



# North Village Secondary Plan & Integrated Municipal Class Environmental Assessment



**PUBLIC INFORMATION CENTRE #4**  
March 30, 2023 (virtual meeting)

# Land Acknowledgement

The Municipality of Clarington is situated within the traditional and treaty territory of the Mississaugas and Chippewas of the Anishinabeg (uh-NISH-in-NAH-bek) known today as the Williams Treaties First Nations.

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

# Welcome to our Zoom Webinar

- All attendees are automatically muted with video off
- Comments or questions can be submitted via the chat throughout the presentation, all questions will be answered at the end.
- Feel free to use the Zoom “reactions” throughout the presentation
- For the Q&A we will enable the “raise hand” function and enable participant audio/video
- For participants joining by phone, press \*9 to raise your hand, and \*6 to unmute
- A recording of the meeting will be available afterward on the project webpage

# Agenda

- 1 Introduction
- 2 About the Project
- 3 Engagement & What We Heard
- 4 Vision & Guiding Principles
- 5 Strengths of the Alternatives
- 6 Draft Emerging Plan

# Introductions & Overview

# Introductions

## The Municipality



**Emily Corsi**  
Senior Planner  
Community Planning & Design



**Lisa Backus**  
Manager  
Community Planning & Design



**Karen Richardson**  
Manager  
Development Engineering

## The Consultant Team



**SvN Architects + Planners**

Urban Planning, Urban Design, Engagement  
Consultant Team Lead



**Jonathan Tinney**  
Principal  
MA, BA  
Project Director



**Michael Matthys**  
Senior Associate  
MSc.PI, MCIP, RPP  
Senior Planner



**Kelly Graham**  
Associate  
MPI, BA, MCIP, RPP  
Senior Planner



**Paulina Avilez**  
MUD, BA  
Urban Designer



**Felicity Campbell**  
MSCPI, BA  
Planner

**BT Engineering**

RR 17 EA Study,  
Transportation Engineering

**AECOM**

Transportation Planning,  
Servicing, Integrated EA,  
Archaeology, Heritage,  
Agricultural Impact, Retail  
Market Impact

**Urbanism by Design**

Urban Design

**Footprint**

Sustainability

# Who is in the “room”?



**LIVE** POLL QUESTIONS

# Poll - Who is in the “room”?

## 1. What is your relationship to Newcastle?

- a) Resident
- b) Visitor to Newcastle
- c) Business owner
- d) Worker
- e) Interested citizen

## 2. Why did you make time in your day to join the public meeting this evening?

- a) I am curious about the new neighbourhood
- b) I am interested in housing options in the new neighbourhood
- c) I am curious about the changes to Regional Road 17
- d) I am interested in a new Neighbourhood Centre
- e) Other

## 3. What do you like most about Newcastle?

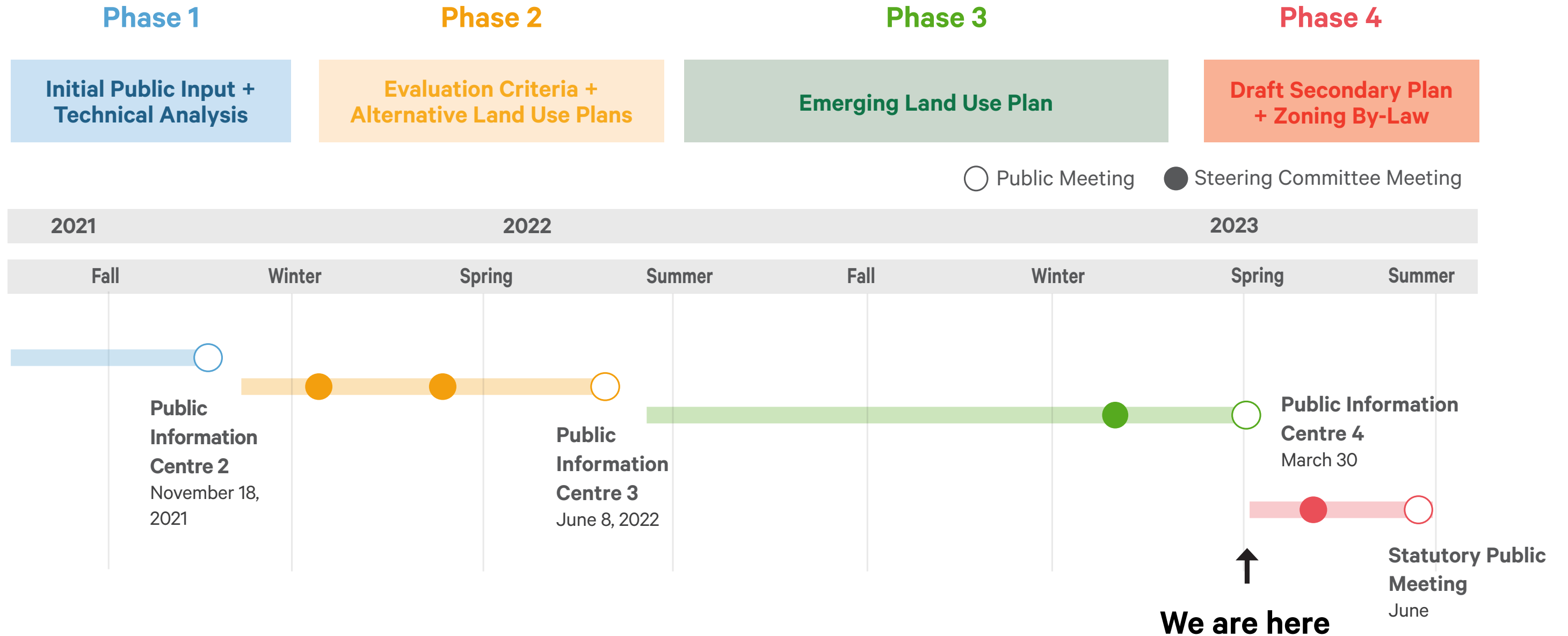
- a) The main street
- b) Proximity to local farms
- c) Community feel
- d) Trails, parks, and waterfront
- e) Walkable streets

## 4. Have you attended any of the previous Public Information Sessions about this Study?

- a) Yes
- b) No



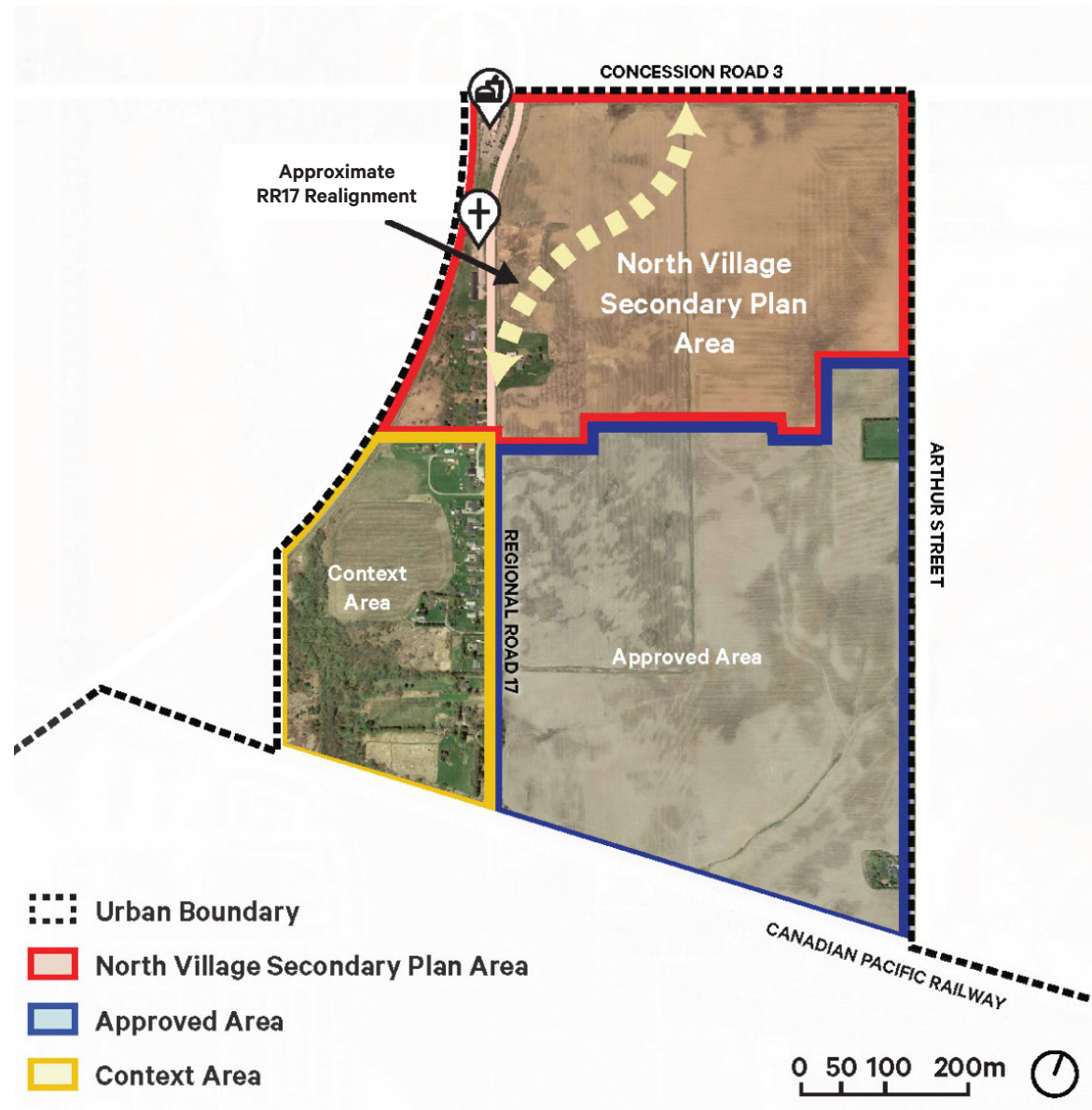
# Project Timeline



# About the Project



# About the Project



## Background

▶ A Secondary Plan will guide the development of a new neighbourhood.

- The project is guided by the following Council priorities:
  - Sustainability and Climate Change
  - Affordable Housing
  - Urban Design
  - Community Engagement
- The project will be carried out in accordance with the *Planning Act* and Municipal Class Environmental Assessment Process (MCEA) under the *Environmental Assessment Act* for new infrastructure including roads, transit, water, and sewers.

# What are we doing?

## Secondary Plan

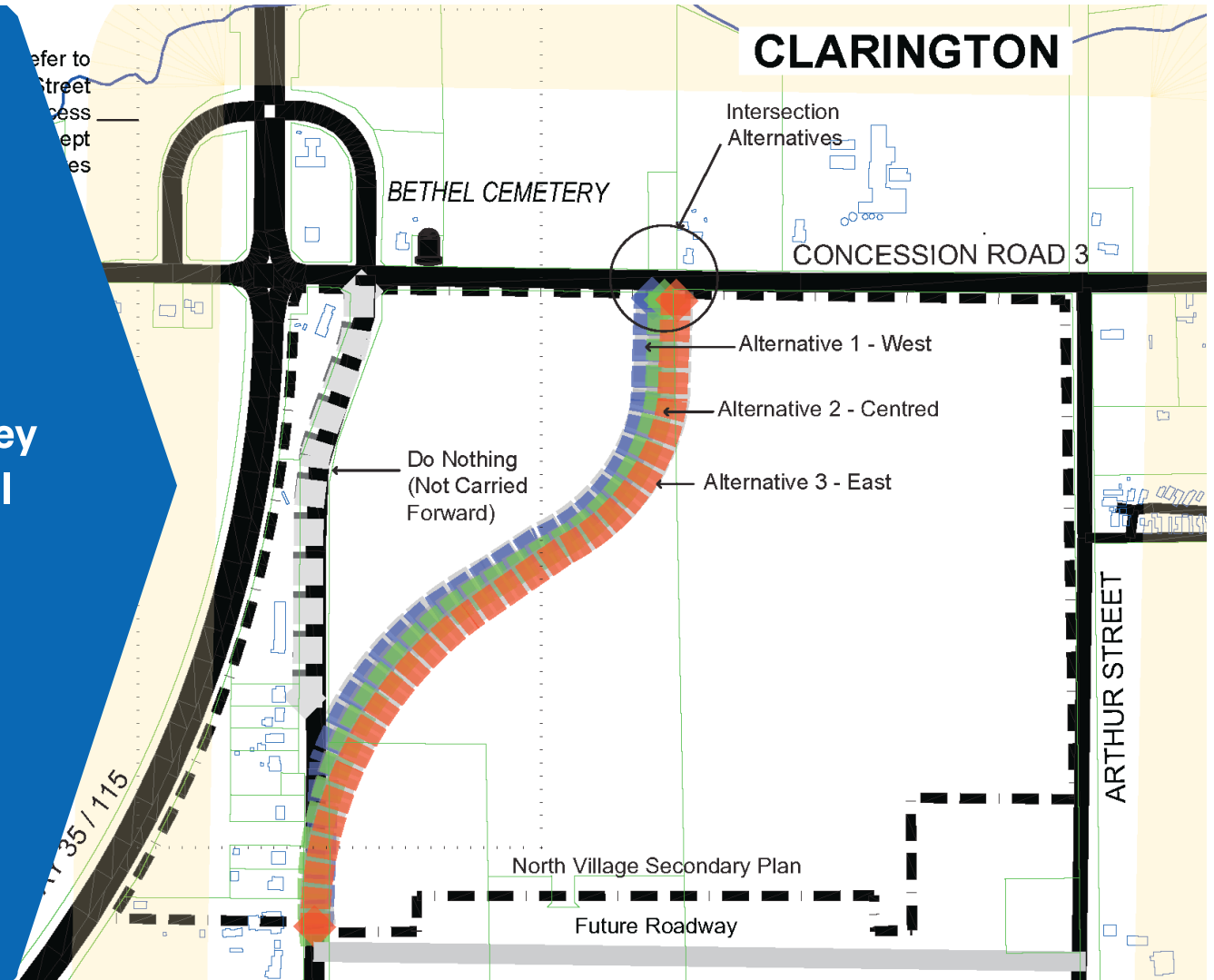
- » The Clarington Official Plan contains policies for managing municipal-wide growth.
- » A Secondary Plan contains policies for a specific area.
- » The framework may consist of the following elements:
  - » land use and built form, roads and infrastructure, parks, community facilities, cultural and natural heritage, sustainability.
- » The final Secondary Plan will also be accompanied by an implementing Zoning By-Law, as well as Urban Design and Sustainability Guidelines.



# What are we doing?

## Environmental Assessment

- » The Municipal Class Environmental Assessment (MCEA) is a process for evaluating options for new infrastructure, including roads, transit, water, and sewers to support the new residents in the Secondary Plan Area.
- » The re-alignment of Regional Road 17 (North Street) is a key consideration to increase the separation between Regional Road 17 intersection with Conc. 3 and Highway 35/115 and in order to accommodate the anticipated traffic volumes and improve safety.
- » There will be a subsequent public meeting to share the Technically Preferred Alternative for the road and intersection design.



# Why are we here today?

## Emerging Land Use Plan

- » Based on the evaluation of 3 options, and the comments received from the Steering Committee and the Public, we have prepared an Emerging Land Use Plan, which will be translated into the Schedule A for the Secondary Plan
- » Looking for feedback on the configuration of the land uses, and the objectives that will be translated into policy
- » Following this, we will prepare the Secondary Plan for presentation at a Statutory Public Meeting.

## Schedule A - Land Use, Parks & Transportation



# Engagement & What We Heard

# Public Information Centre #3 June 8, 2022

- Public Information Centre #3 was held to share the 3 Land Use Alternatives and evaluation results and invite residents to ask questions and provide insights.
- Feedback received combined with the Technical Steering Committee feedback and the technical evaluation results informed an Emerging Land Use Plan.



**TOTAL**  
**34 Participants**



# PIC #3 What We Heard

## In summary...

- Participants value the “village” feel of Newcastle
- The school is a community priority and key civic feature for the neighbourhood
- Participants like parks, trails, and walkable streets, and would like to see more of these
- Elongated parks that also provide off-street active transportation opportunities are desired
- Participants preferred medium density residential areas to be more evenly distributed through the plan area rather than clustered in one location

## 📊 Live Poll Highlights



Participants preferred a more **centrally located commercial heart**



Participants preferred an **even distribution of medium density**

# Vision & Guiding Principles

# Vision



**North Village is a vibrant neighbourhood that is open to all, at all stages of their life. Walkable and welcoming, it reflects the rich community spirit of Newcastle.**

# Guiding Principles

As the North Village Secondary Plan is prepared and implemented, the following principles will guide decision-making:



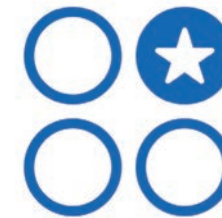
**A Liveable  
Neighbourhood**



**A Connected  
Neighbourhood**



**A Beautiful  
and Inviting  
Neighbourhood**



**A Unique  
Newcastle  
Neighbourhood**



**A Resilient  
Neighbourhood**

# Strengths of the Alternatives

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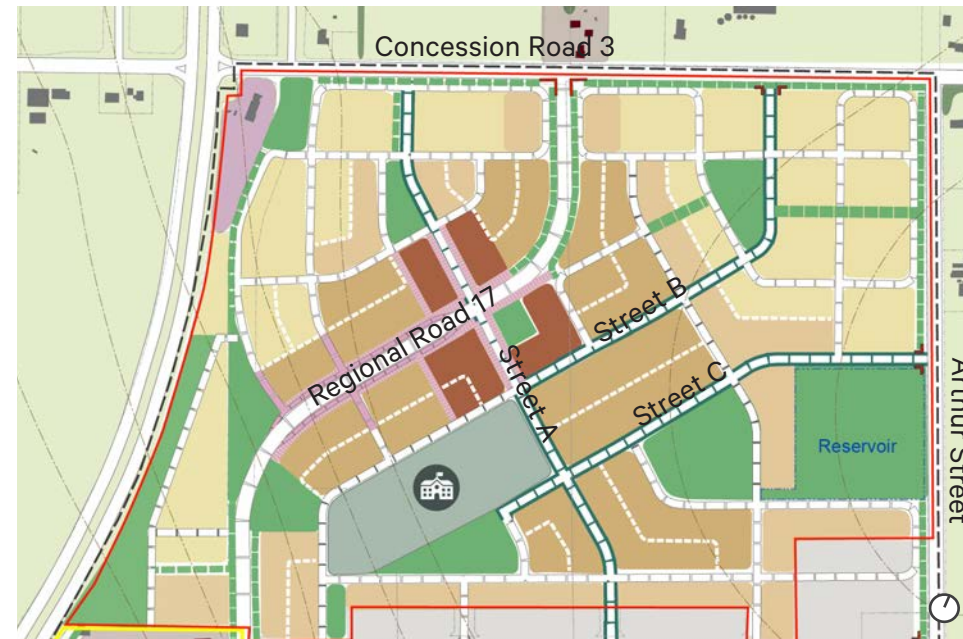
Alternative 1



## Option 1 strengths are:

- it features a central park as a community destination and anchor to the main street
- the school is adequately buffered from HWY 35/115
- small-scale, centrally located main street
- even distribution of low and medium density throughout the plan area

Alternative 2



## Option 2 strengths are:

- it maximizes density around the neighbourhood centre, and locates the school as a key civic feature
- broad distribution of medium density throughout the neighbourhood
- provides bike lanes and walking paths such as the highway setback zone

Alternative 3



## Option 3 strengths are:

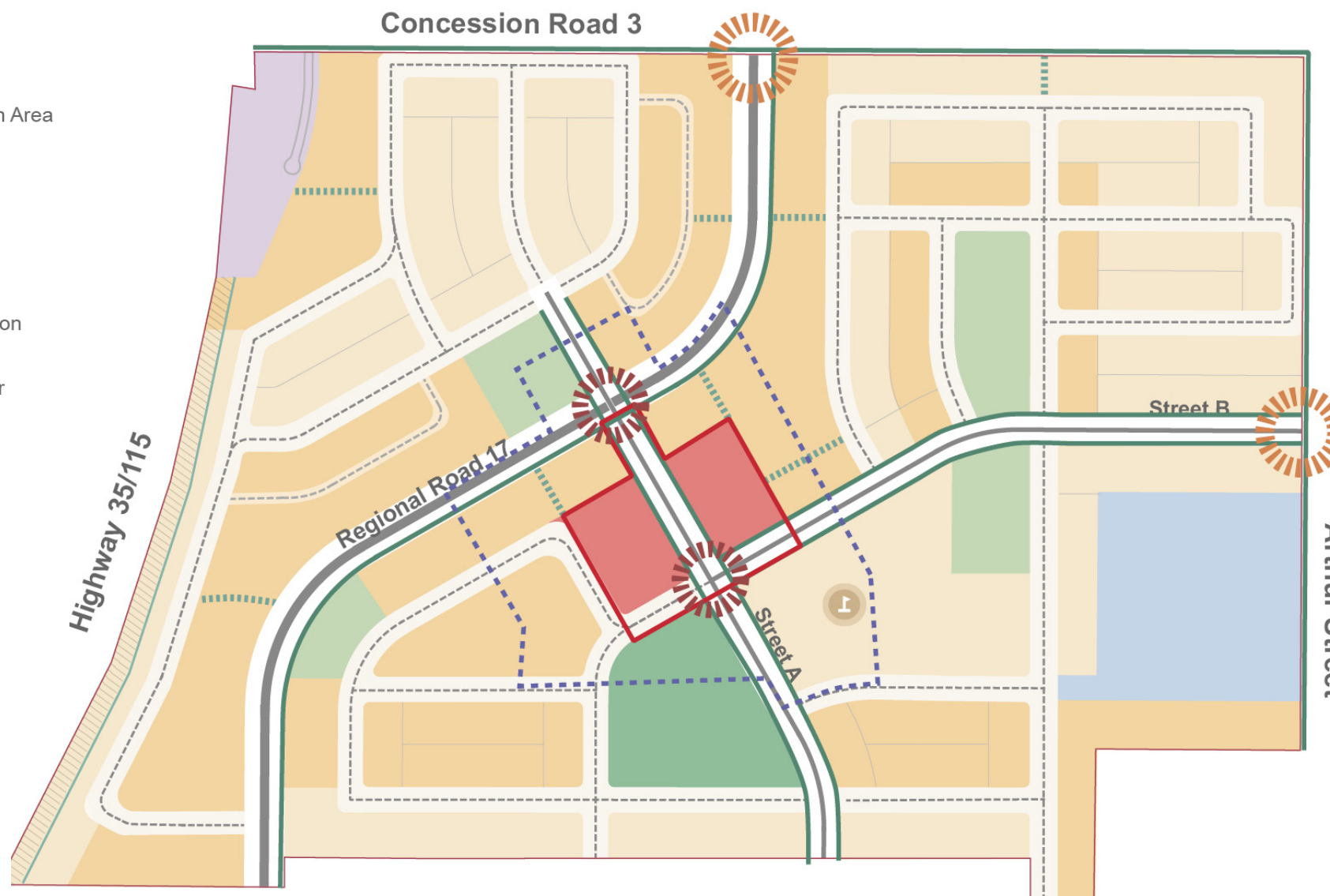
- it includes a robust and connected parks systems with linear parks that maximize access to more households
- the school is prominently located as a view terminus from the neighbourhood centre
- a centrally located commercial heart

# Emerging Plan & Policy Directions

# Demonstration Plan

## LEGEND

- North Village Secondary Plan Area
- Low Density Residential
- Medium Density Residential
- Mixed Use Area
- Neighbourhood Park
- Parkette
- Highway Commercial
- Reservoir and Pumping Station
- Neighbourhood Centre
- Neighbourhood Centre Buffer
- ☀ Gateway
- ☀ Prominent Intersection
- Arterial Road
- Collector Road
- Local Road
- Rear Lane
- Bike Route
- Mid-block Connection
- School



## Summary

Total Area: 52.6 ha (130 ac)

Public Roads: 5.8 ha (14 ac)

Parks: 3.5 ha (8.6 ac)

Neighbourhood Centre Mixed Use Area: 1.0 ha (2.5 ac)

## Estimated Units

Low Density Residential: 400 units

Medium Density Residential: 700 units

Estimated Jobs: 110

\* The final alignment of Regional Road 17 will be determined through the Environmental Assessment process



# Neighbourhood Centre



Retail and cafe spillout



Parking at the rear of buildings with landscaping to green & screen



Mix of grade-related retail with residential above



Consistent streetwall and articulated facade with narrow retail bays

## POLICY DIRECTIONS

- Buildings 2-6 storeys in height
- Building forms: mixed-use buildings and commercial-only buildings.
- Residential uses are strongly encouraged above the commercial uses in the Mixed Use designation.
- Neighbourhood Centre Buffer to provide a transition area and permit live-work units.
- Parking for mixed-use buildings will be located to the centre or rear of mixed-use blocks and shielded from view of the street; shared parking encouraged.
- Commercial floor area between 3,250 and 4,250 square metres to be provided within the 'Mixed Use' designation.
- Buildings with residential uses only will not be permitted in the mixed use designation until a minimum commercial area of 3,250 square metres is constructed.

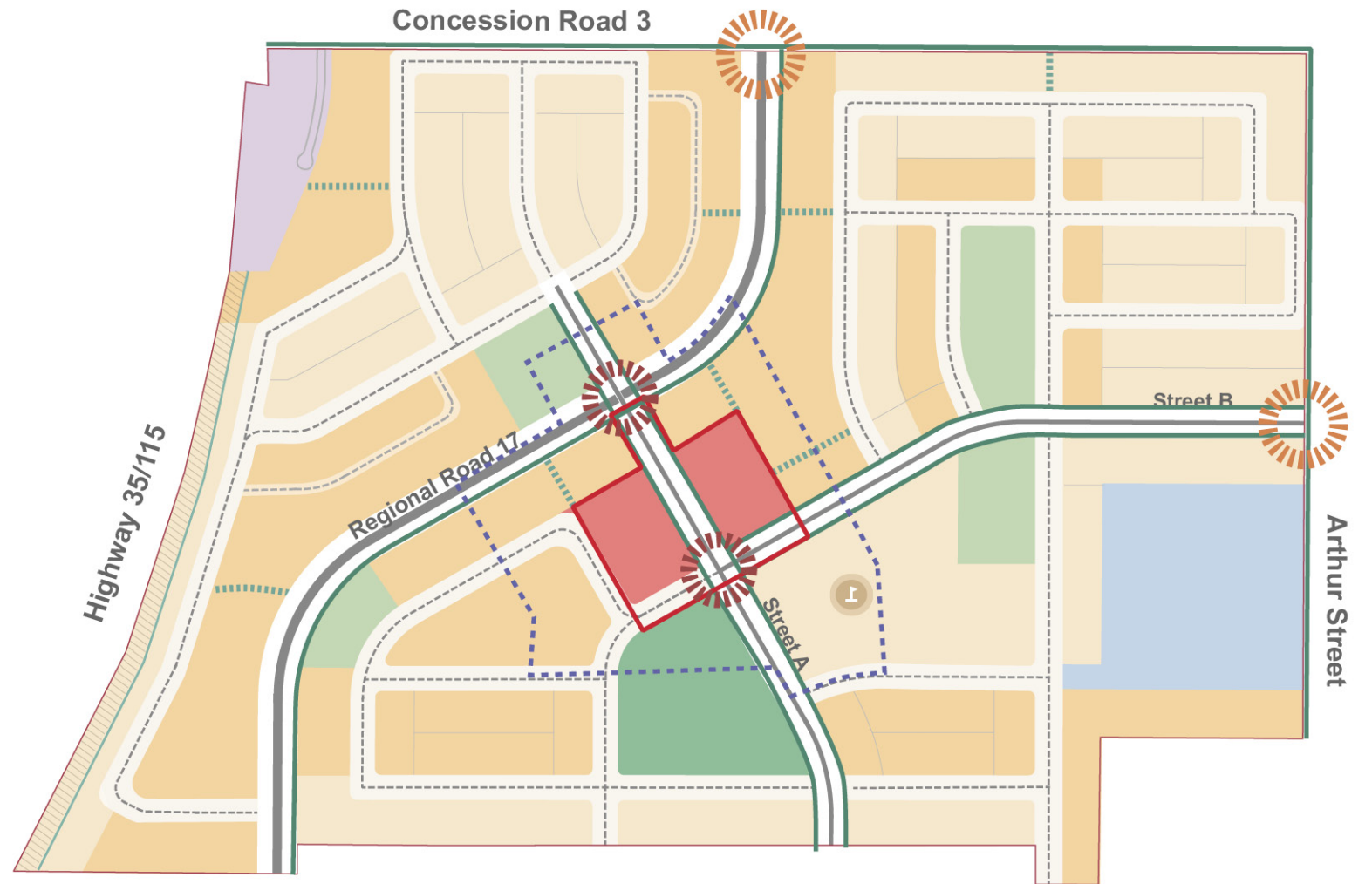
# Feedback on the Neighbourhood Centre

**1. Do you like the location and configuration of the Neighbourhood Centre?**

- a) Yes
- b) No
- c) Not sure

**2. Do you like the proposal for live-work units in the area around the Neighbourhood Centre?**

- a) Yes
- b) No
- c) Not sure



# Walkable and Complete Streets



## POLICY DIRECTIONS

- Modified grid pattern providing a variety of travel options for pedestrians and cyclists.
- Roads designed as complete streets that are safe and comfortable for all travelers.
- Public roads should include a vibrant and healthy tree canopy.
- A multi-use path will be part of the design for RR17 and Concession Rd 3, and will accommodate pedestrians and cyclists.
- A multi-use path will be located along the buffer from Highway 35/115 and a parallel Local Road. This path will connect to the valleylands to the south.

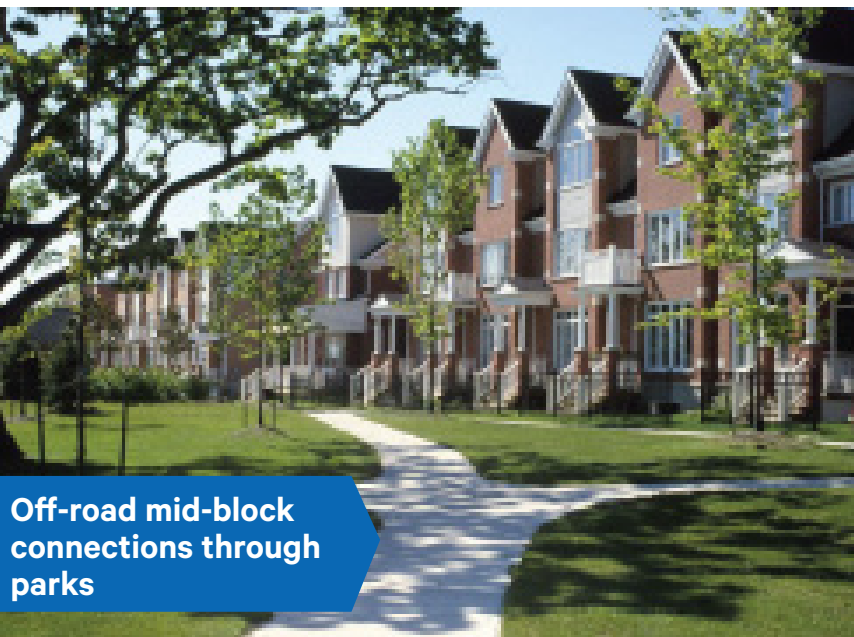
# Quality Parks



Edible landscapes and community gardens



A range of active and passive recreational opportunities



Off-road mid-block connections through parks



Diverse playgrounds for all ages

## POLICY DIRECTIONS

- A series of Neighbourhood Parks and Parkettes will be located and configured generally as per the Land Use Schedule and Open Space and Transportation Schedule.
- Neighbourhood park will be located adjacent to the public school, with smaller parkettes distributed through the neighbourhood
- Parks to be linked with mid-block connections and sidewalks for enhanced connectivity and safety

# Feedback on Parks

## 1. Do you like the distribution of parks and parkettes?

- a) Yes
- b) No
- c) Not sure

## 2. What type park programming is most needed in this area?

- a) Sports fields
- b) Play structures
- c) Benches and gathering areas
- d) Community gardens
- e) Other

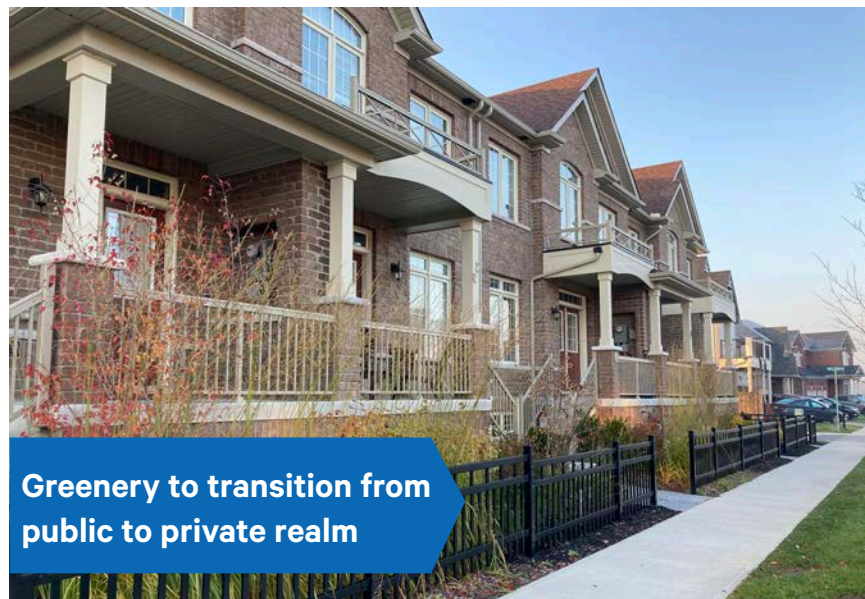


# Housing Diversity

## MEDIUM DENSITY



## LOW DENSITY



## POLICY DIRECTIONS

### Medium Density

- Buildings 2 -4 storeys in height.
- Apartments, stacked townhouses, back-to-back townhouses, and street townhouses.

### Low Density

- Buildings up to 3 storeys in height.
- Where adjacent to an Arterial Road or Neighbourhood Park or Parkette, additional permitted building forms include back-to-back townhouses, and apartment buildings.
- Mix of low density housing forms, with a maximum of 20% townhouses distributed throughout the plan area.



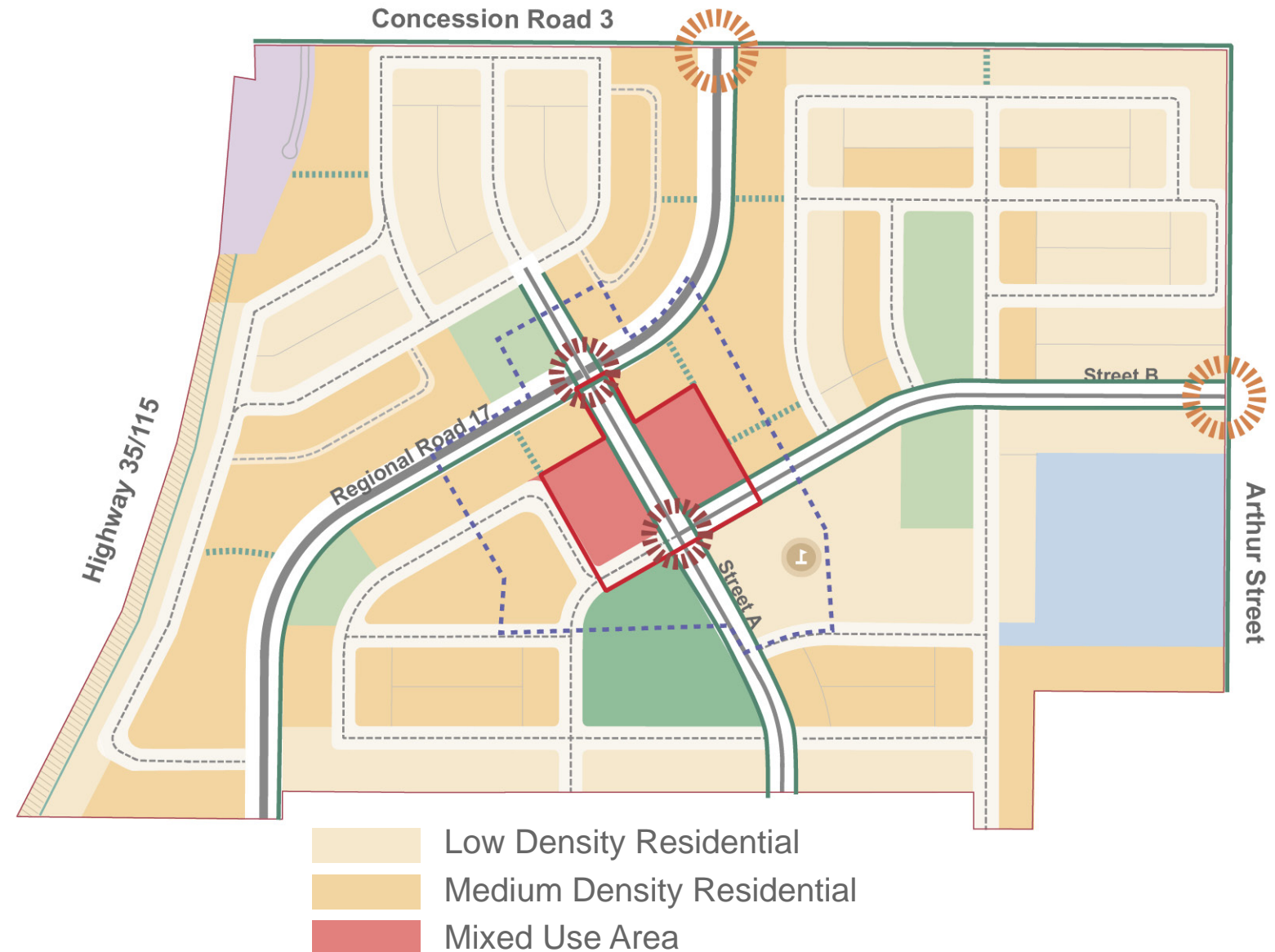
# Feedback on Housing Diversity

## 1. Do you like the distribution of low and medium density housing categories?

- a) Yes
- b) No
- c) Not sure

## 2. What form of housing should be along Arterial Roads?

- a) Mostly single and semi-detached dwellings
- b) Mostly townhouses, stacked townhouses, and low-rise apartments
- c) A roughly equal mix of all housing forms
- d) Other
- e) Not sure

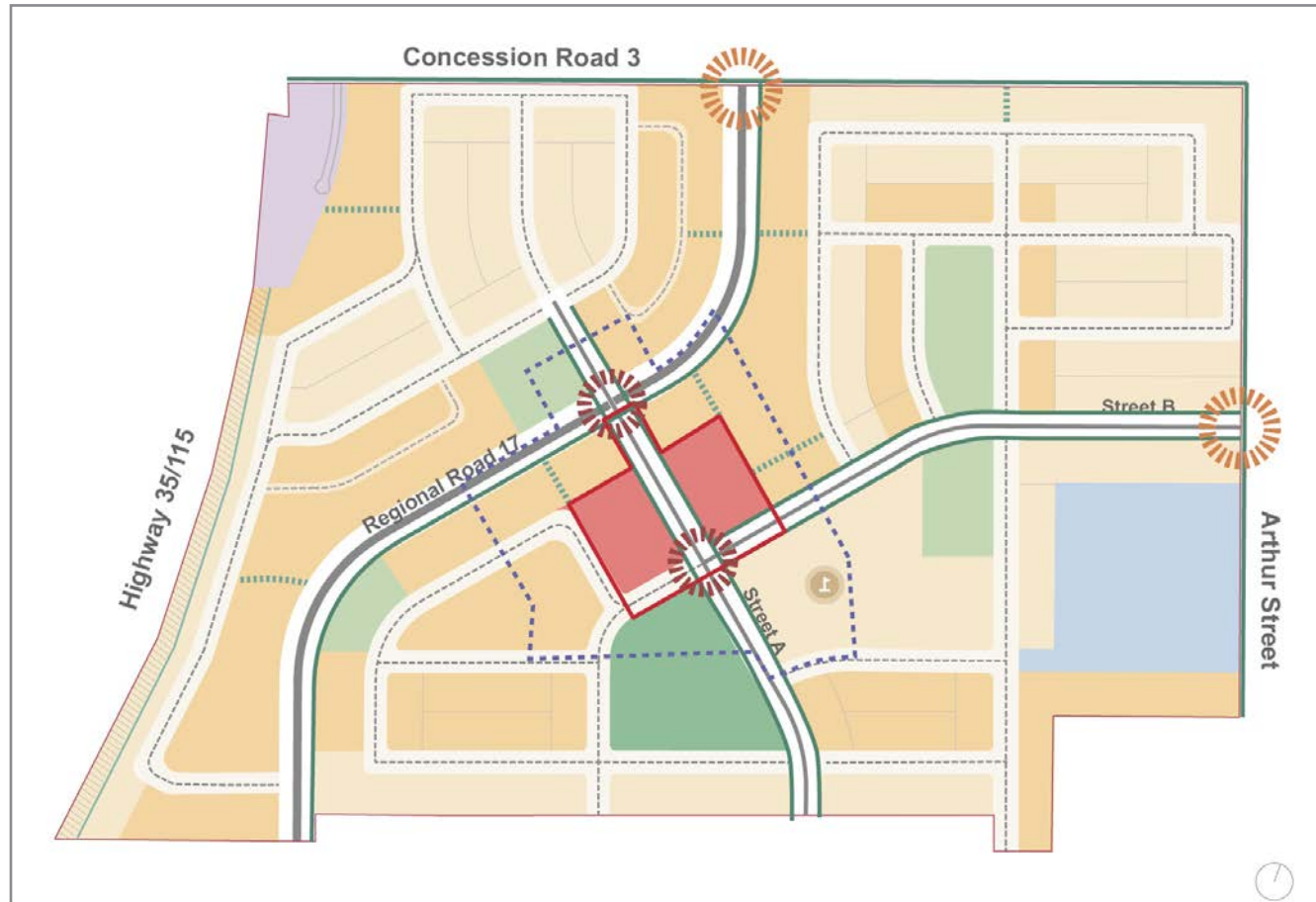


# Next Steps

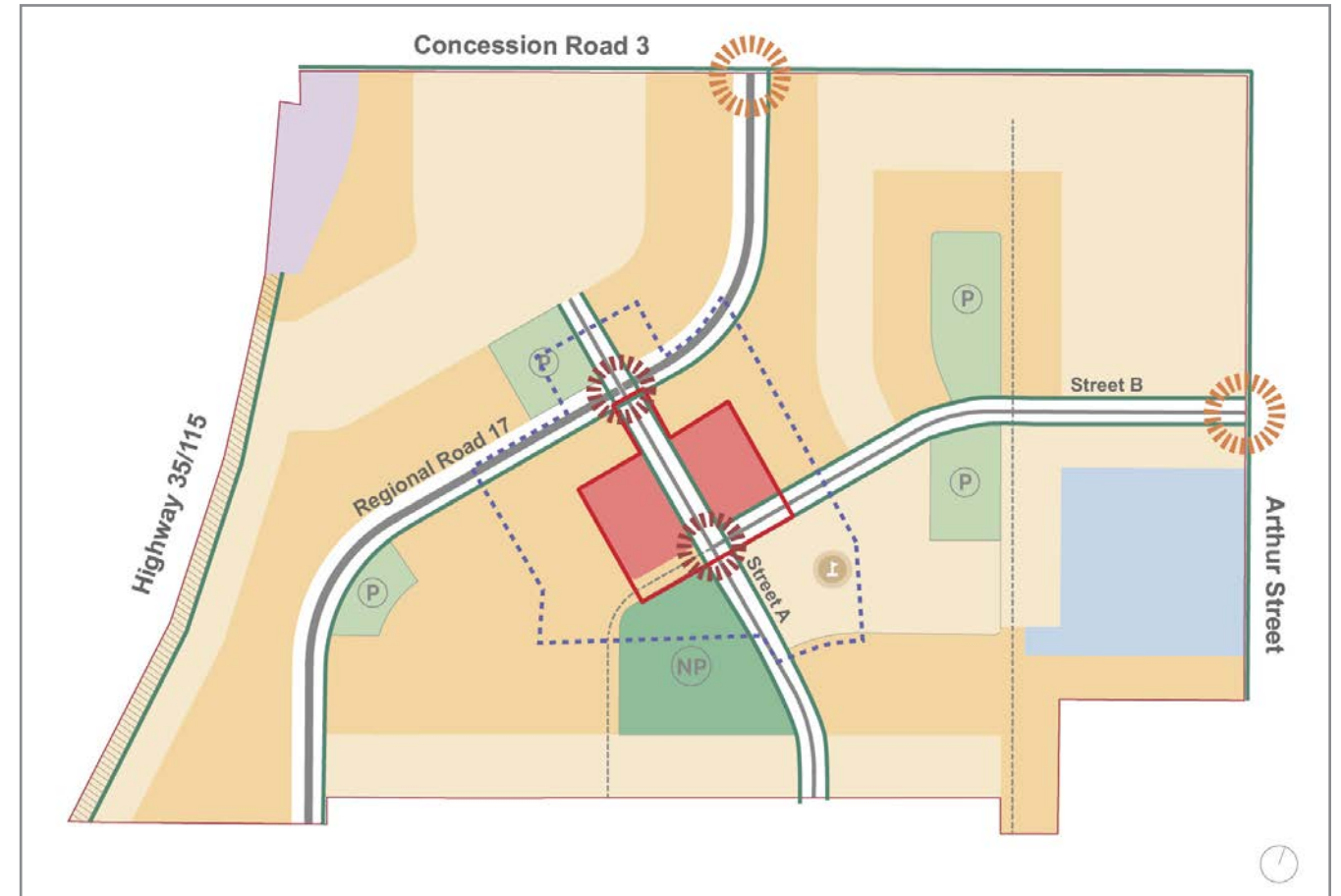




# Secondary Plan Schedule A: Land Use, Transportation and Parks



Demonstration Plan



Schedule A

# Next Steps

- Receive comments from the public (deadline Monday, April 10)
- Draft the Secondary Plan, Sustainability and Urban Design Guidelines, along with all supporting studies
- Provide all drafts to the Technical Steering Committee
- Present to the Planning & Development Committee
- Revise and refine policies for adoption by Council





# Discussion

# THANK YOU

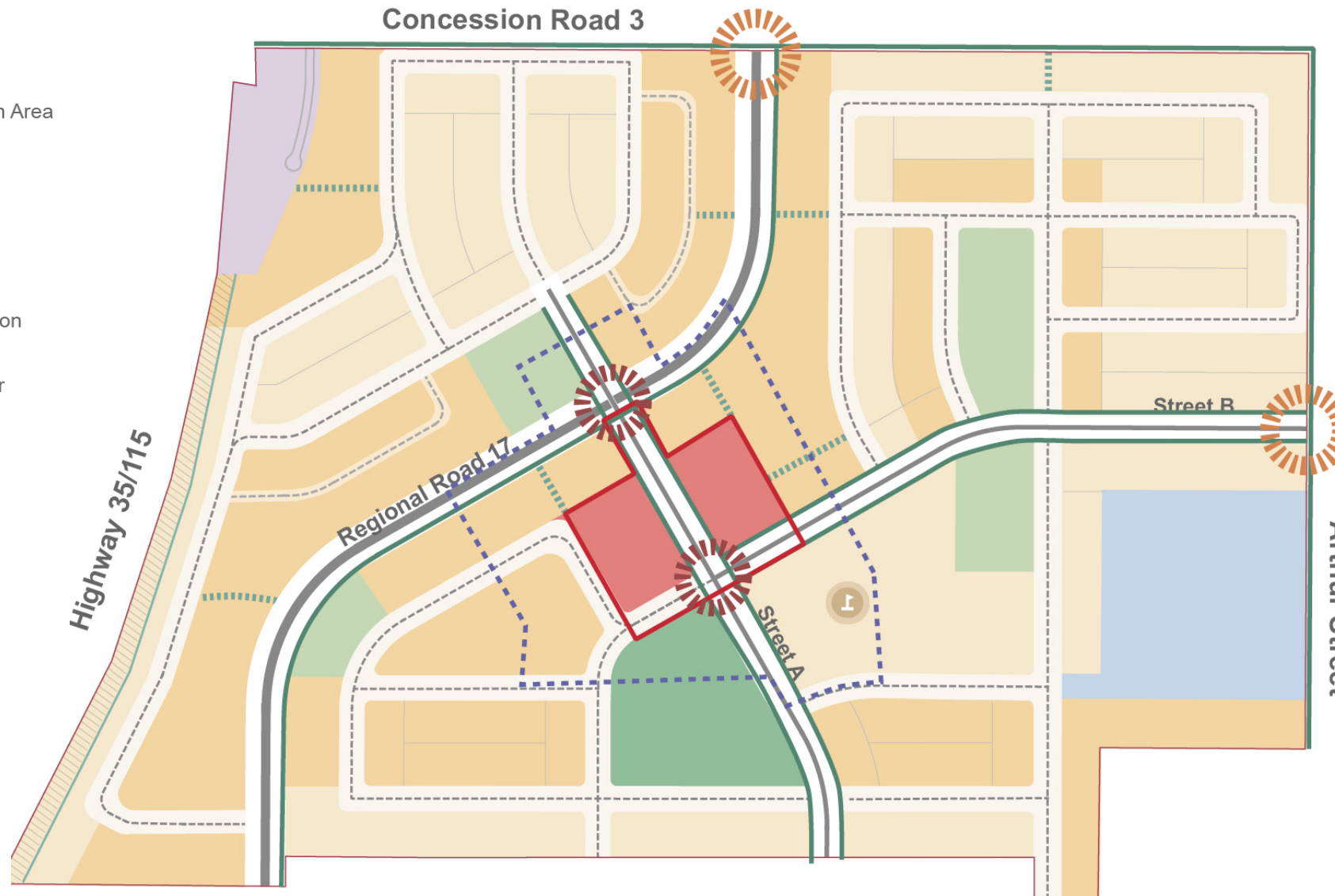
<http://www.clarington.net/NorthVillage>

[northvillage@clarington.net](mailto:northvillage@clarington.net)

# Demonstration Plan

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