



North Village Secondary Plan & Integrated Municipal Class Environmental Assessment



PUBLIC INFORMATION CENTRE #2
November 18, 2021 (virtual)

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.

Agenda

- 1) Introductions
- 2) Overview
- 3) Background Reports
- 4) Challenges & Opportunities
- 5) Vision & Principles
- 6) Regional Road 17 Environmental Assessment
- 8) Next Steps
- 9) Questions & Answers

Introductions

The Municipality



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The Consultant Team



SvN Architects + Planners

Urban Planning, Urban Design, Engagement
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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

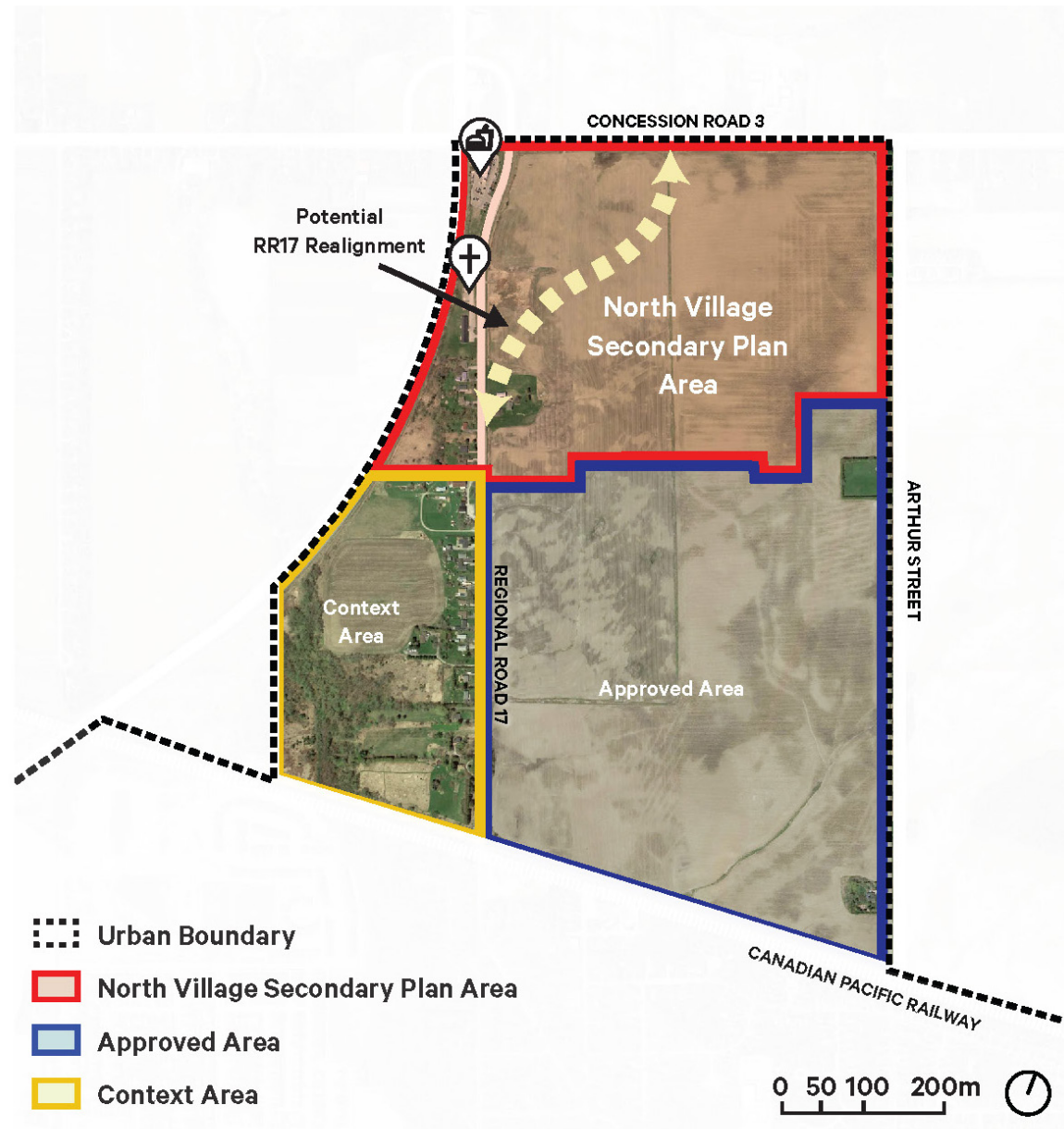
Sustainability

Who is in the “room”?



LIVE POLL QUESTIONS

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.



Where are we now?

Phase 1

Initial Public Input +
Technical Analysis

Phase 2

Urban Design Principles +
Alternative Land Use

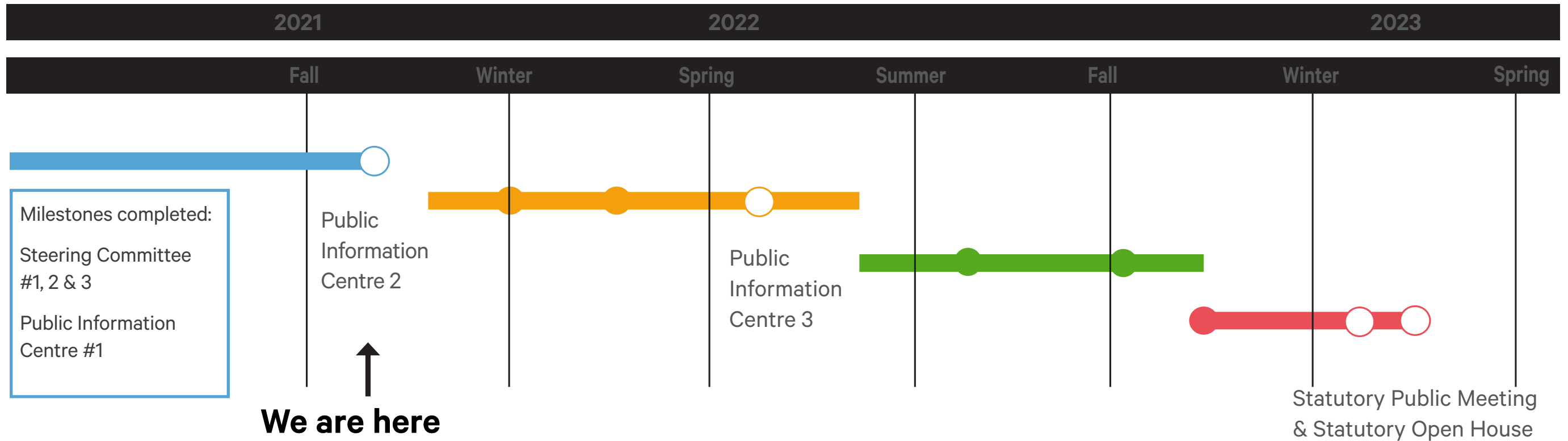
Phase 3

Preferred Land Use Plan

Phase 4

Draft Secondary Plan
+ Zoning By-Law

○ Public Meeting ● Stakeholder Meeting



What we heard (so far)

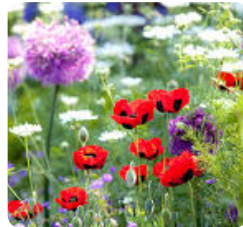
Key messages that emerged through the public and stakeholder engagement so far include:

- » We like to walk around the community and on nearby trails and are concerned about pedestrian safety on Regional Road 17.
- » We could use some seniors housing as well as starter homes for young families.
- » Newcastle needs more amenities and services for people at various stages of life - a daycare, or seniors drop-in centre would be great.
- » We like the rural character, it is what makes Newcastle special.



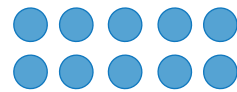
Public Information Centre #1

SUSTAINABILITY & CLIMATE CHANGE



Landscaping with native plants

10 votes



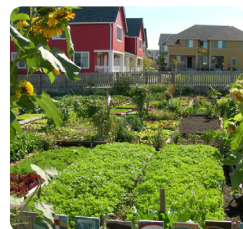
Reduced vehicle reliance

7 votes



Green infrastructure

7 votes



Local food production

6 votes

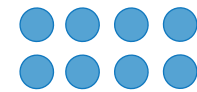


AFFORDABLE HOUSING



Seniors housing

8 votes



Supportive housing

6 votes



Rental housing

6 votes

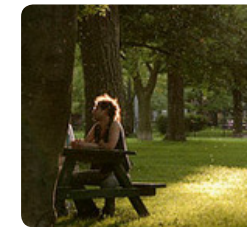


Family housing

5 votes



URBAN DESIGN



Parks and natural landscapes

7 votes



Complete streets

6 votes



Interactive spaces

6 votes



Daycare / childcare spaces

Several comments indicated the need for these spaces.

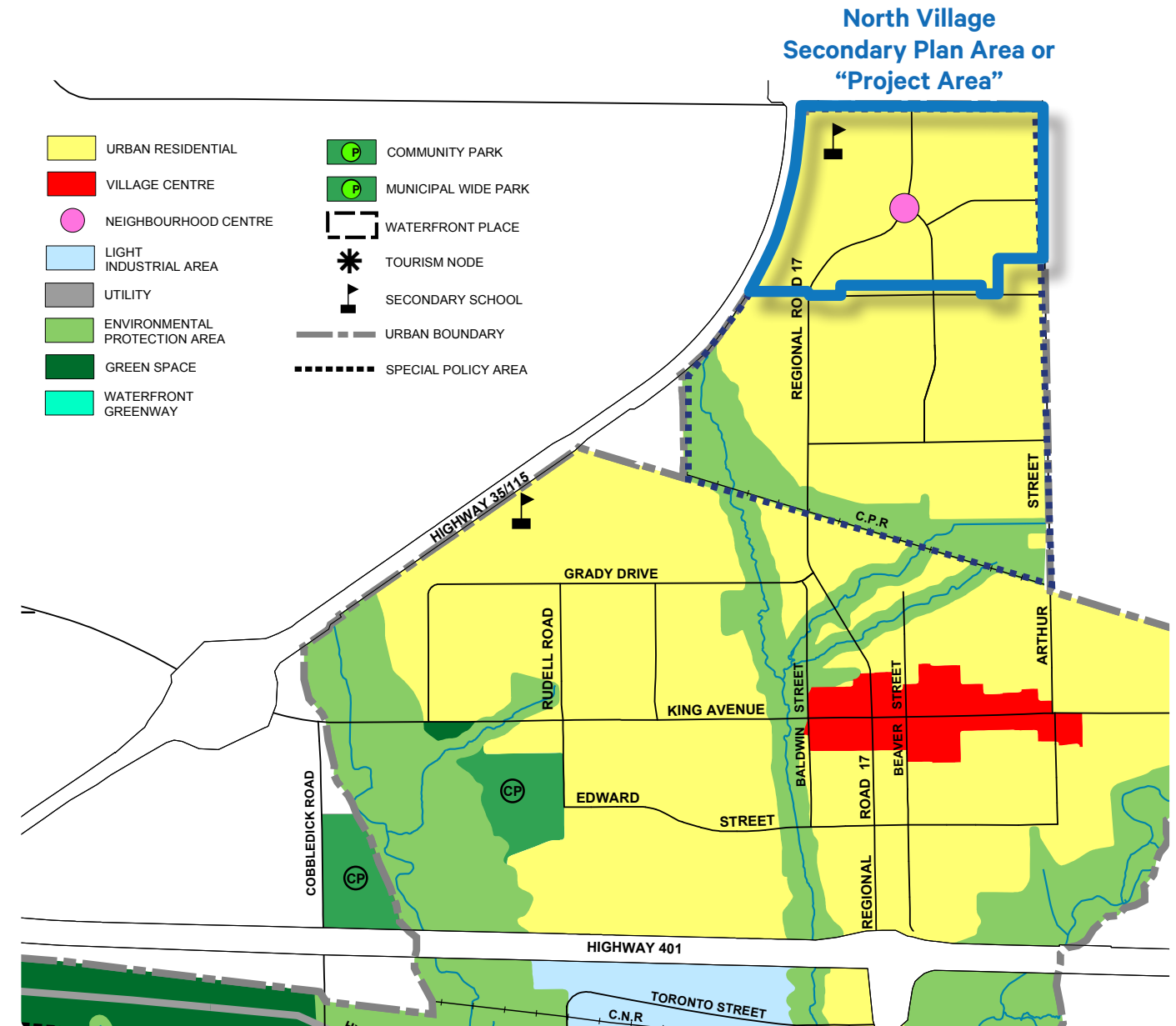
Background Reports



Land Use Policy Review

Key Takeaways (among others)

- The NVSP Area is **designated Urban Residential in the Clarington Official Plan** and is to be used primarily for housing; **specific uses and densities will be studied and introduced through this Secondary Plan.**
- The Secondary Plan should support the achievement of a density of **50 residents and jobs per hectare** within Greenfield Areas across the Municipality.
- Achieve a **mix of housing types and support the achievement of 30% affordable housing** across the Municipality.
- Prioritize sustainable design and a built environment that facilitates **walking, biking, and transit use.**
- The Neighbourhood Centre should feature **small-scale commercial uses** and a public square.



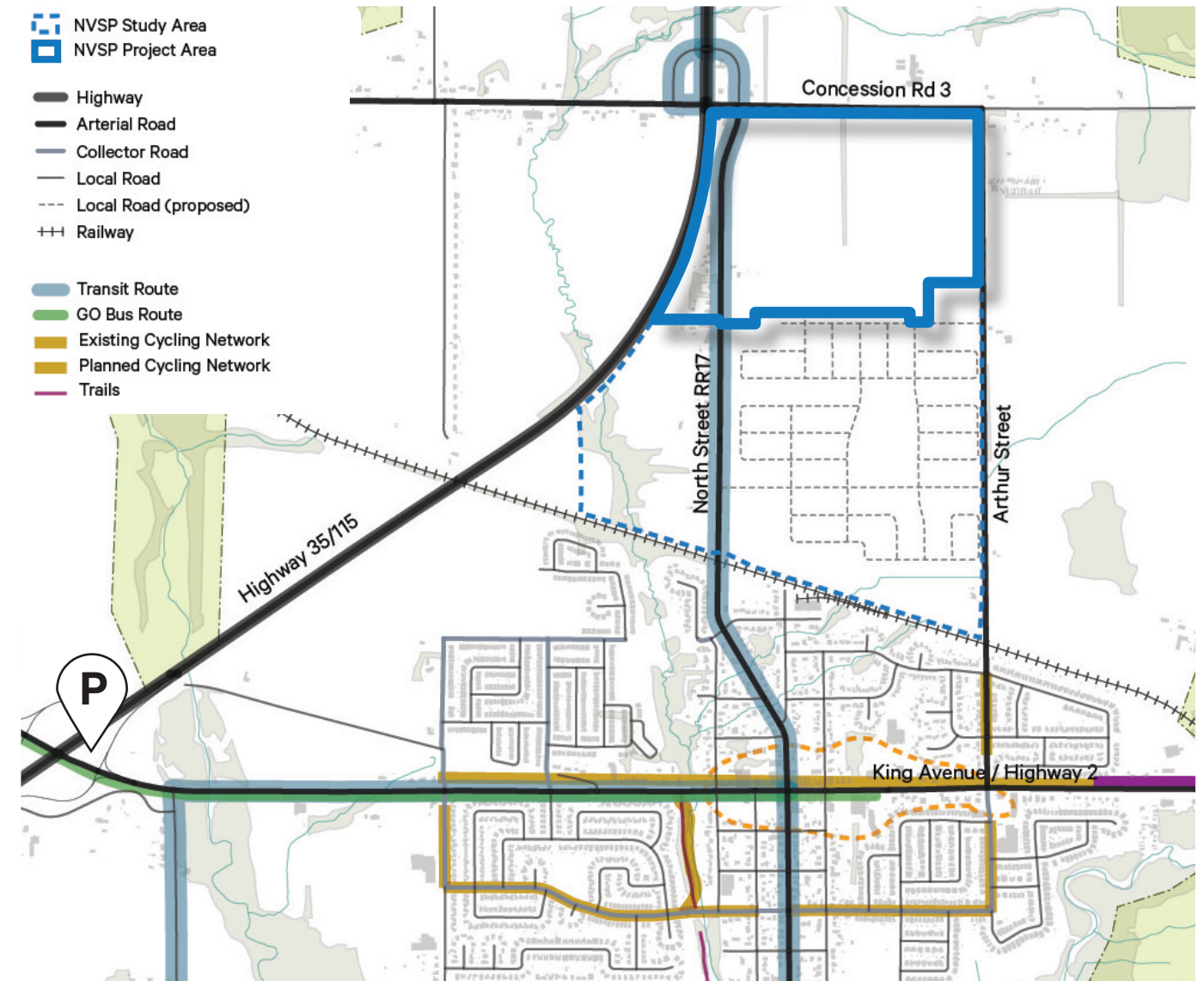
Clarington Official Plan - Map A4 Land Use

Source: Municipality of Clarington

Transportation Impact Study

Key Takeaways (among others)

- Reinforce **Arthur Street** as a north-south corridor from Highway 2 to Concession Road 3 for cars, transit, and active transportation.
- Provide **connections to the planned trail network** as set out in the 2021 Durham Cycling Plan.
- Provide an active transportation connection between the **Study Area** and the **GO Newcastle Carpool Lot**.



Existing and Planned Transportation

Master Servicing Report

Key Takeaways (among others)

- A **planned reservoir and pumping station** located in the Secondary Plan Area is **required to service new development**, and will be led and facilitated by the Region of Durham.
- Stormwater from the Secondary Plan Area is to be accommodated in approved stormwater ponds in the Approved Area to the south.
- Incorporate low-impact development features to **reduce volume of stormwater entering open storage and treatment ponds** (e.g., downspout disconnections, absorbent landscapes, permeable pavement, etc.).



Landscape Treatment and Public Path at Ajax Watering Treatment Plant

Sustainability Background Study

Key Takeaways (among others)

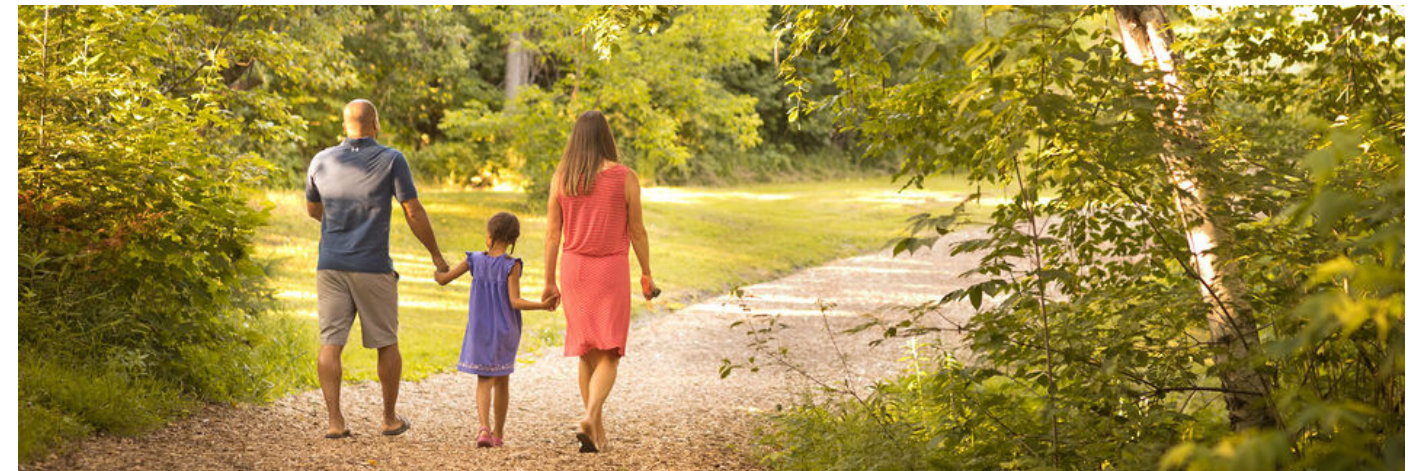
- Neighbourhood design strategies should promote fine-grained streets, multi-use trails, and generous open spaces to **ensure convenient cycling connections and walkable environments.**
- Building design and materials should aim to **minimize embodied carbon and energy use for heating and cooling.**
- Energy and resource conservation should aim to **incorporate passive design, explore low-carbon energy sources,** and manage energy demands.



Explore renewable energy sources
Source: Green Mountain Energy



Prioritize safe active transportation options
Source: Urban Splash



Enhance the natural ecosystem to support wildlife species
Source: Hendrick Farm by Landlab Inc.

Agricultural Impact Assessment

Key Takeaways (among others)

- The Secondary Plan Area **abuts Prime Agricultural Areas.**
- Development of the Secondary Plan Area will need to **accommodate increased vehicle traffic and the occasional large, slow-moving agricultural vehicle** on Concession Road 3.
- Maintain or enhance agricultural drainage system and avoid erosion.
- **Introduce planted buffers** to provide physical separation and a clear boundary **between agricultural and non-agricultural land uses.**
- Implement **local food education and awareness programs.**



Urban-rural interface

Natural Heritage Study



- **Retain mature trees** along Regional Road 17.
- Further investigation required for cultural meadow and woodlots in the Context Area if development is contemplated here.

Cultural Heritage Study



- **No site within the Secondary Plan Area was identified for further evaluation.**
- Docville (pictured) is a listed property located in the Context Area.

Archaeological Assessment



- Further assessment is only required west of RR17. All other lands **do not require further investigation.**

Challenges

Regional Road 17 (RR17) Re-alignment



REGIONAL ROAD 17 LOOKING SOUTH

RR 17 Re-alignment

Challenges

- Intersection must be minimum of **300 metres** from the existing intersection.
- RR17 to carry regional traffic from Newcastle and surrounding area to destinations in the **larger region**.
- Region of Durham arterial road requirements such as intersection spacing may **limit connections, especially for pedestrians**, between areas east and west of re-aligned RR 17.



Limited Connections

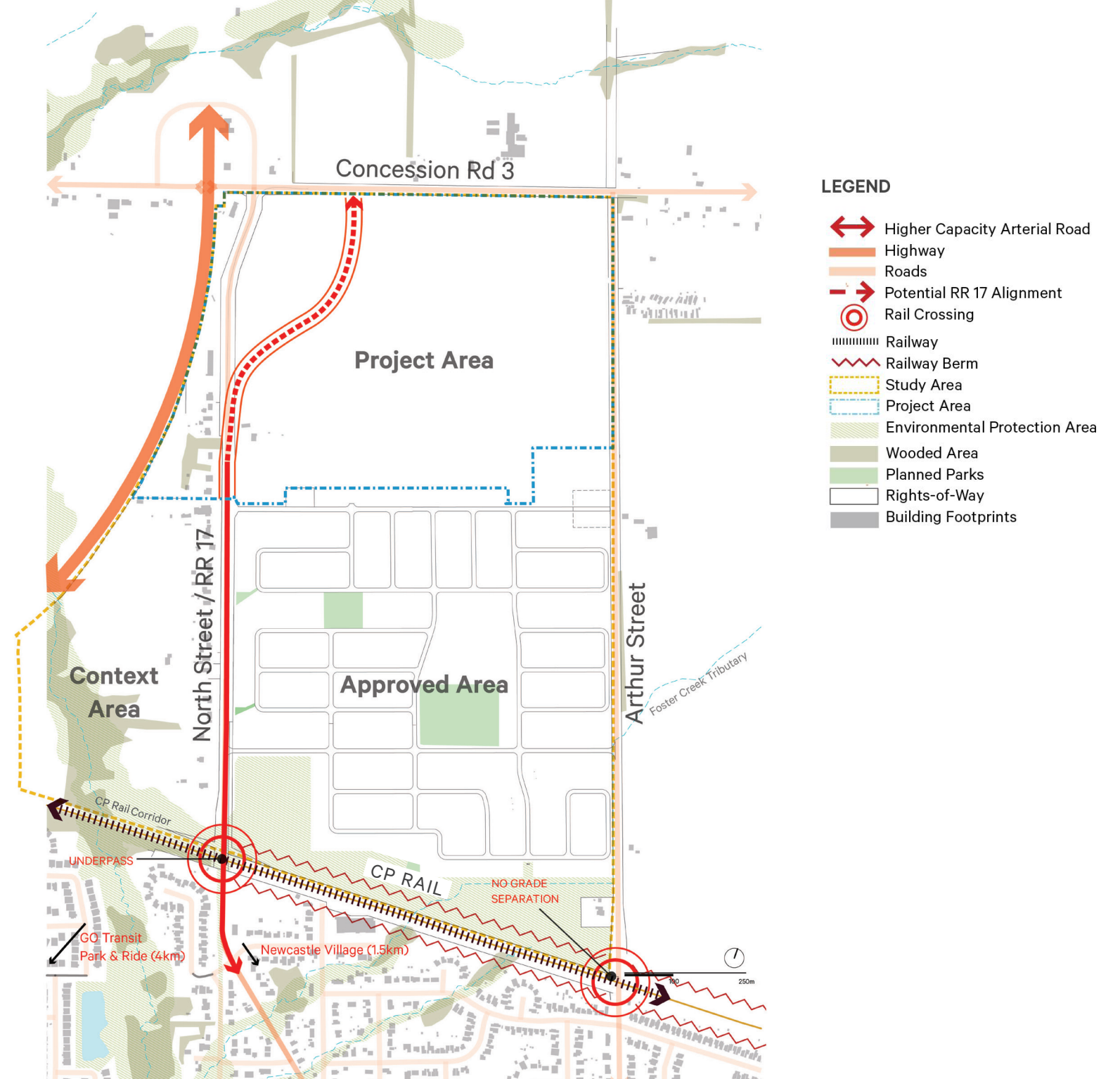


RR 17 LOOKING SOUTH, NORTH OF RAIL BRIDGE

Limited Connections

Challenges

- CP rail line **limits connections** to existing southerly community.
- Surrounding roads are planned as arterials, which can be **difficult to cross** for pedestrians and cyclists.
- Limited existing **transit** service.
- The site is relatively far (~1.5 km) from existing services and amenities on King Avenue, which is a **barrier to walking** to Newcastle Village for shops and services.



Connections to Existing Properties

EXISTING RESIDENTIAL DEVELOPMENT WEST OF SECONDARY PLAN AREA, FRONTING ON RR 17



22

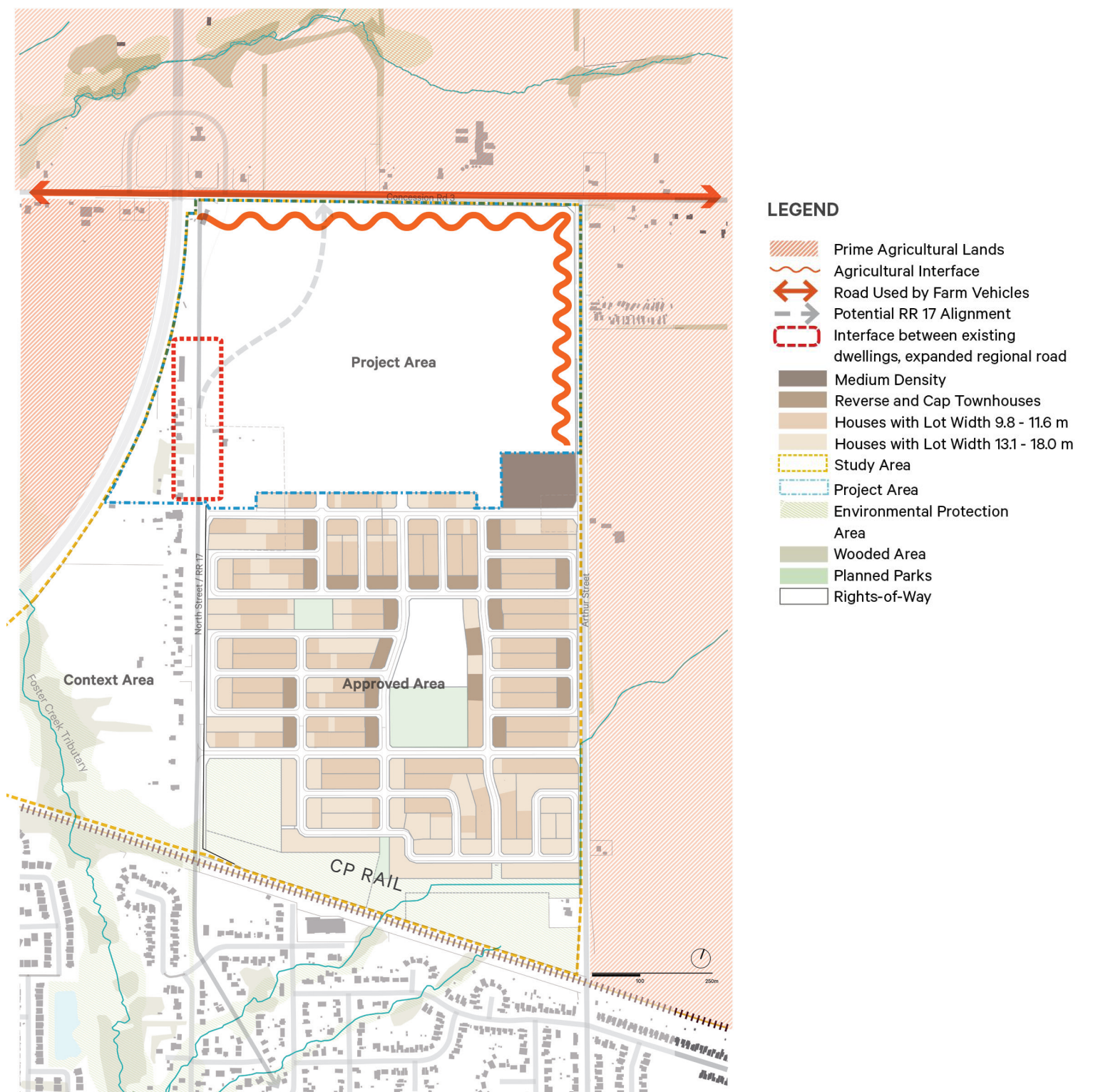
30-35m

20m

Connections to Existing Properties

Challenges

- Need to balance the needs of surrounding agricultural uses and the residential neighbourhood (**sharing roads and interface**).
- There are **limited walkable connections** to surrounding features (lack of sidewalks, lack of trail connections) and the residential neighbourhood.
- **Align new streets** to connect to Approved Area and provide access to school, parks, and amenities.
- Along the south western edge there will be some **loss of existing trees** due to road widening.



Water Reservoir and Interface

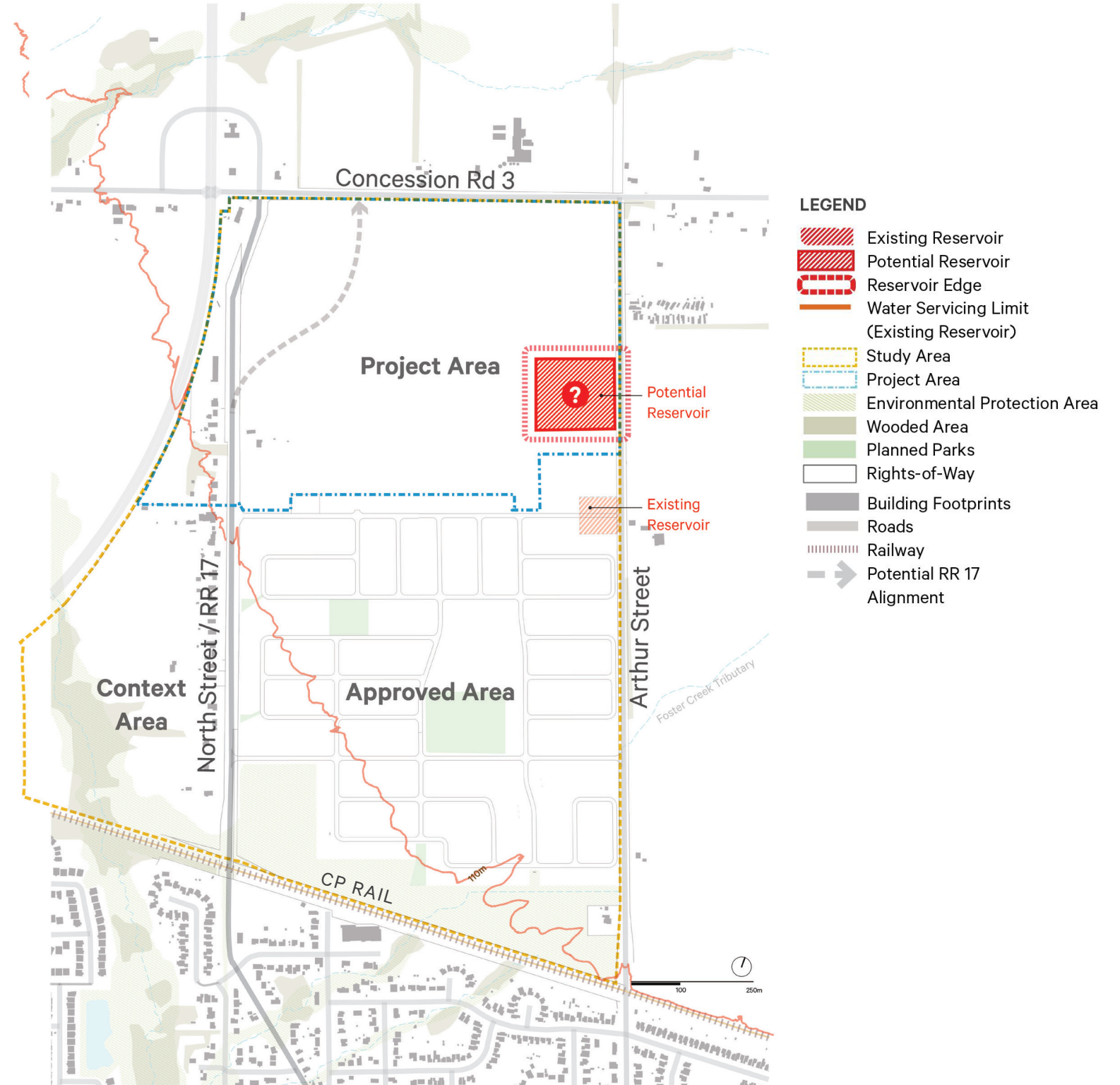


EXISTING WATER RESERVOIR, FENCED OFF FROM PUBLIC ACCESS

Water Reservoir and Interface

Challenges

- The existing water reservoir is **not large enough** to supply water to Project Area, Approved Area, and larger Newcastle community.
- The new water reservoir and pumping station must be located at a **point of high elevation** within the urban area - limited options.
- The reservoir's size and location occupies a significant proportion of the future North Village neighbourhood, and may need to be **fenced off** for public safety reasons.
- The study will explore the possibility, with the Region of Durham who is responsible for the utility, if it can be designed to include **publicly accessible open space**.

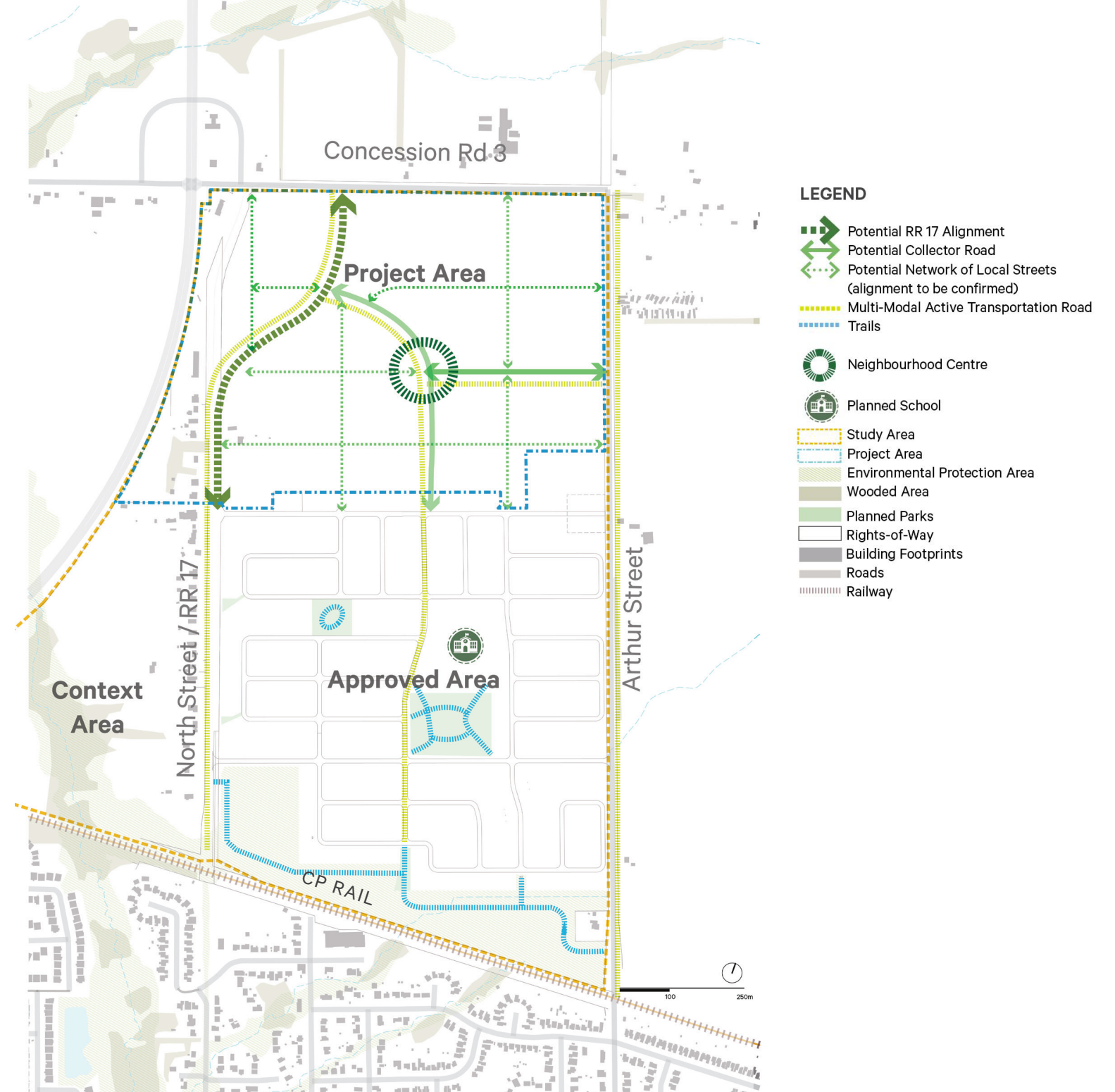


Opportunities

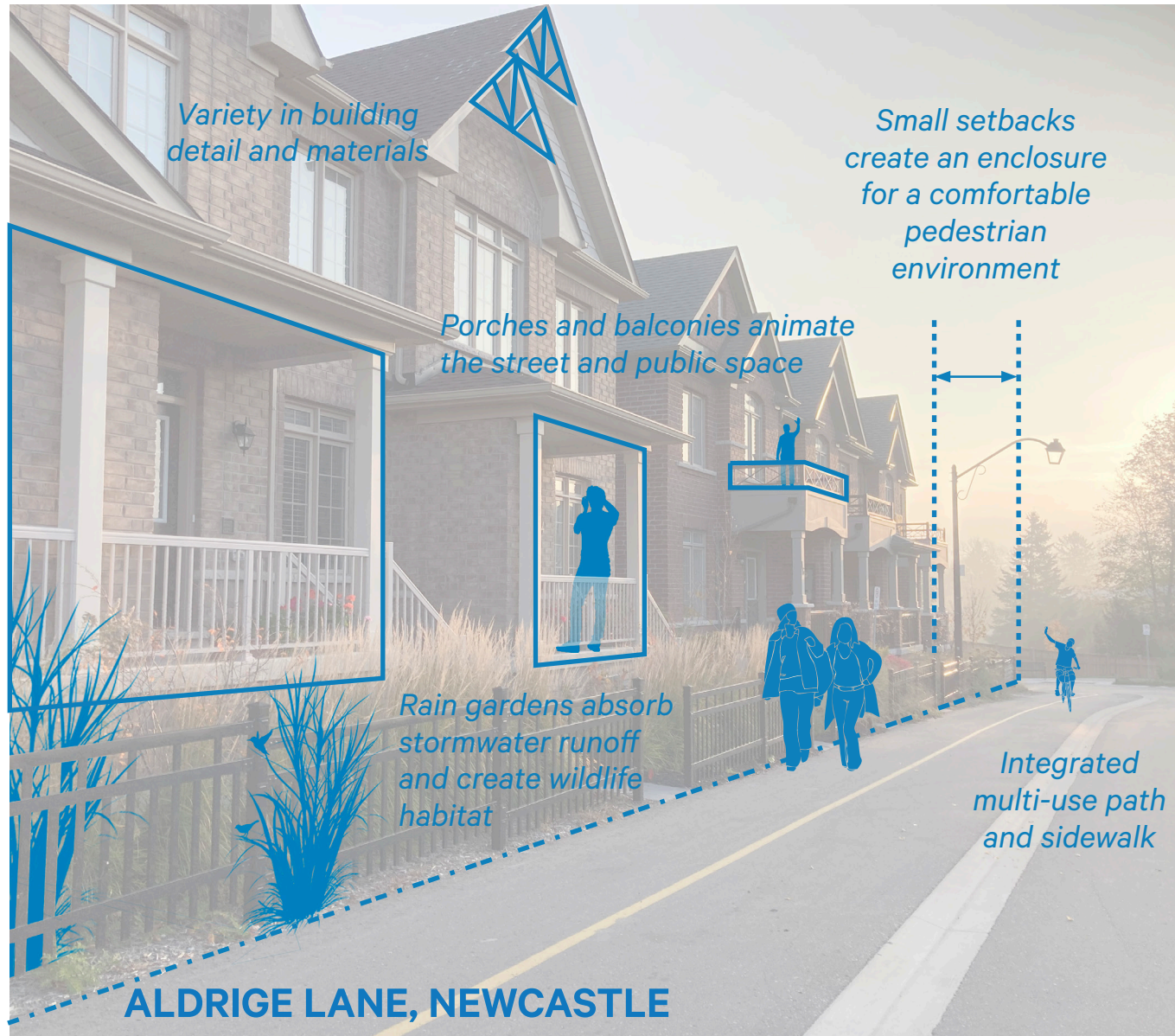
A Compact and Walkable Community

Opportunities

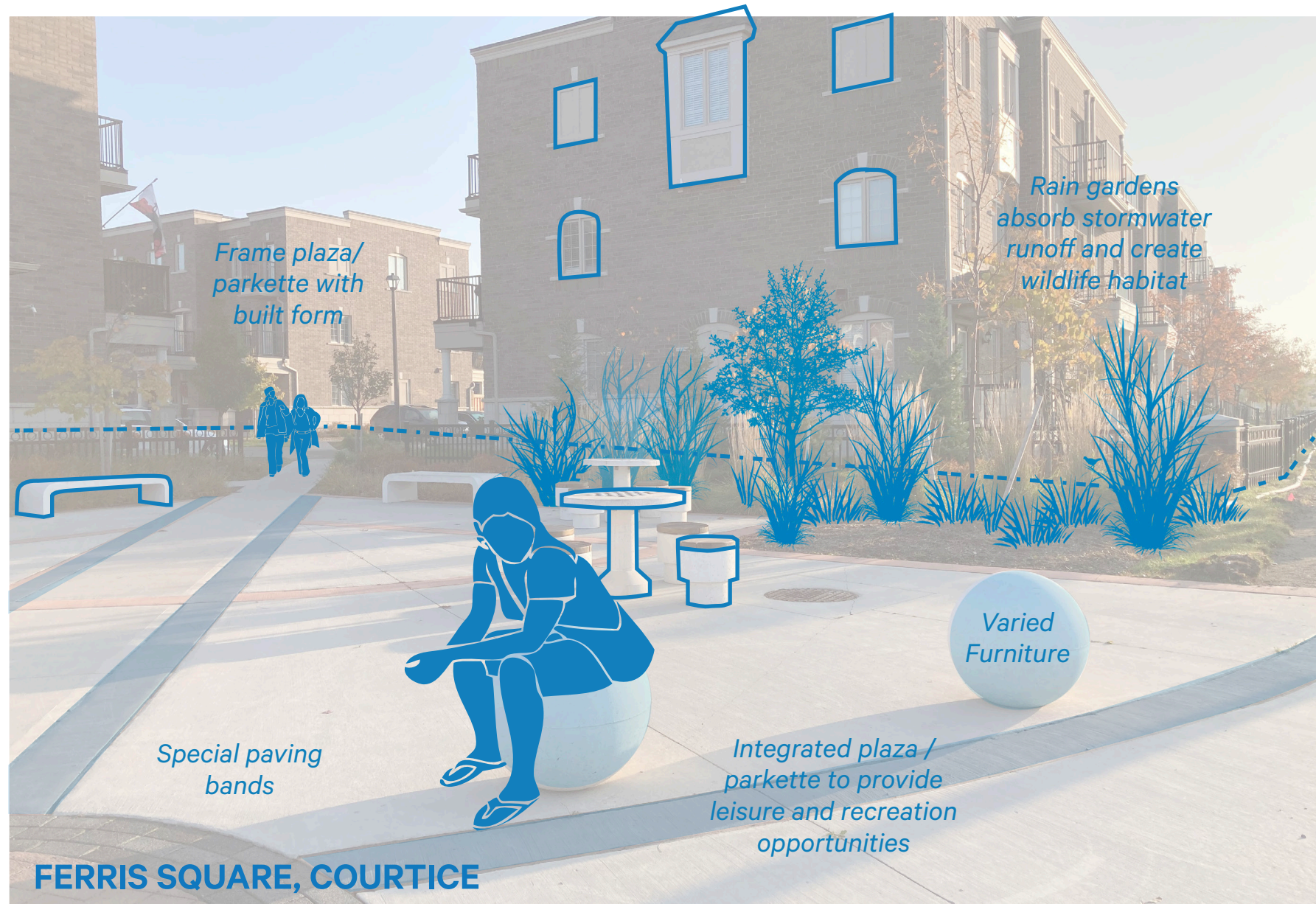
- Provide **destinations within walking distance**, such as the Neighbourhood Centre and new parks.
- **Design streets, paths, and trails to support a safe and convenient experience.**
- Introduce a variety of lot sizes to **create more density**, a visually interesting streetscape, and a range of housing options.
- **Increase density slightly around the Neighbourhood Centre** to support local businesses.



A Compact and Walkable Community



A Compact and Walkable Community



Major Roads for Vehicles, Pedestrians, and Cyclists

Opportunities

- Plan for a future major road (Regional Road 17) that **also accommodates active transportation modes**, in consultation with Durham Region.
- Key considerations:
 - Space for **cars, pedestrians, and bicycles**.
 - Multi-use pathways and **clear pedestrian crossings**.
 - **Landscaping** and public realm beautification.
 - Buildings that **address the street**.

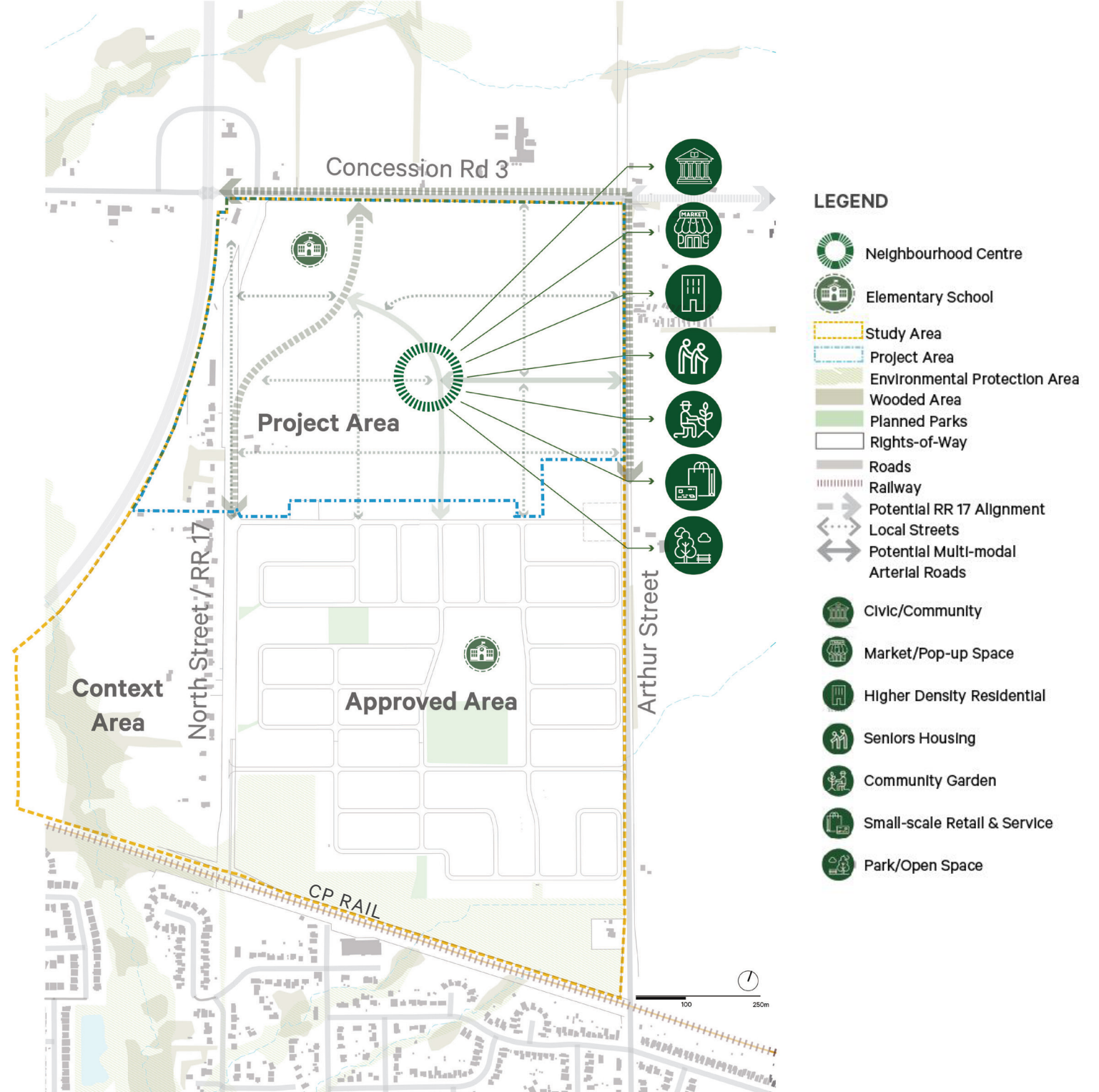


Accessible walking and cycling conditions, Indianapolis Cultural Trail

Neighbourhood Centre

Opportunities

- Create a **local hub of activity and community life**.
- Integrate a mix of uses including **services for the neighbourhood**.
- Design an **attractive and high-quality public realm** to support the Neighbourhood Centre's commercial success.
- **Create a public space** (such as a public square or plaza) that is a focal point and gathering place.



Neighbourhood Centre



Honouring our Agricultural Heritage

Opportunities

- Celebrate the area's agricultural roots through landscaping, design, and programming.
- Share information on the area's agricultural heritage to promote awareness. This could be part of a **design motif for future open spaces or a commemoration strategy** for heritage resources.



Honouring our Agricultural Heritage



COMMUNITY GARDENS



LOCAL MARKETS



LANDSCAPED PUBLIC SPACES

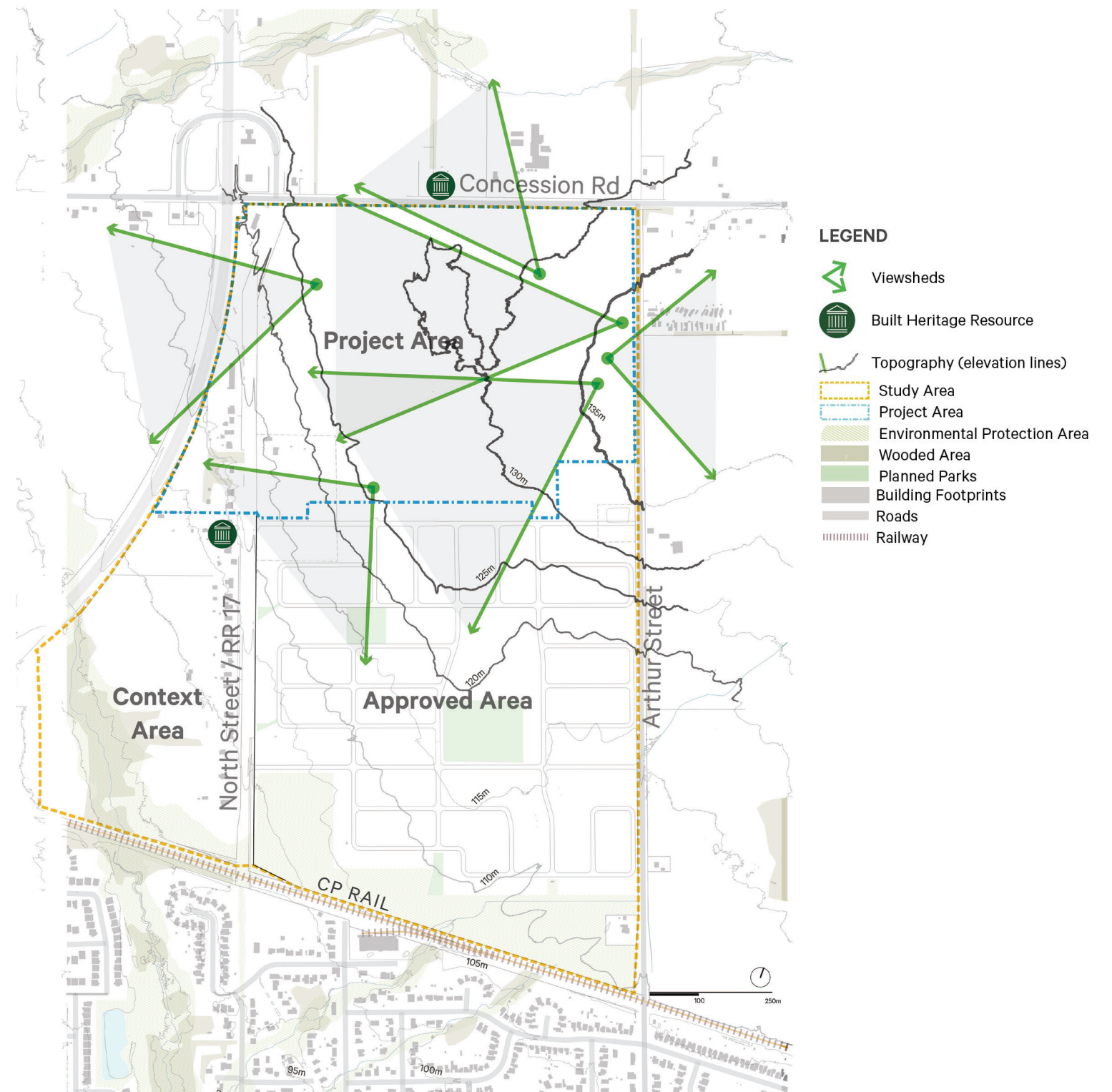


NATURALIZED OPEN SPACES

Taking Advantage of Great Views

Opportunities

- North Village's high elevation is an **opportunity to set the neighbourhood apart** and make it unique.
- Explore where topography could guide subdivision layout to maximize views.
- Capitalize on long views into surrounding landscape to the south and west.



Diversity of Housing Types

Opportunities

- Opportunity to **address housing affordability by providing a range of options and types.**
- Plan for future evolution of the community, **enable the creation of additional dwelling units, such as basement suites.**
- **Add visual interest** through use of varied forms and designs.



Diversity of Housing Types



BOWMANVILLE



NEWCASTLE



NEWCASTLE

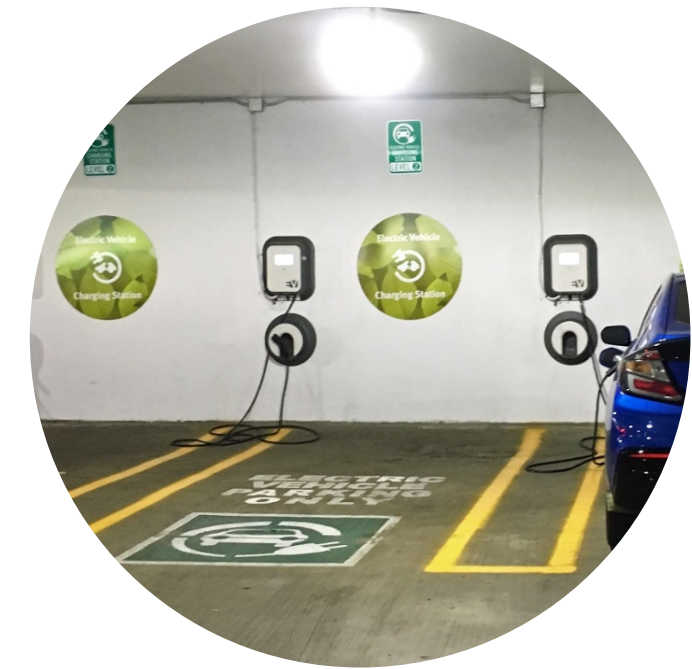
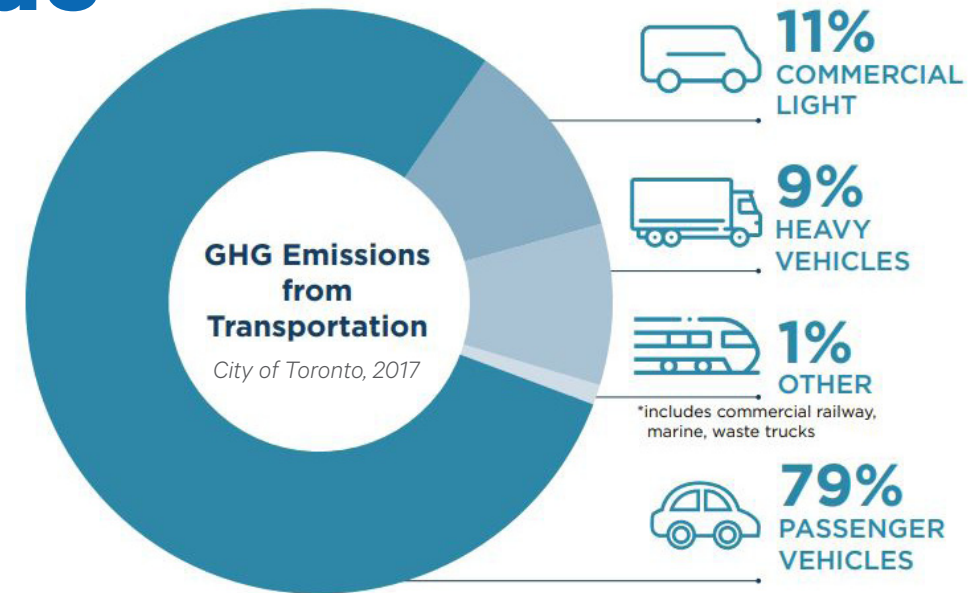


BOWMANVILLE

Green Development Standards

Opportunities

- Support low-carbon transportation options by **designing a multi-modal environment** and planning for electric vehicles.
- **Implement a compact lot pattern that efficiently uses land** and conserves resources.
- Accommodate multi-use trails and sidewalks to create **attractive walking and cycling routes**.
- **Reuse stormwater** for irrigating landscaped areas to maximize local benefits and support habitat.
- Plant pollinator-friendly landscapes.



Challenges & Opportunities



LIVE POLL QUESTIONS

Vision & Guiding Principles

Emerging 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

- Provide a **range and mix of housing** available to a wide range of ages, abilities, incomes, and household sizes.
- Provide an appropriate **mix of uses, amenities and services** at the heart of the community
- Provide a range of **community facilities such as schools and recreational spaces and co-locate these facilities** where possible.



A CONNECTED NEIGHBOURHOOD

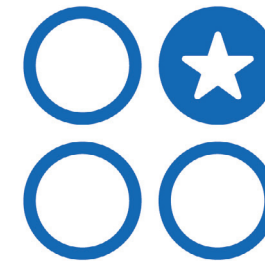
- Prioritize **pedestrian mobility and comfort** by designing a community that is well connected internally and provides safe and walkable links.
- Design the movement network to **safely accommodate all modes of travel** (pedestrians, cyclists, transit vehicles, loading and private vehicles).

Guiding Principles



A BEAUTIFUL & INVITING NEIGHBOURHOOD

- Design a **variety of open spaces** linked by a beautiful and functional public realm.
- Encourage a **high standard of design**.
- Utilize the **existing topography** to **optimize views** of the surrounding areas.



A UNIQUE NEWCASTLE NEIGHBOURHOOD

- Foster a **unique identity by celebrating the rural heritage** of the area.
- Conduct **engagement activities** with the Newcastle community in planning the future of North Village.

Guiding Principles



A RESILIENT NEIGHBOURHOOD

- Incorporate **green design principles** related to energy, water, and waste.
- Utilize materials from **sustainable sources** for construction and infrastructure projects.
- Integrate **native and pollinator-friendly** species into the development.
- Support **resilience and future adaptability** by designing to accommodate different uses and densities with diverse unit configurations.

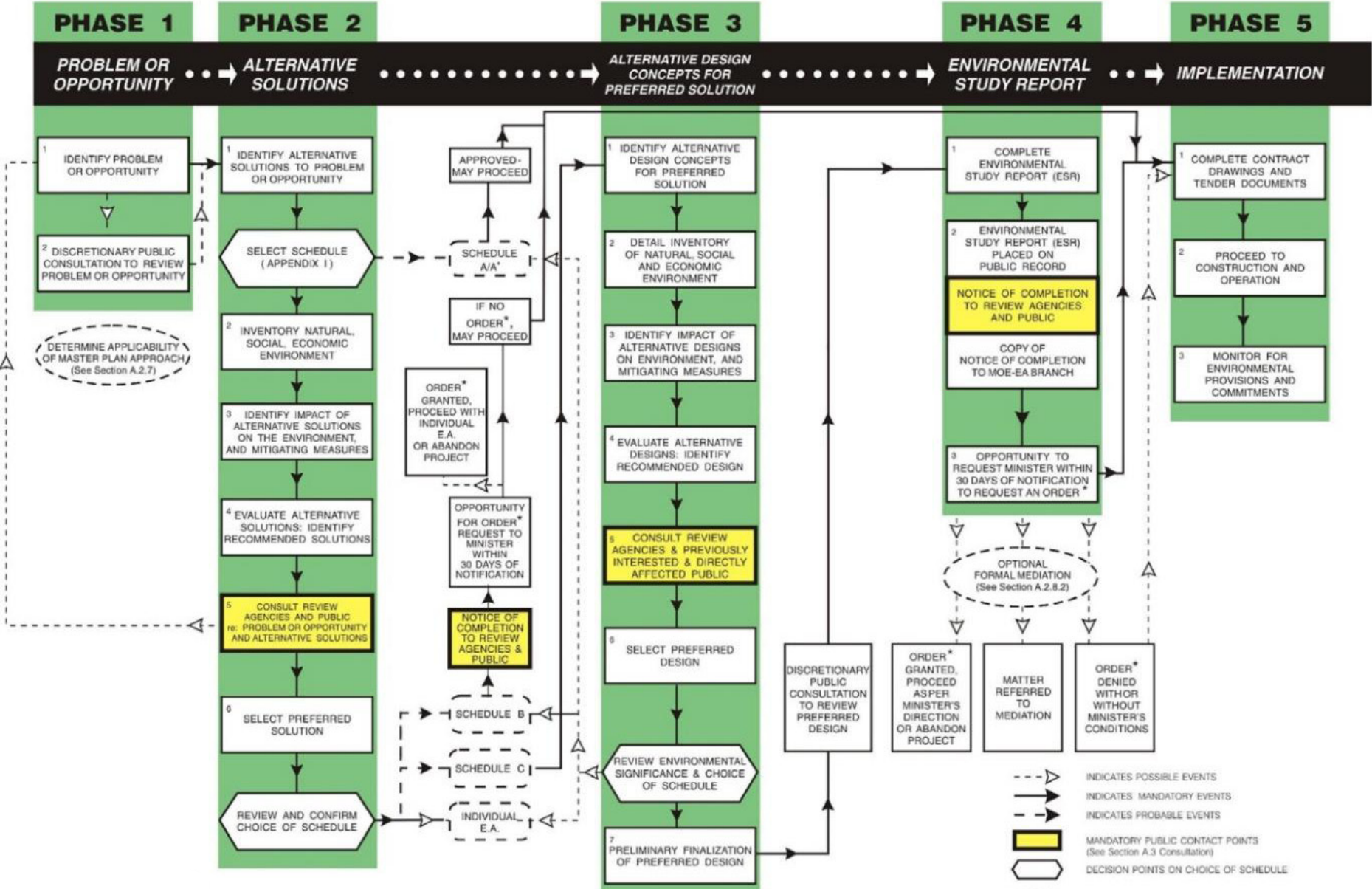
Vision & Guiding Principles



LIVE POLL QUESTIONS

Regional Road 17 Environmental Assessment

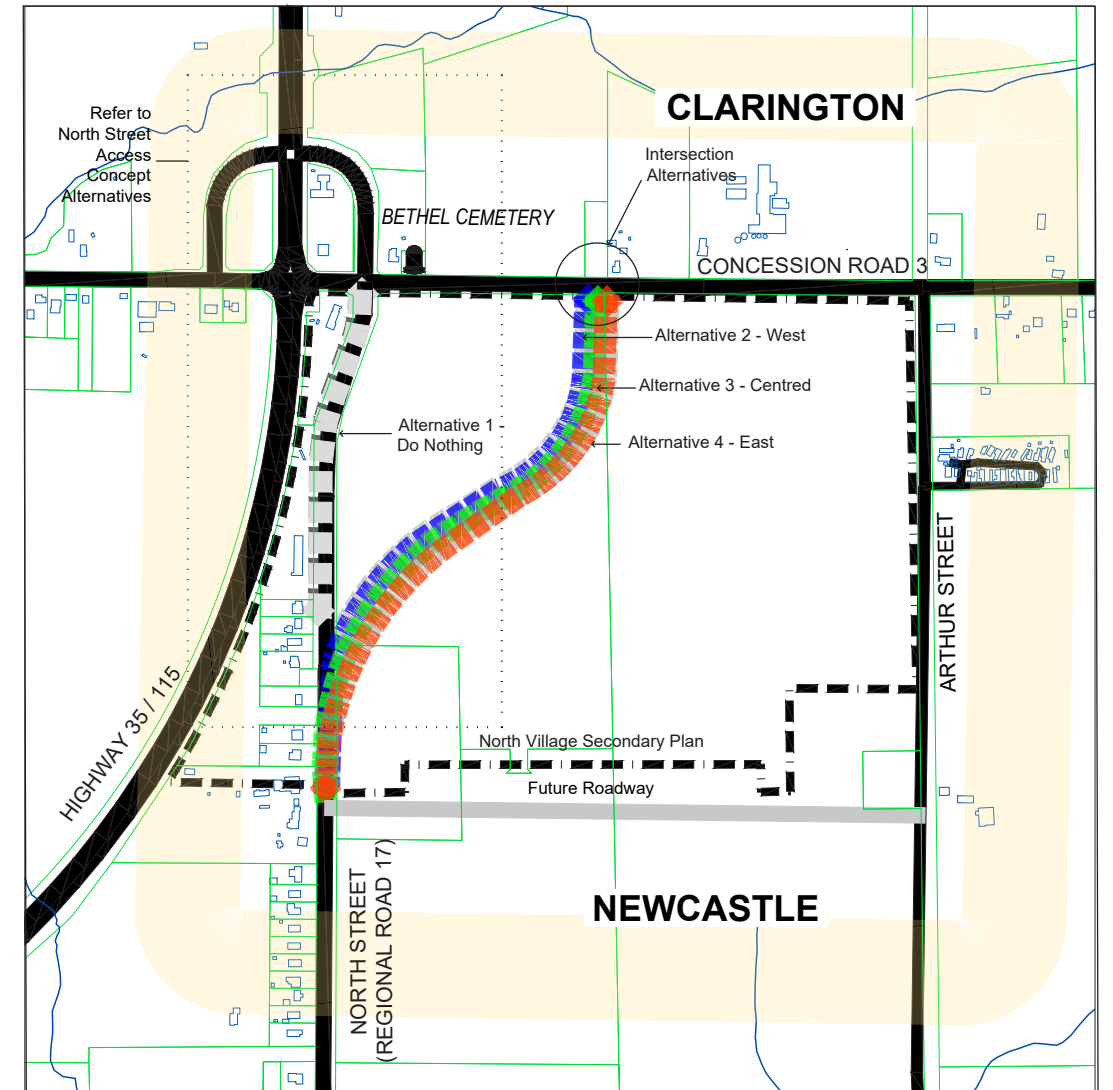
Regional Road 17 MCEA



Alignment Alternatives

- The following alignment alternatives are being considered:
 - Alternative 1: Do Nothing
 - Alternative 2: West Alignment
 - Alternative 3: Centre Alignment
 - Alternative 4: East Alignment
- The intersection of the realigned Regional Road 17 and Concession Road 3 will be offset 300 metres east of the existing Regional Road 17/North Street/Concession Road 2 intersection, as required by MTO.
- Concession Road 3 connectivity alternatives will also be studied.

For detailed illustrations of the 4 options please visit the project website at www.clarington.net/NorthVillage



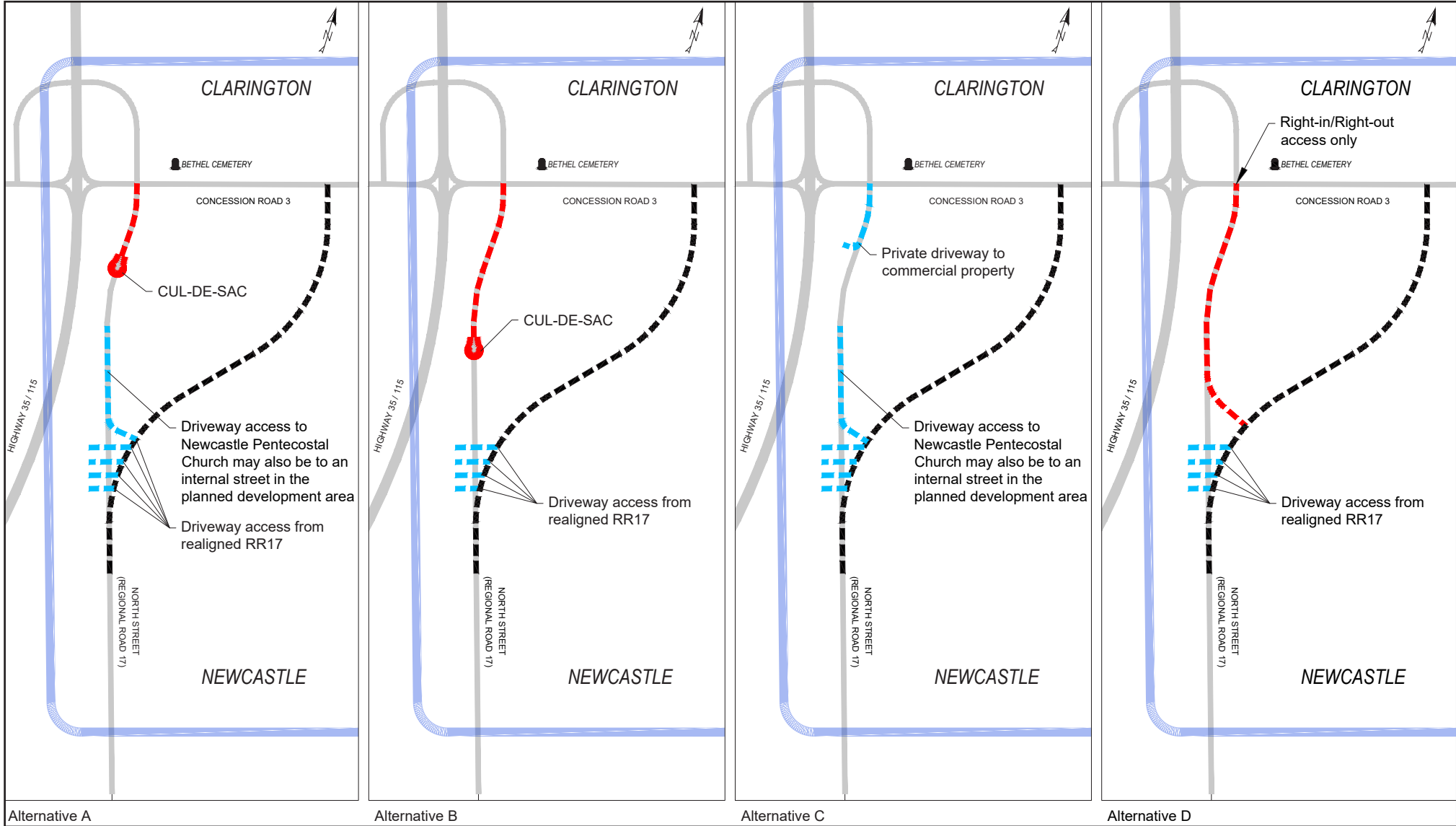
Municipality of Clarington
 Integrated Environmental Assessment Study
Regional Road 17 Broad Band Corridor Alternatives

- Study Area
- Building
- North Village Secondary Plan Area
- Lot Lines
- Watercourse



North Street Alternatives

- The study will also consider **four alternatives** for the remnant portions of Old North Street to ensure that existing residents, businesses, and community institutions will continue to have access to the surrounding road network.

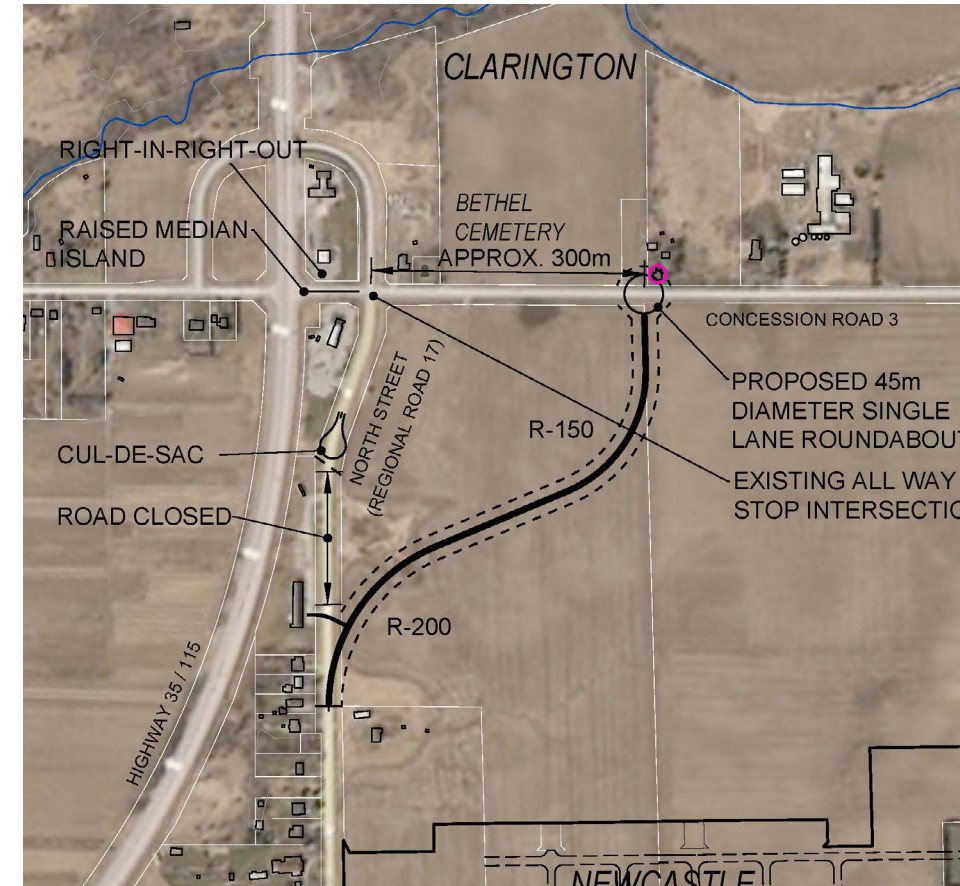


Alternative Details



Alternative 1A

Realigned North Street with Signals

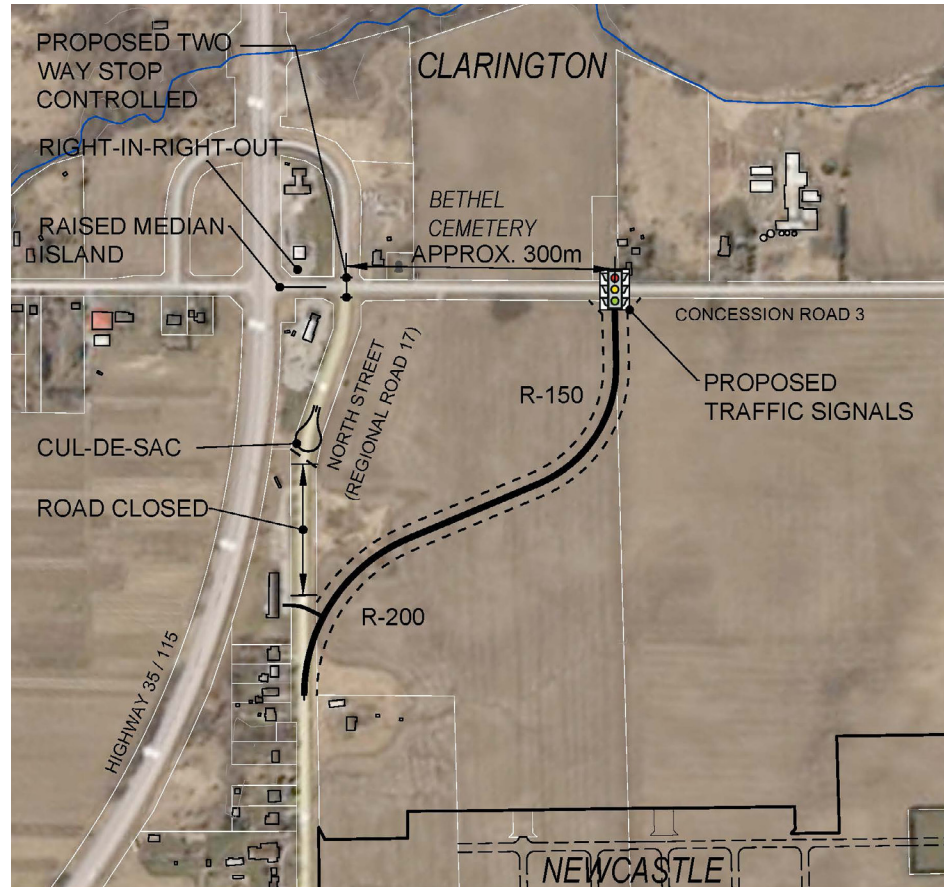


Alternative 1B

Realigned North Street with Roundabout

These diagrams are available for review on the project website

Alternative Details



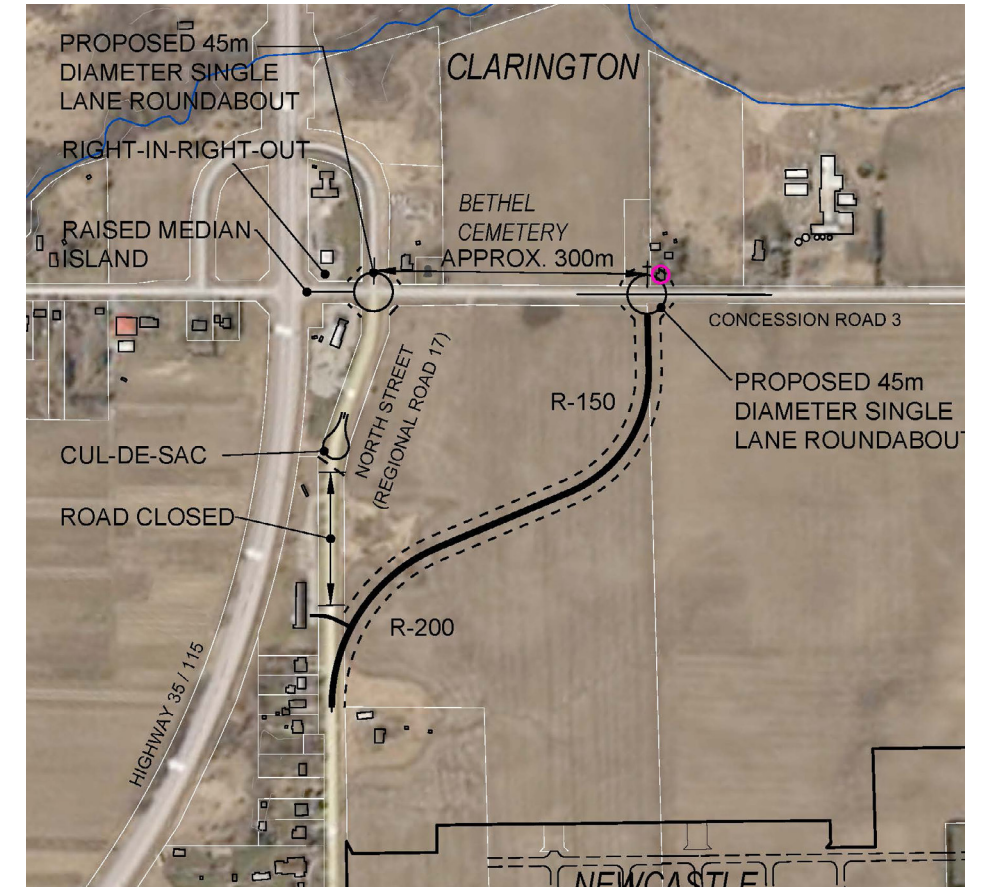
Alternative 2A

Realigned North Street with Signals



Alternative 2B

Realigned North Street with Signals

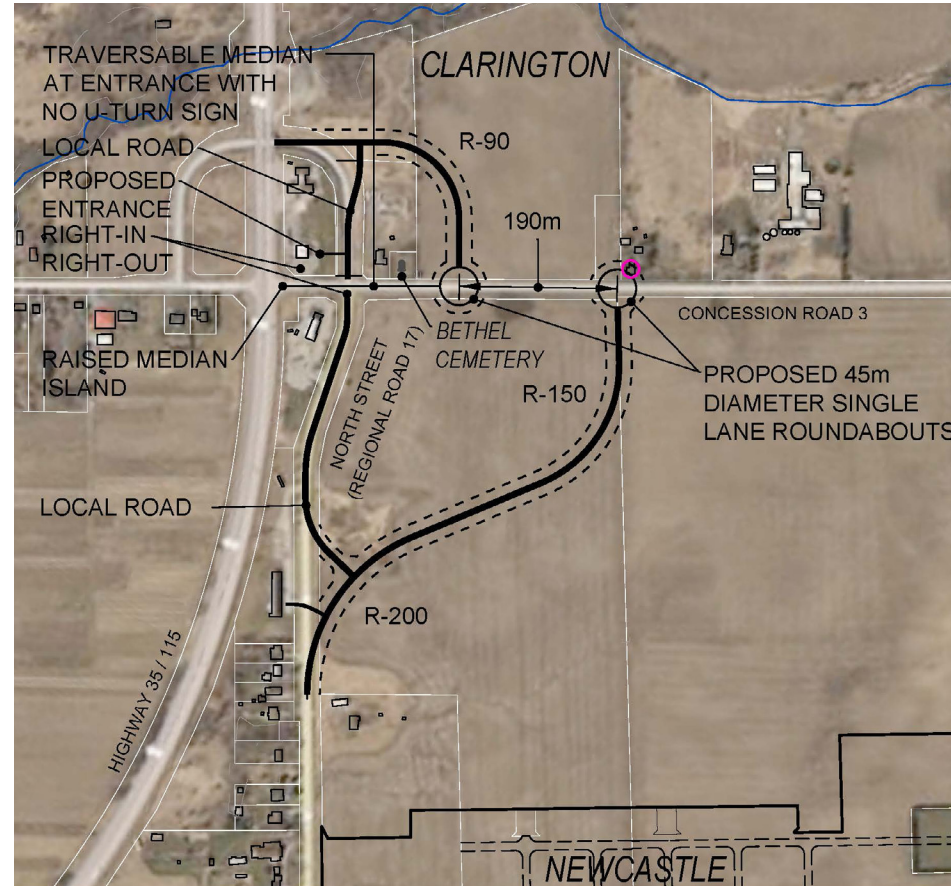


Alternative 2C

Realigned North Street with Roundabout

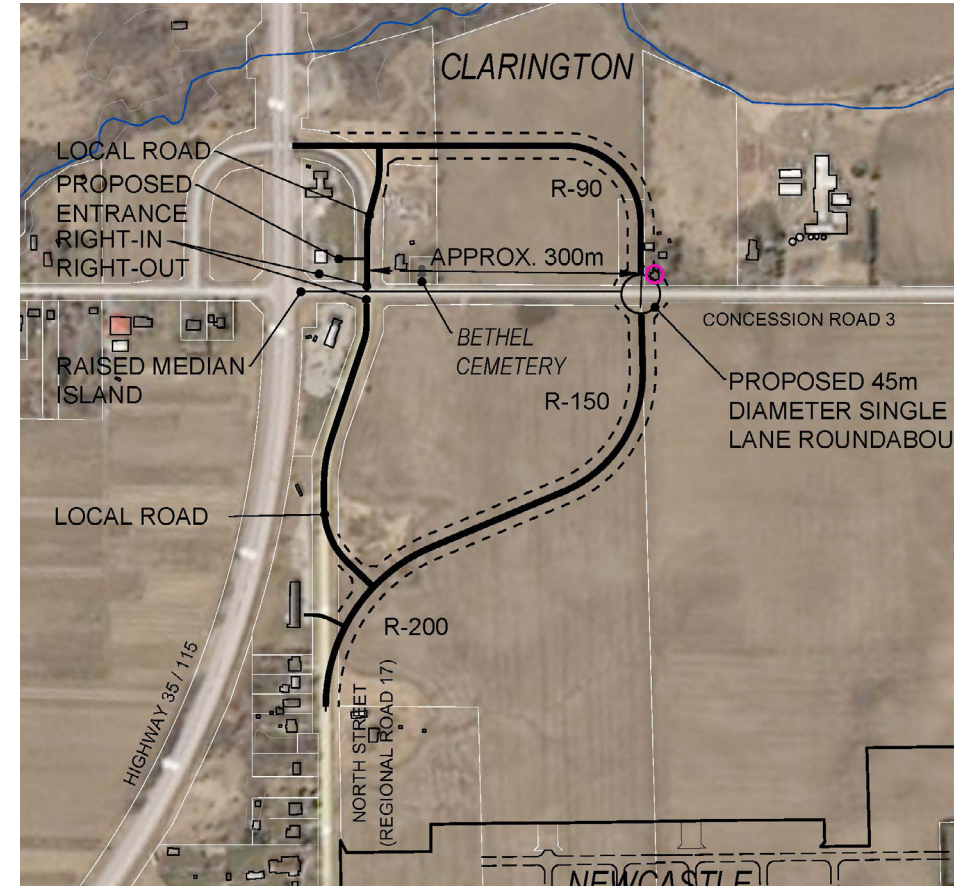
These diagrams are available for review on the project website

Alternative Details



Alternative 3

Realigned North Street and reconfiguration of on-ramp



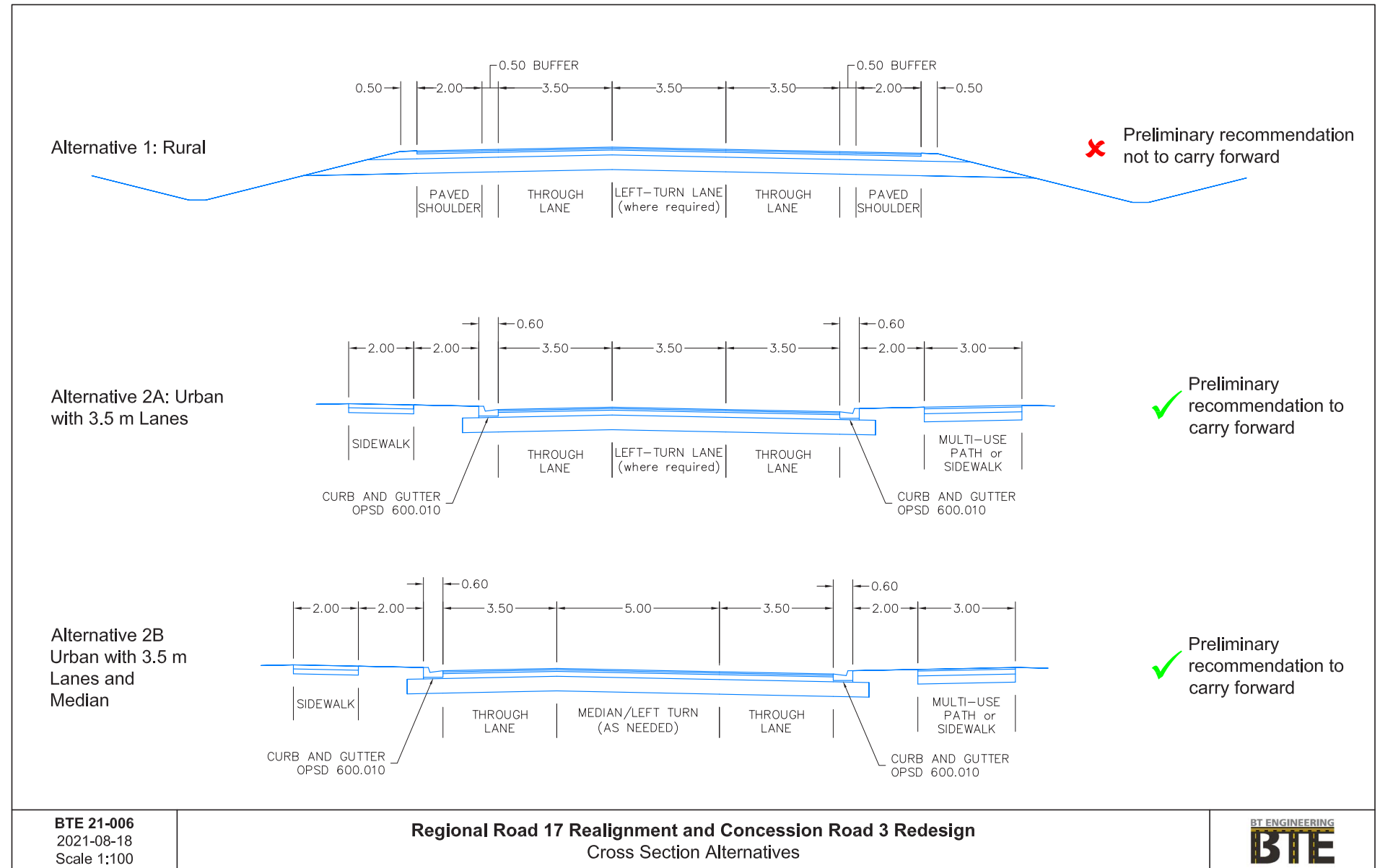
Alternative 4

Realigned North Street and reconfiguration of on-ramp

These diagrams are available for review on the project website

Cross Section Alternatives

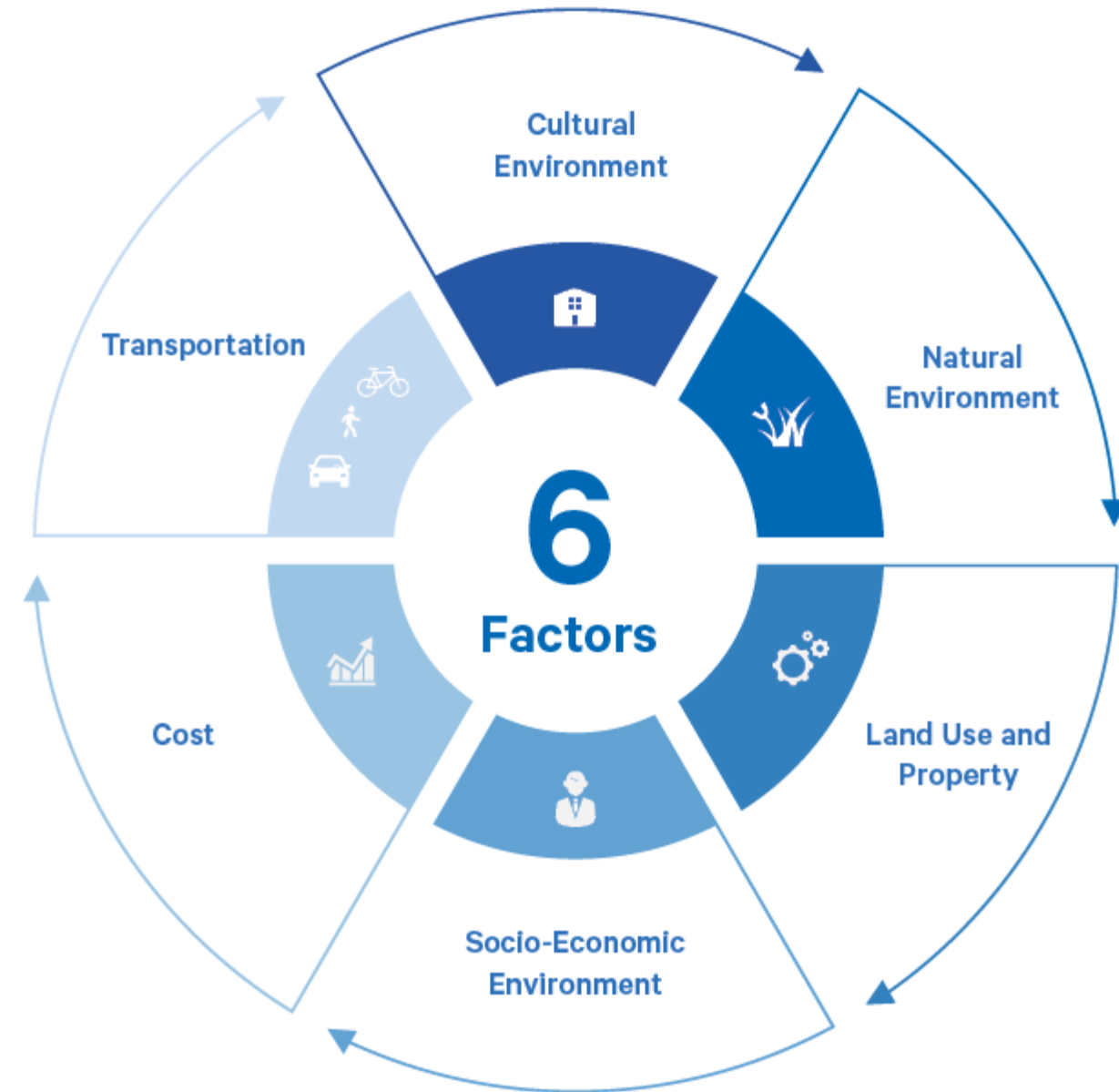
- The study will consider **three cross section alternatives** which all include 3 lanes of traffic (two through lanes and one left-turn lane).
- Two alternatives include bicycle lanes, sidewalks, and a multi-use path.



Evaluation Criteria

Six factor groups are being considered in the evaluation of alternatives:

- The factor groups are used to identify **benefits and impacts**, which define the differences between alternatives.
- Data was collected from literature reviews of background documentation and environmental inventories completed for this project.
- The list of factors being considered can be viewed on the Project Website.



Next Steps

Next Steps

Secondary Plan

- » Review public input from PIC and web survey
- » Prepare Phase 1 Summary Report
- » Undertake a review of precedents for sustainable neighbourhood development
- » Prepare evaluation criteria
- » Prepare and evaluate 3 land use options
- » Present 3 options for feedback at the next Public Information Centre (Spring 2022)



Next Steps

Environmental Assessment

- » Complete traffic analysis and modelling.
- » Present the Technically Preferred Alternatives at the next Public Information Centre.



Questions & Answers

Thank You!

Thank you for participating in today's public meeting! There are a number of ways to stay involved, including a follow-up survey that will be emailed and posted to the Project Website.

Ways to be involved

1. Visit the North Village Secondary Plan website:

www.Clarington.net/NorthVillage

2. Sign up to be on the mailing list:

E-mail: NorthVillage@Clarington.net

3. Contact the North Village Secondary Plan Team:

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Karen Richardson
Manager of Development Engineering
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4. Upcoming Public Meetings:

Public Information Centre 3

Presentation of Alternate Land Use Plans

Statutory Open House

Presentation of Final NVSP and policy documents

Statutory Public Meeting

Presentation of Final NVSP and policy documents

