



Courtice Transit Oriented Community (CTOC) Secondary Plan

Public Information Center #4

6 November 2023

Land Acknowledgement

The Municipality of Clarington is situated within the traditional and treaty territory of the Mississaugas and Chippewas of the Anishinabeg known today as the Williams Treaties First Nations.

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

Our Team

Municipal Staff
Clarington



Lisa Backus
Manager, Community Planning



Emily Corsi
Senior Planner, Community Planning
Planning and Infrastructure Services



Karen Richardson
Manager, Development Engineering

Lead Consultant
URBAN STRATEGIES INC .



Warren Price
Partner



Tim Smith
Principal



Jamilla Mohamud
Associate / Planning



Heather Brown
Associate / Urban Design

Sub-Consultants



Meeting Purpose

- Provide an update on the study process and timeline.
- Present the Draft Preferred CTOC Land Use Plan (LUP), Draft Road Network and Draft Policy Directions for feedback and discussion.
- Listen and respond to questions and feedback.

We Want To Hear From You

Tell us what you think of the Draft Preferred Land Use Plan and Policy Directions:

- Does it align with your vision for the area? If no, what is missing from the plan that you would like to see included?
- What do you like most about the Land Use Plan?
- Are there elements of the plan or policy directions you think should be reconsidered?

Agenda

6:30 – 6:45

Introductions and Meeting Protocol

6:45 – 7:00

Planning Process and Background

7:00 – 7:40

Overview Presentation

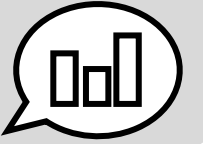
7:40 – 8:20

Questions and Comments

8:20 – 8:30

Next Steps

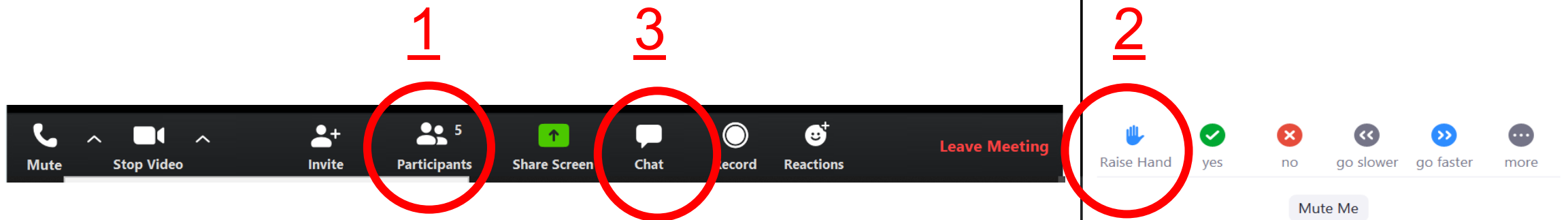
Meeting Protocol



- All participants will be muted during the presentation.
- You will have the opportunity to use the chat function at any time to provide feedback or ask a question.
- Please answer the questions that will pop up on your screen.

Meeting Protocol

1. To raise your hand, first press the **Participants** button
2. In the menu that opens to the right of your screen, press **Raise Hand**
3. Press **Chat** to leave written comment



Planning Process and Background

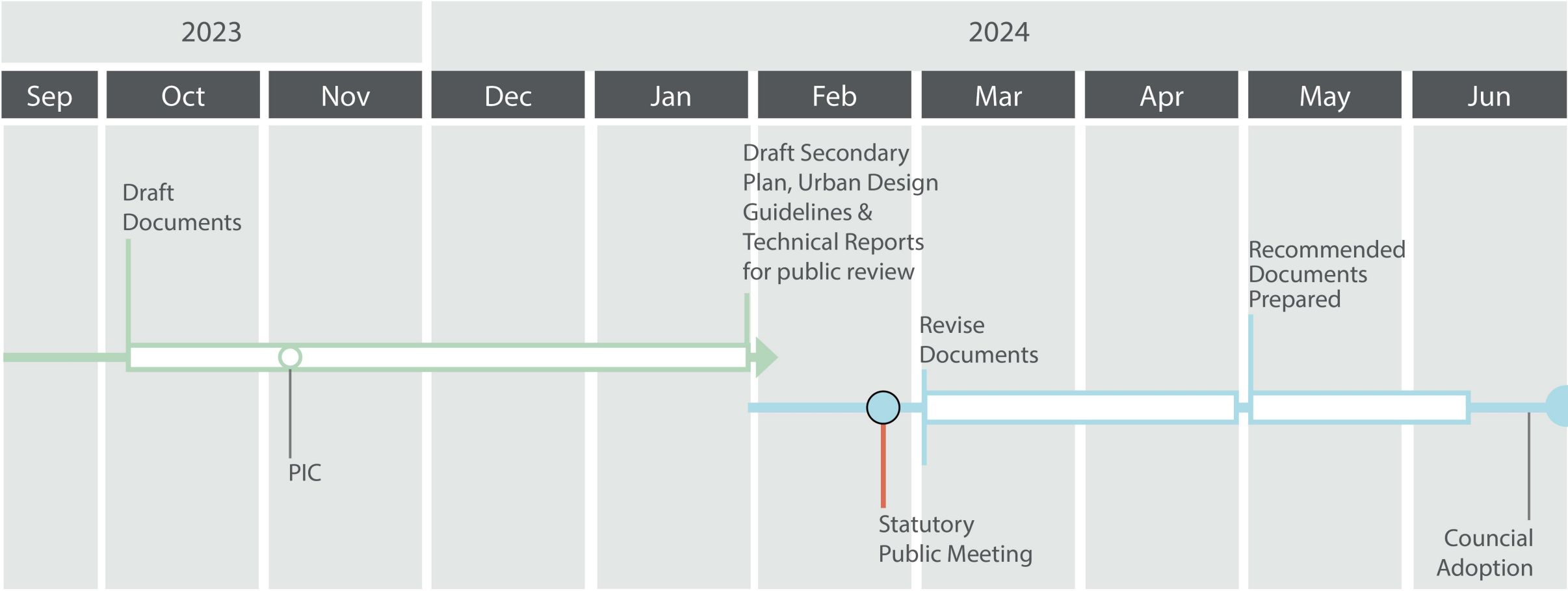
Updated Timeline

3

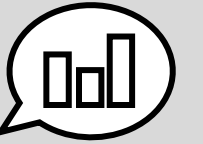
Emerging Land Use Plan

4

Final Documents



What We Heard To Date



PIC participants expressed the following:

- Support for the planning objectives and vision presented in the options for the Courtice.
- Interest in prioritizing local public transit and active transportation.
- Inquired about the existing employment uses and proposed mix of employment opportunities in the area.
- Interest in delivering a mix of housing typologies and tenures.

What is a Secondary Plan?

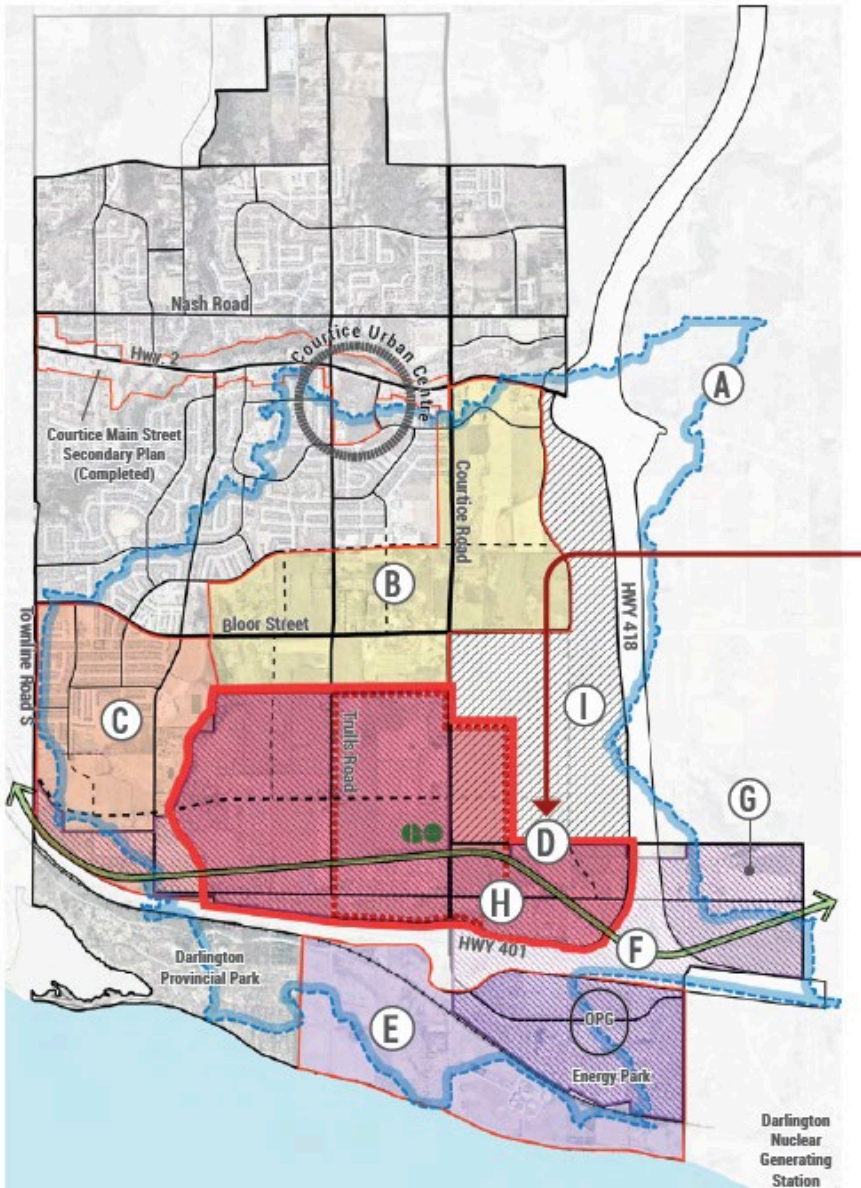
A Secondary Plan is a policy document that will become part of Clarington's Official Plan. Provides a framework for:

- Permitted Land Uses
- Roads & Infrastructure
- Natural Heritage
- Parks & Open Space
- Built Form and Densities
- Cultural Assets
- Community Uses (schools, community centres, sports facilities, etc)



CTOC Is At The Centre Of Growth In South Courtice

Several ongoing planning studies and initiatives are guiding growth.



- D** Courtice Transit Oriented Community (TOC) Secondary Plan
- E Courtice Waterfront and Energy Park Secondary Plan
- F Bowmanville GO Expansion Business Case Study (Metrolinx)
- G Provincially Significant Employment Zones
- H MTSA Boundary
- I Urban Expansion Area

Metrolinx Is Advancing Plans For GO Train Expansion

- Metrolinx is now refining design and service pattern for the recommended option
- Metrolinx will consider Market Driven TOD approach to station development



Provincial Policies Emphasize Transit Oriented Development

The Provincial Policy Statement (2020)

- Accommodate a significant supply and range of housing options through TOD
- Help prioritize intensification in proximity to transit corridors and stations
- Improve the mix of employment and housing to shorten commutes and decrease congestion



MTSAs Are A Significant Focus For Mixed-Use and Higher Density Growth

Growth Plan (2020) MTSAs include:

- Lands within 500-800m of higher order transit stations (e.g. GO Stations)
- Transit supportive densities and a diverse mix of uses
- Minimum density targets
- The Courtice MTSA will be planned to achieve a target of 150 people and jobs / hectare



MTSAs Should Be Planned To Have A Range of Housing Options

Planning Act (2020):

- Municipalities can require a defined amount of affordable housing within new development
- This requirement is accomplished through Inclusionary Zoning
- Inclusionary Zoning can be applied to certain types of Major Transit Station Areas



Phase 2 Review: Planning Principles

The Environment

1. Protect, enhance, and value significant natural features.
2. Conserve and integrate the area's cultural heritage.
3. Maximize opportunities for views to Lake Ontario.

Places for Living and Working

4. Support and optimize planned rapid transit facilities.
5. Accommodate a range of housing types and affordable housing.
6. Accommodate a high level of employment.

Moving Around

7. Link the area to the local and regional transportation network.
8. Promote use of active transportation and public transit.
9. Ensure access to parks, schools, retail, and transit are within walking distance.
10. Reduce the provision of parking, especially in areas close to the GO station.

The Public Realm

11. Ensure parks and other open spaces are highly visible, accessible, and usable.
12. Provide and promote opportunities for community facilities and services.
13. Integrate nature and stormwater management in the public realm.

Fiscal Sustainability

14. Coordinate the phasing of private development and public investments
15. Ensure infrastructure and public services are used and improved efficiently

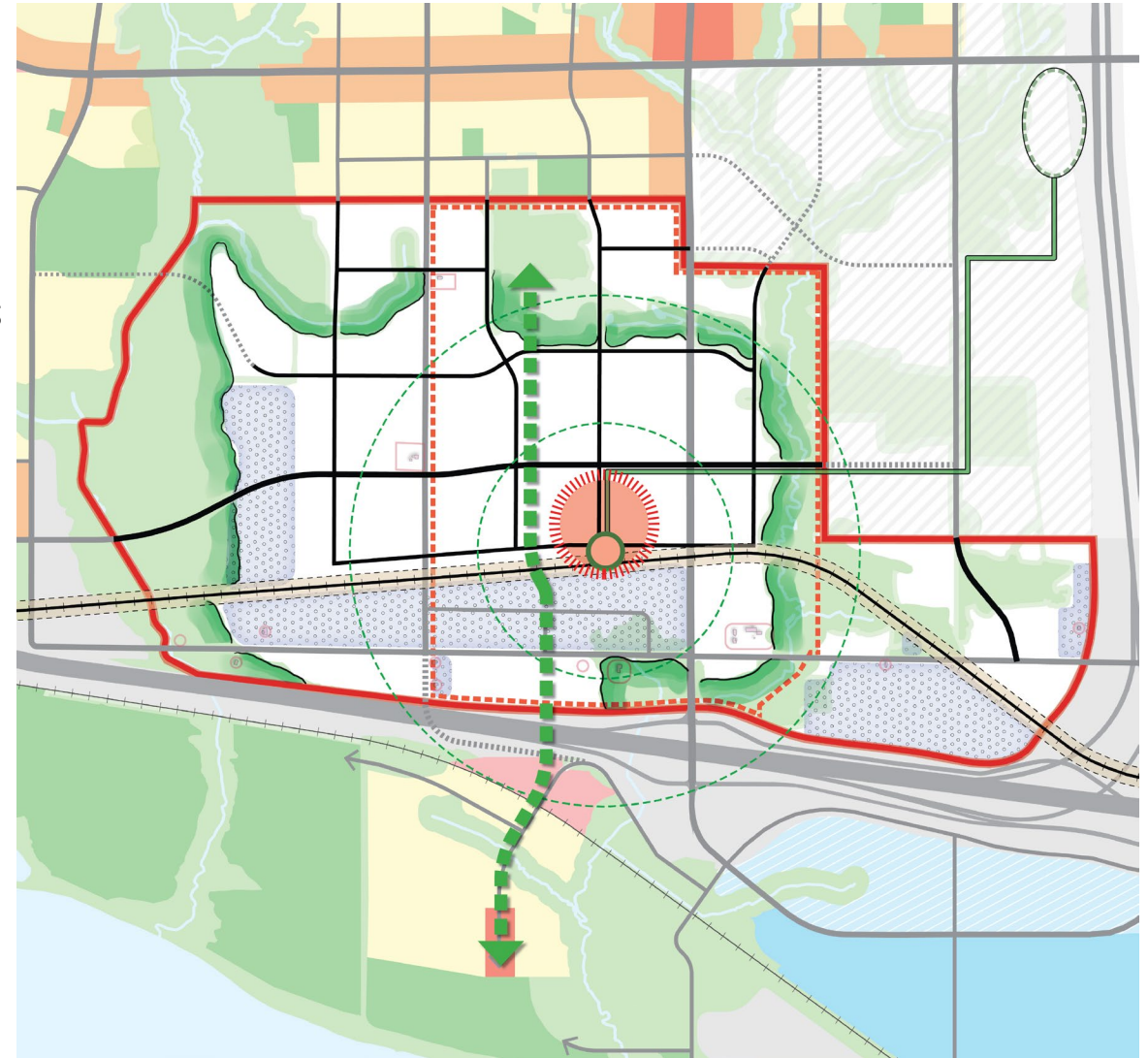
Draft Preferred Land Use Plan

Draft Road Network

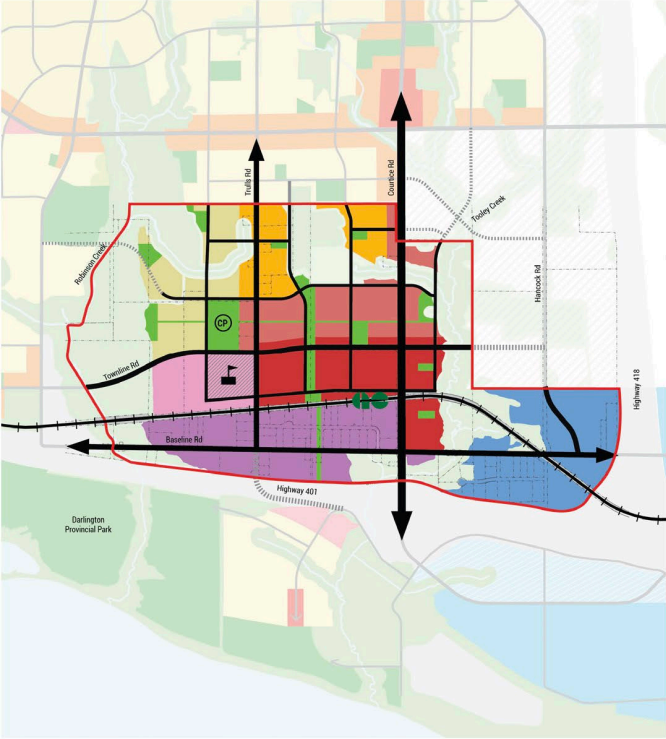
Draft Policy Directions

Framework For Land Use Districts and Placemaking

1. Natural areas framing neighbourhoods and mixed-use districts
2. The future Courtice GO Station--the focus for high-density uses
3. A grid of major streets and active transportation connections
4. North-south green spine ultimately leading to the waterfront
5. A civic heart with places to gather

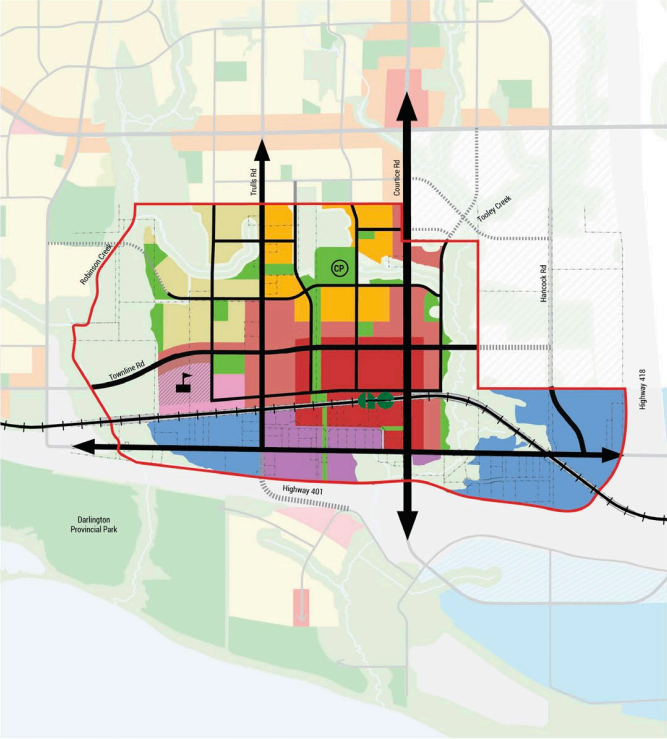


Phase 2 Review: Three Land Use Options



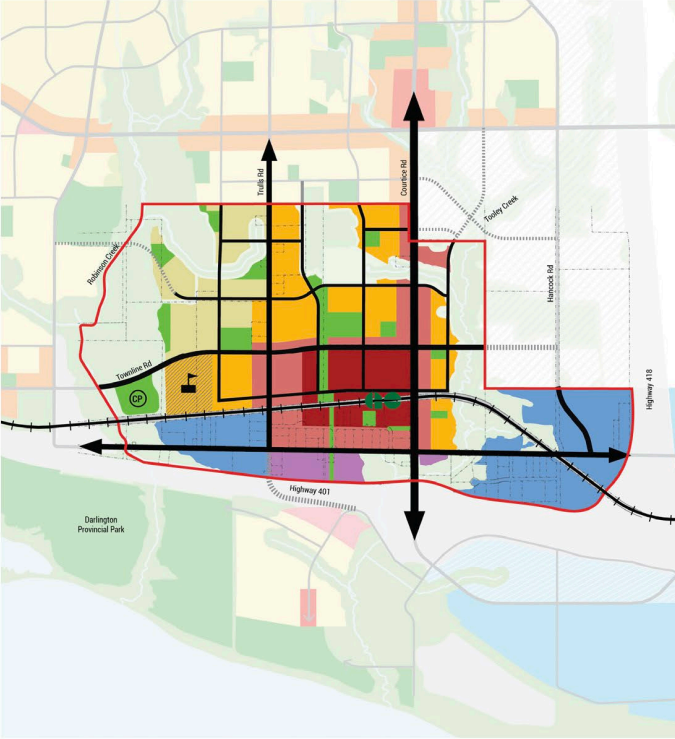
1

- **Mixed Use Inner Core**
Density: 150-600 units/ha + 20% jobs
- **Mixed Use Outer Core**
Density: 80-250 units/ha + 5% jobs



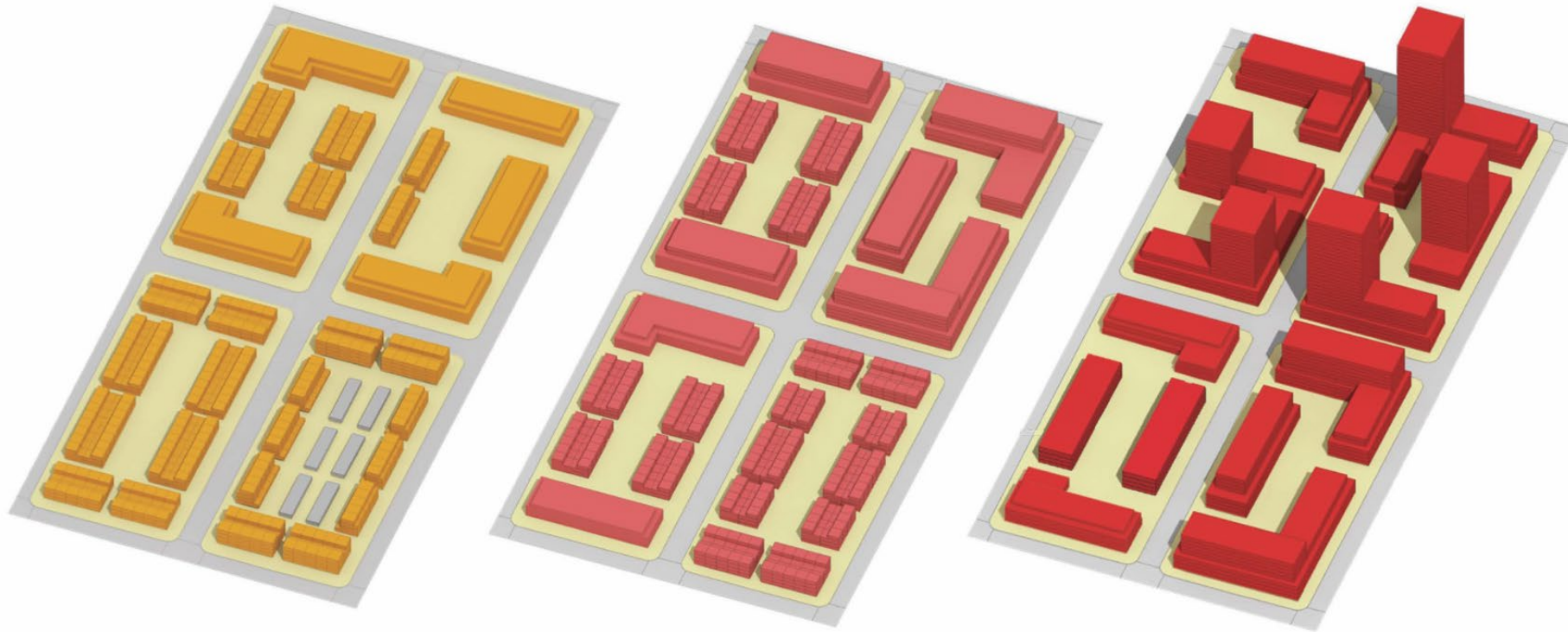
2

- **Transit-Oriented Neighbourhood**
Density: 60-100 units/ha
- **Office District**
Density: 50 jobs/ha



3

- **Industrial**
- **Mixed Innovation/ Institutional**
- **Outer Neighbourhood**
Density: 25-45 units/ha



● Transit-Oriented Neighbourhood

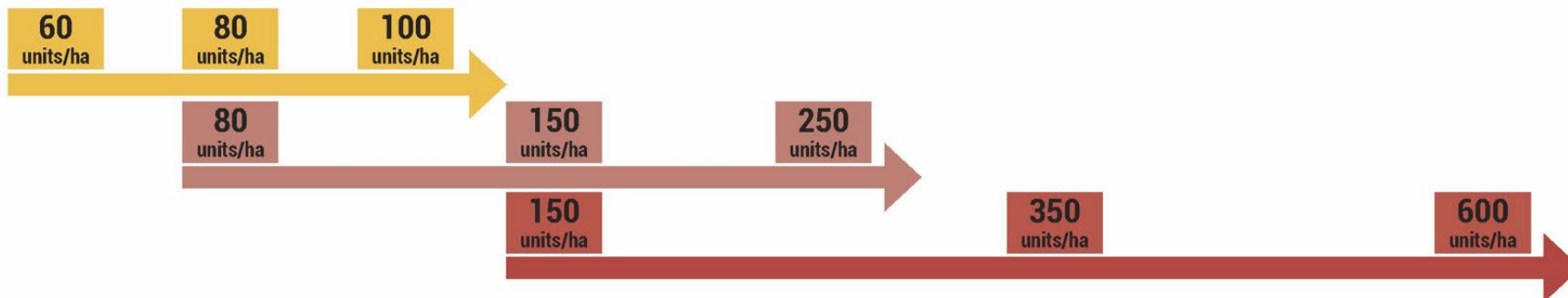
Range of townhouse types as well as low-rise apartments up to 4 storeys.

● Mixed Use Outer Core

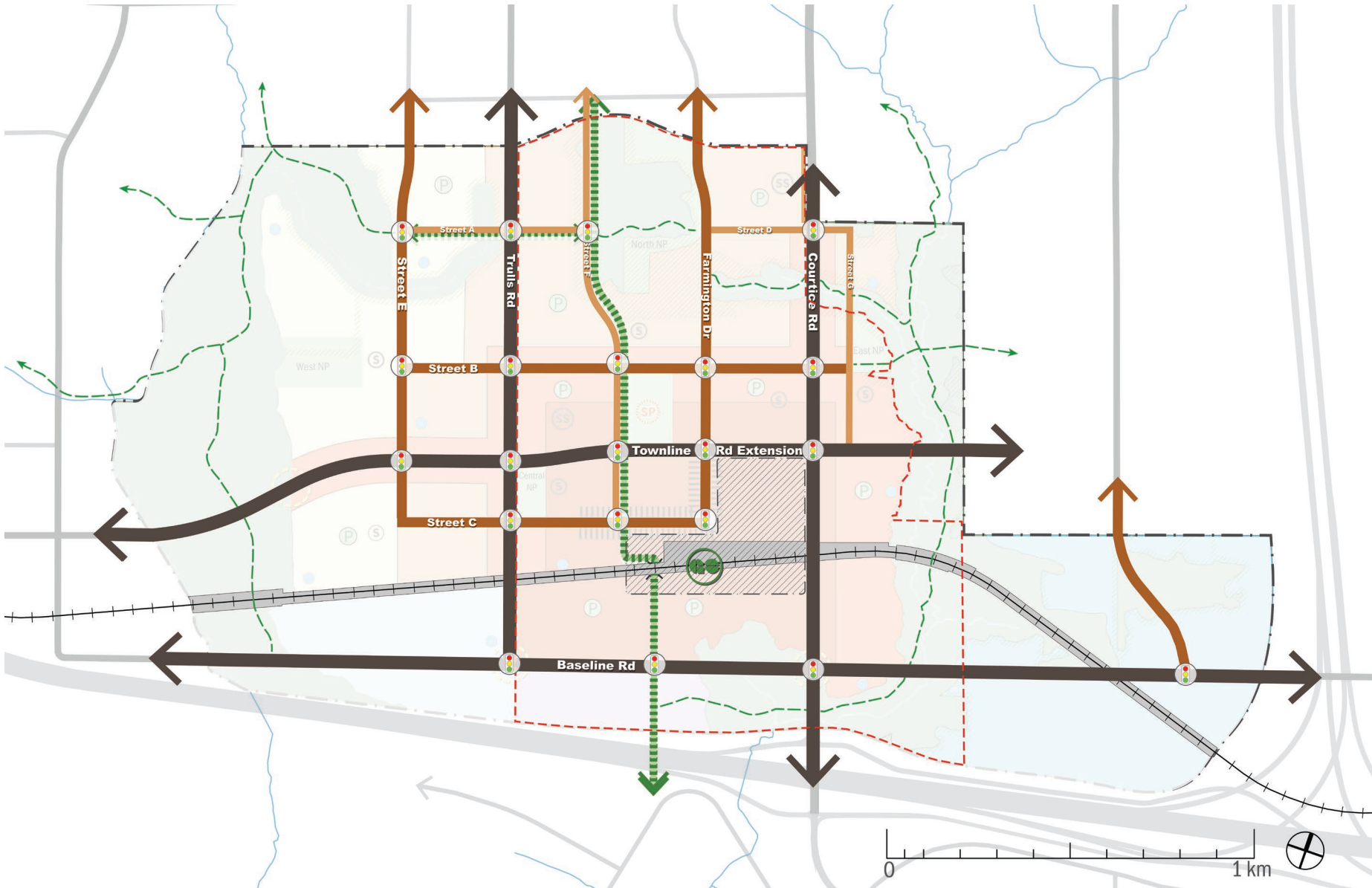
Range of stacked townhouse types, as well as low and mid-rise residential

● Mixed Use Inner Core

Predominately mid-rise and high-rise residential

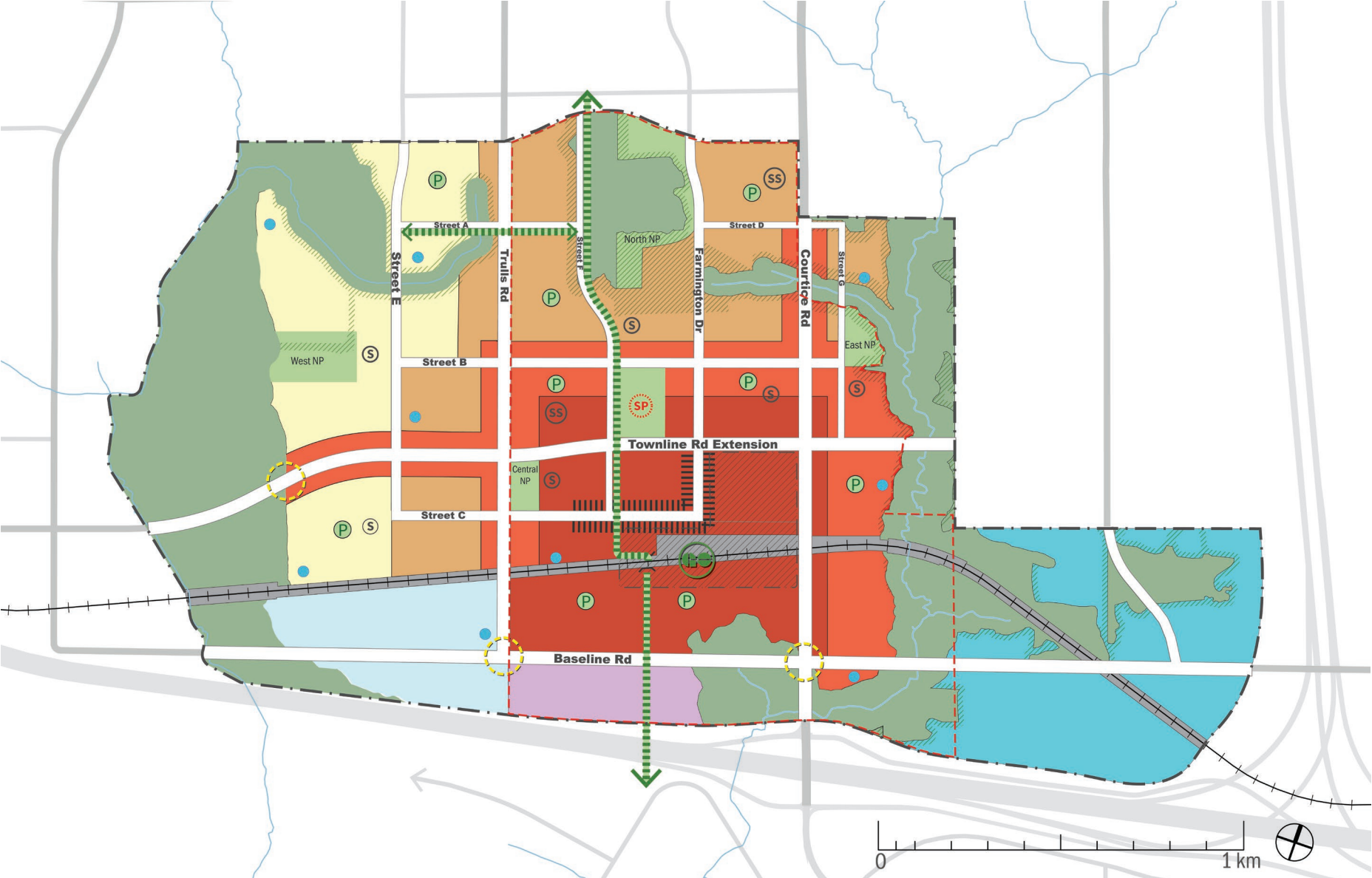


Draft Road Network



Arterial Road	
Collector Road	
Key Local Street	
Key Active Transportation Connection	
Primary Trail Network (Conceptual)	
Potential Signalized Intersection	
Transit Facilities Zone <i>(GO station, bus terminal, pick-up/drop-off, parking, transit plaza—potentially integrated with mixed-use development)</i>	

Draft Preferred Land Use Plan



- Environmental Protection Area
- Environmental Constraint
- Mixed Use Core
- Mixed Use Transition Area
- Medium Density Residential
- Low Density Residential
- Mixed Use Office District
- Light Industrial
- General Industrial
- Utility
- Commercial Frontage
- Transit Facilities Zone
- Key Active Transportation Connection
- Neighborhood Park / Parkette
- Stormwater Management Facilities
- Potential Elementary School
- Potential Secondary School
- Special Park
- Gateway
- M TSA Boundary

Mixed Use Core



Vision: Broadest mix of residential, office, retail, and institutional uses at high densities and in a variety of forms.

Permitted Uses: Residential, office, retail, hotels, institutional

Permitted Dwelling Types:

- Apartment buildings
- Townhouses in building podiums

Density: 400 units / ha Minimum

Height Range: 4 to 40 storeys. Minimum 6 storeys on arterial roads.

Non-Residential Requirements: Minimum 10% office or institutional requirement within 250 metres of the GO station. Retail or other active uses required on key retail streets.



High-rise development with retail (Port Moody, BC)



Towers on a low-rise, mixed use podium (Regent Park, Toronto)

Mixed Use Transition Area

Vision: Predominately residential uses at medium to high densities, with some commercial uses. Retail and other active uses to be encouraged at key intersections.

Permitted Uses: Residential, office, retail, hotels, institutional.

Permitted Dwelling Types:

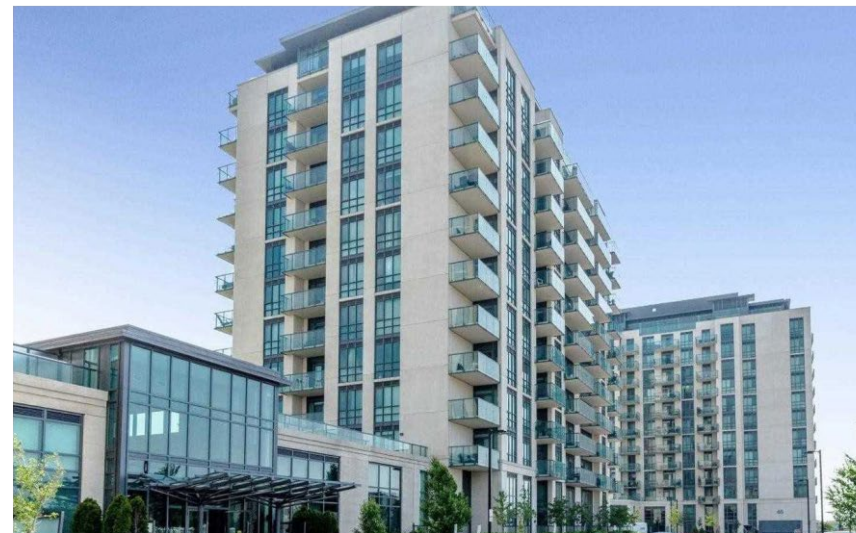
- Apartment buildings
- Stacked townhouses
- Back-to-back townhouses

Density: 200 units / ha Minimum

Height Range: 4 to 25 storeys. Minimum 6 storeys on arterial roads.



Mid-rise development (The Junction, Toronto)



12-storey development (The Clarington Condos, Brampton)

Medium Density Residential

Vision: Predominately low-rise housing at medium densities on a grid of streets.

Permitted Uses: Residential, neighbourhood-serving institutional uses (ex. schools, daycares), small-scale retail and service uses at major road intersections.

Permitted Dwelling Types:

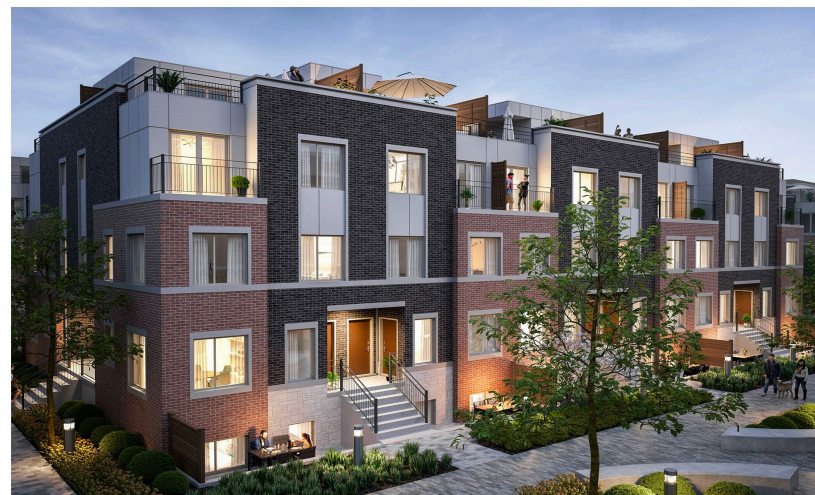
- Low-rise apartment buildings (up to 6 storeys)
- Stacked townhouses
- Back-to-back townhouses
- (Limited) Traditional townhouses

- **Density:** 65 units / ha Minimum

Height Range: 3 to 4 storeys generally, 4 to 6 storeys on arterial and collector roads.



Low rise apartments (Wesbrook Village, Vancouver)



Stacked Towns (M2 Towns, Vaughan)



Low Density Residential

Vision: Mix of detached, semi-detached and town houses

Permitted Uses: Residential, institutional uses (ex. school, daycares), small-scale retail and service uses at major road intersections.

Permitted Dwelling Types:

- Single and semi-detached dwellings
- Traditional townhouses
- Duplexes and triplexes

Density: 25 units / ha Minimum

Height Range: 1.5 to 3 storeys (appropriate built form transitions will be required adjacent to Mixed Use Transition Areas)



Neighbourhoods (Oak Park, Oakville)



Street-related town houses (Regent Park, Toronto)

Mixed Use Office District

Vision: Mix of office and small-scale light industrial and commercial uses in a compact form.

Permitted Uses:

- Office
- Wholly-enclosed light industrial uses
- Small-scale retail and service uses
- Hotels

Height Range: 2 to 6 storeys



Corporate campus (Sterling Road, Toronto)



Office (Siemens, Oakville)

Industrial Areas

Light Industrial

Vision: A mix of smaller-scale employment uses within a more compact business park setting with higher urban design standards.

Permitted Uses:

- Wholly-enclosed industrial uses with no outdoor storage
- Retail associated with an industrial use
- Office associated with an industrial use

Height Range: 1 to 4 storeys



Light industrial (Small scale office/ manufacturing)



General Industrial

Vision: A mix of employment uses within an attractive industrial park setting.

Permitted Uses:

- Wholly-enclosed industrial uses with limited outdoor storage
- Retail associated with an industrial use
- Office associated with an industrial use

Height Range: 1 to 4 storeys



General industrial uses



People and Jobs Estimates

CTOC Targets:



Population – 33,100



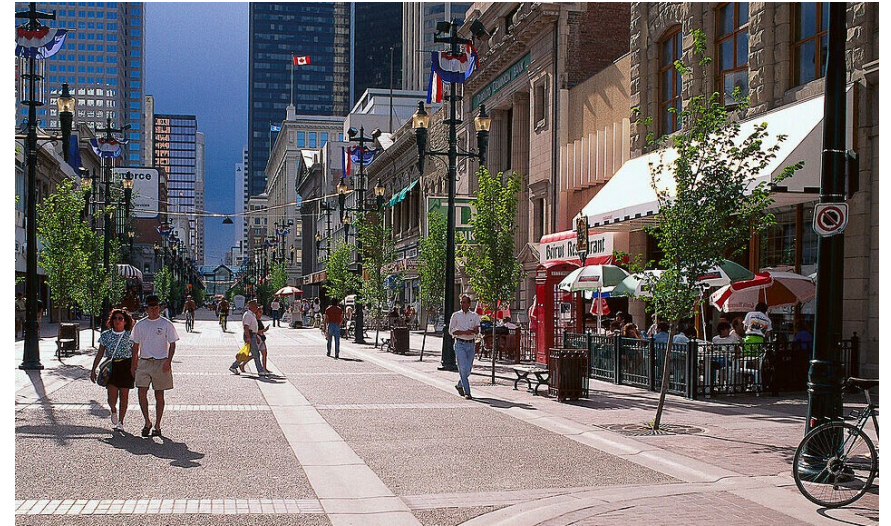
Jobs – 8,200



Density - 160 P+J/ha

Local Streets, Active Transportation Connections and Laneways

- Pedestrian only streets may be permitted.
- Key active transportation connections shall take the form of landscaped multi-use paths in planned parks, public rights-of-way, or additional linear parks.



Parks and Open Space

- Minor modifications to the location, area and shape of the four central Neighbourhood Parks in the LUP are permitted, provided they support linkages and are highly visible and accessible.
- Additional Neighbourhood Parks or Parkettes (ranging from 1.5 – 3 ha) will be required in the general locations identified in the land use plan and other open spaces may be required.
- The Special Park:
 - ✓ multi-purpose, central gathering space
 - ✓ minimum 2.5 ha
 - ✓ minimum 50% soft landscaping
 - ✓ may accommodate a community centre and/or library



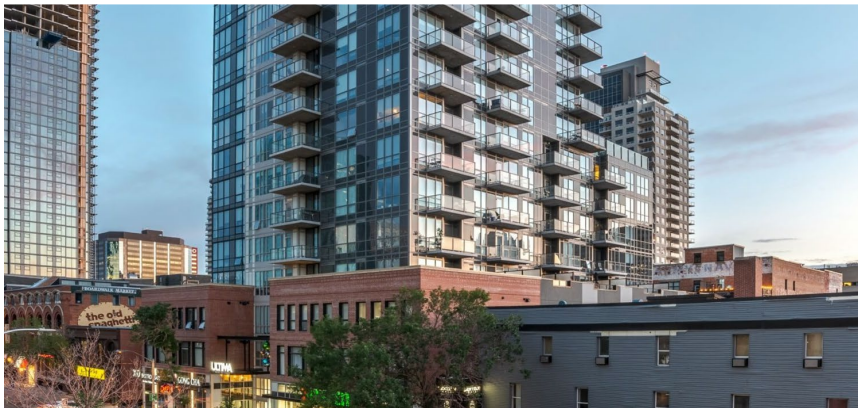
Schools

- It is anticipated that up to six elementary schools and two secondary schools may be required in the CTOC area.
- Generally, elementary schools will be located adjacent to Neighbourhood Parks.
- Primary schools will be located on Collector Roads and secondary schools will be located on Arterial Roads.
- Partnerships with developers to integrate schools within mixed-use developments will be encouraged.



Urban Design in the Mixed Use Core and Core Transition Area

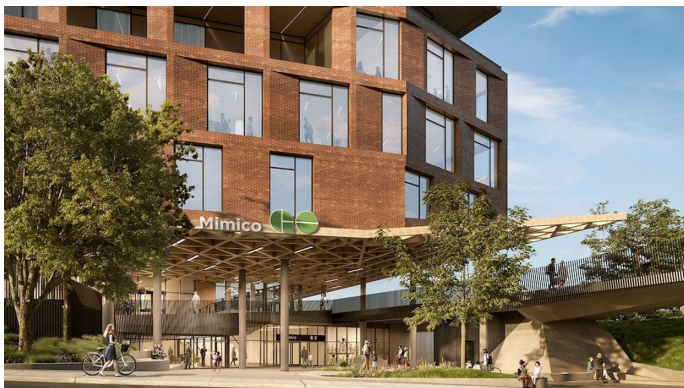
- Buildings shall address and frame public streets.
- Medium-density and low-rise housing generally shall have landscaped front yards.
- Tall buildings shall generally take a podium and tower form.
- Towers shall have a minimum separation distance of 30 metres.
- Mid-rise buildings over 8-storeys shall incorporate stepbacks.
- Underground parking shall be encouraged. Above-ground parking shall be screened/buffered from other uses.



Transit Facilities Zone



- The Transit Facilities Zone shall be the preferred location for siting transit facilities related to the GO station, including:
 - Commuter parking
 - Pick up/drop off area
 - Bus terminal
 - Transit-related open spaces
- These may be stand-alone facilities are expected to be seamlessly integrated with development and support a pedestrian-friendly environment.



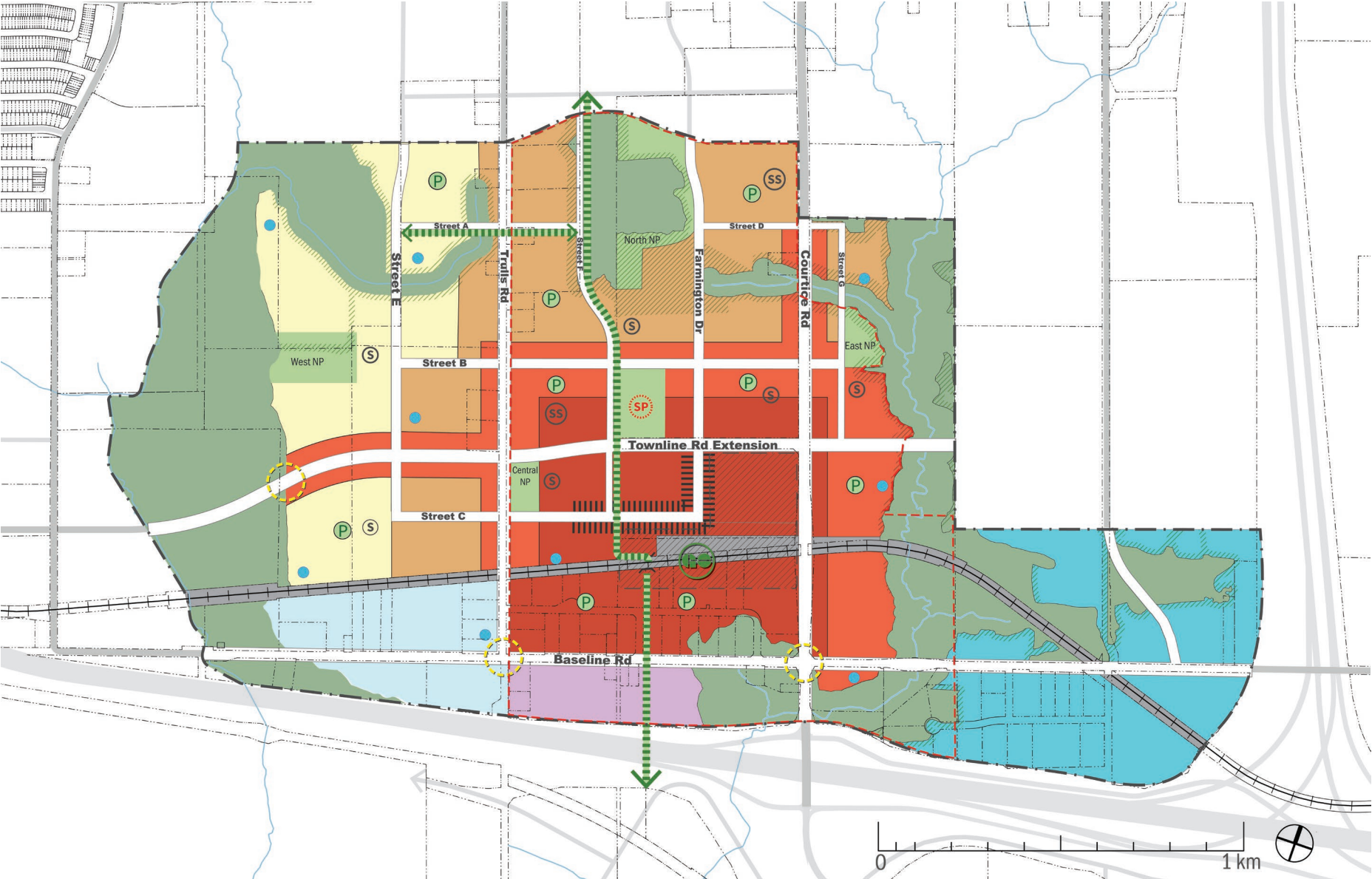
QUESTIONS / COMMENTS

We Want To Hear From You

Tell us what you think of the Draft Preferred Land Use Plan and Policy Directions:

- Does it align with your vision for the area? If no, what is missing from the plan that you would like to see included?
- What do you like most about the Land Use Plan?
- Are there elements of the plan or policy directions you think should be reconsidered?

Draft Preferred Land Use Plan



- Environmental Protection Area
- Environmental Constraint
- Mixed Use Core
- Mixed Use Transition Area
- Medium Density Residential
- Low Density Residential
- Mixed Use Office District
- Light Industrial
- General Industrial
- Utility
- Commercial Frontage
- Transit Facilities Zone
- Key Active Transportation Connection
- P Neighborhood Park / Parkette
- Stormwater Management Facilities
- S Potential Elementary School
- SS Potential Secondary School
- SP Special Park
- Gateway
- MTSA Boundary

Next Steps

- Receive and review written comments - please submit by **November 30, 2023**
- Prepare Draft Secondary Plan, Urban Design and Sustainability Guidelines and Zoning By-law
- Complete Transportation and Servicing Studies
- **February or March 2024** - Statutory Public Meeting

Stay Informed and Get Involved

If you have comments, require further information or would like to be added to the project mailing list, please email: CourticeTOC@clarington.net

Get in touch with project management staff:



Emily Corsi

Senior Planner, Community Planning
Planning and Infrastructure Services
ecorsi@clarington.net



Lisa Backus

Manager, Community Planning
lbackus@clarington.net

THANK YOU!