

Secondary Plans

Southeast Courtice Secondary Plan

Municipality of Clarington Official Plan

Southeast Courtice Secondary Plan

1 Introduction

Southeast Courtice represents a major expansion of the Courtice community.

The Southeast Courtice Secondary Plan area is approximately 295 hectares in size. It is comprised of portions of the Emily Stowe, Avondale and Ebenezer neighbourhoods as identified in Appendix B of the Clarington Official Plan. It is generally bounded to the north by Durham Highway 2 and Hancock Road to the east, while the southern boundary is south of Bloor Street and the western boundary is located east of Prestonvale Road near Robinson Creek.

Prominent features include the presence of a number of regional roads which bisect and border the area and significant *natural heritage features* and *hydrologically sensitive features*, including the headwaters and tributaries of Tooley Creek and Robinson Creek.

The Secondary Plan area is anticipated to undergo significant growth and *development*, with a planned population of approximately 12,000 residents and 5,000 units. The purpose of the Secondary Plan is to establish goals and policies to guide *development* within Southeast Courtice, as it is implemented through subdivision, zoning and site plan control. Several key themes run throughout this Secondary Plan:

Sustainability – Southeast Courtice will be developed to minimize the community’s impact on the environment and to protect and celebrate nature. The Secondary Plan supports sustainability by:

- Setting a high standard of environmental performance for buildings, *infrastructure* and other parts of the built environment;
- Mitigating the community’s contribution to climate change while also assuring its resilience through adaptation measures;
- Supporting lifestyles that result in lower resource consumption and produce less waste and pollution;
- Creating a community where people can move around by walking, cycling and transit rather than private automobile; and
- Developing in a manner that is compatible with the surrounding natural environment.

Liveability – Southeast Courtice will offer an excellent quality of life for residents and workers. The Secondary Plan supports liveability by:

- Providing the public and private amenities needed in day-to-day life;

- Creating a pleasant place to be through the design of the built environment and access to nature;
- Fostering a sense of identity and belonging; and
- Supporting and enabling healthy active lifestyles.

Inclusivity – Southeast Courtice will be a community that everyone can call home, regardless of age, ability or income. Inclusivity is promoted by:

- Providing a range of housing choices for a diversity of income levels and household sizes, including *affordable* housing;
- Creating a community that is fit for all stages of life and people of varying ability; and
- Reflecting and celebrating the cultural heritage of the area, past and present.

The Urban Design and Sustainable Development Guidelines included as an Appendix provide further guidance on the implementation of the policies of this Secondary Plan.

2 Vision and Objectives

2.1 Vision

Southeast Courtice will be a sustainable, liveable and inclusive community. It will have its own identity, while contributing to the larger Courtice and Clarington communities. Although predominantly residential, it will feature a mix, location and intensity of uses that allow many needs to be met locally, while also having access to broader amenities in the surrounding areas. Walking, cycling and transit will be attractive and viable alternatives to the car.

A key part of Southeast Courtice's identity will be the presence of nature. The *natural heritage system*, including features related to the Robinson and Tooley Creeks, will be conserved, enhanced, and sensitively incorporated into a *parks* and open space system. Trees and landscaped spaces will extend greenery throughout the area.

The area's major roads will also serve as defining features for Southeast Courtice. While providing important transportation routes, they will feature landscaping, built form, mix of uses and connections to the interior of the neighbourhood that make them attractive and inviting public places. They will serve as community focal points which join Southeast Courtice together.

In this manner, Southeast Courtice will combine diverse uses, intensities and places into an integrated and connected whole.

2.2 Objectives

The goals of sustainability, liveability and inclusivity link all parts of the Secondary Plan and are pursued in tandem to create a well-balanced community that meets the needs of its residents and workers while respecting fundamental environmental constraints.

To realize these goals, *development* within the Southeast Courtice Secondary Plan area shall achieve the following objectives:

- 2.2.1 Foster a sustainable, low-carbon community that is resilient to the potential impacts of climate change.
- 2.2.2 Create an efficient land use pattern and urban form which is supportive of transit provision, enables residents to meet many of their needs locally within walking distance, and provides good transitions between uses and areas of development intensity.
- 2.2.3 Foster a multi-modal community where walking, cycling and transit are viable and attractive alternatives to travel by automobile.
- 2.2.4 Protect, maintain and enhance the natural heritage system in a manner which conserves and enhances its ecological integrity and function.
- 2.2.5 Provide access within walking distance to an appropriate supply of parks, schools, community amenities and local retail and services.
- 2.2.6 Integrate the built and natural environments to create a sense of place and identity, as well as provide access to nature in an appropriate manner.
- 2.2.7 Prioritize the creation of an attractive and vibrant public realm, integrated with a hierarchy of community focal points, to serve as the centre of day-to-day activities and community life.
- 2.2.8 Offer a variety of housing forms, sizes and tenures, including affordable housing, that allow households of various sizes and incomes to find a home within Southeast Courtice.
- 2.2.9 Celebrate the cultural heritage of the area in a manner which communicates and conserves meaningful elements of its landscape and historic evolution.
- 2.2.10 Phase development in a manner which supports efficient infrastructure implementation.

3 Community Structure

The Community Structure for the Southeast Courtice Secondary Plan establishes a distribution of uses and intensities of *development* to achieve the objectives identified in Section 2 of this Secondary Plan. The components of the Southeast Courtice Secondary Plan that define its Community Structure are identified below.

3.1 Regional Corridor

- 3.1.1 Bloor Street, Courtice Road and Highway 2 and the lands adjacent to them are *Regional Corridors*. They are *Priority Intensification Areas* and the routes for future transit service. *Regional Corridors* align with the Medium Density Regional Corridor and High Density/Mixed Use designations shown on Schedule A.

- 3.1.2 Regional *Corridors* shall be the location of the highest densities, tallest buildings and greatest mixing of uses, in order to concentrate population in areas with good access to transit and amenities.
- 3.1.3 *Development* along Regional *Corridors* shall achieve an overall density of 85 units per net hectare.
- 3.1.4 Regional *Corridors* shall be the location of commercial retail and service uses to serve the community. Commercial retail and service uses shall be concentrated to reinforce community focal points, while ensuring a good level of amenity within walking distance of all residential areas.
- 3.1.5 Regional *Corridors* are located along the principal transportation routes through and within the community. These routes will feature the highest frequency and most direct transit connecting the area to the rest of Clarington and Durham Region.
- 3.1.6 The principal transportation routes along Regional *Corridors* also contribute to local connectivity, joined to a modified grid network of streets that connects to the rest of the neighbourhood.
- 3.1.7 Given volumes of vehicular traffic, particular care shall be given to creating an environment that is safe, comfortable, attractive and efficient for users of *active transportation*.
- 3.1.8 Within Regional *Corridors*, the public right-of-way and private built form shall be designed to create important and inviting public spaces which contribute significantly to the identity of the area and serve as community focal points.

3.2 Prominent Intersections

- 3.2.1 Prominent Intersections are located at Bloor Street and Trulls Road, Bloor Street and Courtice Road, and Highway 2 and Courtice Road.
- 3.2.2 Prominent Intersections shall serve as community focal points, both visually in terms of building height, massing and orientation, architectural treatment and materials, and landscaping, and functionally in terms of destination uses and public spaces and amenities such as street furniture and public art.
- 3.2.3 Within Regional *Corridors*, the greatest heights and densities shall occur at Prominent Intersections and the nodes which surround them. These areas are also encouraged to have the greatest concentration of commercial retail and service uses.
- 3.2.4 Among these nodes, a hierarchy will be established as follows:
 - a) Bloor Street and Courtice Road shall feature the greatest heights and densities and the primary concentration of retail and service uses. The provision of retail and service uses shall allow residents to meet many of their retail and service needs within the local area;

- b) Highway 2 and Courtice Road shall feature a similar intensity of *development* as the node above, although over a smaller area. Existing levels of retail and service uses will be maintained in this area; and
- c) Bloor Street and Trulls Road shall feature built form not less than 4 *storeys* in height and are encouraged to include retail and service uses that provide amenity to the surrounding neighbourhoods.

3.2.5 Privately owned publicly-accessible plazas shall be located at Prominent Intersections to contribute to their visual prominence, reinforce their role as community focal points, improve the relationship of built form to the public right-of-way, and contribute to the area's identity. Alternative locations that provide a similar level of amenity may be considered to satisfy this requirement.

3.3 Urban Residential

3.3.1 Urban Residential areas are predominantly residential areas, outside of the Regional *Corridors*, which will feature built form of lower density and height in ground-related units. Urban Residential areas correspond with the Low Density Residential designation shown on Schedule A.

3.3.2 Urban Residential areas will be the location of many of Southeast Courtice's larger *parks* and schools. These amenities will be integrated into areas set apart from the intensity of the Regional *Corridors*.

3.3.3 Other compatible uses, including small-scale service and neighbourhood retail commercial uses and home-based occupations will be permitted.

3.3.4 Urban Residential areas shall combine with other elements of the Community Structure to create neighbourhoods at a walkable scale which contain a mix of land uses and housing types, provide access to local retail and services, and are within a short walking distance to a Neighbourhood Park.

3.4 Parks and Open Space System

3.4.1 The *parks* and open space system are comprised of: Environmental Protection Areas and associated areas, *parks* and other outdoor civic uses, and *stormwater management ponds*. Together, they provide spaces that support the *ecological functions* and *hydrological functions* of the area, serve as venues for outdoor community and recreational life, and, through trails and crossings, contribute to pedestrian and cycling networks.

Environmental Protection Areas and Associated Areas

3.4.2 Environmental Protection Areas are the primary component of the *parks* and open space system. The conservation and enhancement of Environmental Protection Areas will bring the imprint of the area's natural features and original geography into the development of Southeast Courtice in a way that defines Community Structure and identity.

- 3.4.3 The features of the Robinson Creek and Tooley Creek systems contribute particularly strongly to Community Structure and connect to a broader sub-watershed beyond the Secondary Plan area boundaries. The Robinson Creek defines the western boundary of the Secondary Plan area. The Tooley Creek forms the basis for naturalized corridors that run through much of the Secondary Plan area.
- 3.4.4 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. Environmental Protection Areas will serve as the backbone of network of *parks*, trails and open spaces.

Parks

- 3.4.5 *Parks* are vital public spaces connecting to a broader public realm network. A quantity and quality of *park* space shall be provided that meets the needs of residents and enables a variety of opportunities for passive and active *recreation*.
- 3.4.6 *Parks* shall be located to achieve a number of objectives:
- a) By locating adjacent to Environmental Protection Areas, parks will foster a connection to natural areas, contribute to the identity of Southeast Courtice as a community close to nature, create a visual connection to the larger open space system and link into a system of trails;
 - b) By locating adjacent to other outdoor civic uses, like school grounds, parks will create larger open spaces and realize co-benefits in terms of amenities;
 - c) Ensure that the entire community has good access to *parks* within a short walking distance of their homes; and
 - d) Ensure good access and visibility from public streets.

Stormwater Management Ponds

- 3.4.7 Where appropriate, *stormwater management ponds* will be treated as public assets and part of the *parks* and open space system. Their amenity and ecological value will be realized as: areas of passive *recreation* through the inclusion of paths and trails; areas of ecological value as enhanced *wildlife habitat* through appropriate planting; and visual extensions of other components of the *parks* and open space system.

3.5 Gateways

- 3.5.1 Gateways shall be located at major arterials along the eastern edge of the Secondary Plan area and feature landscaping that highlights entry into the Courtice area. The primary gateway shall be located at Hancock Road and Highway 2, with a secondary gateway located at Hancock Road and Bloor Street.

4 Land Use

4.1 Objectives

- 4.1.1 Realize efficient and *transit-supportive* urban densities by achieving targets of 50 people and jobs per gross hectare.
- 4.1.2 Feature a mix of uses and a variety of locations that enable residents to meet many of their needs within walking distance.
- 4.1.3 Locate the highest intensity of *development* and greatest mix of uses along *Regional Corridors* to foster access to commercial amenities and transit.
- 4.1.4 Provide levels of commercial retail and service uses to meet local needs without detracting from the Courtice Urban Centre located outside the Secondary Plan area near the intersection of Trulls Road and Highway 2.

4.2 General Policies

- 4.2.1 The pattern of land use is identified in Schedule A of the Secondary Plan. Minor alterations which maintain the general intent of the policies of this Secondary Plan may occur without amendment through the *development* approval process in accordance with policies 24.1.2 and 24.1.3 of the Clarington Official Plan.
- 4.2.2 The following land use designations apply within the Secondary Plan Area:
 - a) High Density/Mixed Use;
 - b) Medium Density Regional Corridor;
 - c) Low Density Residential;
 - d) Neighbourhood Parks;
 - e) Parkettes; and
 - f) Environmental Protection Areas.
- 4.2.3 Schedule A also includes two overlays that establish areas where further study is required before *development* as per the underlying designation is permitted:
 - a) Environmental Constraints; and
 - b) Environmental Study Area.
- 4.2.4 The consolidation and integrated *development* of properties within the Secondary Plan area shall be encouraged.
- 4.2.5 New *development* shall provide a range of unit sizes, in terms of number of bedrooms, within multiple-unit buildings.
- 4.2.6 Drive-through facilities are not a permitted use in any land use designation.

4.2.7 Service stations are not a permitted use in any land use designation.

4.3 High Density/Mixed Use

4.3.1 Lands designated as High Density/Mixed Use are located within the Regional *Corridor*.

4.3.2 The High Density/Mixed Use designation allows for the greatest concentration of density and mix of uses in the Secondary Plan Area along portions of Regional *Corridors*. The areas designated High Density/Mixed Use are nodes that shall serve as community focal points located at Prominent Intersections.

Permitted Uses

4.3.3 The predominant use of lands with the High Density/Mixed Use designation is housing in mid- and high-rise building forms combined with concentrations of retail and service uses, including professional offices and medical office uses.

4.3.4 Permitted dwelling types shall include:

- a) Apartment buildings; and
- b) Dwelling units within a mixed use building.

4.3.5 The High Density/Mixed Use designation supports *mixed use* buildings with commercial uses located within a building podium and/or at-grade.

4.3.6 Stand alone retail, service or office is not permitted within this designation.

Height and Density

4.3.7 Building heights shall be a minimum of 7 *storeys* and a maximum of 12 *storeys*.

4.3.8 *Development* on lands designated High Density/Mixed Use shall have a minimum density of 120 units per net hectare.

4.3.9 The highest and most dense forms of *development* shall be located fronting the Regional *Corridor*. *Development* shall provide a transition, locating less dense and lower scale buildings in locations adjacent to lower density designations.

4.3.10 Notwithstanding policy 4.3.7 of this plan, *development* at the Prominent Intersection of Bloor Street and Courtice Road may permit heights greater than 12 *storeys*, subject to the following conditions:

- a) The *development* is complementary with the scale of surrounding buildings;
- b) There is high-quality architectural design and treatment to create a signature, landmark *development*;

- c) The massing of the *development* includes a podium and tower element. The floor plate of the tower element is no greater than 750 square metres to ensure a slim profile and fast-moving shadow;
- d) *Development* ensures comfortable conditions on surrounding pedestrian spaces in terms of wind; and
- e) No incremental shadow impacts are created on adjacent public *parks* or other sunlight sensitive land uses.

4.4 Medium Density Regional Corridor

4.4.1 Lands designated as Medium Density Regional Corridor are generally located within the *Regional Corridor*.

Permitted Uses

4.4.2 The predominant use of lands within the Medium Density Regional Corridor designation are a mix of housing types and tenures in mid-rise building forms. Retail and service uses shall be provided at strategic locations to reinforce the Community Structure and provide access to local amenities within walking distance for residents of the surrounding areas.

4.4.3 Permitted dwelling types shall include:

- a) Apartment buildings;
- b) Townhouses;
- c) Stacked townhouses;
- d) Dwelling units within a *mixed use* building;
- e) Additional Dwelling Units; and
- f) Other dwelling types that provide housing at the same or higher densities as those above.

4.4.4 Retail and service uses including professional offices and medical office uses shall only be permitted on the ground floor of a *mixed use building* with an entrance and frontage onto an arterial road.

4.4.5 A concentration of retail and service uses, including professional and medical offices, is encouraged to reinforce the Prominent Intersection of Bloor Street and Trulls Road.

Height and Density

4.4.6 Building heights shall be a minimum of 3 *storeys* and a maximum of 6 *storeys*.

- 4.4.7 Development within the Medium Density Regional Corridor designation shall have an overall average density of 85 units per net hectare. In no case shall an individual development application have a density less than 60 units per net hectare.
- 4.4.8 The highest and most dense forms of *development* shall be located fronting the *Regional Corridor*. *Development* shall provide a transition, locating less dense and lower scale buildings in locations adjacent to the Low Density Residential designation within the Urban Residential area.
- 4.4.9 Within the Medium Density Regional Corridor designation, the highest and densest forms are encouraged to be located at the intersections of a *Regional Corridor* with an arterial or collector road to provide built form and housing type variety along the *Regional Corridors*.
- 4.4.10 Within the Medium Density Regional Corridor designation buildings and townhouses less than 4 *storeys* in height are not permitted within 50 metres of the following:
- a) The intersection of Bloor Street and Trulls Road;
 - b) The intersection of Courtice Road and Sandringham Drive;
 - c) The intersection of Courtice Road and the future East-West Collector located south of Bloor Street;
 - d) The northeast corner of the intersection of Courtice Road and future Meadowglade Road;
 - e) The southeast and southwest corners of the Bloor Street and Farmington Drive intersection; and
 - f) The intersection of Highway 2 and the future North-South collector road located between Courtice Road and Hancock Road.

4.5 Low Density Residential

Permitted Uses

- 4.5.1 The predominant use of lands within the Low Density Residential designation shall be a mix of housing types and tenures in low-rise building forms.
- 4.5.2 The following residential building types are permitted:
- a) Detached dwellings;
 - b) Semi-detached dwellings;
 - c) Townhouses; and
 - d) Additional Dwelling Units.

- 4.5.3 Detached and semi-detached dwelling units shall account for a minimum of 80 percent of the total number of units in the Low Density Residential designation, with units in other building types accounting for the remainder.
- 4.5.4 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.

Height and Density

- 4.5.5 Buildings within the Low Density Residential designation shall not exceed 3 *storeys* in height.
- 4.5.6 *Development* on lands designated Low Density Residential shall have a minimum density of 13 units per net hectare.

5 Urban Design

5.1 Objectives

- 5.1.1 Realize attractive and harmonious built form which creates visual interest and contributes to a positive public realm.
- 5.1.2 Prioritize the creation of a positive public realm, of which public streets are an essential component, which is the focus of day-to-day activities and community life through building orientation, massing and height, animating uses, materiality, street furniture, landscaping, and public art.
- 5.1.3 Establish a modified grid pattern of streets, complemented by off-street mid-block connections and trails, to serve as a network of fine-grained connectivity between all parts of the Secondary Plan area and, where appropriate, to surrounding areas.
- 5.1.4 Provide a good transition between areas of different *development* intensity and uses.

5.2 General Policies

- 5.2.1 *Development* shall distribute heights, densities and concentrations of varied uses as per the policies of this Secondary Plan to realize diversity within the built environment and create community focal points.
- 5.2.2 *Development* shall provide good transitions between areas of different height, density and uses within the Secondary Plan area and to the areas and uses outside its boundaries.
- 5.2.3 A modified grid network of streets and the associated pattern of blocks shall serve to integrate and link high, medium and low density areas into a unified urban fabric.

- 5.2.4 The highly connected network of streets shall be supplemented by mid-block pedestrian connections and trails to further enhance the pedestrian permeability of the area, the efficiency and variety of pedestrian routes and access to transit.
- 5.2.5 *Development* shall contribute to the creation of a high quality public realm which is safe, comfortable, visually-pleasing and animated, supports *active transportation* and community life, and contributes to the distinct character of Southeast Courtice.
- 5.2.6 Streets, mid-block connections and trails are important parts of the public realm. In addition to serving as routes, they shall serve as public places in their own right and a venue for community life. They shall link Southeast Courtice together, and with other public places create a public realm network.
- 5.2.7 Built form shall be massed and sited to frame streets and public spaces in a consistent manner.
- 5.2.8 To support the animation of the public realm and enhance the pedestrian environment, the primary orientation of buildings and the location of main pedestrian entrances shall be on a public street.
- 5.2.9 Reverse frontage *development* generally shall not be permitted within the Secondary Plan Area.
- 5.2.10 To avoid a garage-dominated streetscape where lot frontages are narrow, public rear lanes are permitted and encouraged.
- 5.2.11 The site planning of parking accessed from a rear laneway shall produce an attractive and safe rear lane streetscape, providing for both vehicular and pedestrian safety and landscape opportunities.
- 5.2.12 More broadly, *development* shall be sited and building elevations and site plans designed to create an animated frontage or flankage of streets, mid-block connections and public spaces to achieve animation and passive surveillance, through the location of building entrances and outdoor amenity areas, street furniture, and transparent glazing.
- 5.2.13 Variation in building typology, architectural detailing and massing shall be used to create built form variation that is harmonious and that avoids repetition which can reduce the visual interest of streetscapes.
- 5.2.14 Buildings should be sited to avoid front-to-back and/or overlook conditions and where this cannot be achieved, impacts should be minimized with appropriate screening through architectural or landscape treatment.
- 5.2.15 *Development* shall limit the negative impacts of parking and loading on the public realm.
- 5.2.16 *Development* shall enhance the experience of the community within its natural setting, linking the Regional *Corridor* and lower density areas to the *parks* and open space system.

- 5.2.17 Air conditioning units, utility metres and similar features should not be visible from the public realm(street/sidewalk) and/or well integrated, recessed and screened.
- 5.2.18 *Development* within the Secondary Plan Area shall be developed in accordance with the urban design policies of this Secondary Plan. Urban Design and Sustainability Guidelines shall accompany this Plan and be used as guidance in the interpretation and implementation of the Secondary Plan's policies.
- 5.2.19 Views to key landmarks and natural features shall be maintained and created through the layout of the street network, the creation and reinforcement of the *parks* and open space network, the establishment and landscaping of gateways, the siting of buildings and the design of sites.
- 5.2.20 Public art is encouraged to be incorporated into private *development* and public *infrastructure* in order to foster a stimulating public realm and contribute to the area's sense of identity.

5.3 Development within Regional Corridors

- 5.3.1 The urban design policies in this section pertain to lands designated High Density/Mixed Use and Medium Density Regional Corridor.

Intensity and Transitions

- 5.3.2 Within the Regional *Corridors* the greatest heights and highest density buildings shall be located on the Regional *Corridor* frontage, with height and density decreasing as a transition to lower density designations, *parks* and Environmental Protection Areas. The Municipality may require that applications for *development* include an analysis as part of the *development* review process to address applicable angular plane guidance.
- 5.3.3 Along the Regional *Corridor*, the greatest heights and densities will occur primarily at Prominent Intersections and secondarily at the intersection of Regional *Corridors* with other arterials.
- 5.3.4 *Development* may be required to undertake technical studies including a wind study and/or sun/shadow study which demonstrate mitigation of potential shadow or wind impacts on existing or proposed pedestrian routes, public spaces and adjacent *development* to the satisfaction of the Municipality.

Public Realm and Connections

- 5.3.5 *Development* shall be located to frame the street with a consistent street wall and provide a continuous streetscape.
- 5.3.6 The primary orientation of *development* will be toward the Regional *Corridor*.
- 5.3.7 Side and rear elevations visible from the public realm shall have attractive façade treatments using high quality materials.

5.3.8 *Development* shall provide a balance of hard and soft landscaping.

5.3.9 Mid-block pedestrian connections shall be provided at regular intervals to the Regional *Corridor* to improve access from interior neighbourhoods.

5.3.10 Gridded rectilinear lot dimensions shall be established within the Regional *Corridor*, where feasible.

Plazas

5.3.11 In reference to policy 3.2.5, plazas should be provided in areas that complement the public realm of the Prominent Intersections and encourage public accessibility. Plazas are open spaces designed for public use and defined by surrounding buildings and/or streets.

5.3.12 Plazas should:

- a) Be accessible and visible along the Regional *Corridors* in order to enhance usability;
- b) Optimize the siting and design to enhance views to public streets or utilize mid-block connections to connect with the street network;
- c) Be programmed for casual use and be a place for small gatherings;
- d) Be defined by adjacent buildings with at least one edge open to the public sidewalk or mid-block connection; and
- e) Be designed with small-scale elements to create a human scale with ample seating and pedestrian-scale lighting

Parking, Loading and Mechanical Structures

5.3.13 Parking and loading facilities shall be located at the side or rear of buildings, to promote an attractive public realm and encourage pedestrian activity.

5.3.14 Off-street parking areas shall be configured to reduce their visual impact when viewed from the public realm or adjacent residential lots by:

- a) Locating parking facilities underground or within a parking structure that is integrated within a residential, *mixed use* or commercial building;
- b) Establishing joint access to parking lots on adjoining properties where feasible;
- c) Using hard and soft landscaping within the parking area to reduce the visual impact of large parking surfaces;

- d) Screening and buffering parking areas adjacent to residential properties using a combination of opaque fencing or walls and landscaping;
- e) Screening parking areas through the use of low decorative fences, walls and landscaping; and
- f) Locating site access at the rear or side of properties fronting the *Regional Corridor*.

5.3.15 Loading, servicing and other functional elements are encouraged to be integrated within the building envelope. Where this is not possible, these elements shall not be located adjacent to public spaces and shall be screened from view to avoid visual impact to the public realm or surrounding residential areas.

5.3.16 Garbage and recycling facilities shall be integrated within a building envelope, where applicable.

5.3.17 All major rooftop mechanical structures or fixtures including satellite dishes communications antenna shall be suitably screened and integrated with the building, where feasible. Parapets may be utilized to accommodate such screening.

5.4 Development within Low Density Residential Designation

5.4.1 In Low Density Residential areas, the following policies shall apply:

- a) Dwelling units shall have their main entrance visible and accessible from the public street;
- b) Garages are encouraged to be accessed from a rear lane, particularly for townhouses and/or lots less than 9 metres wide;
- c) Where garages are located at the front of the building facing a street, they shall be integrated in a manner which does not dominate the streetscape;
- d) Driveways shall not exceed the width of the garage;
- e) Front yards shall have an appropriate amount soft landscaping to create an attractive and vegetated streetscape, allow permeability for stormwater and achieve sustainability objectives;
- f) The maximum number of contiguously attached townhouses shall be six;
- g) Buildings on corner lots or abutting *parks* shall have windows, materials and architectural treatments consistent with the front elevation where sides or flankage of buildings is visible;
- h) Front and exterior side yard porches shall be encouraged, and

i) Back lotting onto Arterial and Collector Roads is prohibited.

5.4.2 Individual site access for any permitted residential use adjacent to an arterial road generally shall not be permitted. Rear lanes shall be the preferred option for accessing such sites.

5.4.3 The boundary between areas designated Low Density Residential and Medium Density Regional Corridor shall generally be a public street with buildings of each designation fronting onto the street.

5.4.4 Policies 5.3.14 to 5.3.17, pertaining to parking, loading, and mechanical, apply to the *development* of townhouses within the Low Density Residential designation.

5.4.5 Private streets and private lanes are not permitted within the Low Density Urban Residential Designation.

5.5 Transition

5.5.1 Where new *development* abuts a lawfully existing use, mitigation measures including transition setbacks or *buffers* shall be provided from the adjacent lawfully existing use in accordance with the appropriate studies and in keeping with the Urban Design and Sustainability Guidelines.

5.5.2 Where new *development* abuts designated Employment Areas, a *buffer* and other measures shall be undertaken to provide visual separation and ensure the long term feasibility of employment uses.

5.5.3 Applications for new *development* may be required to undertake studies to ensure compatibility with uses adjacent or in the vicinity in accordance with the Province's D-6 Series Guidelines, addressing such adverse impacts as noise, vibration, dust and odour or the location of industrial facilities on adjacent employment lands.

5.5.4 Where new *development* abuts designated Prime Agricultural land, mitigation measures including transition setbacks or *buffers* shall be provided from the adjacent designation in accordance with the Urban Design and Sustainability Guidelines. Any required mitigation shall be provided for within the Urban Area.

5.6 Private Amenities

5.6.1 New multi-unit residential *development* shall provide shared space for both indoor and outdoor amenities.

5.6.2 Courtyards and privately owned publicly-accessible amenities shall have at least two points of pedestrian access.

5.6.3 The design and location of pedestrian entrances to courtyards and privately owned publicly-accessible amenities shall be clearly identifiable as public to encourage public use through their siting and the use of design elements.

6 Natural Heritage

6.1 Objectives

- 6.1.1 Protect, maintain and enhance the *natural heritage system*, including its *ecological integrity* and function.
- 6.1.2 Protect *natural heritage features* and functions from incompatible development.
- 6.1.3 Incorporate the *natural heritage system* into the *parks* and open space system.
- 6.1.4 Use the landscape to contribute to a sense of place and integrate the *natural heritage system* in a manner which defines community identity.
- 6.1.5 Where appropriate, realize the amenity of the *natural heritage system* in terms of low-intensity *recreation* and *active transportation* and pedestrian permeability of the neighbourhood through trails and linkages.
- 6.1.6 Maintain ecological functions while integrating the *natural heritage system* with the stormwater management system.

6.2 General Policies

- 6.2.1 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.
- 6.2.2 In addition to policy 6.2.1, 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*.
- 6.2.3 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.
- 6.2.4 Revegetation of riparian corridors that are less than 30 metres wide is encouraged.

6.3 Environmental Protection Area

- 6.3.1 Lands designated Environmental Protection Area are shown on Schedule A.
- 6.3.2 Environmental Protection Areas include *natural heritage features*, *hydrologically sensitive features*, lands within the *regulatory flood plain* of a watercourse, headwater drainage features with a “Protection” classification and hazard lands associated with valley systems, including slope and erosion hazards. Areas

associated with Environmental Protection Areas support their ecological integrity and include *vegetation protection zones* and other natural heritage areas.

- 6.3.3 *Stormwater management ponds* shall not be permitted to be developed in lands designated Environmental Protection Area. Once constructed, *stormwater management ponds* shall be designated Environmental Protection Area and be zoned appropriately.
- 6.3.4 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.
- 6.3.5 The Municipality may require Environmental Protection Areas to be conveyed to a public authority, where appropriate, as part of the *development* approval process at minimal or no cost to the receiving public authority. Conveyance of lands designated Environmental Protection Area and associated *vegetation protection zones* shall not be considered as contributions towards the parkland dedication requirements under the Planning Act.

6.4 Environmental Constraints Overlay

- 6.4.1 Environmental Constraints are shown as an overlay on Schedule A.
- 6.4.2 Environmental Constraints include features identified as “Moderate Constraint Areas” in the Robinson Creek and Tooley Creek Subwatershed Study. These features are not currently identified as Environmental Protection Areas but have potential ecological and/or hydrological value that requires site-specific assessment prior to *development*. They include:
- a) Wetlands over 0.5 ha that are isolated and/or of lower sensitivity/quality;
 - b) Category 1 and 2 Hedgerows identified as *linkages*;
 - c) Vegetation protection zones;
 - d) Species-at-risk setbacks;
 - e) Complex Ecological Land Classification units containing both high/medium constraint and low constraint features;
 - f) Agricultural/pasture lands with evidence of *hydrological function*;
 - g) Areas providing candidate/unconfirmed species-at-risk habitat or significant
 - h) wildlife habitat; and
 - i) Headwater drainage features with a “Conservation” or “Mitigation” classification.

- 6.4.3 The presence and precise delineation of these features and the level of *development* acceptable shall be determined through an Environmental Impact Study prepared as part of the review of *development* applications in accordance with the policies of this Secondary Plan and the Clarington Official Plan.
- 6.4.4 If the Environmental Impact Study establishes that *development* can proceed, then the underlying designation shall apply over those lands without the requirement for an amendment to this Plan. Mitigation measures may be recommended to offset impacts.
- 6.4.5 If the Environmental Impact Study determines that development may not proceed the underlying designation shall not apply and lands will be considered to be designated Environmental Protection Area and will be zoned appropriately.
- 6.4.6 The Environmental Impact Study shall identify the extent of *vegetation protection zones* and other protective measures as per the policies of this Secondary Plan and the Clarington Official Plan.
- 6.4.7 The Subwatershed Study referenced in Policy 6.2.2 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.
- 6.4.8 The Subwatershed Study referenced in Policy 6.2.2 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:
- 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.
- 6.4.9 Headwater Drainage Features that have been relocated and the associated riparian corridors established by permissions in policy 6.4.8 shall be considered to be designated Environmental Protection Area and shall be zoned appropriately to prohibit *development*.

7 Parks and Community Facilities

7.1 Objectives

- 7.1.1 Provide a quantity and quality of *park* space that meets the needs of residents and enables a variety of opportunities for passive and active *recreation*.
- 7.1.2 Use the design of *parks* and open spaces to create unique places that contribute to the area's sense of identity.
- 7.1.3 Integrate *parks* into a broader open space and public realm networks.
- 7.1.4 Provide appropriate levels of service in terms of schools and community facilities.
- 7.1.5 Locate schools, *parks* and other community amenities to promote safe and convenient access by walking and cycling.

7.2 Parks

- 7.2.1 *Parks* shall be provided as part of an integrated and connected *parks* and open space system.
- 7.2.2 *Parks* shall be integrated and connected into a broader public realm network that also includes civic/institutional uses, streets, mid-block connections, trails and privately owned publicly-accessible spaces.
- 7.2.3 The *park* 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 sense of identity.
- 7.2.4 The following types of *parks* are included in the Parks designation:
 - a) Neighbourhood Parks; and
 - b) Parkettes.
- 7.2.5 *Parks* shall be established in accordance with the following:
 - a) Neighbourhood Parks are *parks* of between 1.5 and 3 hectares in size that provide a variety of amenities, including sports fields. They are located in central locations to allow for good accessibility by walking. All planned school sites shall, wherever feasible, have a Neighbourhood Park abutting them to provide areas of shared amenity; and
 - b) Parkettes are *parks* of between 0.5 and 1.0 hectares in size that provide a variety of amenities, but do not contain sports fields. Parkettes contribute to the variety of leisure and recreational amenities in the community and improve accessibility to *park* space by walking.

- 7.2.6 Dedication of lands for Neighbourhood Parks and Parkettes shall be in accordance with the Clarington Official Plan.
- 7.2.7 The locations of Neighbourhood Parks are shown on Schedule A. The precise size and location of Neighbourhood Parks shall be determined at the time of *development* review and approval, based on the parkland provision requirements of Section 18 of the Clarington Official Plan.
- 7.2.8 The locations of some Parkettes are shown on Schedule A. The precise number, size and location of Parkettes shall be determined at the time of *development* review and approval, based on the parkland provision requirements of Section 18 of the Clarington Official Plan.
- 7.2.9 *Parks* are encouraged to be bordered by public streets, Environmental Protection Areas, other natural heritage areas, other public facilities such as schools, and the flanks of residential uses. Residential and commercial uses backing onto *parks* shall be minimized.
- 7.2.10 Areas conveyed for parkland purposes will be programmable lands.
- 7.2.11 Environmental Protection Areas, associated *vegetation protection zones* and stormwater management areas shall not be conveyed to satisfy parkland dedication requirements under the Planning Act.

Privately Owned Publicly Accessible Spaces

- 7.2.12 In addition to the publicly owned lands which form the Parks designation, *development* is encouraged to include privately owned publicly-accessible spaces that contribute to the sense of place in the community and the quality of the urban environment.
- 7.2.13 Privately owned publicly-accessible spaces can include public squares, plazas, courtyards, walkways and passages, atriums, arcades and parklike spaces. They contribute to the urban environment by creating spaces for social interaction, adding to visual interest, improving mid-block permeability and complementing adjacent land uses.
- 7.2.14 Public access to privately owned publicly-accessible spaces will be secured through the *development* approval process.

Courtice Memorial Park

- 7.2.15 Courtice Memorial Park is an existing park located on Courtice Road. It will serve as a landmark outdoor space for the larger Courtice community and will be expanded through parkland dedication associated with the *development* process.
- 7.2.16 Courtice Memorial Park shall be expanded such that it is located with a minimum of two frontages along major arterial roads.

7.2.17 Courtice Memorial Park's location adjacent to the *natural heritage system* shall provide direct linkages to the Regional and Municipal Open Space System.

7.2.18 Redevelopment of the Courtice Memorial Park shall incorporate elements, such as plaques, pathway markers, public art and landscape features, into the *park* design to reflect and celebrate the cultural heritage of the area.

7.3 Elementary Schools

7.3.1 The location of school sites is shown symbolically on Schedule A and shall be further delineated through the *development* review process or during site selection by a School Board.

7.3.2 The school sites shown on Schedule A shall not preclude the selection of alternate school sites by a School Board.

7.3.3 School sites will be developed in accordance with the relevant policies of Section 18.5 of the Clarington Official Plan.

7.3.4 In the event that all or part of a school site should not be required by a School Board, the Municipality of Clarington shall be given the first opportunity to purchase all or part of the school site.

7.3.5 Elementary school sites shall be located centrally to promote accessibility by walking and, where feasible, adjacent to planned Neighbourhood Park sites.

7.3.6 Where a school site adjoins a Neighbourhood Park, the school site shall be designed to facilitate potential joint use between the Municipality and the respective School Board.

7.4 Community and Recreation Facilities

7.4.1 The Municipality shall undertake an update of its plan for community and recreation facilities based on the projected population of the Southeast Courtice Secondary Plan area.

7.4.2 Future community facilities shall be located in highly accessible areas that can be accessed by pedestrians and cyclists, as well as by automobile.

7.4.3 The co-location of elementary schools with day care centres and community centres shall be considered.

8 Community Culture and Heritage

8.1 Objectives

8.1.1 Encourage the conservation, protection, enhancement and adaptive reuse of *cultural heritage resources*.

8.1.2 Incorporate cultural heritage into community design and *development*.

8.2 Reflecting the Local Community

- 8.2.1 The conservation and enhancement of significant *cultural heritage resources* shall be consistent with the provisions of Section 8 of the Clarington Official Plan and all relevant Provincial legislation and policy directives.
- 8.2.2 The following properties of cultural heritage value or interest have been identified within or adjacent to the Secondary Plan area:
- a) The Lower Alsworth House at 1738 Bloor Street is listed on Clarington's Municipal Heritage Register;
 - b) Ebenezer United Church at 1669 Courtice Road, 1805/1811 Highway 2, 2430 Hancock Road, 2149 Courtice Road, 1798 Highway 2, 1604 Bloor Street, and 1678 Bloor Street are identified on Clarington's Cultural Heritage Resource List; and
 - c) The property at 2433 Courtice Road was identified as an additional potential built heritage resource during the preparation of this Plan
- 8.2.3 The Municipality will determine if a Cultural Heritage Evaluation Report is required for 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.
- 8.2.4 A Heritage Impact Assessment, that includes measures to avoid direct impacts, and actions to avoid or reduce indirect impacts such as shadowing, isolation, obstruction of views, change in land use, or land disturbances, shall be conducted prior to *development* on or adjacent to 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.
- 8.2.5 The naming and design of *parks*, public spaces and prominent streetscapes shall have regard for the evolved cultural and natural heritage landscape. These features and amenities shall incorporate local heritage or natural influences including historic names, interpretive features, vernacular building elements, plantings and historic drainage patterns.

9 Transportation

9.1 Objectives

- 9.1.1 Foster a community where walking, cycling and transit are viable and attractive alternatives to travel by automobile.
- 9.1.2 Establish a street and block pattern that creates fine-grained connectivity throughout the community.
- 9.1.3 Create routes for *active transportation* that are direct and efficient and offer high levels of connectivity with multiple choice of routes.

- 9.1.4 Establish a network that integrates interior lower density neighbourhoods and the higher density Regional *Corridors* where transit will be most frequent and direct.
- 9.1.5 Use mid-block connections and trails to augment the network established by streets to improve permeability for users of *active transportation*.
- 9.1.6 Wherever possible, continue the pattern of fine-grained connections to surrounding urban areas.
- 9.1.7 Design streets as *complete streets* to ensure that all kinds of traffic can use them in a safe and comfortable manner: motorists, transit users, cyclists, pedestrians and people with accessibility challenges. Prioritize active modes of transportation and the needs of the most vulnerable users.
- 9.1.8 Design streets as important public places. Create environments which are safe, inviting, comfortable and visually-pleasing for pedestrians and other forms of *active transportation*.
- 9.1.9 Create efficient routes for through traffic along major arterials.
- 9.1.10 Connect Southeast Courtice to the local and regional transit networks and provide levels of service that make transit a viable and attractive mode of transportation.

9.2 Transportation Network

- 9.2.1 The transportation network in Southeast Courtice facilitates the movement of people and goods through an integrated, efficient, comfortable, safe, and accessible transportation system. The Transportation Network provides a full range of convenient, practical, and enjoyable mobility options.
- 9.2.2 The transportation network includes multiple components including the Public Transit Network, Active Transportation Network and Road Network.
- 9.2.3 The transportation network in the Southeast Courtice Secondary Plan area shall be developed in accordance with Schedule B Transportation, Parks and Open Space and the policies of this Secondary Plan, with further guidance provided in the Urban Design and Sustainability Guidelines and the Southeast Courtice Transportation Report.
- 9.2.4 The Transportation Network shall include public roads, public rear lanes, transit, and designated bicycle and pedestrian routes and facilities.
- 9.2.5 *Development* proposals and all public roads shall be designed to connect with the existing road network to create a rectilinear grid pattern of roads that defines *development* blocks and establishes a highly interconnected and permeable network that supports *active transportation* and maximizes accessibility and support for transit. The rectilinear grid pattern may be modified to accommodate natural heritage areas and other constraints. Connectivity by *active transportation* throughout the Secondary Plan area and to surrounding areas shall be further

enhanced by mid-block connections and trails through and across Environmental Protection Areas.

9.2.6 The grid pattern shall integrate areas of various *development* intensity and uses.

9.3 Road Network

9.3.1 The road network serves as the primary framework for all forms of mobility and connectivity in Southeast Courtice. The road network includes a hierarchy of street types which is consistent with the hierarchy established through the Clarington Official Plan. These street types have specific characteristics and include the following classifications consistent with Schedule B:

- a) Arterial Roads: arterial roads are higher-order roadways designed to efficiently move large volumes of traffic at moderate to high speeds over long distances. Because of their scale and the opportunities that they provide for enhanced connectivity, arterial roads contribute to the primary structure of the community. Arterial roads in Southeast Courtice are to accommodate vehicular traffic, transit and goods movement, and are designed to be context sensitive and support *active transportation* objectives in accordance with the policies of this plan. Arterial roads may be under the jurisdiction of the Region of Durham or the Municipality.
- b) Collector Roads: collector roads are under the jurisdiction of the Municipality. They provide for key linkages with arterial streets. Collector roads should support walking and cycling and can support local transit.
- c) Local Roads: local roads carry lower volumes of vehicular traffic, provide a safe environment for pedestrians and cyclists and provide direct access to individual properties.
- d) Rear Lanes: rear lanes provide access to private garages or parking spaces and may provide direct access to secondary suites. Rear lanes provide relief to the local street system and promote through traffic movements on arterial and collector roads.

General Policies Applying to All Roads

9.3.2 The alignment of arterial and collector roads is shown on Schedule B. These alignments are approximate and will be built according to detailed planning and engineering studies and through completion of Municipal Class Environmental Assessment. Changes to the alignments which the Municipality determines are in keeping with the intent of this Secondary Plan shall not require an amendment to this Plan.

9.3.3 Roads shall be designed as *complete streets* to ensure that all kinds of traffic can use them in a safe and comfortable manner: motorists, transit users, cyclists,

pedestrians and people with accessibility challenges. Active modes of transportation and the needs of the most vulnerable users shall be prioritized.

- 9.3.4 Roads shall be designed to be important public places and create environments which are safe, inviting, comfortable and visually-pleasing for pedestrians and other forms of *active transportation*.
- 9.3.5 All public rights-of-way are encouraged to promote the use of *Green Infrastructure* including perforated pipes, rain gardens and bioswales.
- 9.3.6 All arterial, collector and local roads shall also be planned to include a vibrant and healthy tree canopy, consisting of primarily native plantings. The tree canopy will provide shade and enhance and establish a vibrant urban environment. A tree canopy plan shall be prepared for each plan of subdivision. In order to maximize the amount of tree planting and to minimize the removal of in-situ trees, the co-location of utilities is encouraged.

Existing Roads

- 9.3.7 Arterial roads including Bloor Street, Courtice Road, Highway 2, Trulls Road and Hancock Road are existing roads within the Southeast Courtice Secondary Plan Area. Existing roads provide a framework for future enhancements and will generally be improved consistent with the policies of this Secondary Plan.
- 9.3.8 The conveyance of land consistent with the widening of the rights-of-way shown in this plan shall be required to permit the *development* of lands adjacent to existing roads. Additional dedication for road widenings may be required, for reasons such as for grading, drainage and stormwater management, auxiliary turn lanes, transit provisions and utilities.
- 9.3.9 Hancock Road will be realigned according to Schedule B of this plan. The *development* of lands abutting or adjacent to this route shall consider the new alignment of Hancock Road.

New Roads

- 9.3.10 Several street extensions are provided through this Secondary Plan including the Granville Drive, Farmington Drive, Meadowglade Road and Sandringham Drive extensions.
- 9.3.11 Two new collector roads are also provided as shown on Schedule B including a north-south road connecting Highway 2 and Bloor Street and an east-west road connecting Courtice Road with the Granville Drive extension located south of Bloor Street.
- 9.3.12 All new roads, public or private, will be built to be consistent with the policies of this plan. Additional dedication for road widenings may be required, such as for grading, drainage and stormwater management, auxiliary turn lanes, transit provisions and utilities.

9.3.13 New local roads will be established in a modified grid pattern in accordance with the policies of this plan.

9.4 Arterial Roads

9.4.1 Courtice Road and Bloor Street are Type A arterial roads. Highway 2 is a Type B arterial road. These roads and adjacent lands form the Regional *Corridor* component of the Community Structure.

9.4.2 Courtice Road and Bloor Street are encouraged to be developed as Multi-Ways as detailed in the Urban Design and Sustainability Guidelines. The design of the Multi-Ways will balance the functional requirements of a Type A arterial road and a local road. Multi-Ways realize the following objectives:

- a) Fulfill the function of a Type A arterial road as an efficient and high-volume route for a range of travel modes and include the following considerations:
 - i. Through lanes shall be appropriately dimensioned to ensure the efficient movement of vehicular traffic; and
 - ii. Transit infrastructure such as bus shelters should be accommodated within the side medians.
- b) Fulfill the function of a local road through the establishment of local service lanes adjacent and parallel to the Type A arterial road which:
 - i. Allows the grid network of internal local and collector roads to connect to the service lanes at more frequent intervals than would be permitted by a Type A arterial road. The Multi-Way will support high levels of permeability and accessibility between low, medium and high density areas;
 - ii. Creates a traffic-calmed service lane that buffers built form, public spaces and active transportation routes from higher speed through lanes; and
 - iii. Accommodate on-street parking, where appropriate.
- c) Create an attractive urban *corridor* which functions as a successful public place, a community focal point, as well as a safe and comfortable environment for *active transportation* and access to transit including specific consideration of the following:
 - i. Slow traffic in proximity to pedestrian and cycling infrastructure through the use of a service lane and other traffic calming measures as needed;
 - ii. Utilize a planting and furnishing zone adjacent to the roadway where required;

- iii. Connect the pedestrian streetscape with adjacent public plazas;
 - iv. Provide landscape plantings, shade trees and street furniture;
 - v. Provide a sidewalk on both sides of the right-of-way;
 - vi. Provide appropriate lighting of the pedestrian realm; and
 - vii. Provide bicycle routes clearly identified by signage.
- 9.4.3 Multi-Ways within the Secondary Plan Area shall be designed following the principles of *complete streets* provided in Policy 19.6.4 of the Clarington Official Plan and shall incorporate segregated bicycle *infrastructure*, provide public transit *infrastructure* and integrate the principles of universal design to facilitate access for all abilities.
- 9.4.4 The Municipality of Clarington will work with the Region of Durham to design and stage the implementation of the Multi-Way concept on the portions of Courtice Road and Bloor Street within the Secondary Plan area, and shall consider its extension beyond the Secondary Plan area's borders.
- 9.4.5 On-street parking shall be considered within the service lane portion of the Multi-Way rights-of-way on Bloor Street and Courtice Road.
- 9.4.6 As a new road configuration which may include portions of the right-of-way under Regional and Municipal jurisdiction, Multi-Ways may require a new approach to the interpretation of existing road policies and standards which focuses on their intent in the evaluation of the full right-of-way.
- 9.4.7 On segments of Bloor Street and Courtice Road where a Multi-Way configuration is not deemed feasible, alternative design solutions should be implemented that achieve the objectives for the Multi-Way established in Policy 9.4.2, with regard to Durham Region guidelines and the requirements of Arterials Type A as identified in Appendix C, Table C-2 of the Clarington Official Plan, and will consider the following elements:
- a) Type A arterial rights-of-way serve a wide variety of functions and shall carefully balance safety, visual amenity and pedestrian considerations;
 - b) Dedicated bikeways with clearly identified signage and/or pavement markings shall be provided;
 - c) Transit oriented design elements shall be accommodated including transit shelters, accessible sidewalk connections and curb cuts to access transit stops;
 - d) Regular planting of street trees is encouraged to create a comfortable and desirable pedestrian environment;

- e) Appropriate lighting will be provided to enhance the safety and comfort of the pedestrian streetscape;
- f) Lighting shall be downcast to reduce light pollution; and
- g) Strategies to accommodate on-street parking may be considered.

9.4.8 Arterial roads identified as Arterial B or Arterial C on Schedule B will generally be designed according to the requirements for Arterials Type B or Arterials Type C respectively in Appendix C, Table C-2 of the Clarington Official Plan and will be consistent with the requirements set forth in the Urban Design Guidelines for Southeast Courtice and will consider the following elements:

- a) A two-way dedicated bicycle path including appropriate signage and/or pavement markings;
- b) Sidewalks shall be provided on both sides of the right-of-way;
- c) Transit oriented design elements shall be accommodated including transit shelters, accessible sidewalk connections and curb cuts to access transit stops;
- d) Regular planting of street trees is encouraged to create a comfortable and desirable pedestrian environment;
- e) Appropriate road scale lighting shall be provided at the pedestrian scale to contribute to the safety and comfort of the streetscape; and
- f) Lighting shall be downcast to reduce light pollution.

9.4.9 Improvements to Highway 2, Bloor Street, and Courtice Road are to meet the planning, engineering, design, and approval requirements of the Region of Durham and the intent of this Secondary Plan.

9.5 Collector Roads

9.5.1 Collector 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:

- a) A minimum of two through lanes shall be provided, the right-of-way may include a turning lane at junctions and intersections;
- b) A clearly marked on-street bicycle lane shall be provided on collector routes on both sides of the right-of-way;
- c) Landscaping and tree plantings are encouraged within the right-of-way;
- d) A sidewalk shall be provided on both sides of the right-of-way set back from the curb or otherwise buffered from active lanes of traffic;

- e) 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
- f) Lighting should be downcast to reduce light pollution.

9.5.2 Collector roads shall be designed to incorporate passive and physical traffic calming measures where appropriate to reduce speeds and improve safety.

9.5.3 The intersection of collector roads on Highway 2, Bloor Street, and Courtice Road are to meet the planning, engineering, design, and approval requirements of the Region of Durham.

9.6 Local Roads

9.6.1 Local roads shall be established on a modified rectilinear grid pattern to realize high connectivity and permeability across the Secondary Plan area.

9.6.2 Draft plans of subdivision shall have regard for the design guidelines for local roads, lanes and green streets contained in the Urban Design and Sustainability Guidelines.

9.6.3 Local roads shall be designed to incorporate passive and physical traffic calming measures to reduce speeds and improve safety.

9.6.4 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:

- a) On-street parking lane shall be available on either side of the right-of-way;
- b) Parking lanes may have permeable paving and be broken by landscaped curb extensions as a pedestrian facility and traffic calming measure;
- c) Sidewalks are encouraged on both sides of a local road;
- d) 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
- e) Lighting should be downcast to reduce light pollution.

9.6.5 The design and location of local roads shall also be consistent with Policy 19.6.23 of the Municipality of Clarington Official Plan.

9.6.6 An east-west right-of-way shall be established as a Special Local Road, located north of Bloor Street, extending east of Trulls Road and providing an easterly connection from Trulls Road extending to the Farmington Drive extension. This

route shall be established as a public right-of-way through the *development* approval process.

- 9.6.7 An east-west right-of-way shall be established as a Special Local Road, located north of Bloor Street, extending west of Trulls Road and providing a westerly connection from Trulls Road to the Granville Drive extension. This route shall be established as a public right-of-way through the *development* approval process.
- 9.6.8 The east-west local road connecting the Granville Drive extension to Trulls Road and from Trulls Road to the Farmington Drive extension, north of Bloor Street, shall perform as a Special Local Road to provide a connection between residential neighbourhoods and community uses. There shall be an emphasis on creating safe and pedestrian-focused environments.
- 9.6.9 The design standards in policy 9.6.4, for the special local road shall include the following design standards:
- a) A clearly marked on-street bicycle lane shall be provided on both sides of the right-of-way;
 - b) Landscaping and tree plantings are encouraged within the right-of-way;
 - c) A sidewalk shall be provided on both sides of the right-of-way set back from the curb or otherwise buffered from active lanes of traffic;

9.7 Rear Lanes

- 9.7.1 Public rear lanes are permitted and encouraged to support safe and attractive streets by eliminating the need for driveways and street-facing garages.
- 9.7.2 Public rear lanes can provide alternative pedestrian routes through a community and shall provide a safe environment for pedestrian and vehicle travel.
- 9.7.3 Public utilities may be located within public rear lanes subject to functional and design standards established by the Municipality.
- 9.7.4 Rear lanes 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) Rear lanes shall allow two-way travel and incorporate a setback on either side of the right-of-way to the adjacent garage wall;
 - b) Rear lanes shall provide a minimum pavement width of 6.5 metres; provide access for service and maintenance vehicles for required uses as deemed necessary by the Municipality and may include enhanced laneway 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 Public Works;
- f) No Region of Durham infrastructure shall be permitted;
- g) Rear lanes should be graded to channelize snow-melt and runoff;
- h) The design of rear lanes shall incorporate appropriate elements of low impact design including permeable paving where sufficient drainage exists;
- i) Rear lanes should be prioritized where *development* fronts onto an arterial or collector road network;
- j) Access for waste collection and emergency service vehicles is to be accommodated;
- k) Access to loading areas should be provided from rear lanes;
- l) 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
- m) Lighting should be downcast to reduce light pollution.

9.8 Public Transit

- 9.8.1 The Public Transit Network will enhance the community of Southeast Courtice and will support the creation of a sustainable, liveable, and active community.
- 9.8.2 The Municipality shall ensure that transit facilities are integrated early and appropriately throughout Southeast Courtice by including Durham Region Transit in all *development* pre-application meetings, and ensuring that transit requirements are addressed through municipal capital works and private *development* applications.
- 9.8.3 The design of transit stops shall incorporate appropriate amenities and shall consider transit shelters, seating, tactile paving, bike racks, curb cuts and appropriate lighting.
- 9.8.4 To facilitate the creation of a *transit-supportive* urban structure, the following measures shall be reflected in *development* proposals, including the subdivision of land:
 - a) *Transit-supportive* densities provided on lands within the Regional *Corridor* in keeping with municipal density targets;

- b) An *active transportation* network that promotes direct pedestrian access to transit routes and stops;
- c) Transit stops located in close proximity to activity nodes and building entrances;
- d) Provision for transit stops and incorporation of bus-bays where appropriate into road design requirements; and
- e) Where feasible, the integration of transit waiting areas in buildings located adjacent to transit stops.

9.9 Integration and Quality of Active Transportation Routes

- 9.9.1 Principles of *active transportation* promote all self-powered forms of mobility. The *active transportation* network provides opportunities for *active transportation* and enhances mobility by providing for an alternative to local automotive transportation.
- 9.9.2 The policies of the Southeast Courtice Secondary Plan are an extension of the Municipality's Active Transportation Network and are intended to ensure the local provision and ongoing development of an *active transportation* network which connects residents of differing abilities to destinations and other modes of transportation such as public transit.
- 9.9.3 The *active transportation* network includes both on- and off-street facilities including trails, sidewalks, separated bicycle lanes and on-street bicycle lanes. Elements of the Active Transportation System are shown on Schedule B of this plan.
- 9.9.4 All road *infrastructure* within the Southeast Courtice Secondary Plan area shall promote the safety and visibility of vulnerable road users.
- 9.9.5 The *active transportation* network may be provided within road rights-of-way as well as through trails and mid-block connections. *Active transportation* connections across barriers (natural and related to *infrastructure*) shall be planned at appropriate walking/cycling intervals to reduce barriers between areas and increase accessibility for all ages and abilities.
- 9.9.6 To support increased network connectivity, provide relief from continuous facades and to establish secondary view corridors connecting prominent arterial or collector roads, mid-block connections shall be established throughout the Secondary Plan Area and in particular through high and medium density blocks within the Regional Corridor.
- 9.9.7 Destinations such as natural areas, *parks*, schools, *recreation* areas and stores and connections with areas outside the Secondary Plan area boundaries will be integrated through the on- and off-street *active transportation* network including segregated and on-street bike lanes and multi-use trails.
- 9.9.8 All collector and local roads shall also be planned to include a vibrant and healthy tree canopy, consisting of primarily native plantings. The tree canopy will provide

shade and enhance and establish a vibrant urban environment. A tree canopy plan shall be prepared for each plan of subdivision. In order to maximize the amount of tree planting and to minimize the removal of in-situ trees, the co- location of utilities is encouraged.

Trails

9.9.9 Trails serve as a key form of off-street connectivity within the community of Southeast Courtice. They allow for *recreation* and *active transportation*, creating off-street linkages between destinations as well as providing safe and enjoyable access to the *parks* and natural heritage systems.

9.9.10 As outlined in policy 18.4.3 of the Clarington Official Plan, Municipal trails will be developed within two classifications - primary and secondary trails.

9.9.11 The design of the recreational trail should reflect the function and nature of the type of open space it occupies.

9.9.12 Primary trails are multi-use trails that provide for a variety of recreational uses and occasional vehicular access for maintenance purposes. They shall generally adhere to the following design principles:

- a) Primary trails shall be barrier free and have multiple access points;
- b) Entrances should be clearly demarcated with gateway features such as public art where appropriate;
- c) Washrooms, parking, furniture including benches and bins, signage, interpretive facilities and lighting should be provided to enhance safety and support use by all ages and abilities; and
- d) Primary trails shall allow for two-way cyclist or pedestrian passage.

9.9.13 Secondary trails provide access to natural areas and, where appropriate, stormwater management areas. They integrate these areas into the *park* and open space network and support passive *recreation* opportunities in these environments. Secondary trails are narrower than primary trails and usually have a surface of crushed aggregate or woodchip.

9.9.14 Trails and creek crossings will be minimized within Environmental Protection Areas to conserve the *ecological function* and *hydrological function* of the features comprising the *natural heritage system*.

9.9.15 Trail location shall be the subject of an Environmental Impact Study, where appropriate.

9.9.16 Trails identified on Schedule B shall be assessed as part of an Environmental Impact Study being undertaken on adjacent lands.

9.9.17 Trails should generally follow the alignment indicated on Schedule B. The precise classification alignment and the location of safe trail crossings over roads will be confirmed through the detailed design stage of the *development* approvals process.

9.9.18 Additional trails may be identified through the development approvals process to augment the trail system identified on Schedule B.

10 Housing

10.1 Objectives

10.1.1 Offer a variety of housing forms, sizes and tenures, that allow households of various sizes and incomes to find a home within Southeast Courtice.

10.1.2 Encourage the provision of *affordable* housing and rental housing.

10.1.3 Foster aging in place by encouraging a range of housing that can meet the needs of Courtice residents during all phases of life.

10.2 General Policies

10.2.1 A variety of housing forms, sizes and tenures shall be provided in Southeast Courtice 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.

10.2.2 *Affordable* housing is encouraged to locate within and near to *Regional Corridors* to provide residents excellent access to public transit.

10.2.3 *Affordable* housing, including community housing, supportive housing and other types of subsidized non-market housing units, are encouraged to be integrated within neighbourhoods and combined in *developments* that also provide market housing to provide opportunities for a range of housing tenures and prices that support diversity.

10.2.4 New *affordable* housing and purpose-built rental housing should incorporate barrier-free, universal or flex design features in both common and living areas.

10.2.5 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.

10.2.6 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.

- 10.2.7 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.
- 10.2.8 To facilitate the *development* of *affordable* housing units within the Secondary Plan area and in the Municipality, the Landowners Group in the Secondary Plan Area shall provide either land in accordance with Section 10.2.9 or a contribution of funds to the Municipality in accordance with Section 10.2.10 for the development of affordable, public or non-profit housing in the community.
- 10.2.9 The land to be conveyed as provided in Section 10.2.8 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.
- 10.2.10 The contribution of funds as provided in Section 10.2.8 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 approval of the first development application in the Secondary Plan area at a rate of \$400.00 per unit.
- 10.2.11 A range of unit sizes are encouraged within apartment and multi-unit buildings, including those suitable for single people, and larger households and families.
- 10.2.12 The Municipality will give priority to 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.

11 Infrastructure, Stormwater Management and Environmental Performance

11.1 Objectives

- 11.1.1 Incorporate *infrastructure* and *utilities* in a manner that is sensitive to the quality of the public realm.
- 11.1.2 Reduce the impact of *development* on hydrologic and ecological systems through the use of the principles of Low Impact Development and *Green Infrastructure*.
- 11.1.3 Extend greenery throughout Southeast Courtice through native plantings, which include a diversity of tree species that contribute to the urban forest and a vibrant and healthy tree canopy.

11.1.4 Promote the use of technologies and methods which improve the environmental performance of *development*.

11.2 Infrastructure and Utilities

11.2.1 Telecommunications/communications utilities, electrical stations or sub-stations, mail boxes or super mail boxes and similar facilities should be incorporated and built into architectural and landscaping features, rather than being freestanding. Where feasible, these shall be compatible with the appearance of adjacent uses and include anti-graffiti initiatives.

11.2.2 Super mailboxes shall not be located in a municipally owned *park*.

11.2.3 Sanitary sewer alignments are subject to change as future detailed design work is completed as part of *development* applications.

11.3 Stormwater Management and Low Impact Development

11.3.1 Stormwater management facilities shown on Schedule A and B are illustrative and final location and sizing shall be determined through the *development* application process.

11.3.2 Proposed stormwater management quality, quantity, erosion control and water balance for ground water and natural systems shall be assessed during the *development* approval process to determine the impact on the *natural heritage system* and environmental features.

11.3.3 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.

11.3.4 The Stormwater Management Report and Plan identified in Policy 11.3.3 shall apply a range of stormwater management practices including Low Impact Development techniques to ensure water quality control, baseflow management, water temperature control and the protection of aquatic habitat. The Stormwater

Management Report and Plan 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.

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

11.3.6 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.

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

11.3.8 *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 3 metres of a building foundation and beyond tree protection areas.

11.3.9 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.

11.4 Urban Forest and Native Plantings

11.4.1 Together, new *development* and public realm improvements shall establish an urban tree canopy throughout the Secondary Plan area to minimize the heat island effect, provide for shade and wind cover and contribute to a green and attractive environment.

- 11.4.2 New *development* and public realm improvements are required to use native plant species wherever possible, particularly along rights-of-way and pedestrian trails.
- 11.4.3 New *development* and public realm improvements shall only use native plantings within 30 metres of Environmental Protection Areas.
- 11.4.4 All private *development* shall be supported by landscape plans which demonstrate how the *development* will contribute to the urban forest, improve the health and diversity of the natural environment, support other local plant and animal species and further enhance the connectivity of the built environment to *natural heritage features* and *hydrologically sensitive features*.
- 11.4.5 All private *development* shall contribute to the woodland cover target for the watershed in keeping with the Robinson Creek and Tooley Creek Subwatershed Study and in accordance with Environment Canada's target for woodland cover.
- 11.4.6 A diversity of tree species shall be planted in *parks* and along rights-of-way to provide a healthy and more robust tree inventory that is less prone to insects and diseases.
- 11.4.7 Selection of tree species within the Secondary Plan area will contribute to the Municipality's species diversity objectives.
- 11.4.8 Where trees, shrubs and/or features are destroyed or harvested pre-maturely prior to proper study and approval, compensation should occur on site and shall be calculated at a 3:1 ratio.

11.5 Building Technology

- 11.5.1 Buildings shall be constructed with attractive and durable materials that conserve energy by lowering maintenance and replacement costs.
- 11.5.2 New *development* shall consider the use of renewable energy sources.
- 11.5.3 New *development* shall consider the use of technologies such as green roofs and reflective roof surface materials with high thermal reflectivity.

11.6 Urban Design and Sustainability Guidelines

- 11.6.1 The Urban Design and Sustainability Guidelines contained in Appendix A and described in Policy 12.3.7 and 12.3.8 provide direction 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, Secondary Plan policy prevails.

12 Implementation and Interpretation

12.1 Environmental Study Area

- 12.1.1 Lands identified as Environmental Study Area are identified on Schedule A. The lands generally bound by Trulls Road in the west, Courtice Road in the east, Bloor Street in the South and Meadowglade Road to the north and shown on Schedule A have been identified as an Environmental Study Area.
- 12.1.2 The Environmental Study Area identifies an area that contains complex natural features and functions, many of which require additional study to define. An Environmental Impact Study shall be prepared for the Area, in accordance with the policies of the Official Plan.
- 12.1.3 Until the Environmental Impact Study has been completed in accordance with Policy 12.1.2, land uses within the Environmental Study Area shall be limited to existing lawful/permitted uses.
- 12.1.4 Following the completion of the required study to the satisfaction of the Municipality, the Environmental Study Area may be modified as deemed appropriate by the study, without amendment to this Plan, and the underlying land use designation will apply.
- 12.1.5 The Zoning By-law shall be amended as appropriate following the completion of the required study to implement new land use permissions for the study area.

12.2 Zoning By-law

- 12.2.1 A Zoning By-law shall implement the policies of this Secondary Plan.

12.3 Implementation

- 12.3.1 The policies of this Secondary Plan shall be considered when making decisions related to development of the lands within the Southeast Courtice Secondary Plan Area. The policies of this Secondary Plan shall be implemented by exercising the powers conferred upon the Municipality by the Planning Act, the Municipal Act and any other applicable statutes, and in accordance with the applicable policies of the Official Plan.
- 12.3.2 Detailed studies prepared in support of a development application may refine the recommendations of the Robinson Creek and Tooley Creek Subwatershed Study on a site by site basis however the study must address the issues raised by the Subwatershed Study.
- 12.3.3 The Municipality will monitor the policies of this Secondary Plan as part of the regular Official Plan review and propose updates as deemed necessary.
- 12.3.4 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.

12.3.5 It is not possible or desirable to recognize all existing uses in the Secondary Plan. An existing use of land, building or structure which is lawfully in existence prior to the passage of the implementing Zoning By-law and which does not conform to this Secondary Plan, but continues to be used for such purposes, shall be deemed to be legal non-conforming.

12.3.6 Non-conforming uses, legal or otherwise, shall be encouraged to relocate or redevelop so that the subject land may be used in conformity with the policies of this Secondary Plan and the provisions of the implementing Zoning By-law.

12.3.7 Inherent to the Southeast Courtice Secondary Plan is the principle of flexibility, provided that the general intent and structure of the 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.

12.3.8 The Urban Design and Sustainability Guidelines, including the Demonstration Plan, are contained as an appendix to this Secondary Plan.

12.3.9 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

Southeast Courtice community. 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, however, do not require an amendment to implement an alternative design solution, or solutions at any time in the future.

- 12.3.10 Engineering *infrastructure* shall follow the schedule within the Municipality's and Region's capital budget, as agreed to by the landowners' group.
- 12.3.11 All new *development* within the Southeast Courtice 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.
- 12.3.12 *Development* applications for lands abutting the arterial road and collector roads shown in Schedule B shall require that lands be dedicated for road widenings as determined by the Municipality or Region.
- 12.3.13 The conveyance of additional land or the contribution of additional funds to facilitate the development of affordable housing beyond the provisions in policies 10.2.8, 10.2.9 and 10.2.10 shall not be utilized as a means to increase the number of units permitted by the Secondary Plan or as a means to not implement the policies of the Secondary Plan.
- 12.3.14 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.
- 12.3.15 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.
- 12.3.16 Certain benefitting landowners within the Secondary Plan area have entered, or will enter, into an agreement or agreements amongst themselves to address the distribution of all costs of development including those which may not be recoverable by the Municipality under the Development Charges Act, 1997, or any successor legislation, particularly the provision of community and infrastructure facilities such as parks, roads, road improvements, external services, stormwater management facilities, public/private utilities and schools.

12.3.17 In order to implement section 12.3.16, the Municipality shall include conditions of Draft Plan Approval that may require the benefitting landowners to enter into agreements with other benefitting landowners with respect to the provision of servicing. If a benefitting landowner chooses not to enter into such agreements, it is the Municipality's intention that no development shall be permitted until it has been demonstrated that the benefitting landowner has entered into required agreements with other affected landowners with respect to the provision of services and other infrastructure.

12.4 Interpretation

12.4.1 The Southeast Courtice Secondary Plan has been prepared to align with the policies of the Official Plan. The policies of this Secondary Plan, along with Maps and Appendices shall be read and interpreted in conjunction with the policies of the Official Plan.

12.4.2 In the event of a conflict between the Official Plan and this Secondary Plan, the policies of the Secondary Plan shall prevail.

12.4.3 The boundaries shown on Schedule A to this Plan are approximate, except where they meet with existing roads, river 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.

12.4.4 Where examples of permitted uses are listed under any specific land use designation, they are intended to provide examples of possible uses. Other similar uses may be permitted provided they conform to the intent and all applicable provisions of this Secondary Plan.