Staff noted that given summer recess of Council and it being an election year, there was very little opportunity to come before Council to keep the Secondary Plan process moving forward. Given this circumstance, Staff expedited the holding of this Statutory Public Meeting. Staff have assured the Region that the intent of holding the Statutory Public Meeting at this time, was to garner the public and agency feedback on the draft Secondary Plan and Urban Design Guidelines and allow ample time to work through the remaining comments and concerns. The recommendation report is anticipated to be brought forward early in 2023 assuming all key issues have been addressed.
- 10.9 Clarington and Regional Staff have agreed to work together to ensure that following the Statutory Public Meeting, Regional concerns are satisfied prior to proceeding with the recommendation report for the Secondary Plan. Clarington Staff agree with the Region's position that the supporting reports be prepared to the agencies' satisfaction prior to proceeding.
- 10.10 Following the Public Meeting and receipt of all outstanding comments, the draft documents as well as all supporting technical studies will be updated. All of these documents will be distributed to the agencies for review and comment prior to staff recommending the Secondary Plan and the Urban Design and Sustainability Guidelines for Council's consideration and adoption. The recommendation report will include a summary of comments received and how they have been addressed

11 Concurrence

Not Applicable.

12 Conclusion

- 12.1 The purpose of this report is to obtain comments from Council, the public, stakeholders and commenting agencies on the proposed Secondary Plan. This report also provides

background information and process information leading up to the draft CWEP Secondary Plan and UDSG and the Public Meeting.

- 12.2 Staff will continue to process and prepare a subsequent recommendation report. Staff agrees with the Region and CLOCA that additional work is required in areas such as land use compatibility, transportation, and management of the potential flooding impacts from the developments north of the 401.
- 12.3 Following the Statutory Public Meeting, the draft documents will be further revised as deemed necessary based on the comments received. Concurrently, the team will begin preparing the implementing zoning by-law. A recommended version of the Secondary Plan and Urban Design and Sustainability Guidelines and an implementing Zoning By-law will be presented to Council in the future.
- 12.4 When adopted, the Official Plan Amendment will be forwarded to the Region of Durham for approval. Part of the Region of Durham review includes circulation of the Amendment to agencies and the province for their comments. If and when approved, the Region will issue a Notice of Decision regarding the Amendment and the 20-day appeal period will commence. If there are no appeals to the Region about the approved OPA it will come into full force and effect.

Staff Contact: Lisa Backus, Acting Manager of Community Planning and Design, 905-623-3379 extension 2413 or lbackus@clarington.net, Amanda Tapp, Principal Planner, 905-623-3379 extension 2427 or atapp@clarington.net.

Attachments:

- Attachment 1 – Sequence of Events
- Attachment 2 – Draft Official Plan Amendment
- Attachment 3 – Draft Courtice Waterfront and Energy Park Secondary Plan
- Attachment 4 – Draft Schedules
- Attachment 5 – Draft Urban Design and Sustainability Guidelines
- Attachment 6 – Courtice Municipal Wide Waterfront Park Preliminary Concept Plan

Interested Parties:

List of Interested Parties available from Department.

Courtice Waterfront and Energy Park Secondary Plan – Sequence of Events

2018	Event
May 2018	Public Meeting Report and Staff Presentation to receive Council authorization to initiate the Energy Park Secondary Plan Update
May 2018	The Municipality of Clarington retained Urban Strategies Inc, Hemson Consulting and WSP to undertake a review of the original vision and Secondary Plan for the Energy Park
May 2018	Kick-off Steering Committee Meeting
October 2018	Steering Committee Meeting #2
November 2018	Draft Secondary Plan and Zoning By-law Update presented to Steering Committee - Steering Committee Meeting #3
December 2018 – August 2019	Project paused to incorporate Waterfront Lands
2019	Event
September 2019	Courtice Waterfront lands added to Secondary Plan project – PSD-033-19
November 2019	Steering Committee Meeting #4 (<i>moving forward, these are joint committee meetings on the Energy Park and Courtice Waterfront</i>)
November 20/21 and 27/28, 2019	Newspaper Advertisement for Public Information Center #1
December 2019	Public Information Center #1
2020	Event
February 2020	Steering Committee Meeting #5
February 19/20 and 26/27, 2020	Newspaper Advertisement for Public Information Center #2
March 2020	Covid-19 Pandemic was declared
March 2020	Public Information Center #2 (<i>held in person prior to COVID-19 Pandemic</i>)
March – April 2020	Online Public Survey
April 2020	South Courtice Planning Day
July 2020 – December 2020	Project paused to await landowner studies for the Waterfront Lands
2021	Event

April 2021	Steering Committee Meeting #6
July 2021	Steering Committee Meeting #7
October 2021	Presentation to Ontario Tech University
2022	Event
January 31, 2022 (Waterfront Park)	Council directed Staff to report back to Council with a high-level cost estimate to twin the roadway underpass for the CN Railway corridor crossing of Courtice Shores Drive.
February 2022	Steering Committee Meeting #8
February 2022 (Waterfront Park)	The Active Transportation and Safe Roads Advisory Committee made a presentation to Council regarding the Courtice Waterfront Park
February 2022 (Waterfront Park)	Memo 009-22 , "Cost of Courtice Shores Tunnel Drive" was put forward to Council to achieve the goal of connectivity to the Courtice Waterfront for active transportation.
February 23/24 and March 2/3, 2022	Newspaper Advertisement for Public Information Center #3
March 2022	Public Information Center #3
March 2022	Online Public Survey
March 2022 (Waterfront Park)	Council through Report FSD-103-22 approved funding for the Courtice Waterfront Park Preliminary Design Plan in 2022
April 2022	Joint Steering Committee Meeting #6
April - May 2022 (Waterfront Park)	<ul style="list-style-type: none"> - Courtice Waterfront Park Preliminary Design Plan Initiation - Project Update Meeting #1 - Project Update Meeting #2 - Meetings with Key Stakeholders (CLOCA, Clarington Emergency Services, Landowners)
May 20 th , 2022	Material Available Online for Review, including Draft OPA, Secondary Plan and UDSG
May 20 th , 2022	Notice of Statutory Public Meeting Draft OPA, Secondary Plan and UDSG Mailed Out Secondary Plan and UDSG Posted to Project Webpage
May 24 th , 2022	Notice of Statutory Public Meeting Draft OPA, Secondary Plan and UDSG E-mailed out Draft OPA Posted to Project Webpage
May 24 th , 2022	Request for Comments sent to Commenting Agencies
June 1/2 and 8/9, 2022	Newspaper Advertisement for Statutory Public Meeting
June 10 th , 2022	Staff Report and Public Meeting Presentation Available

June 13 th , 2022	Statutory Public Meeting for Courtice Waterfront and Energy Park Secondary Plan
June 13 th , 2022 (Waterfront Park)	Presentation by Urban Strategies and MBTW staff to present the preliminary Municipal-Wide Park Plan
Summer 2022 (Waterfront Park)	Public Circulation of Preliminary Courtice Waterfront Park Preliminary Design Plan for comments
TBD (Waterfront Park)	Recommendation for Municipal-Wide Courtice Waterfront Park Plan (including costing and phasing)
TBD	Recommendation Report and Recommended OPA, Secondary Plan, and UDSG
TBD	Draft Implementing Zoning By-Law

**Amendment No 131
to the Clarington Official Plan**

Purpose: The purpose of this Amendment is to create a planning framework that will guide and facilitate the development of a complete community consisting of employment, business, living and recreation opportunities in the Courtice Waterfront and Energy Park Secondary Plan area, a largely undeveloped area.

This initiative supports the Official Plan objectives to promote higher-density, energy-related employment uses within the Energy Park and a mix of residential, commercial and recreational uses, including a new municipal-wide park, on the Courtice waterfront.

Location: This Amendment applies to a 209-hectare area between Darlington Provincial Park to the west and Crago Road to the east, south of Highway 401. The subject lands are entirely within the Courtice urban area boundary and located at the south and west edge of the Municipality of Clarington.

Basis: The Municipality began planning the Clarington Energy Business Park in 2004, adopting a Secondary Plan for the 'Park' the following year. Development of the park, expected to be catalyzed by the planned refurbishment of the Darlington Nuclear Station, did not subsequently result, and since then the context for the park's development has changed. Clarington has grown significantly, Highway 418 has been completed, and plans to extend GO transit to Bowmanville, with a station in Courtice, have advanced. Recently, Ontario Power Generation announced it is relocating its headquarters and 2,000 employees to the Energy Park, and there is increasing demand for serviced employment land in the region.

In light of the evolving planning context in South Courtice, the Municipality recognized the need to review and update the Energy Park and to plan the broader Courtice waterfront. While reinforcing the vision for the Energy Park, the Municipality wanted to ensure land use policies responded to the needs of employers in energy-related industries. In 2018, the Municipality initiated an update to the Energy Park Secondary Plan. In 2019, the plan area was expanded west to Darlington Park and south to Lake Ontario. The Municipality has long recognized the future value of the waterfront as a public amenity by identifying the location and size of a municipal-wide park. A study to plan the broader waterfront provided an opportunity to clarify the vision for the park and how it should be connected to the growing Courtice community with infrastructure and land uses on adjacent lands.

This Secondary Plan is based on extensive technical study and public engagement. It incorporates recommendations of the Robinson Creek and Tooley Creek Subwatershed Study and has been informed by a Land Use and Urban Design Analysis, a Functional Servicing Study and a Transportation Impact Assessment. Given the proximity of the Darlington Nuclear Station, the Courtice Water Pollution Control Plant and the Durham Energy Centre, a Land Use Compatibility Study was also completed. An open-house-style Public Information Centre was held in December 2019, a public Waterfront Visioning Workshop was held in March 2020, and a virtual Public Information Centre took place in March 2022. A project web page was also created to provide access to relevant documents, announce consultation events and invite feedback.

**Actual
Amendment:**

Unless otherwise indicated, in the Amendment, newly added text is shown with underlining, and deleted text is shown with a ~~strike-through~~.

1. Existing Clarington Official Plan is hereby amended as follows:

All Clarington Official Plan policies that reference the “Energy Business Park” will be amended appropriately to reference the Courtice Waterfront and Energy Park Secondary Plan.

2. Existing Clarington Official Plan, Map A, is hereby amended as follows:

Map A2 Land Use Courtice Urban Area is amended by revising the boundaries of the Municipal Wide Park in accordance with the Secondary Plan and re-designating the lands immediately north of the park, to Highway 401, from ‘Waterfront Greenway’ to ‘Urban Residential’ as shown on Exhibit 1 attached hereto and forming part of this Amendment.

3. Existing Clarington Official Plan, Map J, is hereby amended as follows:

Map J2 Transportation Network Roads and Transit Courtice Urban Area is amended to include the Collector Road identified in the Courtice Waterfront and Energy Park Secondary Plan as shown on Exhibit 2 attached hereto and forming part of this Amendment.

4. Existing Part Six, Section 3 “General Policies for Secondary Plans” is hereby amended as follows:

“3. Secondary Plans have been prepared for the following areas:

- a) Bowmanville East Town Centre;
- b) Bowmanville West Town Centre;
- c) Courtice Main Street;
- d) Newcastle Village Main Central Area;
- e) Port Darlington Neighbourhood;
- f) Bayview;
- g) ~~Clarington Energy Business Park;~~ Courtice Waterfront and Energy Park;
- h) Brookhill Neighbourhood;
- i) Clarington Technology Business Park;
- j) Foster Northwest; and
- k) Southeast Courtice.”

5. Existing Part Six Secondary Plans is amended by deleting the ‘Clarington Energy Business Park Secondary Plan’ in its entirety and replacing it with the Courtice Waterfront and Energy Park Secondary Plan as follows:

Courtice Waterfront and Energy Park Secondary Plan

March 2020

Draft for Review

June 2022

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SCHEDULES AND APPENDICES

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Schedule B – Road Classification

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Schedule D – Demonstration Plan

Appendix A – Courtice Waterfront and Energy Park Urban Design and Sustainability Guidelines

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.

Courtice Waterfront and Energy Park Secondary Plan

JUNE 2022



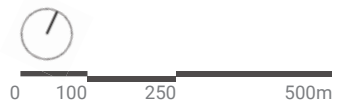
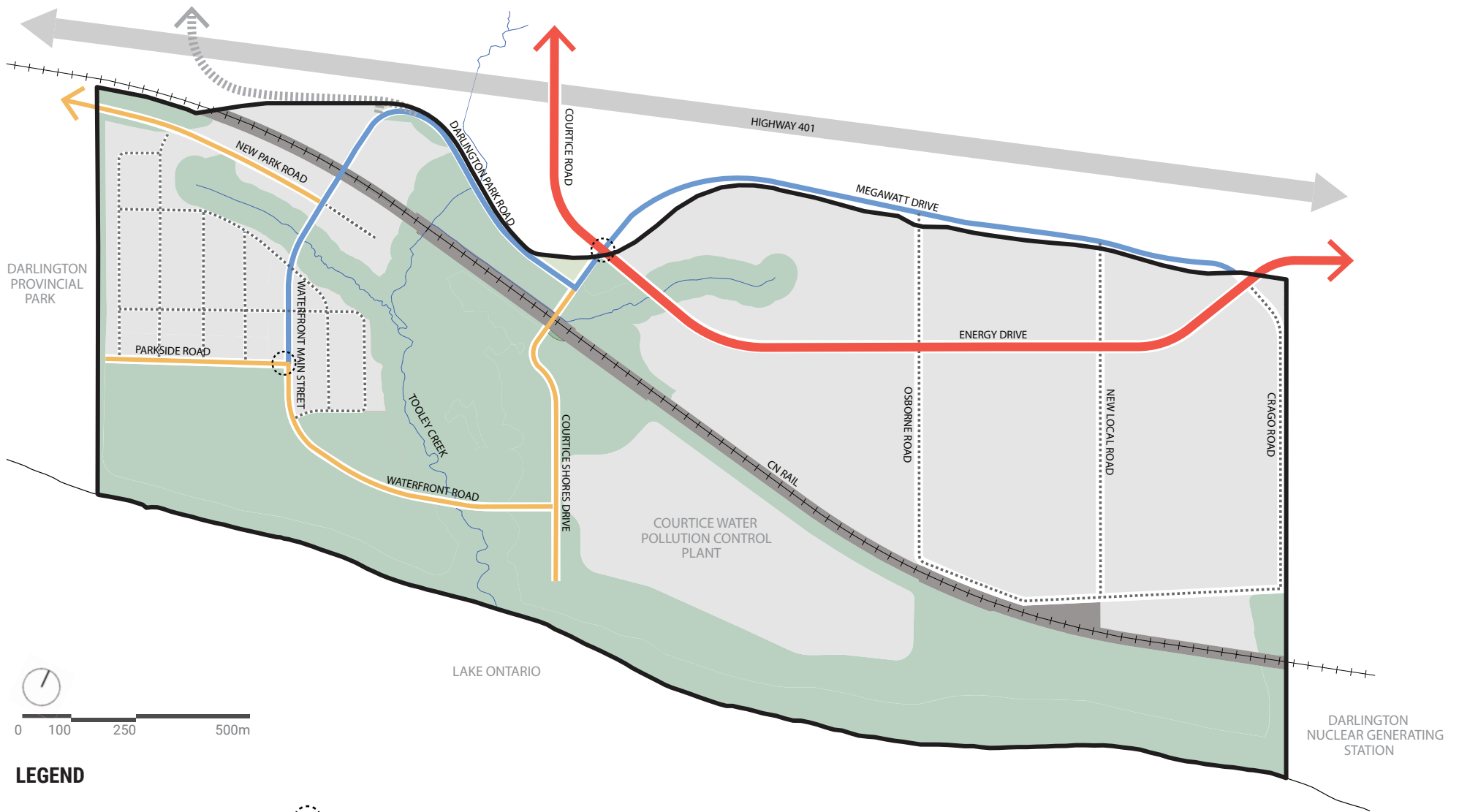
LEGEND

- Courtice Waterfront Park
- Stormwater Management Facilities
- Environmental Protection Area
- Waterfront Greenway
- Prestige Employment
- Low Density Residential
- Medium Density Residential - Waterfront
- Mixed Use - Main Street
- Mixed Use - Neighbourhood
- General Employment
- Utility
- Gateway Commercial
- Potential Pedestrian Crossing
- Potential Trulls Road Extension

SCHEDULE A - LAND USE (DRAFT)

Courtice Waterfront and Energy Park Secondary Plan

For Public Meeting - June 2022



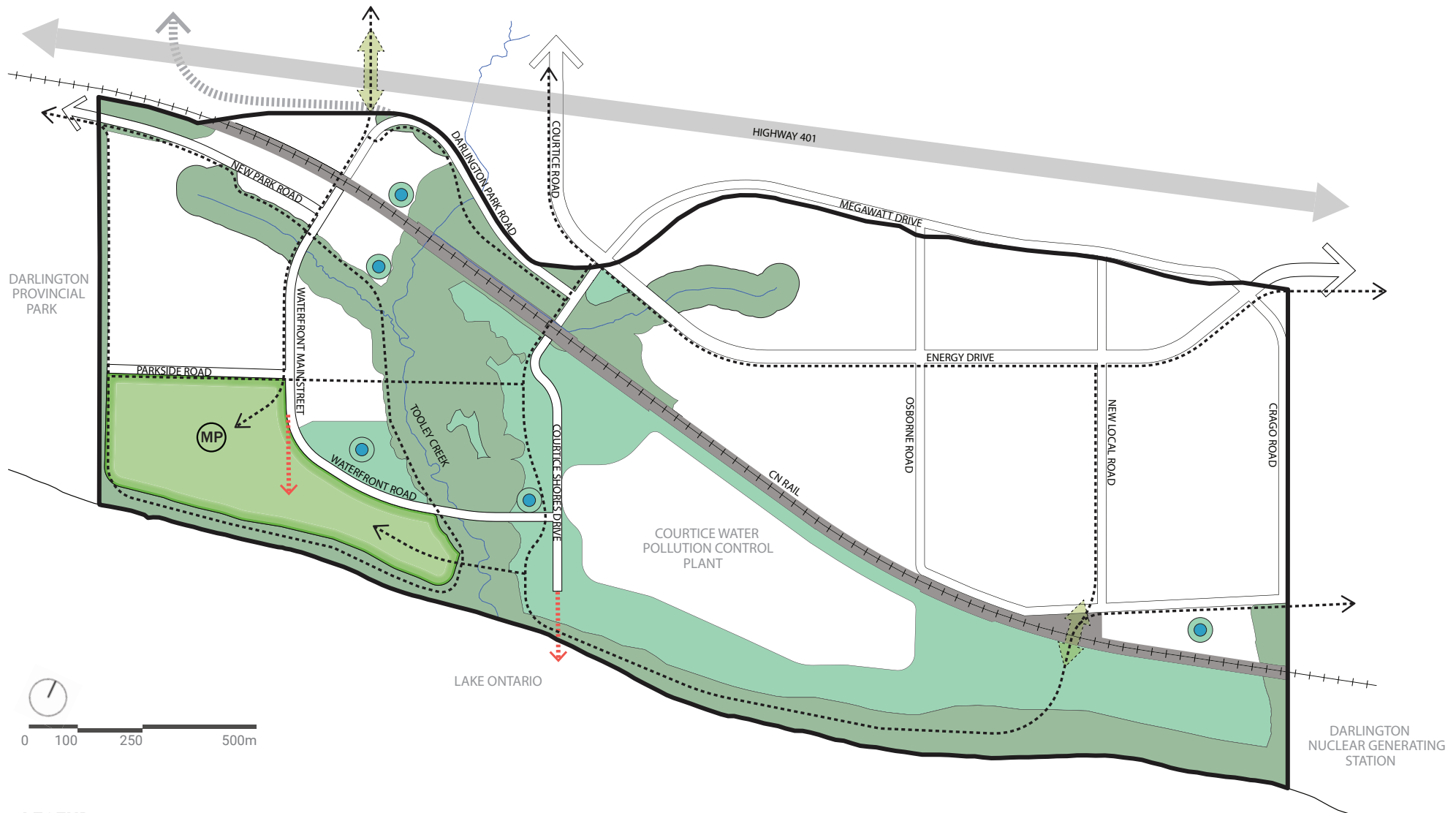
LEGEND

- Type C Arterial
- Collector Road
- Key Local Road
- Local Road
- Potential Signalized Intersection
- Potential Trulls Road Extension
- Development Land
- Open Space

SCHEDULE B - ROAD CLASSIFICATION (DRAFT)

Courtice Waterfront and Energy Park Secondary Plan

For Public Meeting - June 2022



LEGEND

- Courtice Waterfront Park
 - Stormwater Management Facilities
 - Environmental Protection Area
 - Waterfront Greenway
 - Potential Pedestrian Crossing
 - Potential Trulls Road Extension
 - Key View
 - Trails and Key Pedestrian Routes
- *Trail network alignments are conceptual

SCHEDULE C - OPEN SPACE (DRAFT)

Courtice Waterfront and Energy Park Secondary Plan

For Public Meeting - June 2022



LEGEND

- Courtice Waterfront Park
- Stormwater Management Facilities
- Treed Area
- Streets
- Trails and Pedestrian Connections
- General Employment
- Prestige Employment
- Low Density Residential
- Medium Density Residential - Waterfront
- Mixed Use - Main Street
- Mixed Use - Neighbourhood
- Gateway Commercial
- Existing Building
- Planned Building

*Trail network alignments are conceptual

SCHEDULE D - DEMONSTRATION PLAN (DRAFT)

Courtice Waterfront and Energy Park Secondary Plan

For Public Meeting - June 2022

Appendix A: Courtice Waterfront and Energy Park Urban Design and Sustainability Guidelines

Draft for Review

June 2022

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1. Introduction

1.1. Overview & Purpose

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 planned population for the Secondary Plan Area is approximately 2,400 residents and approximately 1,00 units of housing. The planned number of employees for the Secondary Plan Area is approximately 5,600 jobs.

The Secondary Plan Area is approximately 290 hectares in size, and is divided into the West Waterfront, East Waterfront, and Energy Park. 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 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 for the Clarington Energy Park intends to 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 a mix of uses and affordable housing, centred on a pedestrian-oriented main street. Restaurants, shops and destination commercial uses will draw visitors and Energy Park employees to the area.

A municipal-wide park is also envisioned for the southwest portion of the Courtice Waterfront. The Courtice Waterfront Park will contribute to a broader open space system, 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.

These guidelines build on the Clarington Energy Park Streetscape and Sustainable Development Design Guidelines, released in 2011, which applied to the lands within the Energy Park. These guidelines also build on Priority Green Clarington, which promotes sustainable community design. There is broad recognition that sustainable communities can be created through a focus

on standards for the built environment, natural environments and open spaces, mobility, and infrastructure. One of the most impactful ways in which sustainable development can be realized is through the various aspects of community design, including: street networks and block patterns that promote safe and comfortable movement by walking and cycling; an interconnected system of parks and open spaces that are well integrated with natural features; and the design and layout of blocks, lots and buildings to promote the efficient use of land and infrastructure. The Courtice Waterfront and Energy Park Secondary Plan Area provides a policy framework for the development of the Courtice Waterfront and Energy Park in a manner that incorporates the highest quality of urban design and sustainability initiatives. The Guidelines provide further direction on how this is to be achieved.

1.2. Structure of the Guidelines

This document contains five main sections:

Section 1 summarize important background information and explains the purpose of the guidelines.

Section 2 describes the overall physical vision for the community and conceptually illustrates the vision with a Demonstration Plan. It also describes the community's structuring elements and explains how the guidelines will be implemented.

Section 3 contains the public realm guidelines, which will apply to the design of the street network, streetscapes, parks and other open spaces, and stormwater management facilities.

Section 4 contains guidelines applicable to the private realm. They include general guidelines about community design and more detailed guidelines for low and medium density residential development, mixed use development, commercial buildings, and employment buildings in the Energy Park.

Section 5 contains green design guidelines. They provide direction for sustainable community design including energy efficiency, water conservation and green roofs.

1.3. Interpretation and Implementation of the Guidelines

The Courtice Waterfront and Energy Park Urban Design and Sustainability Guidelines are intended to help implement the policies of the Official Plan and Courtice Waterfront and Energy Park Secondary Plan and provide greater clarity on policy intentions respecting overall urban design, streetscapes, built form and environmental sustainability. The Guidelines are to be read in conjunction with the policies of the Official Plan – in particular Chapter 5, Creating Vibrant and Sustainable Urban Places, and Chapter 9, Livable Neighbourhoods – and the policies of the Secondary Plan – in particular Section 3 Environment and Sustainability, Section 5 Streets and Mobility, Section 6 Land Use and Urban Design, and Section 7 Parks and Community Facilities.

The Guidelines also should be read in conjunction with the Clarington Zoning By-law as it applies to the Courtice Waterfront and Energy Park and the Clarington General Architectural Design Guidelines, Landscape Design Guidelines for Site Planning, Lighting Guidelines, and Amenity Guidelines for Medium and High Density Residences. The Guidelines build on zoning provisions with more detailed guidance respecting such matters as building setbacks and heights and they complement the design intent of the implementing Zoning By-law and provide design guidance specific to the Courtice Waterfront and Energy Park to supplement that provided by the General Architectural Design Guidelines. Where there is conflict between these guidelines and the General Architectural Design Guidelines, these guidelines shall prevail.

The Guidelines, in concert with Official Plan policies, Secondary Plan policies, the implementing Zoning By-law and the General Architectural Design Guidelines, will be used to evaluate draft plans of subdivision applications and site plan applications to ensure that a high level of urban design and sustainability is achieved.

2. Community Design Vision

2.1. Community Vision

The following components comprise the physical vision for the community, illustrated in the Demonstration Concept (see **Figure X [to be inserted following June 13 public meeting]**):

- **Highly visible, accessible and protected natural heritage features**
Development and infrastructure will respect and enhance existing natural heritage features and topography. Residents will enjoy parks and trail networks that provide increased access to natural heritage features while being environmentally sensitive.
- **Accessible public spaces and other amenities for people of all ages and abilities**
The open space network (see Figure 2.3 Open Space Network) will be comprised of public parks, environmental areas, stormwater management ponds, green spaces, and natural areas. The parkland strategy is built around the Tooley Creek valley and the existing topographic landscape in the Courtice Waterfront. The Courtice Waterfront Park and Waterfront Greenway will be integrated in accessible locations as amenities and to provide linkages to natural heritage features and other public open spaces. The Courtice Waterfront neighbourhood will be organized around the Courtice Waterfront Park, Darlington Provincial Park, and Environmental Protection Area which will have the potential to accommodate a range of low intensity programmed and spontaneous recreational activities.
- **An interconnected, pedestrian-oriented street network**
The grid-like network planned for the Courtice Waterfront and Energy Park will respond to the natural features and existing street network in the area (see Figure 2.2 Street Network). The network comprises a hierarchy of street classifications to respond to the planned land use and built form in the neighbourhood and the surrounding areas. The street network should frame blocks of regular shape and sized to flexibly accommodate a

range of housing types, taking into consideration lot sizing needs, while encouraging walking and cycling. Connectivity in the community will be supported by a network of dedicated cycling and pedestrian facilities, including: on-street cycling lanes, and off-street pedestrian connections, trails, and multi-use paths (see Figure 2.4 Key Pedestrian and Cycling Connections). They will also help connect residents to other community amenities within and outside of the Courtice Waterfront and Energy Park.

- **A diversity of housing forms and building typologies**
The Courtice Waterfront will continue to develop as a community with a diversity of housing choices, to accommodate residents of all ages from households of all sizes. Attention to good urban design will ensure the desired range of housing types are integrated seamlessly, resulting in a cohesive community with a distinct identity. The Courtice Waterfront will largely consist of low-rise building typologies such as detached, semi-detached and townhome housing forms. Mid-rise apartment buildings and mixed use development will be located along key arterials and at intersections. Development in the Courtice Waterfront will provide a variety of housing types, sizes, and architectural styles.
- **Streetscapes defined by street trees, private setbacks, and the facades of buildings**
Streetscapes in the Courtice Waterfront and Energy Park will be designed to a high standard, incorporating complete street principles to provide safe and comfortable space for pedestrians, cyclists, transit users, and drivers. The facades of buildings and private setbacks, not garages and driveways, will be dominant streetscape features in the Courtice Waterfront and in the Energy Park, where appropriate. The public realm network will also promote linkages and synergies among research and development facilities, institutional and corporate offices, and manufacturing plants in the Energy Park.
- **Stormwater management features integrated into the open space network**
The open space network will incorporate a naturalized stormwater management system by integrating a mix of low impact development features and ponds into areas within or directly adjacent to the natural area.

2.2. Community Character Statement

Community Character Statement: The Courtice Waterfront and Energy Park Secondary Plan envisions a diverse and inclusive community distinguished by low-rise and mid-rise residential housing, mixed use developments with active uses at street level, highly walkable streets, a range of housing types, a variety of employment opportunities, direct access to commercial and community amenities, accessible and versatile parkland, and enhanced and protected natural features.

2.3. Community Structure

The Courtice Waterfront and Energy Park Secondary Plan provides the framework for development of the Courtice Waterfront neighbourhood and Energy Park that is walkable, enjoyable and accessible. The community is organized around the following, high-level structural elements:

- Street Network and Streetscapes
- Parks, Open Spaces, and Natural Areas
- View Corridors
- Residential Uses
- Non-Residential Uses

Street Network and Streetscape: The Street Network and Streetscape include major and minor road connections within the Courtice Waterfront and Energy Park, as well as the visual elements of a street, such as the sidewalk, multi-use trails, street furniture and landscape elements. The street network will be designed under the principle of “complete streets” which will ensure that pedestrians, cyclists, public transportation, and vehicles are able to move easily through the Courtice Waterfront and Energy Park.

Parks and Open Space: Parks and open space includes the area’s natural heritage features, stormwater management facilities, Courtice Waterfront Park, and trees. The Secondary Plan Area is traversed by the Tooley Creek and its associated valley- and woodlands. It is the initial structuring element around which the Courtice Waterfront neighbourhood and Energy Park is structured and it will be protected, restored and enhanced in order to serve as the focal point of the community. The Courtice Waterfront Park proposed in the Courtice Waterfront will build off of the neighbourhood’s natural heritage. They will be programmed to provide amenity space for a wide variety of users of all ages.

Residential Uses: Areas designated for residential uses will be planned and designed as accessible, pedestrian-oriented areas that are distinct in character and connected with the broader context of the Courtice Waterfront. Residential areas will include a mixture and diversity of housing types to ensure variety and choice.

Non-Residential Uses: The Courtice Waterfront will feature small scale neighbourhood commercial uses which frame the main streetscape and local roads. Neighbourhood commercial uses will be located along major thoroughfares, making them easily accessible by users and agencies. The Energy Park will consist of employment uses with a focus on innovative energy and environmental businesses, permitting light industrial uses along with office and high-density employment uses, supported by ancillary commercial uses and amenities for employees.

Key View Corridors: Certain views within the Courtice Waterfront are vital to the area’s urban design and function. Significant views within the Courtice Waterfront will be focused toward the natural heritage features, Tooley Creek, and Lake Ontario Waterfront.

3. Public Realm Guidelines

The public realm is typically defined as including publicly owned places and spaces that belong to and are accessible by everyone. The public realm includes municipal streets, active transportation facilities, streetscape elements, parks and other open space, multi-use paths and trails, environmental protection areas and stormwater management facilities.

3.1. Street Network and Block Pattern

The layout of the street and block network provides the framework for development and circulation patterns, for all modes of travel. The following guidelines apply to the design and layout of all existing and planned streets within the Courtice Waterfront community.

Guidelines:

- a) Streets should be designed to reflect complete street design principles, balancing the needs of all users.
- b) The network of collector and local streets should form a grid-like pattern that facilitates direct routes while respecting existing natural features, topography and street networks. The Demonstration Plan in Appendix B conceptually illustrates one option for the local street network but is not intended to be prescriptive.
- c) Streets should be aligned to provide desirable view corridors and vistas to parks and natural features where possible. In particular, the two view corridors identified in Figure 1 Open Space Network, should align with public streets.
- d) Block lengths should be no more than 200 metres.
- e) Where block lengths exceed 250 metres, mid-block pedestrian connections should be provided.
- f) Variation in block sizes are encouraged where they facilitate the development of a mix of building typologies.
- g) Where window streets are unavoidable, reduced front yard setbacks and right-of-way widths are encouraged to reduce the cumulative separation distance between buildings across rights-of-way.
- h) Cul-de-Sacs are discouraged since they reduce connectivity, increase walking distances and typically result in streetscapes dominated by driveways and garages.
- i) Where cul-de-sacs are unavoidable, pedestrian connectivity should be preserved as well as sight-lines along the local street with views to the connecting streets and destinations beyond.
- j) Where the geometry of the arterial road or its future performance may be an issue, the future closure to vehicle traffic of local streets intersecting with the arterial may be considered, while preserving sightlines and pedestrian connections to the arterials.
- k) Rear Lanes are particularly encouraged where driveways are restricted but residential frontage is desired, notably behind properties fronting arterial roads.
- l) Rear Lanes are also encouraged through blocks where medium density forms of housing are dominant, to prevent front garages and driveways from limiting

landscaping in front yards and the street right-of-ways.

- m) Rear Lanes should be designed to consider visitor parking requirements (when private), adequate space for snow clearing and designated space for garbage and recycling bins.

3.2. Streets

Streets in Courtice Waterfront and Energy Park will be designed as complete streets that reflect the community character and facilitate the efficient movement of vehicles while also encouraging residents, workers, and visitors to walk and cycle.

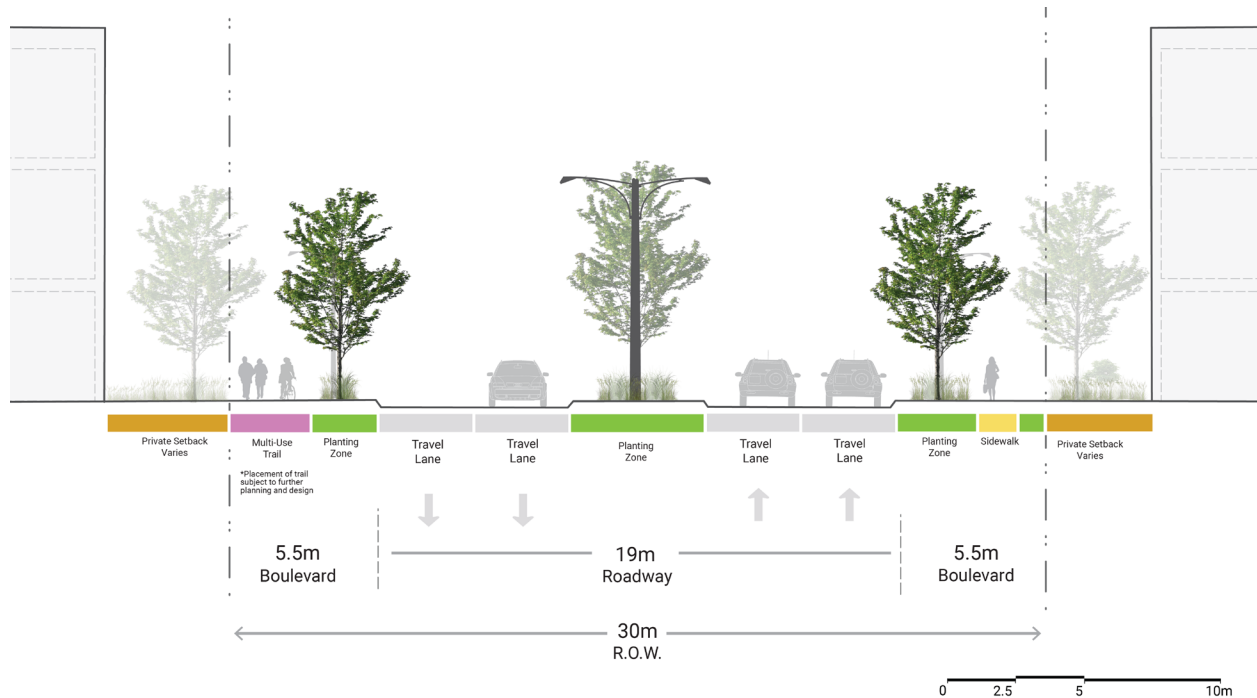
3.2.1. Class C Arterial Roads

Courtice Road is the primary entry road into the Courtice Waterfront and Energy Park Area. As Courtice Road enters the Secondary Plan Area, it becomes Energy Drive. Energy Drive is the only Arterial (Class C) road within the Secondary Plan Area. Collector Roads are multi-modal, featuring two travel lanes in each direction with street trees and space for active transportation.

Energy Drive

Energy Drive is the main structuring element of the Clarington Energy Park and the primary East-West axis connecting Courtice Road and the Highway 401 interchange to the service road on the northern edge of the park.

An in Boulevard multi-use path provides connections from Courtice Shores to the waterfront trail network near the Darlington Lower Hydro Fields. The alignment of the multi-use path along Energy Drive will need to be confirmed at a later stage. Two travel lanes in either direction are separated by a landscaped median and should offer street trees on either side of the right-of-way. The right-of way width of 30m should consist of the preferred elements and dimensions identified in the cross section:

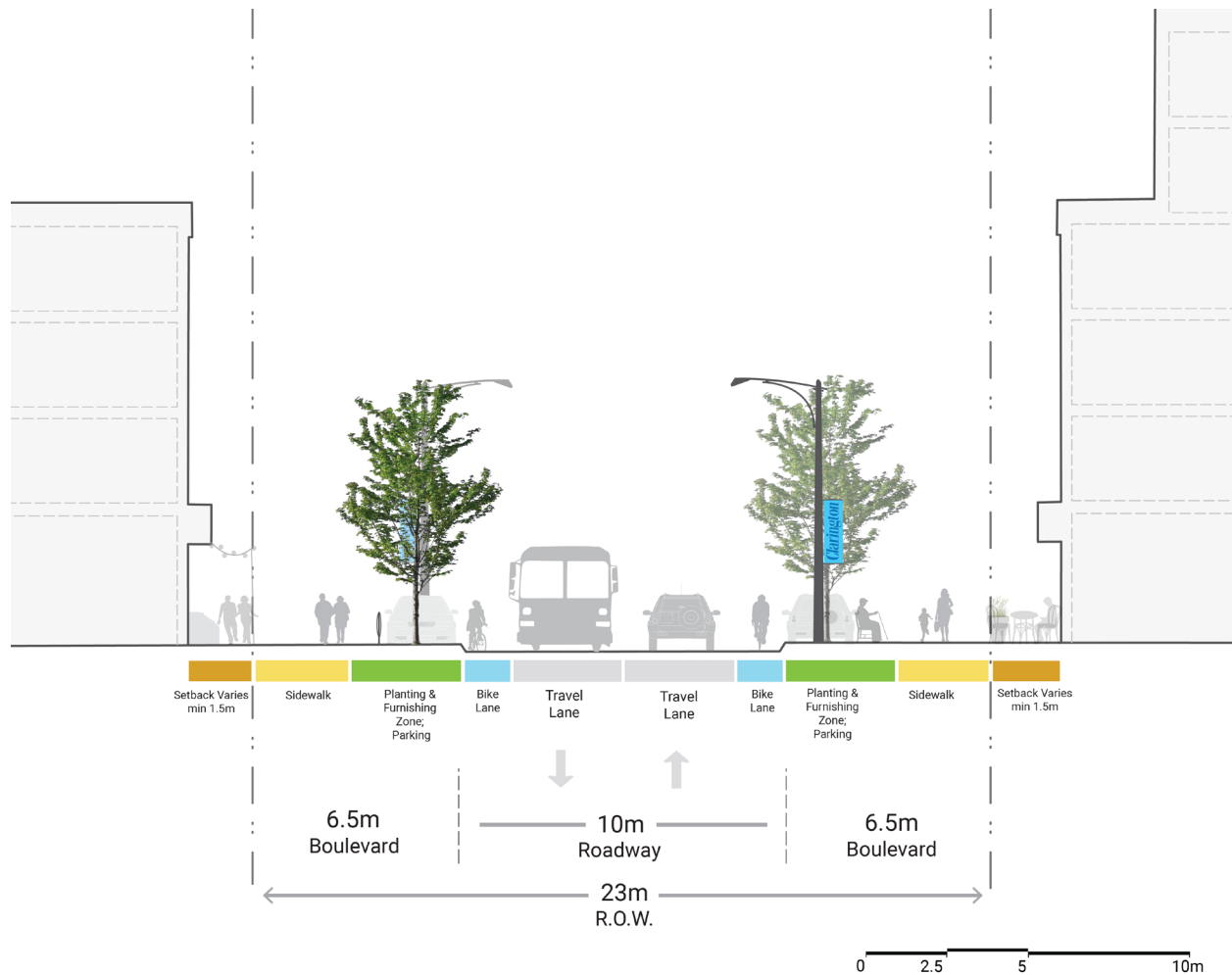


3.2.2. Collector Roads

The new Waterfront Main Street and Darlington Park Road will be Collector Roads, providing a key point of access from Courtice Road into the West Waterfront, the future Courtice Waterfront Park, and the existing Darlington Provincial Park. These collector roads will feature a 23 metre right of way.

Waterfront Main Street

The Secondary Plan proposes rerouting of Darlington Park Road, bending it south to providing a north-south spine through the heart of West Waterfront within the Mixed Use – Main Street land use designation. This street forms the de-facto main street of the Waterfront with generous, active sidewalks. Bicycle lanes are envisioned on-street adjacent to travel lanes, one in each direction. Within the boulevard of the street, a more urban condition is envisioned with a mix of street trees, furniture, bicycle parking, and vehicle parking. The right-of way width of 23m should consist of the preferred elements and dimensions identified in the cross section:



Darlington Park Road

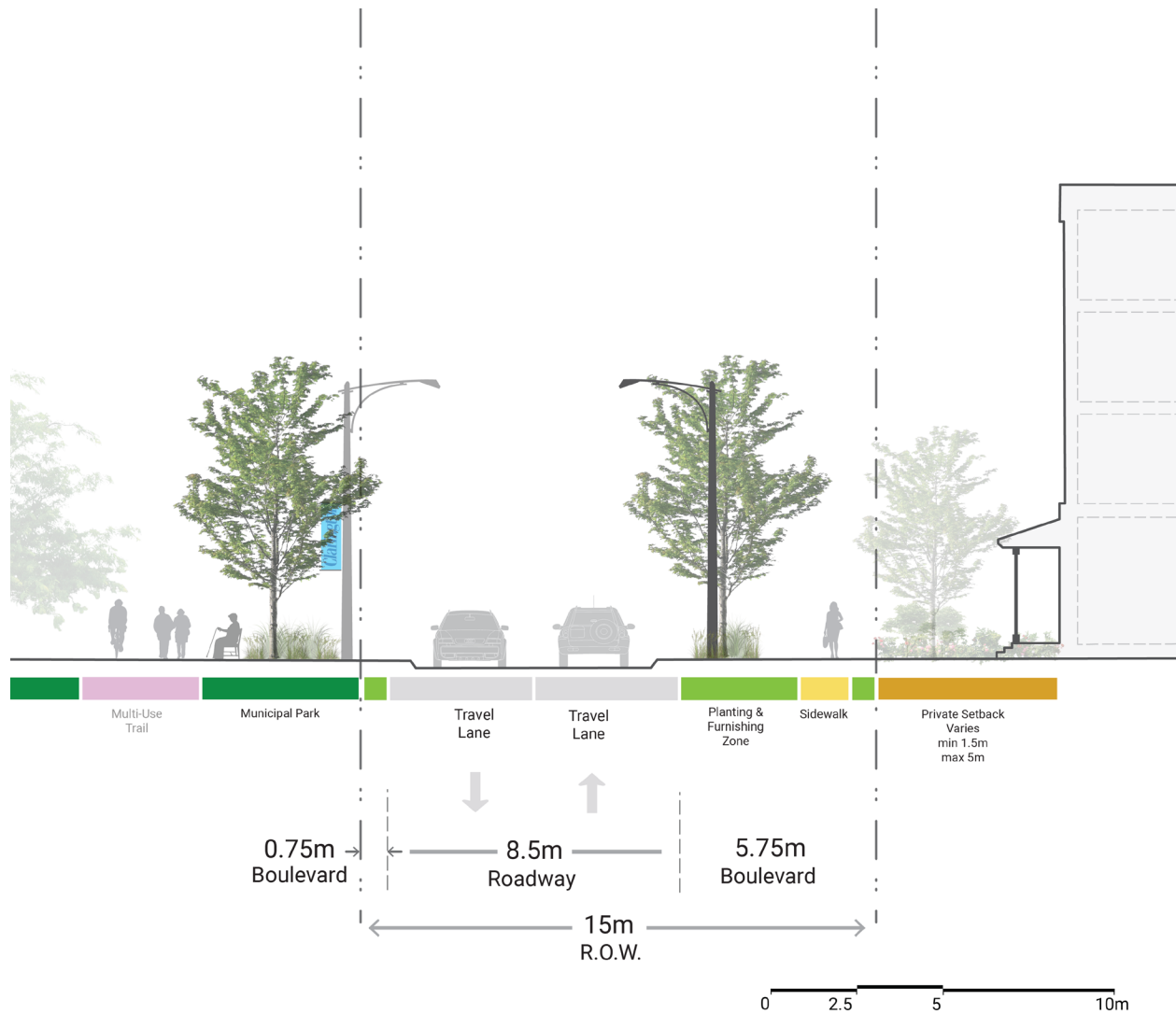
Darlington Park is one of the critical access points to the waterfront area with prominent natural heritage features and linking to the Waterfront Main Street. The 23m right-of-way features travel lanes in each direction with generous shoulders and space for natural features. A multi-use trail is envisioned to run parallel Darlington Park, with proximity to the street dictated by natural features. Darlington Park Road is currently constructed and features a rural collector road cross section that is intended to remain, supplemented by a future multi-use path generally located outside of the right of way and within Environmental Protection Areas adjacent to the road.

3.2.3. Key Local Roads

Four key local roads are identified within the Secondary Plan. These are local roads that have special character driven by their prominence, adjacent land uses and importance for circulation within the Secondary Plan area. Key Local Roads generally feature a 20 meter right of way. Key Local Roads will have sidewalks/multi-use paths and street trees on both sides to encourage pedestrian activity and contribute to a robust tree canopy and overall green character.

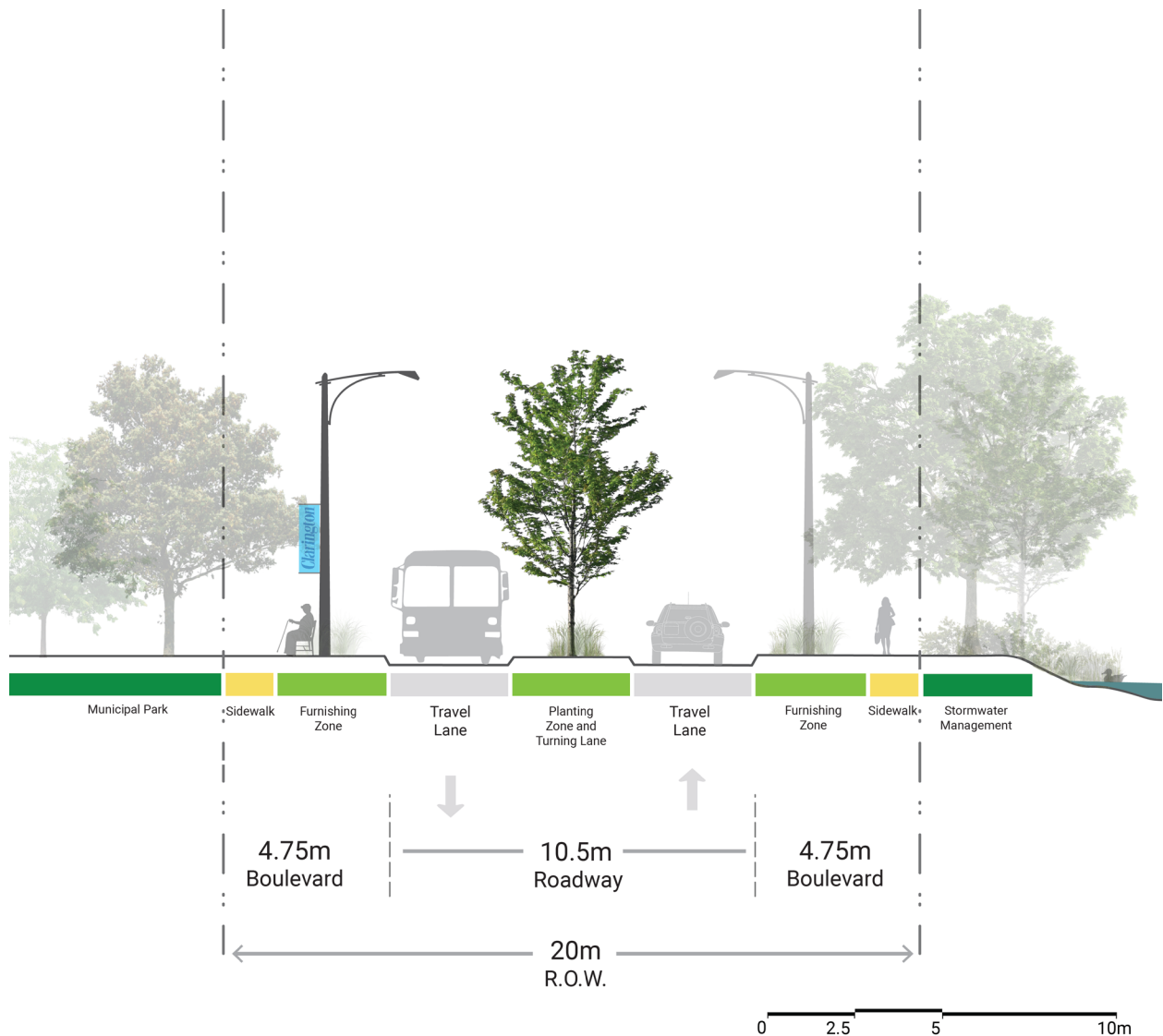
Parkside Road

A prominent feature of this road is its frontage along the Courtice Waterfront Park. The road, featuring a single travel lane in each direction is envisioned to have sidewalks on both sides of the roadway. On the north side of the road, a boulevard of street trees and parking creates a residential frontage for the neighborhood. The south side of the street offers generous planting zones to contribute to a green transition to the Courtice Waterfront Park. Angled parking on the south side of Parkside Road may potentially be considered through the Courtice Waterfront Park planning process. Opportunities for integrating traffic calming measures may be explored by proposing lane widths that are more narrow than standard requirements. The right-of way width of 15m should consist of the preferred elements and dimensions identified in the cross section:



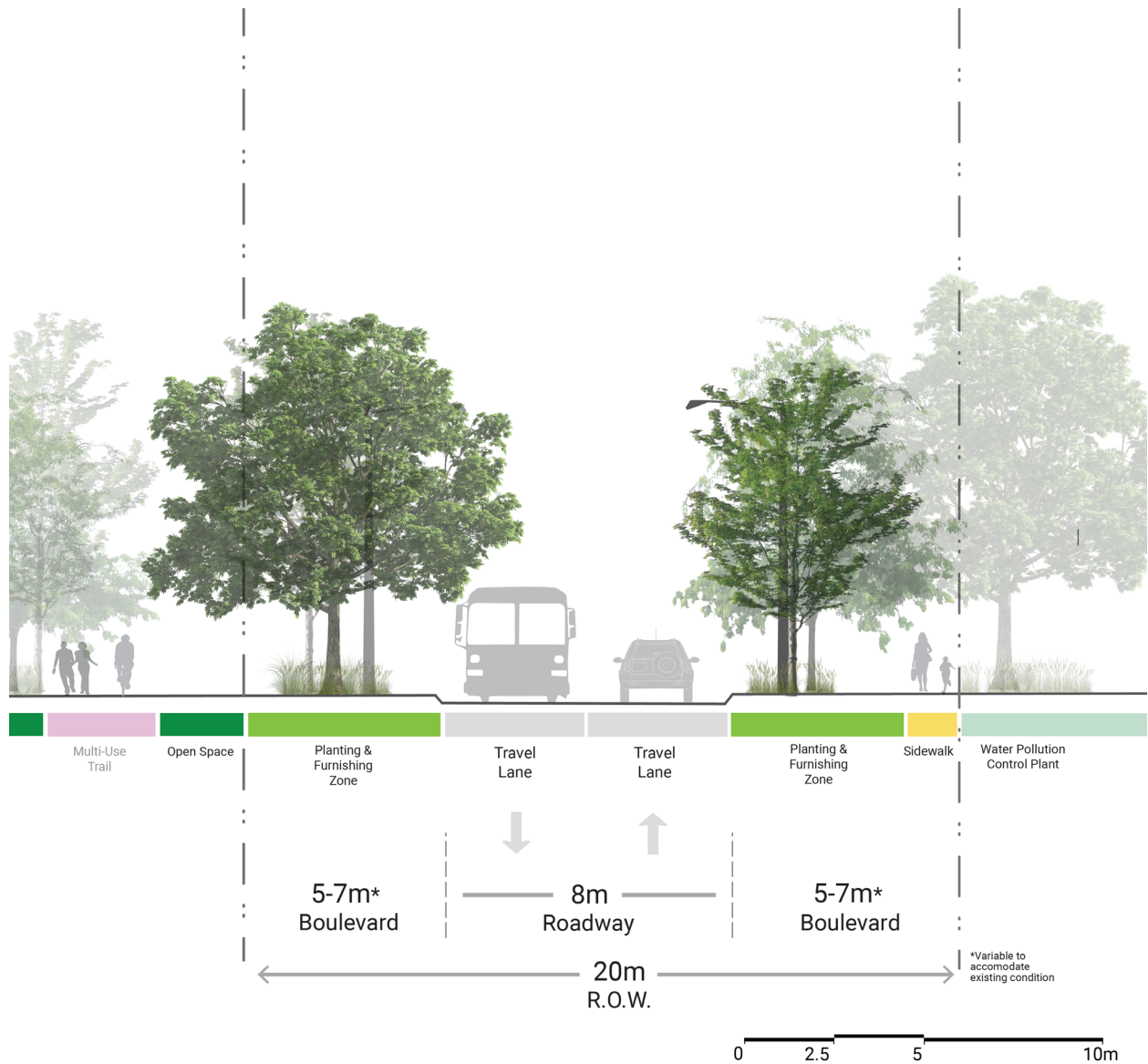
Waterfront Road

Waterfront Road connects the Mixed Use – Main Street area to Courtice Shores, running between the Courtice Waterfront Park, ravine, and stormwater management area to have a very green parkway-like character. A travel lane in each direction is divided by a landscaped median. Boulevards with street trees and sidewalk are encouraged on both sides of the road to promote pedestrian activity through the various environmental areas. Opportunities for integrating traffic calming measures may be explored by proposing lane widths that are more narrow than standard requirements. The right-of way width of 20m should consist of the preferred elements and dimensions identified in the cross section:



Courtice Shores Drive

The existing Courtice road, south of Energy Drive, is envisioned as a gateway street that will embrace the existing prominent landscape features that front the right-of-way. A multi-use trail is envisioned to run parallel to the right-of-way but not within it. The generous boulevards should be mindful to retain existing natural heritage elements when possible. The right-of way width of 20m should consist of the preferred elements and dimensions identified in the cross section:

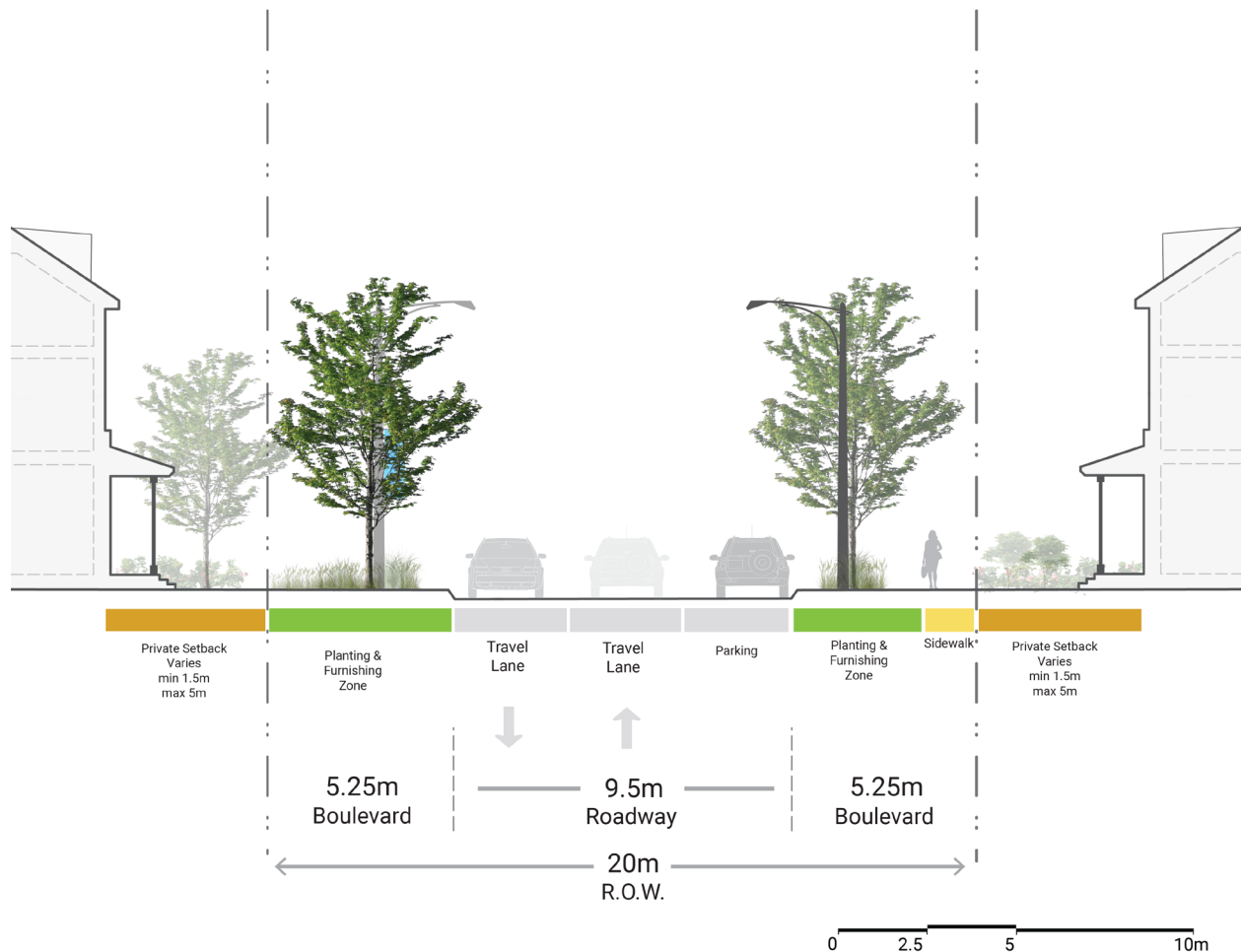


3.2.4. Typical Local Roads

An interconnected grid-like network of Typical Local Roads will be designed to stitch together the community with short walkable blocks, as part of a broader pattern with the Key Local Roads. Like Key Local Roads, this network will feature a 20m right of way to accommodate a travel lane in each direction. Street trees and sidewalks are strongly encouraged on both sides of the street.

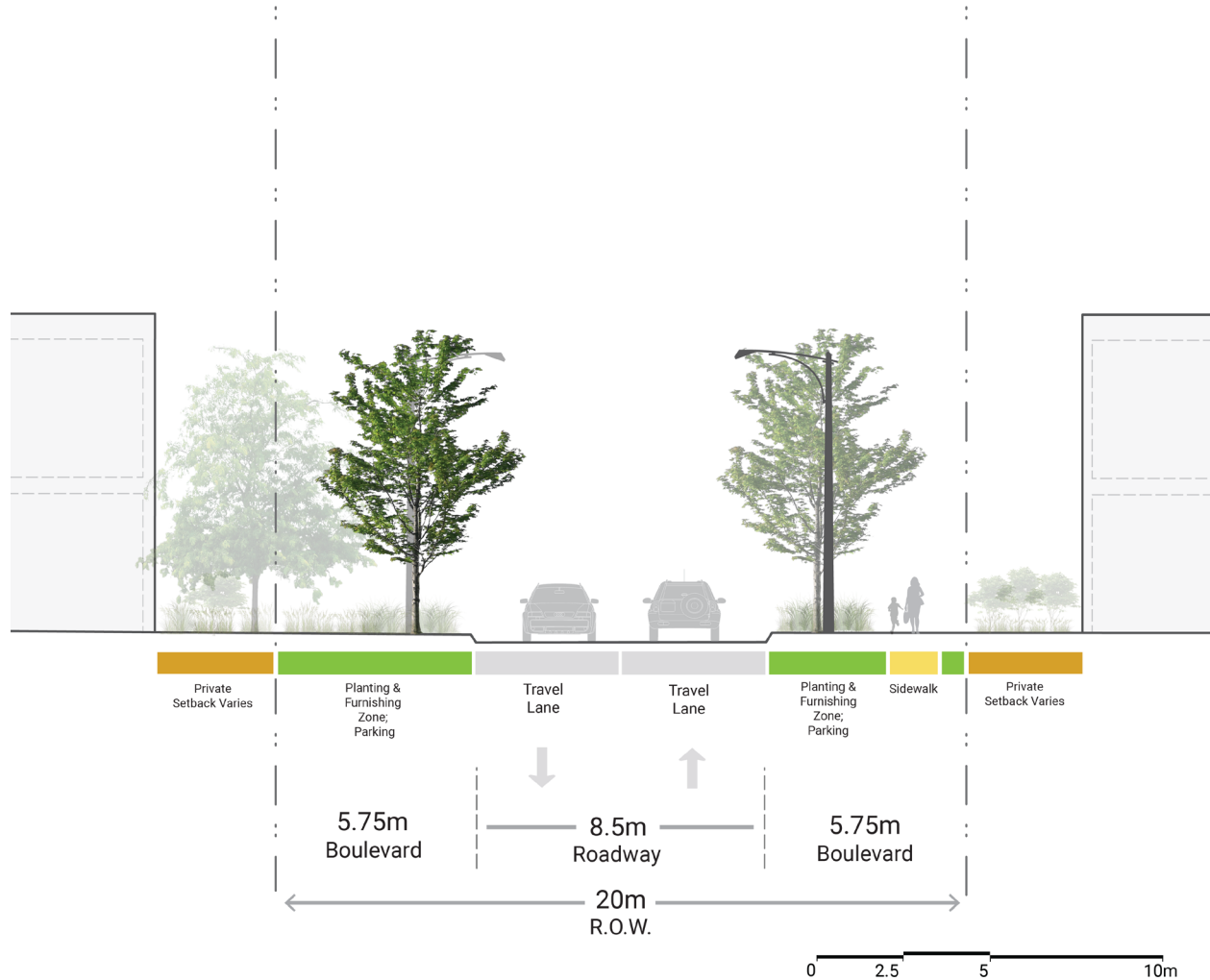
West Waterfront Typical Local Roads

Design for Typical Local Roads within the West Waterfront will create green residential character for both low and medium density development. These right-of-ways consist of two travel lane plus space for parking with the following preferred elements and dimensions identified in the cross-section below:



Energy Park Typical Local Roads

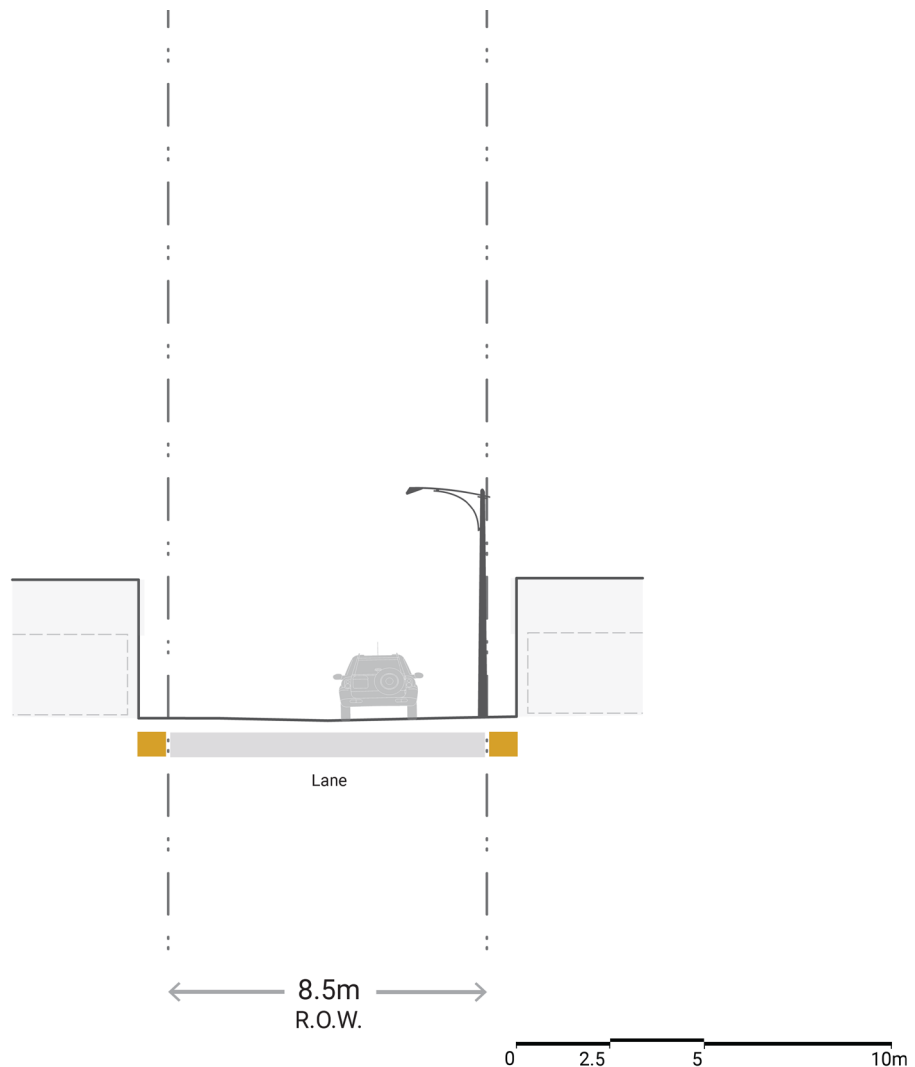
Within the Energy Park, the network of local roads feature wider travel lanes to accommodate large vehicles while also bringing landscaping and comfortable pedestrian access. The right-of way width of 20m should consist of the preferred elements and dimensions identified in the cross section:



3.2.5. Rear Lanes

Rear Lanes are encouraged throughout the community, since they result in more pedestrian-oriented streetscapes. Rear Lanes are particularly encouraged where driveways are restricted but residential frontage is desired, notably behind properties fronting Arterial Roads. Rear Lanes are also encouraged through blocks where medium density forms of housing are dominant, to prevent front garages from limiting landscaping in front yards and the street right-of-way.

The right-of-way width of 8.5 metres should consist of the following preferred elements in the cross-section below. A minimum pavement width of 6.5 metres is required to provide access for service and maintenance vehicles.



3.2.6. Roundabouts

Roundabouts may be used as an alternative to traditional intersections with stop signs or traffic signals. They can help to calm traffic while also marking gateways and contributing to community identity through landscaping.

Guidelines:

- a) A roundabout may be appropriate at the intersection of the Energy Drive and Courtice Road, subject to approval by the Region of Durham.
- b) The size and configuration of roundabouts shall meet Regional and Municipal standards.
- c) Landscape elements within roundabouts must not impede critical sightlines.
- d) Roundabouts should feature decorative paving and soft landscaping designed to a high standard and with durable, low-maintenance materials.
- e) The size of roundabouts should be minimized to avoid diverting and lengthening pedestrian routes through the intersection, and pedestrian crossings should be clearly marked.
- f) Public art should be considered in designing roundabouts.

3.3. Streetscapes

Streets are not just for moving people and goods but are also places for social interaction, and their design contributes fundamentally to the character of a community. The guidelines below apply primarily to the boulevards of streets to ensure all the roles and functions of the Courtice Waterfront and Energy Park streets are optimized.

Guidelines:

- a) Sidewalks should be designed to provide fully accessible, barrier-free connectivity throughout the community, as per Regional and Municipal standards.
- b) Sidewalks should have a width of 1.5 metres.
- c) The space between the sidewalk and the curb should be reserved for street trees, grass or other ground cover, street lighting and, where appropriate, transit shelters, seating and bicycle parking.
- d) Transit shelters and seating should be provided at all transit stops.
- e) Curb extensions (bump-outs) may be considered at intersections and mid-block locations to expand the pedestrian zone, accommodate transit shelters and seating, and shorten roadway crossings.
- f) Street trees should be large canopy species tolerant of droughts and salt, primarily native, non-invasive species that maximize biodiversity. Pollinator species are encouraged.
- g) Ornamental or flowering trees should be considered for key entry streets.

- h) Trees of the same species should be planted on both sides of the street, but tree monocultures are to be avoided.
- i) Adequate soil volumes, good soil structure, proper drainage and, where possible, irrigation should be provided to support the long-term health of street trees. The bridging of soil rooting areas below adjacent hard surfaces is encouraged.
- j) Street lighting will be guided by municipal standards and should focus illumination downward to minimize light pollution and support dark night skies.
- k) The integration of public art into streetscape elements, such as benches, transit shelters and paving, should be considered.
- l) Utilities such as gas, hydro, cable, and telecommunications should be located underground, where feasible.
- m) Above-ground utilities should be integrated into the streetscape and be located so as to minimize conflicts with street tree planting. Alternative methods of screening or integrating utility services may be considered, including covers, wraps or public art features, in compliance with utility authority requirements.

3.4. Parks and Open Space

The Courtice Waterfront community contains a variety of existing natural areas which function as open spaces and is located directly adjacent to Darlington Provincial Park. A portion of this space will serve as the location for the future Courtice Waterfront Park. The Courtice Waterfront Park will serve the active and passive recreational needs of the surrounding residents, and should be designed as the primary gathering space for residents and to enhance the community's identity and sense of place.

3.4.1. Courtice Waterfront Park Design Guidelines

- a) Formal entries to the Courtice Waterfront Park should be strategically located in order to ensure convenient access for both pedestrians and cyclists from public right-of-ways.
- b) Facilities in the park should complement those in other areas of the Courtice Waterfront.
- c) Programming in the Courtice Waterfront Park should incorporate a range of active and passive low intensity recreational uses. As per Clarington's Parks and Recreation Master Plan, features and amenities should consider seasonality, year-round use, and existing features and amenities in nearby parks and facilities.
- d) Pedestrian paths within the Courtice Waterfront Park should follow desire lines between intersections and destinations within and beyond the park, including trailheads within the Environmental Protection Areas.
- e) One or more potential future access points to Darlington Provincial Park should be maintained from the Courtice Waterfront Park.
- f) Secure bicycle parking should be provided in and around the Courtice Waterfront

Park.

- g) Plantings should generally consist of hardy, native species and provide a transition between park greenspace and natural areas.
- h) Landscaping and design of the Courtice Waterfront Park should incorporate low impact development features.
- i) The Courtice Waterfront Park should include furnishings such as benches, other seating and tables. These elements should be coordinated in their design and built of durable, low-maintenance materials.
- j) Public art should be integrated into the design of park facilities or landscape features. Public art that celebrates and/or interprets the area's history and geography is encouraged.
- k) Utility infrastructure such as gas, hydro, cable, and telecommunications should be located away from the Courtice Waterfront Park and open space frontages.
- l) Alternative methods of screening or integrating utility services may be considered, including covers, wraps or public art features, in compliance with utility authority requirements.

3.4.2. Guidelines for Mid-Block Pedestrian Connections, Multi-Use Paths and Trails

Mid-block pedestrian connections will be used to break up long blocks and shorten walking distances. An overall interconnected trail network is critical in supporting connectivity for the Courtice Waterfront and Energy Park. The trail network provides a secondary network of connections for pedestrians and cyclists and can be both a safe option for travelling to and from local destinations and for recreational activities.

- a) Mid-block pedestrian connections should have a minimum width of 6 metres to accommodate a 3-metre wide multi-use path and landscaping on both sides.
- b) The trail network should prioritize connecting key destinations in the community, and parks in particular.
- c) Boulevard multi-use Paths and off-road multi-use paths will generally be at least 3 metres wide.
- d) Trail connections located in community parks and which traverse environmental areas can be reduced to a width of 2.5 metres.
- e) The design of trails should be sensitive to nearby natural features.
- f) As an important part of the larger mobility network, access points to trail and paths should be integrated into parks and the public right-of-way.

3.5. Environmental Protection Areas

The Courtice Waterfront and Energy Park area contains an extensive natural heritage system, largely centered on the Tooley Creek and the related valley lands. The Environmental Protection Areas identified as Natural Areas on Figure 1: Open Space Network will prioritize preserving ecological diversity and promoting environmental sustainability and compatible recreational uses through integration of trails.

3.5.1. Environmental Protection Area Design Guidelines

- a) While connectivity with Environmental Protection Areas is encouraged, trails should be directed outside of natural areas where possible, or to the outer edge of buffer areas, and creek crossings should be minimized.
- b) A network of trails should be designed to minimize impact on Environmental Protection Areas. This can be done by locating trails near the Environmental Protection Area boundaries and other low or medium constraint areas.
- c) Residential development adjacent to Environmental Protection Areas should seek to optimize public exposure and access to the Environmental Protection Area. Limited backlotting is acceptable onto an Environmental Protection Area if it enables optimal street network and lotting patterns.
- d) The interface of the EPA with residential lots should consist of fencing that meets CLOCA standards. Gates to the adjacent Environmental Protection Area are not permitted.
- e) Trail and drainage infrastructure should incorporate the natural topography and drainage patterns.
- f) The integration of parks, trails and infrastructure adjacent to an Environmental Protection Area should enhance natural features and functions. Encroachments into the natural feature should be avoided. Where encroachments cannot be avoided, compensation may be required.

3.5.2. Lake Ontario Shoreline Design Guidelines:

- a) Where appropriate, opportunities for passive recreation along the Lake Ontario Shoreline should be provided, along with trail connections to the future Courtice Waterfront Park, Waterfront Greenway, Courtice Waterfront community, and arterial roads.
- b) The naturalization and restoration of the function of the Lake Ontario Shoreline should be pursued where possible.
- c) Access to the Lake Ontario Shoreline shall only be provided where it has been determined that there will be no long-term impact on the ecological function of these areas.

3.5.3. Darlington Provincial Park

- a) Residential development adjacent to Darlington Provincial Park should seek to carefully control public exposure, lighting, and access to the Provincial Park.
- b) The interface of Darlington Provincial Park with residential lots should consist of a buffer that meets CLOCA standards. Gates to the adjacent Provincial Park are not permitted.

- c) The integration of parks, trails and infrastructure adjacent to Darlington Provincial Park should enhance natural features and functions. Encroachments into the Provincial Park shall be avoided.

3.5.4. Woodlands and Valleylands

- a) Where appropriate, opportunities for passive recreation along the Tooley Creek Valleylands should be provided, along with trail connections to the future Courtice Waterfront Park and Waterfront Greenway, the Courtice Waterfront community, and the Waterfront Main Street.
- b) The naturalization, replanting and restoration of the function of woodlands and valleylands should be pursued where possible.
- c) Existing tree cover shall be preserved and expanded to connect and buffer protected woodlands and other natural areas and provide shade to the public realm.
- d) Direct access from private properties backing onto woodlands shall be discouraged.
- e) Access to woodlands and valleylands shall only be provided where it has been determined that there will be no long term impact on the ecological function of these areas.

3.6. Stormwater Management Facilities

Development in the Courtice Waterfront and Energy Park will be designed to manage stormwater through Low Impact Development techniques such as, but not limited to, bioswales, rainwater harvesting systems, infiltration trenches, the use of permeable surface materials, and naturalized stormwater management ponds. Detailed guidelines regarding low impact development can be found in Section 5.2.

Stormwater management facilities are an important part of the public infrastructure in the community, and will be located throughout the community, as identified in Figure 1 Open Space Network. The selected locations will take advantage of the natural drainage patterns and integration with the Environmental Protection Areas.

Guidelines:

- a) The precise location, size and number of stormwater management facilities will be determined through detailed study at the time of development applications.
- b) Stormwater management ponds should be developed as naturalized ponds, incorporating native planting, creating natural habitat for pollinator species, and enhancing biodiversity.
- c) Where residential development is adjacent to a stormwater management pond, backlotting is acceptable on up to 50% of the pond's edge, should it be necessary to facilitating an optimal street network. The design should seek to provide a maximum level of public exposure and access to stormwater management areas.
- d) Public frontage along the edge of the stormwater management ponds should be prioritized on Arterial Roads.

- e) Stormwater management ponds should integrate safe public access into their design through trails and seating. Fencing should be avoided and railings or densely planted areas should be used to discourage direct access.
- f) Stormwater management facilities should incorporate low impact development measures including but not limited to vegetated swales and planters, trees, shrubs and porous paving materials.
- g) Soil Amendments, Soakaway Pits, Infiltration Trenches and Chambers are encouraged on medium density, multi-family lots, with green roofs and rainwater harvesting as additional measures on mixed use blocks.

4. Private Realm Guidelines

While the public and private realms often overlap and intersect, the private realm typically includes places and spaces to which access is controlled and/or restricted and lands which are not owned by the Municipality or other public agency.

4.1. Low Density Residential Development Guidelines

Low Density residential buildings, namely single detached dwellings, semi-detached dwellings, and townhouses, are expected to form the majority of the housing in the Courtice Waterfront community. The guidelines below focus on massing and the relationship of low-density residential development to streets and open spaces, with the intention of ensuring development contributes to an attractive, comfortable and safe public realm.

4.1.1. General Site and Building Design Guidelines

The following guidelines should be applied in conjunction with the zoning provisions applicable to Low Density Residential areas and should not conflict with them.

- a) The height and massing should be consistent within a building type to create a unified character for the community.
- b) A variety of architectural expression among publicly exposed elevations is encouraged, including variation in roof lines, architectural styles, and material articulation.
- c) Back-lotting should not be permitted for residential uses along arterial roads. Residential development along an arterial should provide an appropriate frontage to provide an animated streetscape with eyes on the street.
- d) There should be a variety of lot widths and dwelling sizes on each block.
- e) Detached and semi-detached houses and townhouses generally should have a front setback of 4-5.5 metres to the front wall of the house. Front garages should have a minimum front setback of 6 metres. An exception to these guidelines can be made for a mixed-use building with a small-scale, neighbourhood-oriented commercial use on the ground floor, where permitted. Such buildings should have a front setback of 2-3 metres.
- f) Front yard setbacks along a street should be generally consistent.

- g) Building projections, such as covered porches, balconies and stairs are encouraged and may project into the front yard setback.
- h) The base of the porch and stair shall be enclosed with material that suitably complements the exterior cladding of the dwelling unit.
- i) The entrance to homes may be emphasized through stone porticos, two-storey porches and built-over porticos.
- j) Dwellings on a corner lot, including townhouses, should have side elevations that includes windows and details consistent with the front elevation. Front porches should wrap around the corner of the house.
- k) There should be no more than four attached townhouses in a row where the garages are at the front of the units and the lot(s) face a collector road or park
- l) There should be no more than six attached townhouses in a row where the garages are accessed from a Rear Lane or where front garages face a local street.
- m) The separation between rows of attached townhouses should be a minimum of 2.4 metres to allow for landscaping, fencing and outdoor storage screened from view. Where the separation between rows will also provide shared access and pedestrian circulation, the separation distance should be a minimum of 3 metres.
- n) Accessory apartments are permitted within single-detached dwellings, semi-detached dwellings and townhouses subject to the following:
 - i. They are located within the dwelling;
 - ii. The architectural design is consistent or complementary to the principal dwelling, including architectural treatment, materials and proportions of architectural details;
 - iii. There is only one door per façade facing the street; and
 - iv. They shall comply with the policies and standards of the Official Plan and Zoning By-law
- o) One additional accessory apartment may be permitted in a detached accessory building with access to a Rear Lane, subject to the following:
 - i. They are encouraged to be on the second storey of a detached garage;
 - ii. The architectural design is consistent or complementary to the principal dwelling, including architectural treatment, materials and proportions of architectural details; and,
 - iii. They shall comply with the policies and standards of the Official Plan and Zoning By-law.

4.1.2. Garage and Driveway Design Guidelines

- a) Attached front garages should not dominate the massing of the dwelling from the front.
- b) Garages generally should occupy a maximum of 50-60% of the lot frontage, depending on the width of the lot.
- c) Front garages are encouraged to be expressed as two-storey structures with usable space above to better integrate this structure into the overall design of the dwelling unit.
- d) Front garages should be recessed from the front wall of the house by a minimum of

0.5 metres where the lot frontage is greater than 7.5 metres.

- e) Attached front yard garages should have materials and design elements and colour consistent with the architecture of the primary dwelling unit.
- f) The width of a driveway generally should correspond with the width of the garage, although in the case of single garages, a wider driveway is allowed where it does not prevent a minimum of 30% of the front yard being used for the purpose of landscaped open space.
- g) Front double-car garages are encouraged to have two separate openings and two doors. Single doors for double car garages should be articulated vertically and horizontally to give the appearance of two doors. Windows are encouraged, to avoid a blank-wall effect.
- h) Driveways should be buffered from side property lines by a landscape strip.
- i) Lots serviced by a Rear Lane should locate garages or parking pads at the rear of the property.
- j) Garages fronting onto Rear Lanes should be carefully arranged in groupings to encourage an attractive visual environment by:
 - i. The architectural design, massing, detailing, materials, and colours of garages should complement and reflect the principal dwelling. A variety of garage heights and roof slopes are encouraged.
 - ii. Garages should be sited to allow for access and drainage from the rear yard of the unit to the Rear Lane plus opportunities for landscaping along Rear Lanes.
 - iii. Both parking pads and garages shall be set back from the lot line separating the rear yard from the Rear Lanes.
 - iv. Parking pads should be screened from the rear by a fence and/or landscaping.
 - v. Landscaping and fencing along or adjacent to the Rear Lanes should be coordinated and finished with materials, colours and vegetation compatible with the principal dwelling.

4.1.3. Landscaping, Garbage/Recycling and Utilities Guidelines

- a) On lots not serviced by a Rear Lane and with a lot frontage greater than 9 metres, a minimum of approximately half of the front yard should consist of soft landscaping including an attractive combination of foundation landscaping, trees, and deciduous and coniferous ornamental planting. Other than the permitted driveway, paving in the front yard generally should be limited to walkways.
- b) Rear yards on corner lots should be screened from public view from the flanking street with a minimum 1.5-metre high fence made of durable, attractive wood or a hedge. Builders shall be encouraged to provide such screening.
- c) For medium-density residential developments waste and recycling storage areas should generally be located in the rear or side yard and be screened from public view, for units with no garage and where parking pad is provided.
- d) Utility box locations should be planned to minimize their visual impact on the public realm.

4.1.4. Guidelines for Apartment Buildings and Stacked Townhouses

As per the Secondary Plan, apartment buildings up to six storeys and stacked townhouses are permitted on lots fronting an arterial road and the Courtice Waterfront Park. The following guidelines apply to such developments.

- a) Buildings should not exceed 20 metres in height.
- b) Front setbacks should be 4-6 metres.
- c) The external side setback should be 3-6 metres.
- d) Apartment buildings should be articulated with vertical recesses or other architectural elements to reduce their perceived mass and provide visual interest.
- e) Apartment building lobbies should occupy a prominent location along the street and should exhibit architectural elements such as porticos, canopies or other weather protection elements.
- f) Ground-floor units in apartment buildings are encouraged to have their entrances facing the street or a landscaped yard. Front patios for ground-floor units may encroach in the setback zone but not closer than 2 metres from the street. Front patios should be elevated 0.3 - 0.6 metres from the street and partially screened from public view with a low wall and coniferous landscaping, although some patios may be located at grade for accessibility.
- g) Balconies on apartment buildings should be integrated into the overall design of the building façade and wholly or partially recessed a minimum of 1.5 metres. They may project 1.5 metres into the building setback zone.
- h) The wrapping of balconies around the corners of an apartment building is encouraged.
- i) Mechanical and electrical equipment, satellite dishes, and communications apparatuses on the roof of an apartment building should be screened with durable materials integrated with the design of the building.
- j) All buildings on corner lots shall address both edges with articulated facades and windows. Blank walls visible from streets or public spaces are prohibited.
- k) Underground parking for apartment buildings is strongly encouraged. Parking may be located at the rear of buildings and is not permitted in the front or exterior side yard of buildings.
- l) Garbage and recycling storage for apartment buildings should be located within the structure. Garbage and recycling storage for stacked townhouses should be located in the shared Rear Lane, screened from public view, or in underground parking areas.
- m) New development will be compatible with adjacent and neighbouring development by ensuring that the siting and massing of new buildings does not result in undue adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity areas.

- n) Compatibility will be maintained by ensuring new buildings appropriately transition towards adjacent and neighbouring development with appropriate building setbacks, set-backs, and angular planes. Appropriate transitions will be achieved through a separation distance equal to or greater than the height of the apartment building or stacked townhouse, or through the stepping down of the building height to no more than four storeys facing the property line adjacent to lands designated as Low Density Residential.

4.2. Mixed Use Buildings and Medium Density Residential Development Guidelines

Mixed Use buildings in the Courtice Waterfront are planned along the Waterfront Main Street corridor. Medium Density residential buildings are only planned along the Parkside Road adjacent to the Courtice Waterfront Park. The prominence of these buildings on a main street corridor will demand a high quality of architectural and landscape design. Medium Density residential building typologies, including townhouses and apartment buildings, however, will make up a significant proportion of all dwellings and are encouraged throughout the Courtice Waterfront community. Medium-density forms will be encouraged particularly on lots facing Arterial Roads, Collector Roads, and the Courtice Waterfront Park to form a strong built edge to the public realm and support the use of rear lanes.

4.2.1. General Site and Building Design Guidelines for Mixed Use Buildings

- a) Mixed Use buildings in the Courtice Waterfront will range from 2 storeys to 6 storeys in height.
- b) Medium Density residential buildings in the Courtice Waterfront will range from 3 storeys to 6 storeys in height.
- c) Mixed Use buildings should be oriented toward the Waterfront Main Street to establish a street wall that helps frame the street and enhance the pedestrian environment.
- d) Mixed-use buildings may include commercial and office uses at grade and multi-unit residential above or behind. Ground floors shall be designed to be appealing to pedestrians and include uses that are more active in terms of pedestrian traffic, such as commercial/retail, personal service, and restaurant type uses on the ground floor.
- e) Grade level retail frontages shall be broken down in scale to provide a finer grained frontage onto the Waterfront Main Street. Reflective mirror glass shall not be used for windows at grade.
- f) Retail and service commercial uses should be provided on the ground floors of buildings to bring animation to the street and encourage pedestrian activity. Such uses should have a minimum 4.5 metre floor-to-ceiling height.
- g) A minimum of 50% of the street façade for retail and commercial uses at grade will be designed with transparent glazing to encourage animation of the public realm.
- h) Bird friendly glazing will be used on all windows in every new building.
- i) Residential entrances shall be clearly distinguished from the commercial entrances through building design and can be located at the front or side of the building.
- j) Balconies on all storeys above grade are encouraged.

4.2.2. General Site and Building Design Guidelines for Medium Density Residential Buildings

- a) Medium Density Residential buildings in the Courtice Waterfront will range from 2 storeys to 4 storeys in height.
- b) The front setback should be between 4 to 5 metres where dwelling units are located on the ground floor, and 2 to 3 metres where non-residential uses are located on the ground floor.
- c) The external side setback should be 3-6 metres.
- d) Apartment buildings should be articulated with vertical recesses or other architectural elements to reduce their perceived mass and provide visual interest.
- e) Apartment building lobbies should occupy a prominent location along the street and should exhibit architectural elements such as porticos, canopies or other weather protection elements. Main entrances should face the street and be directly accessible from the sidewalk.
- f) Ground-floor units in apartment buildings are encouraged to have their entrances facing the street or a landscaped yard. Front patios for ground-floor units may encroach in the setback zone but not closer than 2 metres from the street. Front patios should be elevated 0.3 - 0.6 metres from the street and partially screened from public view with a low wall and coniferous landscaping.
- g) Balconies on apartment buildings should be integrated into the overall design of the building façade and wholly or partially recessed a minimum of 1.5 metres. They may project 1.5 metres into the building setback zone.
- h) The wrapping of balconies around the corners of an apartment building is encouraged.
- i) All buildings on corner lots shall address both edges with articulated facades and windows. Blank walls visible from streets or public spaces should be avoided.
- j) Compatibility will be maintained by ensuring new buildings appropriately transition towards adjacent and neighbouring development with appropriate building setbacks, setbacks, and angular planes. Appropriate transitions will be achieved through a separation distance equal to or greater than the height of the apartment building or stacked townhouse, or through the stepping down of the building height towards the property line adjacent to lands designated as Low Density Residential.

4.2.3. Access, Servicing and Storage for Mixed Use, Low and Medium Density Residential Buildings

- a) Parking entrances should be oriented to minimize visual impacts on adjacent properties.
- b) Garbage and recycling storage for apartment buildings should be located within the structure. Garbage and recycling storage for stacked townhouses should be located in the shared Rear Lane, screened from public view, or in underground parking areas.
- c) Loading and service areas should be integrated into the building design or placed away from street frontages and screened from view. Screening measures include landscaping and/or solid panel fencing. Loading and service areas should be buffered visually and as necessary for noise impacts, especially when located adjacent to Neighbourhoods.
- d) Underground parking for mixed use buildings and apartment buildings is strongly

- encouraged. Parking may be located at the rear of buildings and is not permitted in the front or side yard of buildings. Driveway entrances should be integrated within the building design, located away from building corners and with minimal interruption of walkways and sidewalks.
- e) Bicycle parking and storage should be provided for apartment buildings.
 - f) Driveway entrance locations should be coordinated and consolidated, where possible.
 - g) Mechanical and electrical equipment, satellite dishes, and communications apparatuses on the roof of an apartment building should be screened with durable materials integrated with the design of the building.
 - h) Curb cuts and driveways should be minimized in width, being no wider than that of adjacent parking garage entrances, and should be consolidated between adjacent properties where appropriate.
 - i) On corner lots, driveways should be accessed from the street of lesser prominence.
 - j) The use of permeable surface materials should be considered within driveways to minimize run-off.
 - k) Ground floor frontages may need to be set back adjacent to parking access sites to provide visibility at the exit.
 - l) Garbage storage rooms, in all cases, should be centralized indoors, and at the rear of the building.
 - m) Service and outside storage enclosures should be constructed of materials to match or complement the building material. Any form of chain link fencing should be avoided. Gates and / or access doors may be constructed of materials different from the actual enclosure material to facilitate operation; Outside storage areas should be fully screened by wall enclosures. Screen walls should have a minimum height equal to that of the item in which it is screening;
 - n) Outside storage should not be visible from any street;
 - o) Utility meters, transformers and HVAC equipment should be located in compliance with utility authority requirements and should be located away from public view and / or screened through landscaping initiatives to the extent feasible; and
 - p) Noise attenuation measures should be provided where service areas are in proximity to residential uses. These features should be complementary in material and design to surrounding buildings and structures, to reinforce the image of the community.

4.3. Commercial Building Development Guidelines

Commercial buildings in the Courtice Waterfront are planned along the realigned Darlington Park Road and the Waterfront Main Street. The predominant use of lands in the Commercial area shall be for commercial and retail uses serving the Energy Park and travelling public. The Commercial area will serve as the gateway into the Courtice Waterfront and will include uses such as retail and service commercial uses, including hotels, restaurants, business, professional, and medical offices, and financial institutions.

4.3.1. General Site and Building Design Guidelines for Commercial Buildings

- a) Commercial buildings in the Courtice Waterfront will range from 1 to 2 storeys in height.
- b) The siting and massing of buildings should provide a consistent relationship, continuity, and enclosure to adjacent public roads.
- c) Where located at a corner, buildings shall be designed to address both street frontages and be massed towards the corner location for visual interest and to anchor the building.
- d) Primary entrances to buildings should be clearly visible and located on a public road or onto public open spaces to support public transit and for reasons of public safety and convenience. Secondary doors, such as those that face the parking area, emergency exits, or service doors should be designed to blend in with the building façade.
- e) A minimum of 50% of the street façade for retail and commercial buildings will be designed with transparent glazing to encourage animation of the public realm.
- f) Bird friendly glazing will be used on all windows in every new building.
- g) Access from sidewalks and public open space areas to primary building entrances should be convenient and direct, with minimum changes in grade.
- h) Drive-through facilities may be permitted as an ancillary use to a commercial building and shall be designed with a maximum setback from the street frontage.
- i) Drive-through facilities, parking lots, and service stations will be prohibited between the street frontage and commercial building.

4.3.2. Access, Servicing, and Storage for Commercial Buildings

- a) Servicing and loading areas shall be discreetly located and be screened from public view through architectural design, low walls, and landscaping features.
- b) Waste facilities within an external structure shall be consistent in design, colour, and materials to that of the main dwelling and shall not be located in a prominent location.
- c) Design outdoor waste storage containers to be consistent with the architectural design of the building.

4.4. Energy Park Development Guidelines

The Energy Park is planned within the boundaries of Megawatt Drive to the north, the CN rail corridor to the south, Crago Road to the east, and Courtice Shores Drive to the west. Energy Drive will provide an east-west connection through the Energy Park, linking it with Courtice Road to the west and the lands east of Crago Road. The predominant use of lands in the Energy Park shall be for prestige and general employment uses, ranging from office buildings, research and development facilities, and light industrial uses. The Energy Park will serve as an employment hub which will generate a significant amount of job growth in Courtice.

4.4.1. General Site and Building Design Guidelines for the Energy Park

- a) Office and institutional buildings should be designed as special landmark buildings with high quality architectural design, materials, and finishes.
- b) The front door of all office buildings should be connected with a walkway to the

- sidewalk and should have direct access to transit stops.
- c) Main building entrances must address and be accessible from a primary or secondary road.
 - d) Vehicular parking should be located at the side and/or rear of buildings and should be screened from view from primary roads. A maximum of 10 visitor parking spaces may be located at the front of buildings. Swales, porous paving materials and other “green” techniques should be considered to minimize stormwater run-off.
 - e) Parking for cyclists should be located near building entrances and where visual surveillance can be maximized.
 - f) Drop-off areas should be provided for buses and cars in the public right-of-way where possible but where located on site they should be at the side of the building, and not in front of the building.
 - g) Areas between the building face and public-right-of-way should be a landscape composed of lawn, a mixture of mature coniferous and deciduous trees and gardens. Fences are prohibited within the area between the building and the street.
 - h) Best practices in “green” development should apply to all elements within the Energy Park, including buildings, landscaping, parking, servicing, and other infrastructure. LEED™ standards are encouraged.
 - i) Naturalized landscape areas for the benefit of wildlife habitat are encouraged, provided appropriate landscape management practices are followed.
 - j) Transit stops are encouraged to be integrated with gateway intersections in the Energy Park and should be designed with high quality amenities including, seating, lighting, shelters, waste and recycling receptacles, and wayfinding.
 - k) Employee amenity areas are encouraged and should be connected with sidewalks and pedestrian pathways connecting from the road network. Amenity areas will be furnished to support passive uses.
 - l) Public art should be integrated into building and/or site design where appropriate.
 - m) Stormwater management should be incorporated into the planning and design of open spaces, buildings and paved areas. Stormwater retention ponds and other elements should contribute to a park-like setting and establish connections to other open space amenities.
 - n) Building signage must be incorporated into and coordinated with the architecture of the building, and signs shall not dominate any one floor or the mechanical penthouse of a building. Stand-alone and directional signage shall be incorporated into the design of the landscape.
 - o) Rooftop mechanical equipment, satellite dishes, and communications apparatuses should be screened with materials that are complementary to the building or through parapet height where applicable.
 - p) Bird friendly glazing will be used on all windows in every new building.
 - q) Shared driveways are encouraged.
 - r) Hydro servicing shall be provided underground.

4.4.2. General Site and Building Design Guidelines for Prestige Employment Area Buildings

- a) The width of a building's façade fronting a public street shall be at least 50% of the lot width.
- b) To accommodate front yard landscaping and, where desired, visitor parking, buildings on Energy Drive should be set back 9 to 15 metres from the right-of-way. To establish a consistent streetscape edge along Park Drive, buildings should be built to a line parallel to and 6 metres from the front property line.
- c) High-quality exterior cladding materials, such as glass, steel, metal paneling and masonry, must be used on the façades of buildings fronting primary streets. Pre-cast paneling and exterior insulated finishing systems will not be permitted on façades facing primary streets. At least 50% of a façade's surface area must include transparent glazing.
- d) A minimum of 10% of the site area must be landscaped.
- e) Lot widths along Energy Drive and Park Drive should be a minimum of 100 metres.
- f) Mechanical penthouses, antennae, vents and chimneys will be screened from view or incorporated into the design of the roof.
- g) Buildings at the corner of two streets must address the corner with special architectural massing or detail. Landscaping should also reinforce this special corner condition.
- h) Developments that occupy sites at the intersections of Megawatt Drive and Energy Drive, Megawatt Drive and Courtice Road, and Energy Drive and Courtice Road should be planned and designed to mark the entrance to the Energy Park, establish gateways and create a strong sense of arrival. This should be achieved through the articulation of building mass and materials. Landscaping should also reinforce this special gateway condition.

4.4.3. Access, Servicing, and Storage for Buildings in the Prestige Employment Area

- a) Parking lots should be well landscaped and lit to provide safe, comfortable walking environments and minimize energy waste. Large parking lots should be divided by islands of trees and other landscaping features, with at least one tree for every ten spaces.
- b) Parking lots should be located behind buildings, screened from pedestrians, and promote buildings to front and engage with the streetscape.
- c) There should be no surface parking between buildings and Energy Drive.
- d) Surface parking lots should be designed to achieve an overall reduction in storm water runoff to predevelopment levels, through the use of vegetative bioswales along the edges of surface parking lots, shallow grassed lotside swales, and porous paving measures such as turf pavers or gravel.
- e) Ensure that 50% or more of all surface parking lots are shaded from sun at noon on a typical summer day, to reduce the urban heat island effect.

- f) Bicycle parking spaces should be included and sized to accommodate anticipated demand.
- g) Outside storage and fences are prohibited.
- h) Servicing, loading and garbage areas must be enclosed within the building. Loading and garbage service areas must be located at the rear of buildings and screened.

4.4.4. General Site and Building Design Guidelines for General Employment Area Buildings

- a) To establish a consistent streetscape edge, buildings should be built to a line parallel to and 6 metres from the front property line.
- b) Single-storey buildings are permitted, but multi-storey buildings are encouraged.
- c) High-quality exterior cladding materials such as glass, steel, metal paneling and masonry must be employed on buildings façades fronting Energy Drive. Pre-cast paneling and exterior insulated finishing systems will not be permitted on facades facing Energy Drive. A minimum of 50% of façade surface area facing primary streets must be glazed.
- d) A minimum of 10% of the site area must be landscaped.
- e) Lot widths along Energy Drive must be a minimum of 50 metres. Along secondary roads, lot widths must a minimum of 30 metres.
- a) Mechanical penthouses, antennae, vents and chimneys must be screened from view or incorporated into the design of the roof.

4.4.5. Access, Servicing, and Storage for Buildings in the General Employment Area

- a) Parking lots should be well landscaped and lit to provide safe, comfortable walking environments and minimize energy waste. Large parking lots should be divided by islands of trees and other landscaping features, with at least one tree for every ten spaces.
- b) Parking lots should be located behind buildings, screened from pedestrians, and promote buildings to front and engage with the streetscape.
- c) There should be no surface parking between buildings and Energy Drive.
- d) Surface parking lots should be designed to achieve an overall reduction in storm water runoff to predevelopment levels, through the use of vegetative bioswales along the edges of surface parking lots, shallow grassed lotside swales, and porous paving measures such as turf pavers or gravel.
- e) Ensure that 50% or more of all surface parking lots are shaded from sun at noon on a typical summer day, to reduce the urban heat island effect.
- f) Bicycle parking spaces should be included and sized to accommodate anticipated demand.
- g) Service, loading and garbage areas are to be located at the rear of buildings and shall be screened.
- h) Outdoor storage is permitted, provided it does not exceed 50% of the lot area. Storage must be at the rear of the site and screened from view from streets.

5. Green Design Guidelines

The overall design of Courtice Waterfront and Energy Park is intended to support environmental sustainability by protecting and enhancing natural features and including interconnected pedestrian and trail networks that encourage walking and cycling. Making progress toward the ultimate goal of a zero carbon community will also depend on a “green design” approach to infrastructure, buildings and landscapes that follows the guidelines in this section.

5.1. Energy Efficiency

- a) Buildings should incorporate energy saving measures such as window shading, daylight design, daylight sensors, heat recovery ventilation, high efficiency mechanical equipment, and energy efficient appliances and lighting.
- b) The use of renewable energy sources for all or some of a building’s energy, heat and cooling needs is encouraged. If not used, provisions for future installations should be considered.
- c) Renewable energy technologies should be integrated into the design of building façades and roofs as well as outdoor spaces.
- d) Where green roofs are not provided, reflective or light-coloured roofs should be incorporated for Mixed Use and Medium Residential buildings in order to reduce solar heat absorption and energy demand.

5.2. Water Conservation and Low Impact Development

- a) All buildings should be designed to use water efficiently through such measures as ultra-low flow fixtures, waterless urinals, dual flush toilets, and grey-water recycling.
- b) Buildings are encouraged to collect rainwater for re-use in the building and/or for irrigation.
- c) Landscaping should feature native and adaptive, non-invasive non-native species that are drought-tolerant and require little or no irrigation.
- d) The use of impermeable paving and other impervious surface materials for hard landscaping and on-site parking is encouraged to maximize water infiltration.
- e) Rainwater harvesting systems for collecting rainwater and storing it for later use are encouraged.
- f) Rain gardens are encouraged to detain, infiltrate and filter runoff discharge from roof leaders.
- g) Rain gardens should be designed to complement the landscape, on a base of granular material and with tolerant plant material. They should be installed in areas where soil permeability is high.
- h) Vegetated Filter Strips, which are gently sloping densely vegetated areas, and are designed to treat runoff as sheet flow from adjacent impervious surfaces by slowing runoff velocities and filtering out sediments and other pollutants, are encouraged where feasible. They are best suited to treating runoff from roads, roof downspouts and low traffic parking areas, and can be used for snow storage.

- i) Green roofs are encouraged throughout the Courtice Waterfront, particularly in Medium Density Residential and Mixed Use areas, to absorb rainwater and reduce stormwater runoff, provide additional insulation to the building envelope and create habitat for wildlife