



# Planning Report

## Draft Plan of Subdivision Bayview (Southwest Courtice) Secondary Plan

Tribute (Prestonvale) Limited

March 2022

# Contents

<b>1. Introduction</b>	<b>1</b>
1.1 Purpose of this Report	1
1.2 Scope and Limitations	1
<b>2. Site Context and Site Features</b>	<b>3</b>
<b>3. Draft Plan of Subdivision</b>	<b>4</b>
<b>4. Draft Plan Conformity to the Bayview (Southwest Courtice) Secondary Plan</b>	<b>6</b>
4.1 Environmental Protection Area Designation	6
4.2 Road Pattern	6
4.3 Medium Density Residential	7
4.4 Low Density Residential Designation	7
4.5 Neighbourhood Park	7
4.6 School Block	7
4.7 Stormwater Management Facilities	8
4.8 Conclusion on Conformity	8
<b>5. Conformity to Senior Planning Documents</b>	<b>17</b>
5.1 Clarington Official Plan	17
5.2 Durham Regional Official Plan (DROP)	17
5.3 Conformity with the Provincial Policy Statement 2020 (PPS) and Growth Plan	18
<b>6. Bayview (Southwest Courtice) Urban Design and Sustainability Guidelines</b>	<b>19</b>
<b>7. Supporting Studies and Reports</b>	<b>21</b>
7.1 Functional Servicing Report and Stormwater Management Report (February 2022)	21
7.2 Phase One Environmental Site Assessment (March 2020)	21
7.3 Geotechnical Investigation (February 2022)	21
7.4 Hydrogeological Investigation (February 2022)	21
7.5 Archaeological Assessment (December 2020 to November 2021)	21
7.6 Environmental Impact Study (February 2022)	22
7.7 Transportation Impact Study (February 2022)	22
7.8 Heritage Impact Assessment (February 2022)	22
7.9 Landscape Analysis (February 2022)	23
7.10 Other Reports	23
<b>8. Conclusion</b>	<b>24</b>

## Figure Index

Figure 1	Draft Plan and Secondary Plan	2
Figure 2	Proposed Draft Plan of Subdivision	5
Figure 3	Schedule A	9
Figure 4	Environmental Protection Designation	10
Figure 5	Road Pattern	11
Figure 6	Medium Density Residential Designation	12
Figure 7	Low Density Residential Designation	13
Figure 8	Neighbourhood Park Designation	14
Figure 9	School Designation	15
Figure 10	Water Management Facilities	16

## Appendices

Appendix A	Minimum Density Target Calculation
------------	------------------------------------

# 1. Introduction

## 1.1 Purpose of this Report

This Planning Report is submitted in support of applications for Draft Plan of Subdivision and Zoning By-law Amendment for two parcels owned by Tribute (Prestonvale) Limited within the Southwest Courtice (Bayview) Secondary Plan area as shown on **Figure 1**. The two parcels have a combined area of 30.6 hectares and are separated by a closed road allowance under the ownership of the Municipality of Clarington. It is the developer's intention to acquire the Municipal lands and incorporate them into the development prior to the registration of the first phase of the Plan of Subdivision.

The proposed Draft Plan of Subdivision has been designed to integrate the development on all three parcels with a street and lotting pattern "ghosted in" on the road allowance lands. This Planning Report will address the three parcels as a single, integrated development. The report describes the proposed Draft Plan of Subdivision and its conformity to the recently updated Bayview Secondary Plan. It also describes how, by extension, it also conforms to the Clarington Official Plan, the Region of Durham Official Plan and Provincial Planning Policies and Plans. The report also notes the Urban Design Guidelines of relevance to the site at the Draft Plan of Subdivision stage and describes how the Draft Plan addresses those guidelines. The report includes a summary of all the background studies and reports that have been submitted in support of the approval of the applications. Finally, the report concludes with recommendation that the applications be approved.

## 1.2 Scope and Limitations

*This report: has been prepared by GHD for Tribute (Prestonvale) Limited and may only be used and relied on by Tribute (Prestonvale) Limited for the purpose agreed between GHD and Tribute (Prestonvale) Limited as set out in Section 1.1 of this report.*

*GHD otherwise disclaims responsibility to any person other than Tribute (Prestonvale) Limited arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.*

*The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.*

*The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.*

*The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report (refer Section(s) 1.1 of this report). GHD disclaims liability arising from any of the assumptions being incorrect.*





TRIBUTE  
PRESTONVALE  
DRAFT PLAN AND  
SECONDARY PLAN

Job Number | 11207827  
Revision | A  
Date | JAN 2022

Figure 1

## 2. Site Context and Site Features

The subject property is located on the west side of Prestonvale Road approximately midway between Bloor Street and Baseline Road as shown on **Figure 1**. Prestonvale Road is a Type 'C' Arterial Road under the jurisdiction of the Municipality of Clarington.

The property is an existing farm with a tributary of the Robinson Creek running through it in a northwest to southeast direction in the northeast quadrant of the site. This feature, including riparian areas and the associated floodplain take up about 16% of the property.

The lands to the north have been developed as an urban residential community under the designations and policies of the original Bayview Secondary Plan. As with the subject property, the neighbouring lands to the west, south and east are currently used predominantly for agricultural purposes but are slated for future urban development in accordance with the recently updated Bayview Secondary Plan.

A more precise description of the adjacent uses follows:

- North** Existing and approved residential development including a Stormwater Management Pond and two collector roads (Fenning Drive and Rosswell Drive) that will be extended through the subject property to Prestonvale Road.
- East** Across Prestonvale Road are rural residential lots and the Prestonvale Tree Farm. The latter is designated for residential development in the Bayview Secondary Plan Update.
- South** Immediately to the south is farmland designated for residential development and the extension of Townline Road as per the Bayview Secondary Plan Update. Further south is an existing cemetery.
- West** Immediately to the west is farmland designated for residential development in the Bayview Secondary Plan Update. West of this property is existing Townline Road with existing residential development in the City of Oshawa west of that.

### 3. Draft Plan of Subdivision

**Figure 2** is a copy of the proposed Draft Plan of Subdivision which illustrates the details of the layout of the Plan as described below.

The proposed Draft Plan consists of a total residential yield of 407 units located in two areas; a small area northeast of the Robinson Creek Tributary and a much larger area southwest thereof. The northeast area will be accessed by the southern extension of Rosswell Drive (a collector road) from the existing neighbourhood to intersect with Prestonvale Road. The southwest area will be accessed by the southern extension of Fenning Drive (a collector road) to connect with Prestonvale Road. The southwest area will also have three future road connections from the Fenning Drive extension to the Townline Road extension. The Draft Plan provides for a large Neighbourhood Park adjacent and to the south of an existing Stormwater Management (SWM) pond which connects Fenning Drive to the Robinson Creek valley. Also abutting Fenning Drive is part of a future elementary school site. SWM ponds are proposed for each of the two development areas on either side of the creek. Both ponds abut Prestonvale Road where the creek exits the property under the road.

As noted in Section 1, the subject property consists of two parcels separated by a municipal road allowance. The Draft Plan has been designed so as to incorporate the road allowance into the overall road and land use pattern as an integrated whole. This leads to a number of part lots and road stubs in the proposed Draft Plan. However, when the plan is combined with the road allowance;

- The neighbourhood park will expand
- The local road pattern will connect; and
- The part lots will combine to create full lots of consistent lot sizes.

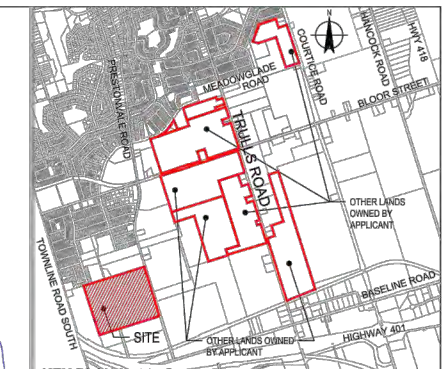
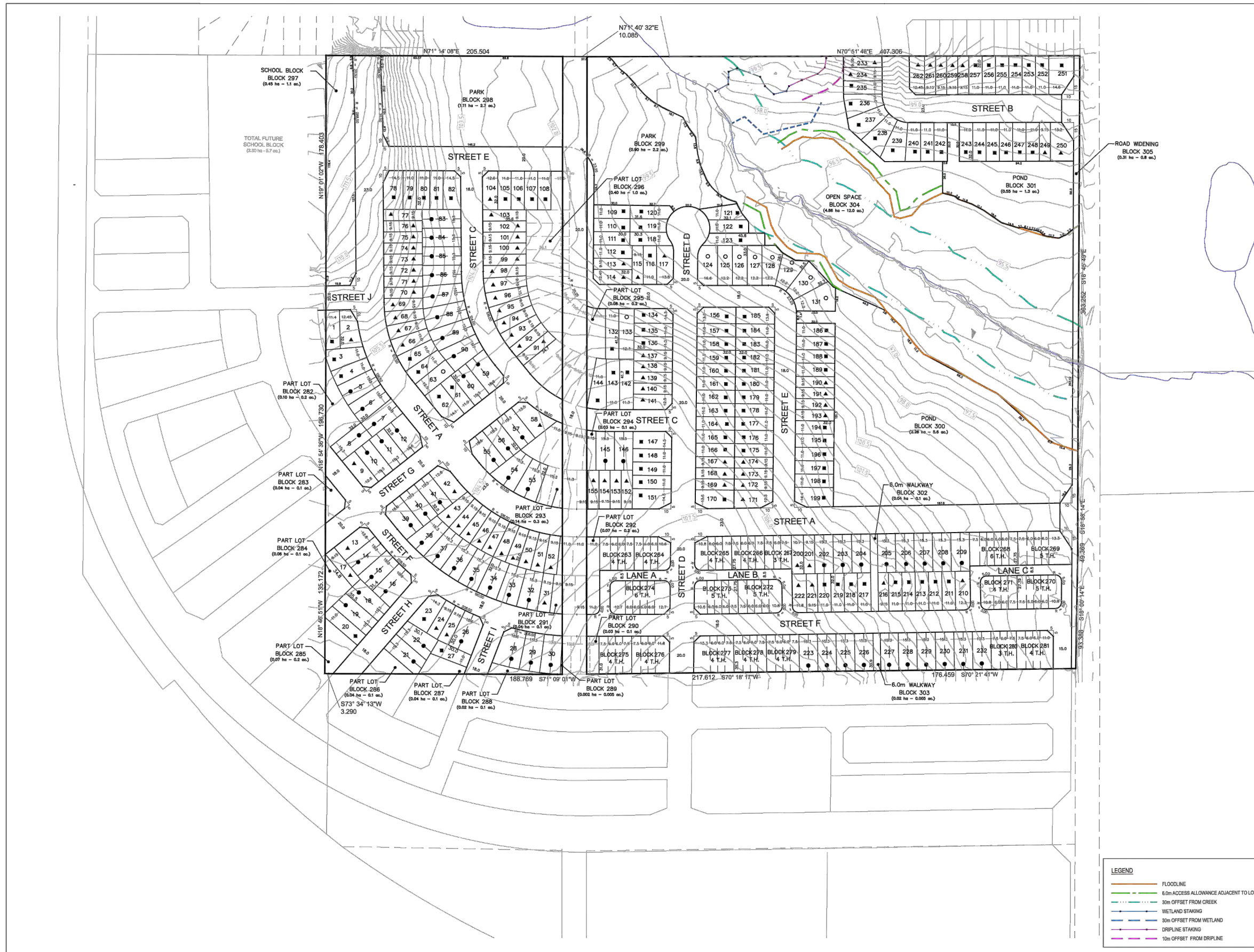
When combined with the road allowance, the complete plan will yield 442 units consisting of:

- 11 single detached lots with 12.2m frontage
- 120 single detached lots with 11.0m frontage
- 97 single detached lots with 9.15m frontage
- 132 semi-detached lots with 7.65m frontage
- 82 street townhouses with 6.0m frontage

The balance of this report will refer to the proposed Draft Plan of Subdivision as if the integration of the plan with the road allowance has taken place.

The implementation of the Draft Plan of Subdivision will require the adoption of a Zoning By-law which will permit the construction of the built forms proposed. An application for approval of a site-specific Zoning By-law amendment implementing the Draft Plan has been submitted to be processed together with the subdivision application. However, it is understood that Clarington Staff is also working on a comprehensive Zoning By-law for the Bayview Secondary Plan Area with the assistance of a consultant, as a parallel process.





KEY PLAN-Not to Scale  
 PROPOSED  
**DRAFT PLAN**  
 OF SUBDIVISION OF -  
 PART OF LOT 34 & 35 & PART OF ROAD ALLOWANCE  
 BETWEEN LOTS 34 & 35  
 CONCESSION 2

**MUNICIPALITY OF CLARINGTON**  
 REGIONAL MUNICIPALITY OF DURHAM

**SCHEDULE OF LAND USES:**

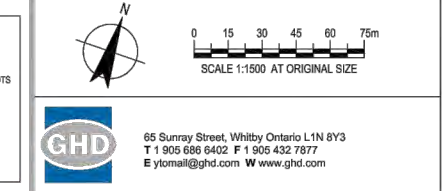
LOW DENSITY RESIDENTIAL	LOTS	UNITS
▲ 9.15+m FRONTAGES - (DETACHED DWELLINGS)	84	84
■ 11.0 +m FRONTAGES - (DETACHED DWELLINGS)	105	105
○ 12.2 +m FRONTAGES - (SEMI-DETACHED DWELLINGS)	10	10
● 15.3 +m FRONTAGES - (SEMI-DETACHED DWELLINGS)	63	126
<b>TOTAL # LOTS/UNITS RESIDENTIAL</b>	<b>262</b>	<b>325</b>
<b>TOTAL AREA S.F. RESIDENTIAL</b>	<b>10.47 ha</b>	

RESIDENTIAL BLOCK	BLOCK #	UNITS	AREA (ha)
6.0m STREET TOWNHOUSES	263 - 281	82	1.72
<b>TOTAL RESIDENTIAL UNITS / AREA</b>	<b>407</b>	<b>12.17 ha</b>	
<b>LAND USE BLOCKS</b>	<b>BLOCK #</b>	<b>AREA(ha)</b>	
PART LOTS	282 - 296	1.16	
SCHOOL PART BLOCK	297	0.45	
PARK	298 - 299	2.01	
POND	300 - 301	2.81	
WALKWAY	302 - 303	0.06	
OPEN SPACE	304	4.86	
ROAD WIDENING	305	0.31	
<b>TOTAL AREA</b>	<b>11.66 ha</b>		

ROADS	LENGTH(m)	AREA(ha)
8.5 m R.O.W.	318	0.30
15.0 m R.O.W.	37	0.06
18.0 m R.O.W.	1320	2.40
20.0 m R.O.W.	733	1.63
23.0 m R.O.W.	1026	2.36
<b>TOTAL LENGTH / AREA</b>	<b>3434</b>	<b>6.75 ha</b>
<b>TOTAL AREA OF SUBMISSION</b>	<b>30.60 ha</b>	

**ADDITIONAL INFORMATION UNDER THE PLANNING ACT**  
 Under section 5(17) of The Planning Act, information required by clauses A,B,C,D,E,F,G, & J shown on Draft and Key plans.

OWNER'S CERTIFICATE	SURVEYOR'S CERTIFICATE
WE, THE REGISTERED OWNERS OF THE SUBJECT LANDS, HEREBY AUTHORIZE GHD TO PREPARE AND SUBMIT A DRAFT PLAN OF SUBDIVISION FOR APPROVAL.	I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN ON THIS PLAN.
TRIBUTE (PRESTONVALE) LIMITED	J.D. BARNES LIMITED ONTARIO LAND SURVEYORS
SIGNED: _____ DATE: _____	SIGNED: _____ DATE: _____



No	Revision	Note	Drawn	Job Manager	Project Director	Date
A		ORIGINAL SUBMISSION	J.T.	B.J.	B.J.	01/2022

Drawn	J.T.	Designer	B.J.
Drafting Check		Design Check	
Approved		Date	JAN. 26, 2022
GHD Inc. Conditions of Use. This document may only be used by GHD's client (and any other person who GHD has agreed can use this document) for the purpose for which it was prepared and must not be used by any other person or for any other purpose.			

Client:	<b>TRIBUTE (PRESTONVALE) LIMITED</b>
Project Name:	<b>DRAFT PLAN</b>
Project No:	<b>11207827</b>
Drawing No:	<b>DP1</b>
Rev:	<b>A</b>

Figure 2



## 4. Draft Plan Conformity to the Bayview (Southwest Courtice) Secondary Plan

The most relevant planning policy document for the design and approval of a Draft Plan of Subdivision is an approved Secondary Plan. A Secondary Plan has distilled all of the senior planning policy requirements into specific land use designations, and the public service facility and infrastructure needs for the community under consideration. These designations and requirements have, essentially, adapted and focused the higher order planning policies to fit the local circumstances of the community. In this instance, the subject properties are part of the Bayview (or Southwest Courtice) Secondary Plan. This document was adopted by Council of the Municipality of Clarington in May 2021. It is currently under review by the Region of Durham. Formal approval of the Bayview Secondary Plan is expected imminently.

**Figure 3** outlines the limits of the proposed Draft Plan of Subdivision on Schedule A – Land Use of the Bayview Secondary Plan. The balance of this section of the report will be review how the Draft Plan is in conformity with and will implement the requirements of the Secondary Plan.

### 4.1 Environmental Protection Area Designation

The most significant natural heritage feature on the subject properties is a tributary of the Robinson Creek that flows through the northeast quadrant of the Draft Plan. Associated with the tributary are a floodplain hazard and some areas of wetland and significant woodlot. All of these features have been staked in the field where necessary and mapped. Block 289 on the Draft Plan (see **Figure 4**) includes these features and the required setbacks (including vegetation protection zones and access allowances) as follows:

- a) 30 metre buffer to the watercourse as per the CLOCA Policy and Procedural Document
- b) Wetland as staked with CLOCA on June 12, 2020, plus a 30 metre Vegetation Protection Zone as per Table 3-1 of the Clarington Official Plan
- c) Drip line of woodland as staked with CLOCA on June 12, 2020, plus a 10 metre Vegetation Protection Zone as per Policy 3.4.16 of the Clarington Official Plan
- d) Floodplain dated 2010 as provided by CLOCA. Where the floodplain is adjacent to proposed lots, a 6 metre access allowance is included in the open space block. Where the floodplain is adjacent to stormwater management facilities, the 6 metre access allowance is provided within the design of the facility internal to the block.

There is a small extension of the Environmental Protection Area shown extending to the west of the main tributary on the Bayview Secondary Plan Land Use Schedule A that identifies a wooded headwater drainage feature. Site investigations in the field with CLOCA staff revealed that the wooded area is composed of Green Ash which is dying off. This has been determined not to be significant woodland. Furthermore, in accordance with policy 3.2.5 of the Secondary Plan, a Headwater Drainage Feature Assessment was conducted. It revealed that the hydrologic function of this feature does not merit its preservation in-situ.

As a result of these on-site investigations, the projection of the Environmental Protection designation is not included in Open Space Block 289.

### 4.2 Road Pattern

**Figure 5** highlights the road classifications in and around the proposed Draft Plan of Subdivision. The Secondary Plan provides for two collector road connections into/from the existing neighbourhood to the north. One is the extension of Rosswell Drive through the area northeast of the tributary and connecting to Prestonvale Road (Street 'B' in the Draft Plan). The other is the extension of Fenning Drive through the area of the Draft Plan southwest of the tributary and

also intersecting with Prestonvale Road (Street 'A' in the Draft Plan). The right-of-way of both collectors is 23 metres to match that of the existing roads further north.

Prestonvale Road itself, adjacent to the east limit of the subject properties is designated as a Type 'C' Arterial Road. The Draft Plan of Subdivision provides sufficient widening to provide for the long-term overall road allowance width called for in the Urban Design Guidelines.

There are three local roads proposed to connect the Fenning Drive collector road to the future Townline Road (Type 'B' Arterial Road). These are streets "D", "G" and "J" in the Draft Plan. The right-of-way for these local streets is 20 metres as they are the main local roads connecting to the arterial road network. Street "D" from Fenning Drive to its terminus at the local park, near the open space block, is also 20 metres in width. This recognizes the fact that this road is identified as a "Key Pedestrian Connection" on Schedule C of the Secondary Plan.

Finally, the local road adjacent to the neighbourhood park is also 20 metres (Street E) in width as requested by Clarington staff.

All other local roads have rights-of-way of 18 metres.

Public laneways with a right-of-way of 8.5 metres have been introduced to provide access to street townhouses in some strategic locations. Laneways are incorporated so as to eliminate driveways from street townhouses onto a collector road (Fenning Drive) and to ensure that there are no driveways to street townhouses across the street from each other on a local road.

### **4.3 Medium Density Residential**

The Secondary Plan designates Medium Density Residential areas on the south side of Fenning Drive at its intersection with Street D (the key pedestrian connection) and with Prestonvale Road. As shown on **Figure 6**, the Draft Plan provides street townhouse units at these locations in fulfillment of this designation. Townhouses with a minimum density of 40 units per net hectare are permitted in this designation. The street townhouses in the Draft Plan have a net density of 47.7 units per net hectare in accordance with that designation.

### **4.4 Low Density Residential Designation**

The Low Density Residential Designation portion of the Draft Plan (**Figure 7**) reflect the locations shown on the Secondary Plan Land Use Schedule. The Low Density Residential area is made up of a range of semi-detached and single-detached lots being 100 percent of the units and having an overall density of 32 units per net hectare.

This meets the Secondary Plan requirement for a minimum 80 percent of single and semi-detached units and a minimum density of 13 units per net hectare.

### **4.5 Neighbourhood Park**

The location and configuration of the Neighbourhood Park on the Draft Plan as identified as **Figure 8** is generally as shown on the Secondary Plan Schedules A and C as required by policy 7.2.5 thereof. It is also bordered almost in its entirety by public streets and Environmental Protection (EP) areas. Indeed, well over 60% of its boundary, where it does not abut on EP area, abuts a public street (as required by policy 7.3.5). The size, location and configuration of the park, therefore, conforms to the Secondary Plan.

### **4.6 School Block**

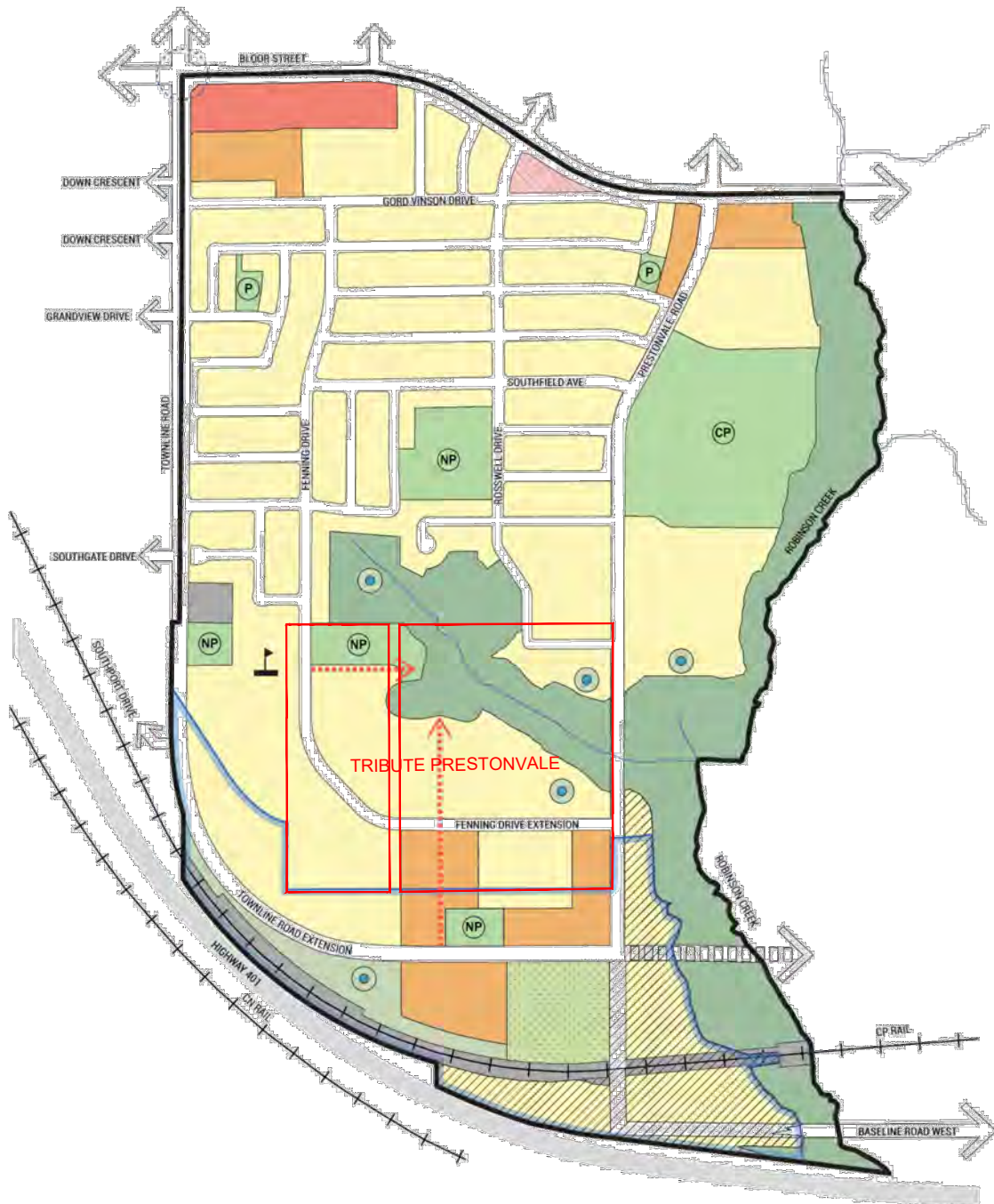
The Secondary Plan shows a school site that is planned to serve the neighbourhood located on the west side of the Fenning Drive extension. The Draft Plan of Subdivision provides for the portion of the school site through Block 283 as shown on **Figure 9**. Due to the configuration of land ownerships in the area relative to the collector road network, the majority of this school site will come from the adjacent property to the west.

## **4.7 Stormwater Management Facilities**

The Secondary Plan Land Use Schedule shows two SWF schematically on the subject property. They are located both north and south of the Robinson Creek upstream of its crossing under Prestonvale Road. As shown on **Figure 10**, the two SWF blocks (Blocks 286 and 287) are shown on the Draft Plan in the same locations. In both instances, the drainage area for each pond takes in some lands that lie beyond the limits of the Draft Plan of Subdivision to both the north and the south, respectively.

## **4.8 Conclusion on Conformity**

Given the analysis provided above that is based on a review of each component of the Secondary Plan, we conclude that the proposed Draft Plan of Subdivision is in conformity with the Bayview (Southeast Courtice) Secondary Plan.



**LEGEND**

- |  |   |  |
|--|---|--|
| <ul style="list-style-type: none"> <li>CP Community Park</li> <li>NP Neighbourhood Park</li> <li>P Parkette</li> <li>Stormwater Management Facilities</li> <li>Cemetery</li> <li>Other Green Spaces</li> </ul> | <ul style="list-style-type: none"> <li>Utility</li> <li>Low Density Residential</li> <li>Medium Density Residential</li> <li>High Density Residential</li> <li>Neighbourhood Commercial</li> <li>Environmental Protection Area</li> </ul> | <ul style="list-style-type: none"> <li>Special Study Area</li> <li>Preferred School Site</li> <li>Key View Corridors</li> <li>Prominent Intersections</li> <li>Former Employment Lands<br/><i>(Area designated PSEZ and proposed for conversion to permit residential uses)</i></li> </ul> |
|--|---|--|

# Schedule A - Land Use

Bayview (Southwest Courtice) Secondary Plan



May 2021

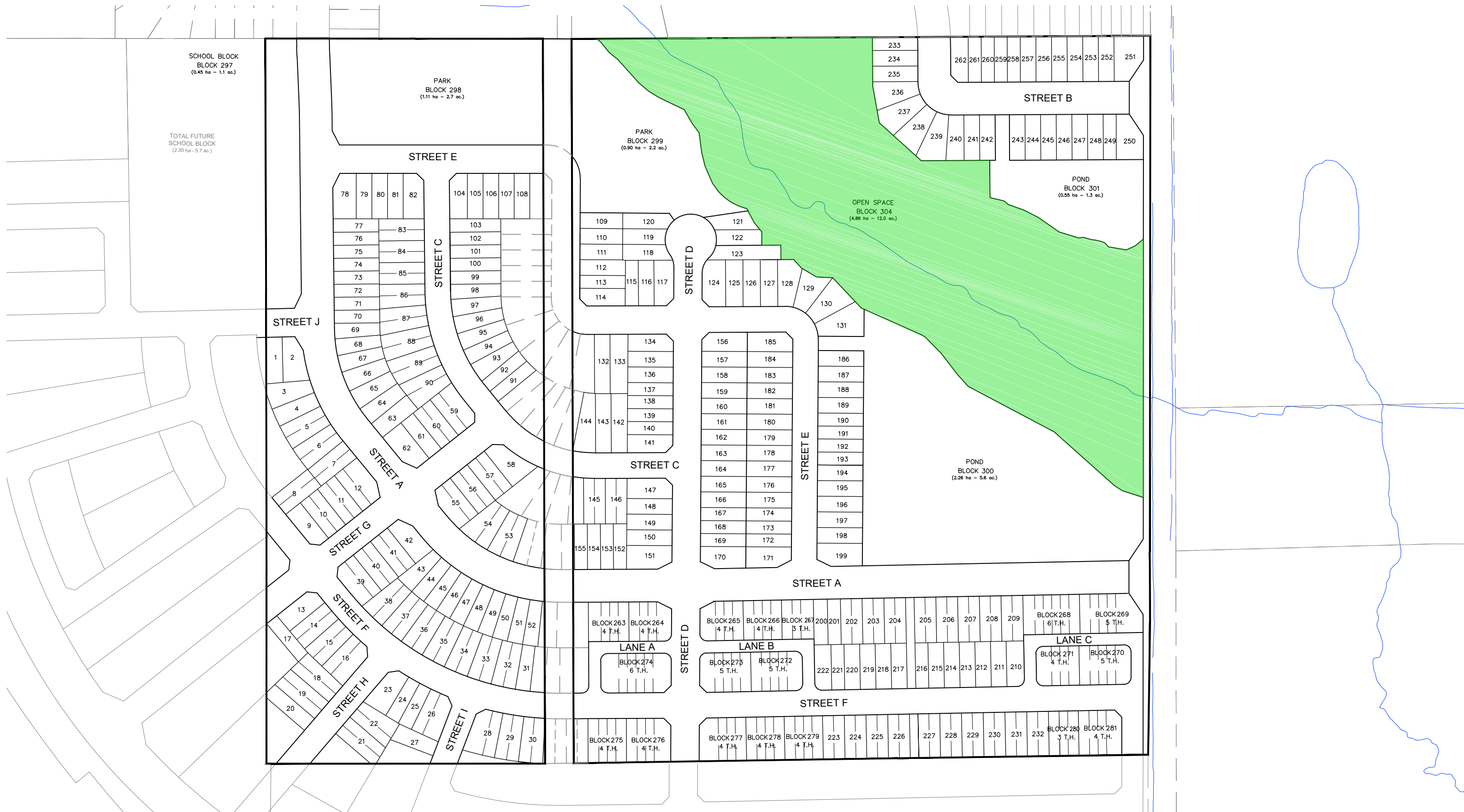


TRIBUTE  
PRESTONVALE  
  
DRAFT PLAN AND  
SECONDARY PLAN

Job Number | 11207827  
Revision | A  
Date | JAN 2022

Figure 3





**LEGEND**



ENVIRONMENTAL PROTECTION AREA



TRIBUTE  
PRESTONVALE

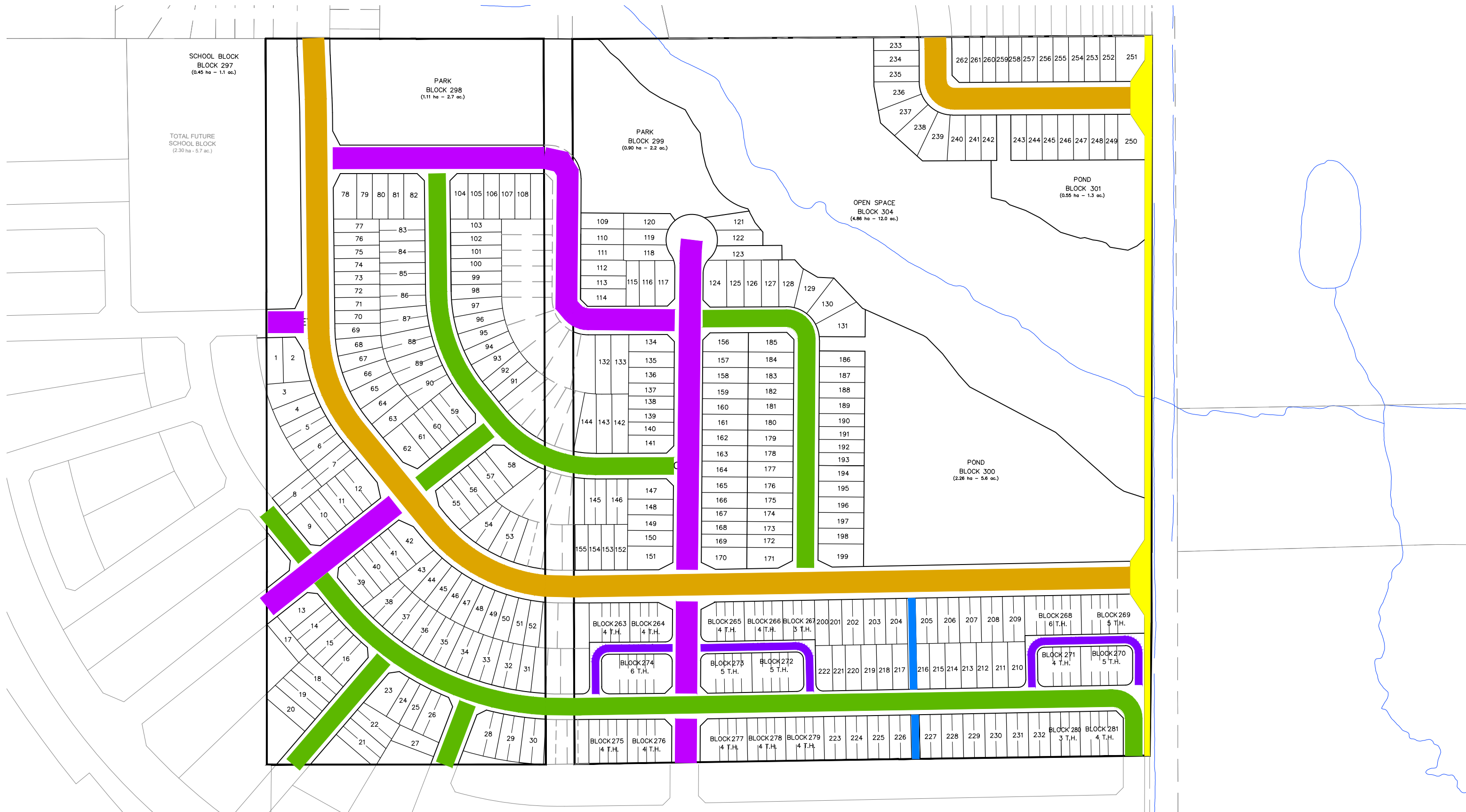
ENVIRONMENTAL PROTECTION  
DESIGNATION

Job Number | 11207827

Revision | A

Date | JAN 2022

Figure 4



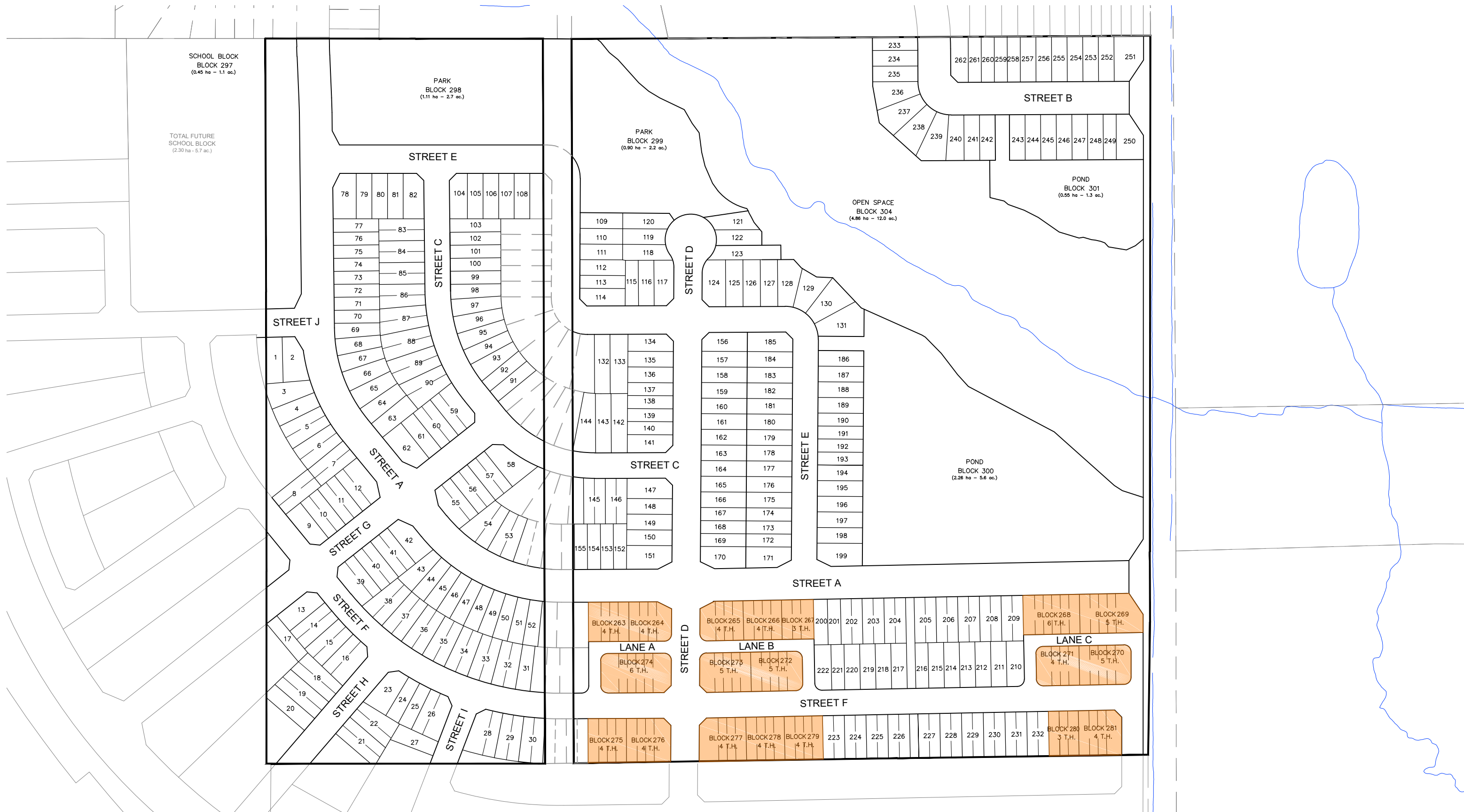
**LEGEND**

- ARTERIAL ROAD WIDENING
- COLLECTOR ROAD
- LOCAL ROAD - 18m ROAD ALLOWANCE
- LOCAL ROAD - 20m ROAD ALLOWANCE
- LANE
- WALKWAY




TRIBUTE  
PRESTONVALE  
**ROAD PATTERN**

Job Number | 11207827  
Revision | A  
Date | JAN 2022  
**Figure 5**



**LEGEND**

 MEDIUM DENSITY RESIDENTIAL AREA



TRIBUTE  
PRESTONVALE

MEDIUM DENSITY RESIDENTIAL  
DESIGNATION

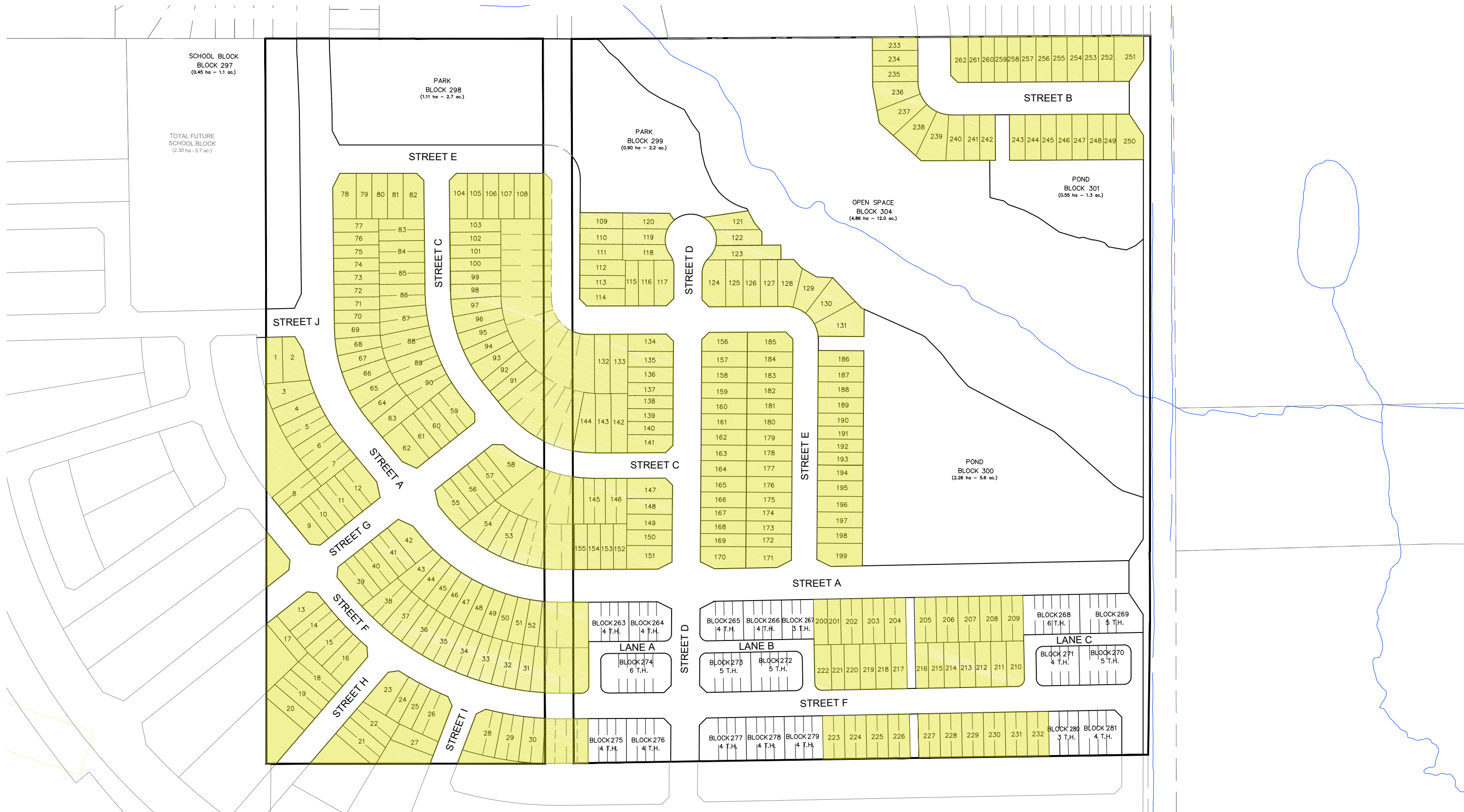
Job Number | 11207827

Revision | A

Date | JAN 2022

Figure 6





**LEGEND**

 LOW DENSITY RESIDENTIAL AREA



TRIBUTE  
PRESTONVALE

LOW DENSITY RESIDENTIAL  
DESIGNATION

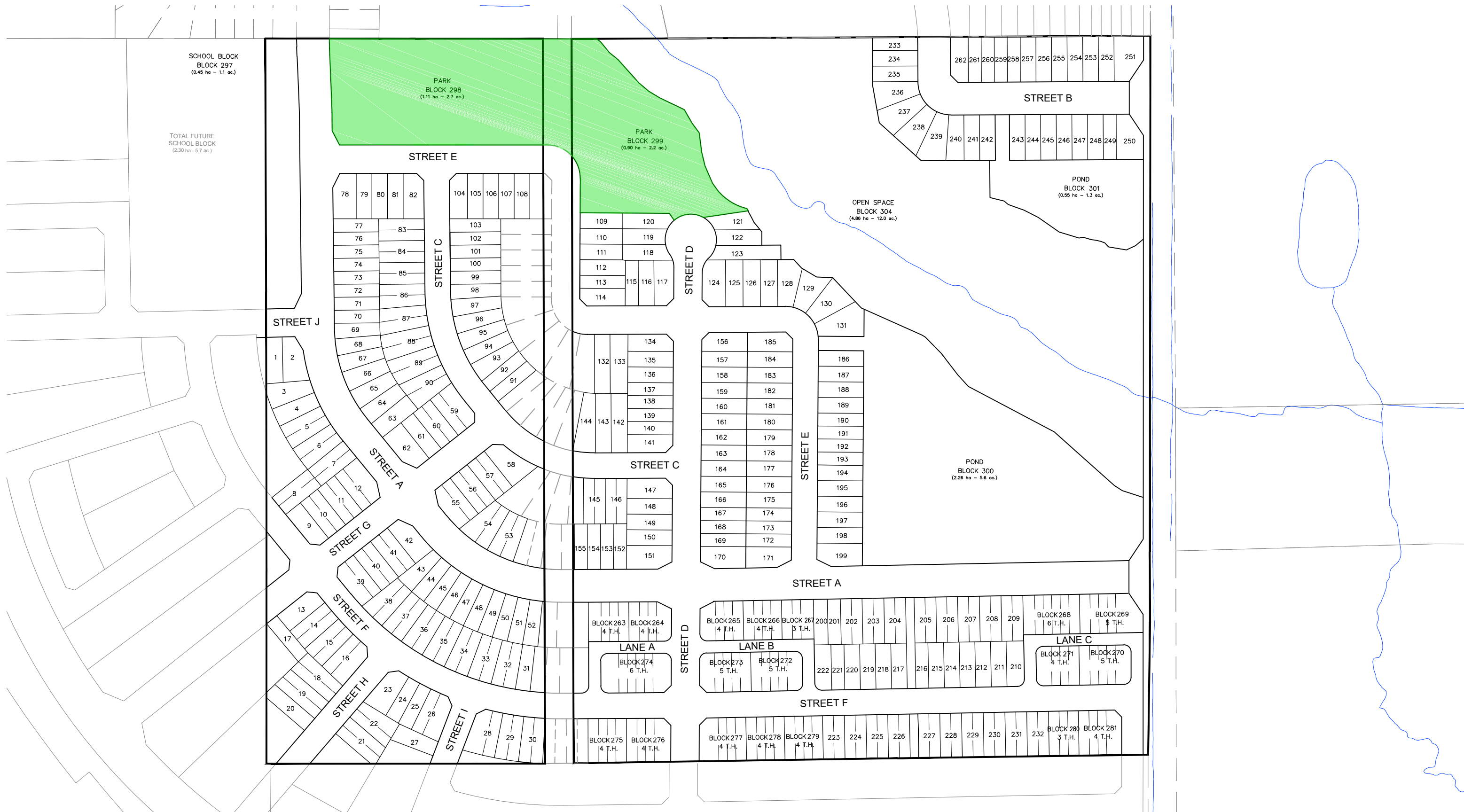
Job Number | 11207827

Revision | A

Date | JAN 2022

Figure 7



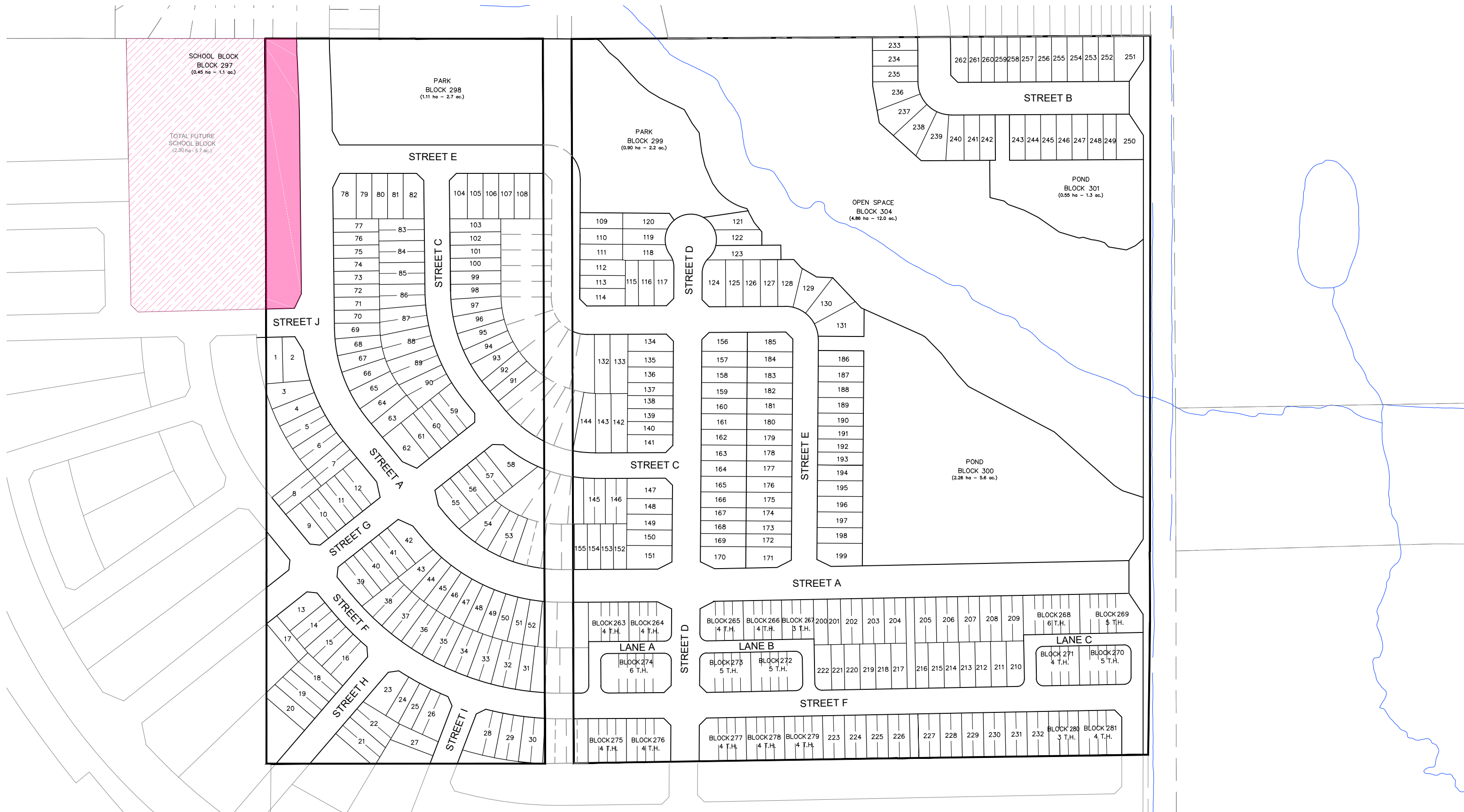


**LEGEND**  
 NEIGHBOURHOOD PARK



TRIBUTE  
 PRESTONVALE  
**NEIGHBOURHOOD PARK  
 DESIGNATION**

Job Number | 11207827  
 Revision | A  
 Date | JAN 2022  
**Figure 8**



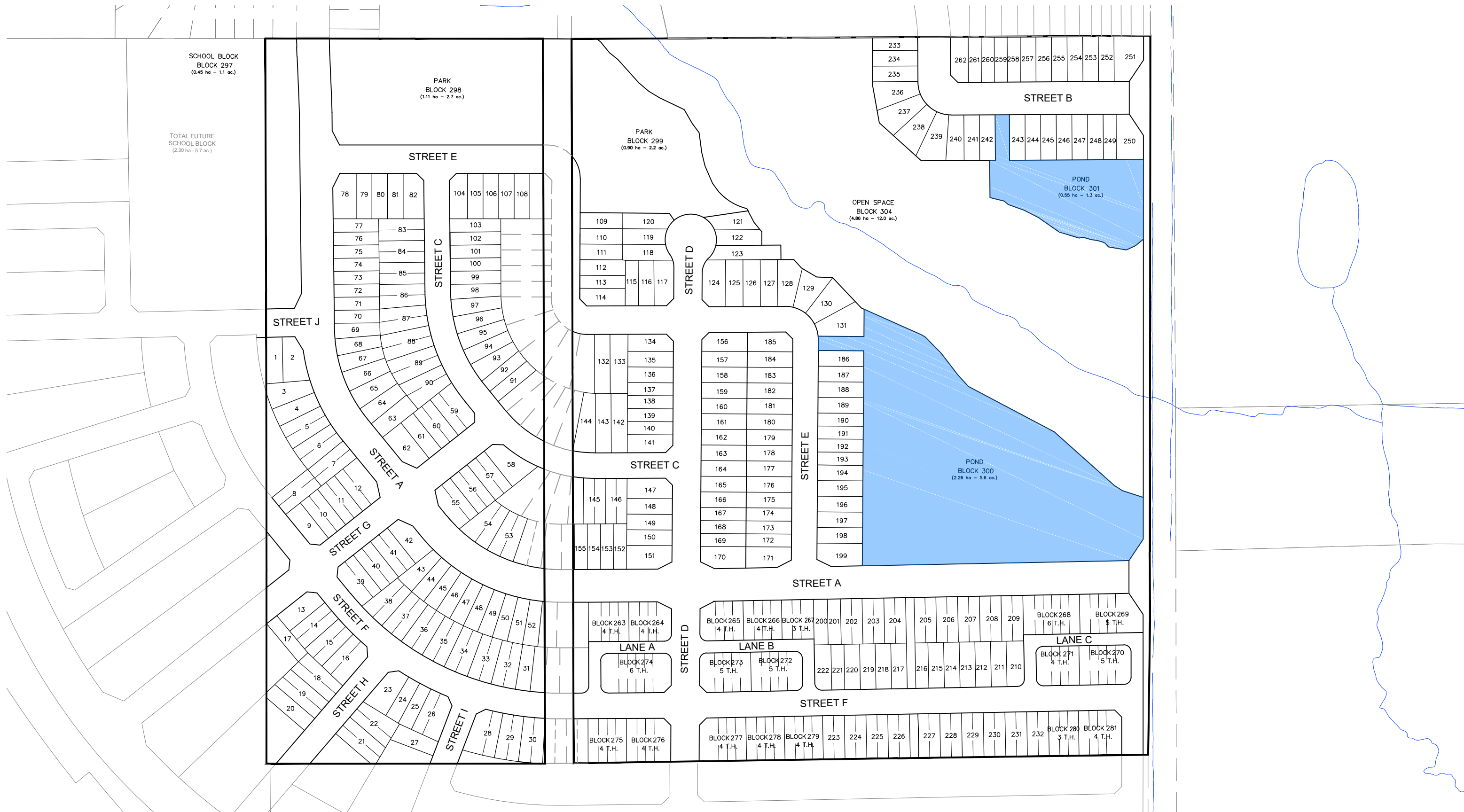
**LEGEND**

 SCHOOL BLOCK

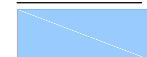


TRIBUTE  
PRESTONVALE  
SCHOOL DESIGNATION

Job Number | 11207827  
Revision | A  
Date | JAN 2022  
**Figure 9**



**LEGEND**

 STORM WATER MANAGEMENT PONDS



TRIBUTE  
PRESTONVALE  
WATER MANAGEMENT  
FACILITIES

Job Number | 11207827  
Revision | A  
Date | JAN 2022  
**Figure 10**

## 5. Conformity to Senior Planning Documents

As noted in **Section 4** herein, the Draft Plan of Subdivision conforms to senior planning documents by conforming to the land use designations and road pattern set out in the Bayview (Southwest Courtice) Secondary Plan. It is the Secondary Plan that details those policies, makes trade offs between them and applies them in a geographically appropriate and integrated fashion to implement the intent of the Regional and Provincial policies across the Secondary Plan Area. The Draft Plan does its part in conforming to the senior policies by conforming to the Bayview Secondary Plan. How the Secondary Plan conforms to the senior planning policy documents was set out in the Staff Report which recommended approval of the Secondary Plan to Council. The sub-sections that follow paraphrase the rationale provided in PSD-022-20.

### 5.1 Clarington Official Plan

The Clarington Official Plan (OP) provides a vision for the future growth and development of the Municipality to the year 2031, in conformity with the Regional Official Plan and the Growth Plan, and consistent with the PPS. It also provides directions on fostering the economic, environmental, cultural, physical and social well-being of the residents of Clarington. The most recent Clarington OP was adopted in June 2017.

Regarding policies in Sections 4 and 6 (Managing Our Growth and Encouraging Housing Diversity, respectively) the Bayview Secondary Plan will ensure a broader range of housing types in the community with its requirement for a housing mix in all larger subdivisions and minimum targets for low-, medium- and high-density forms. Accessory apartments and secondary accessory apartments, in the forms of units above garages on laneways, are also permitted.

Policies in the Bayview Secondary Plan support the Official Plan policies for the Urban Residential areas found in Sections 9 and 10 (Liveable Neighbourhoods, and Commercial and Mixed-Use Development, respectively). The Bayview Secondary Plan area is envisioned as a predominantly residential community, with a school, parks, an existing community centre/arena and opportunities for neighbourhood-oriented commercial amenities. Higher densities and a greater mix of uses are permitted along Bloor Street Regional Corridor. These policies do not apply within the area occupied by this Draft Plan of Subdivision. The range of housing types within the Draft Plan is limited, therefore, to low and medium density housing forms.

Regarding Sections 3 and 14 (Protecting the Natural Environment and Managing Natural Resources, and Open Space System, respectively), the Bayview Secondary Plan builds on the Official Plan with specific policies intended to protect natural heritage features. The plan envisions development that maintains restores and creates continuous green corridors along the Robinson Creek and associated tributaries and valley lands. Environmental policies discourage alteration to the natural state of watercourses and creeks while encouraging the conservation of mature lots and woodlands, as well as the preservation of mature trees and the planting of new trees.

The Draft Plan will implement these policies of both the Clarington Official Plan and the Bayview Secondary Plan.

### 5.2 Durham Regional Official Plan (DROP)

The Bayview Secondary Plan conforms to the DROP policies for Living Area (Section 8B), ensuring development of a range of housing types and densities. Higher densities are directed toward arterial roads, including Bloor Street, the Townline Road Extension, and Prestonvale Road, to support public transit. Several policies in the Plan emphasize the need for sensitivity and compatibility with the existing natural heritage features associated with Robinson Creek and its tributaries (Section 8.1 – Urban System).

The alignments of the Townline Road and Fenning Drive extensions allow for a grid pattern of local roads. The plan further embeds principles of good urban design with policies requiring highly visible and accessible parks and ensuring development contributes to green, pedestrian-friendly streetscapes. Connectivity will be improved in the community with an interconnected trail network and generous treed spaces in the boulevards of key streets for pedestrians. The



Secondary Plan's environmental policies ensure that development adjacent to Major Open Space Areas has no negative effects on key features or their functions and that connectivity between features is maintained or improved (Section 10 and Sub-Section 10A of the DROP).

The proposed Draft Plan of Subdivision conforms to the policies of the DROP by conforming to the Bayview Secondary Plan, in particular, the policies and designations noted above.

### **5.3 Conformity with the Provincial Policy Statement 2020 (PPS) and Growth Plan**

The Bayview Secondary Plan is consistent with the policy directions of the Provincial Policy Statement (the PPS) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the Growth Plan) as they apply to new communities. Policies of the Bayview Secondary Plan address the directions found mostly in Sections 1 (Building Strong Healthy Communities) and Section 2 (Wise Use and Management of Resources) of the PPS, and Section 2 (Where and How to Grow) of the Growth Plan. The Bayview Plan:

- Supports the regional Greenfield density target with a minimum residential density for large developments;
- Directs the Municipality of Clarington and the Region of Durham to explore incentives for affordable housing;
- Requires protection and enhancement of the natural features associated with Robinson Creek and its tributaries;
- Ensures appropriate assessments will be completed for identified areas of potential archaeological and cultural heritage significance prior to development;
- Encourages energy efficiency in all development, requires tree planting throughout the public realm and facilitates the achievement of a net-zero carbon community over time.

Again, by conforming to the Bayview Secondary Plan, the Draft Plan is part of an overall planned neighbourhood which is consistent with the PPS and in conformity the Growth Plan. On a subdivision-specific basis, the subject Draft Plan is within a Greenfield Area as defined by the Growth Plan. **Appendix A** provides a calculation to demonstrate that the Draft Plan achieves the minimum density target for Greenfield areas of 50 persons and jobs per hectare as set out in the Growth Plan. The proposed Draft Plan of Subdivision will achieve a density of exactly 50 persons and jobs per hectare.

## 6. Bayview (Southwest Courtice) Urban Design and Sustainability Guidelines

The Urban Design Guidelines (UDG) were adopted at the same time as the Southwest Courtice Secondary Plan to be used by Staff to guide development applications and public projects. The UDG provide further guidance at subdivision, zoning and site plan control stages of development to ensure that high levels of urban design and sustainability are achieved. As this report is only addressing a Draft Plan of Subdivision, it is not surprising that we have found only a small number of individual guidelines to be relevant at this stage. This is even more likely when it is recognized that many urban design components in a subdivision are implemented after Draft Plan approval through detailed design of roads, parks and stormwater management ponds or through architectural control which will be a condition of Draft Plan approval. The remainder of this section notes UDG recommendations that do apply at the Draft Plan Approval stage and how they have been addressed in the proposed Draft Plan. We have noted the section number of the guidelines, followed by a guideline itself, and then a description of how it has been addressed.

Section	Guideline	Addressed
<b>3.1.1</b>	<b>Street Network and Block Pattern Guidelines</b>	
<b>C.</b>	Streets should be aligned to provide desirable view corridors and vistas to parks and natural features where possible. In particular, the two new corridors identified in Figure 2.3 should align with public streets.	The two view corridors identified in this guideline are provided for in the Draft Plan by Streets D and E. Both local streets have rights-of-way of 20 metres and are intended to have sidewalks on both sides.
<b>D.</b>	Block lengths should be no less than 100 metres and no more than 250 metres.	There is only one instance of a block length of more than 250 metres within the Draft Plan. It is bounded by Streets A and F and by Prestonvale Road. In this instance a pedestrian walkway is provided mid-block.
<b>E.</b>	Where block lengths exceed 250 metres, mid-block pedestrian connections should be provided.	
<b>H.</b>	Cul-de-sacs are discouraged since they reduce connectivity, increase walking distances and typically result in streetscapes dominated by driveways and garages.	
<b>I.</b>	Where cul-de-sacs are unavoidable, pedestrian connectivity should be preserved as well as sightlines along the local street with views to the connecting streets and designations beyond.	There is only one cul-de-sac in the Draft Plan. Pedestrian connectivity is preserved by keeping its length short (+ 60m) and by being open-ended with frontage on the neighbourhood park.
<b>3.2</b>	<b>Streets</b>	
<b>3.2.1</b>	Arterial Roads	The Draft Plan of Subdivision provides for the road right-of-way width for each of these road classifications as called for by the guidelines. That is: <ul style="list-style-type: none"> <li>– 30 metres for Prestonvale Road</li> <li>– 23 metres for Fenning Drive and Rosswell Drive</li> <li>– 20 metres for Key View Corridor Roads</li> </ul>
<b>3.2.2</b>	Collector Roads	
<b>3.2.3</b>	Key Local Roads (Kew View Corridor)	
<b>3.4.1</b>	<b>Neighbourhood Park Design Guidelines</b>	
<b>A.</b>	A minimum of 50% of the boundaries of Neighbourhood Parks, excluding where they abut Environmental Protection Areas, should abut a public street or other public open space.	The proposed Draft Plan exceeds this minimum guideline by having 76 % of its boundary excluding where it abuts the Environmental Protection Area abutting a public street or municipal open space.

Section	Guideline	Addressed
<b>3.4.2</b>	<b>Guidelines for Mid-Block Pedestrian Connections, Multi-Use Path and Trails</b>	
<b>A.</b>	Mid-block pedestrian connections should have a minimum width that accommodates a multi-use path with landscaping on both sides to provide a buffer to any adjacent private spaces (e.g. backyards).	The one mid-block pedestrian connection proposed is 6 metres wide. This allows for a 3m multi-use path and 1.5m landscaped strips on both sides thereof.
<b>3.6</b>	<b>Stormwater Management Facilities</b>	
<b>C.</b>	Where residential development is adjacent to a stormwater management pond, back-lotting is acceptable on up to 50% of the pond's edge, should it be necessary to facilitating an optimal street network. The design should seek to provide a maximum level of public exposure and access to stormwater management areas.	In the case of both proposed ponds residential lots back onto much less than half of the pond's perimeter. Also, to the extent possible, the frontage of both ponds onto the arterial road (Prestonvale Road) is maximized.
<b>D.</b>	Public frontage along the edge of the stormwater management ponds should be prioritized on Arterial Roads.	
<b>4.1</b>	<b>Low and Medium Density Residential Development Guidelines</b>	
<b>4.1.1</b>	<b>General Site and Building Design</b>	
<b>C.</b>	Back-lotting should not be permitted for residential uses along arterial roads. Residential development along an arterial should provide an appropriate frontage in order to provide an animated streetscape with eyes on the street.	Residential lots adjacent to Prestonvale Road are primarily flanking onto the arterial. Through building design, the front doors and windows can face the arterial frontage and provide eyes on the street.
<b>D.</b>	There should be a variety of lot widths and dwelling sizes on each block.	There is a variety of lot widths on each block to the extent that municipal conventions for on street parking will allow.
<b>K.</b>	There should be no more than six attached townhouses in a row.	The maximum number of townhouses in a block are 6. The townhouses are accessed by public rear lanes for the most part.
<b>L.</b>	Rear lanes shall be strongly encouraged to provide access to parking for townhouse developments, particularly where more than four attached units are proposed.	
<b>4.3</b>	<b>Elementary School Guidelines</b>	
<b>4.3.1</b>	<b>School Guidelines</b>	
<b>B.</b>	The school should address Fenning Drive while also presenting a façade on the flanking street.	The school block in the Draft Plan provides for frontage on Fenning Drive and part of the flanking street (Street 'J').

## **7. Supporting Studies and Reports**

Other studies and reports have been prepared in support of the Draft Plan of Subdivision. Each report is summarized in the subsections that follow.

### **7.1 Functional Servicing Report and Stormwater Management Report (February 2022)**

The Functional Servicing and Stormwater Management Report was prepared by SCS Consulting Limited. It concludes that the proposed Draft Plan of Subdivision can be serviced by connecting to the extensions of Regional Water and Sewer infrastructure that exists or is already planned for and included in the Durham Region Development Charges By-law.

For Stormwater Management, the Draft Plan is self-sufficient in that it provides for a stormwater management facility on each of the north and south sides of the Robinson Creek Tributary. In fact, these facilities are sized to accommodate stormwater flows from lands within the Bayview Secondary Plan area to the north, west and south of the subject property. Furthermore, the grading of the subject Draft Plan of Subdivision and the storm sewer system will facilitate the flow of stormwater through the site to those stormwater facilities and outlets to the creek.

### **7.2 Phase One Environmental Site Assessment (March 2020)**

Golder Associates prepared this report which concludes that a Phase 2 ESA is required to support the submission of a Record of Site Condition (RSC). In accordance with Region of Durham protocols and practice, the requirement for an RSC will become a condition of Draft Plan Approval.

### **7.3 Geotechnical Investigation (February 2022)**

The purpose of the geotechnical investigation was to obtain information on the general subsurface soil and groundwater conditions at the property by means of a limited number of boreholes. Based on the author's (Golder Associates) interpretation of the borehole data, preliminary geotechnical recommendations in support of the site's development are provided.

### **7.4 Hydrogeological Investigation (February 2022)**

This report, prepared by Golder Associates, provides a number of conclusions and recommendations related to the water balance and potential dewatering. It is anticipated that the feasibility of these recommendations will be given consideration by Staff of the Municipality of Clarington during the review of the subject Planning Act applications, and subsequently during detailed engineering design.

### **7.5 Archaeological Assessment (December 2020 to November 2021)**

Stage 1 and Stage 2 Archeological Assessments of the subject property were undertaken between December 2020 and November 2021 by York North Archaeological Services. Upon the completion of Stage 2, the consultant concluded that further archaeological assessment was not justified. The Region of Durham will require a clearance letter from the Ministry of Heritage, Sport, Tourism and Culture (MHSTC) as a condition of Draft Plan Approval. These reports were added to the provincial registry in December 2021, and a copy of the Ministry's confirmation letter is included in the application package.

## 7.6 Environmental Impact Study (February 2022)

This report was prepared by GeoProcess Research Associates Inc. The report included a summary of the site walk conducted with CLOCA Staff wherein significant woodland and wetland features were stated on June 12, 2020. It also reported on the results of the Headwater Drainage Feature (HDF) assessment for the HDFs identified on the site walk. The HDF assessment is a requirement of Policy 3.2.5 of the Bayview Secondary Plan.

The specific tasks described above are part of a comprehensive biophysical inventory of the property. The results of this work resulted in determining that a Natural Heritage System primarily associated with the creek and its floodplain as shown on **Figure 4** needed to be preserved and enhanced. The report also documented impacts on features outside of the Natural Heritage System and provided recommendations for ecological restoration and replacement of canopy cover for the loss of small areas of trees proposed to be removed.

## 7.7 Transportation Impact Study (February 2022)

The Transportation Impact Study was prepared by GHD. It examined the impact of the increase in traffic on the following intersections:

1. the one major intersection to be created by the Draft Plan being: Fenning Drive and Prestonvale Road
2. intersections internal to the neighbourhood to the north being:
  - a. Roy Nichols Drive/Bingham Gate and Fenning Drive
  - b. Southfield Avenue and Fenning Drive
  - c. Southfield Avenue and Rosswell Drive/Meadowglade Road
  - d. Southfield Avenue and Prestonvale Road
  - e. Bingham Gate and Townline Road
3. Major intersections to the north being:
  - a. Bloor Street and Townline Road
  - b. Bloor Street and Rosswell Drive/Meadowglade Road
  - c. Bloor Street and Prestonvale Road
4. the future intersection of Prestonvale Road and Townline Road

The study concludes for all the existing intersections that they are expected to operate comparable to future background and existing conditions, with no critical movements to report. With regard to new/future intersections, the study concludes that all intersections are expected to operate well with residual capacity and no queuing concerns.

The report also proposes Transportation Demand Management (TDM) measures and encloses an On-Street Parking Plan.

## 7.8 Heritage Impact Assessment (February 2022)

Pursuant to Policy 4.2.3 and Appendix C of the Bayview Secondary Plan the farmstead on the subject property is on the Clarington Cultural Heritage Resources List. This requires that a Heritage Impact Assessment (HIA) be conducted prior to development.

The HIA was completed by Vincent J. Santamaura, dated February 2022. The conclusion of the report is that the house and farm buildings have lost or did not possess significant Heritage Architectural value or Heritage Contextual value and that the house is near the end of its serviceable life. The HIA concludes that the house and farm buildings can be demolished.



## **7.9 Landscape Analysis (February 2022)**

A Landscape Analysis Report was prepared for the Draft Plan of Subdivision by GHD. The report concluded that there was no significant landform or slope concerns and that the few areas of cut greater than 1.2 metres will still maintain the overall topography of the site. Based on the HIA report there are no significant built forms on site to maintain or otherwise impact the design of the Draft Plan of Subdivision.

## **7.10 Other Reports**

In addition to the above noted studies and reports, the following have also been submitted in support of the proposed Draft Plan of Subdivision:

- Environmental Noise Assessment by YCA Engineering Limited (February 2022)
- Environmental Sustainability Plan by GHD (February 2022)
- Tree Preservation Plan by GeoProcess Research Associates (February 2022)

These reports each propose a set of recommendations that are standard for each topic.

## 8. Conclusion

The Draft Plan of Subdivision, when it incorporates the intervening Municipal Road Allowance, will contain a total of 442 units, including a mix of single-detached, semi-detached and street townhouses with a wide variety of frontages and unit sizes. It also includes a neighbourhood park, a portion of a public elementary school and two stormwater management facilities.

The Draft Plan proposes a permeable local and collector street and pedestrian network to the extent that the large Environmental Protection Area will allow. The Neighbourhood Park is integrated into the open space network in the subject plan and on the lands to the north. The park and the school site are both accessible to pedestrians in north-south and east-west directions. The Draft Plan of Subdivision and Zoning By-law Amendment applications both conform to the Bayview (Southwest Courtice) Secondary Plan.

By extension they also

- conform to the Clarington Official Plan
- conform to the Durham Region Official Plan
- are consistent with the Provincial Policy Statement
- conform to the Growth Plan for the Greater Golden Horseshore

Consequently, we recommend approval of these applications.

Respectfully Submitted,

GHD



**Bryce Jordan, MCIP, RPP**

# Appendices

# **Appendix A**

## **Minimum Density Target Calculation**

**Places to Grow Density Target Analysis  
for**

**Assumptions**

**1. Persons Per Unit**

Singles and Semis	3.14
Townhouses	2.43
Apartments (including Stacked Townhouses)	1.5

**2. Jobs**

Schools:

Elementary	50
------------	----

**Target for Persons and Jobs**

Gross Area

31.63

-4.86 (Open Space)

---

26.77 ha

**Total** 26.77 ha

**Total Persons and Jobs Target** 26.77 ha x 50 persons and jobs / ha = 1339



**Places to Grow Density Target Analysis  
for**

*Persons and Jobs Projected Yield*

<b>Singles and Semis</b>	<u>360</u>		
<b>Total</b>		$360 \times 3.14 \text{ PPU} =$	1130 persons
<b>Townhouses</b>			
Street Townhouses	<u>82</u>		
<b>Total</b>		$82 \times 2.43 \text{ PPU} =$	199 persons
<b>Elementary School</b>			
20% of School Site		$0.2 \times 50 \text{ Jobs} =$	10 jobs
<b>Grand Total Persons and Jobs =</b>			1339

