



North Village Secondary Plan & Integrated Municipal Class Environmental Assessment



PUBLIC INFORMATION CENTRE #3
June 8, 2022 (virtual meeting)

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.

Agenda

- 1 Introductions & Overview
- 2 Vision & Guiding Principles
- 3 Baseline Parameters
- 4 Alternative Land Use Plans
- 5 Evaluation of the Land Use Plans
- 6 RR17 EA Update
- 7 Discussion & Next Steps

Introductions & Overview

Introductions

The Municipality



Mark Jull
Senior Planner
Community Planning & Design



Lisa Backus
Acting Manager
Community Planning & Design



Karen Richardson
Manager
Development Engineering

The Consultant Team



SvN Architects + Planners

Urban Planning, Urban Design, Engagement
Consultant Team Lead



Shonda Wang
Principal
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Kelly Graham
Senior Planner
MPI, BA, RPP
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Kim Behrouzian
Planner
MLA, BURPI, RPP
Urban Designer

BT Engineering

RR 17 EA Study,
Transportation Engineering

AECOM

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

Urbanism by Design

Urban Design

Footprint

Sustainability

Who is in the “room”?



LIVE POLL QUESTIONS

Poll - Who is in the “room”?

1. What is your relationship to Newcastle?

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

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

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

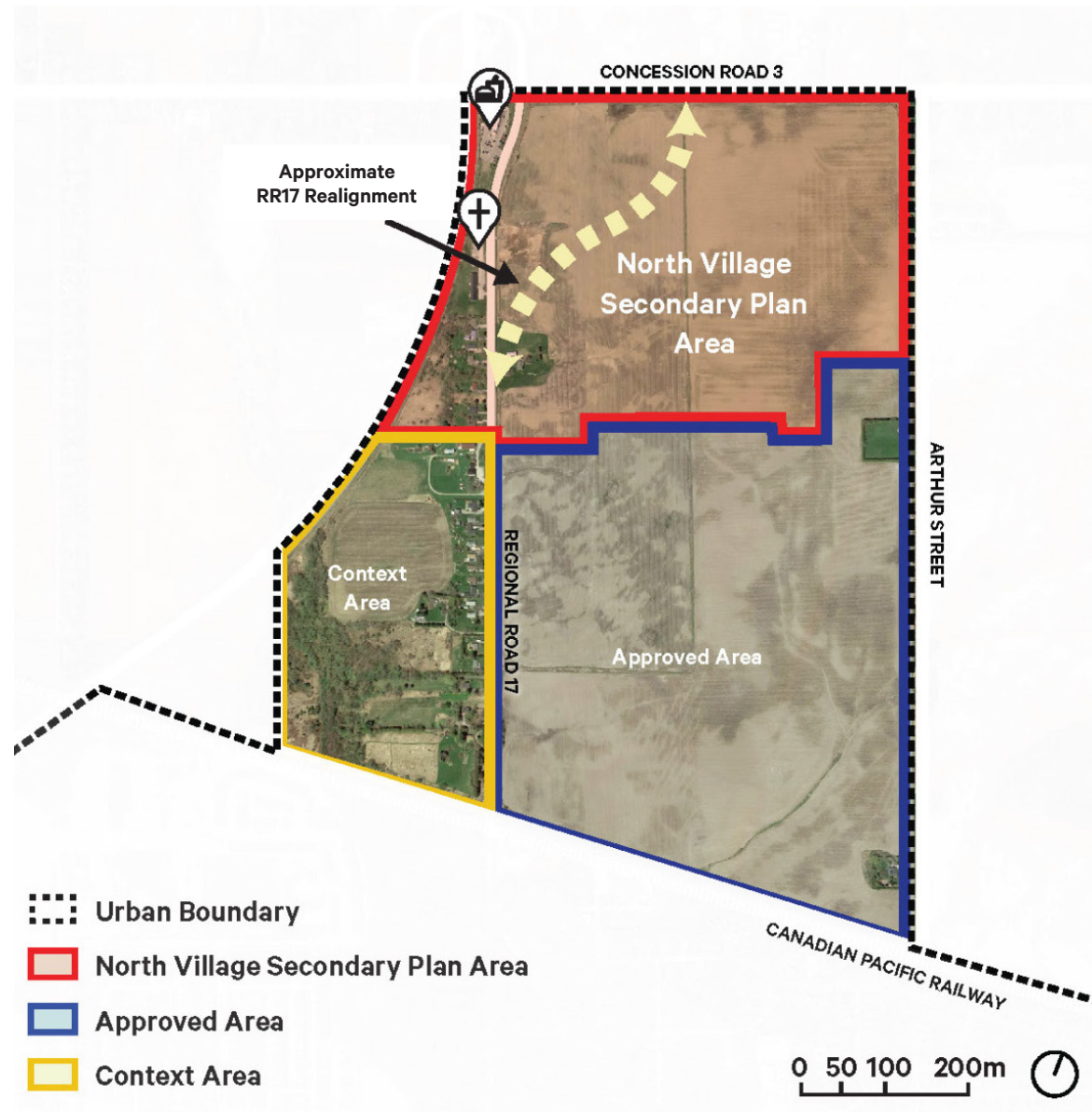
3. What do you like most about Newcastle?

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

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

- a) Yes
- b) No

About the Project



Background

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

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

What are we doing?

Secondary Plan

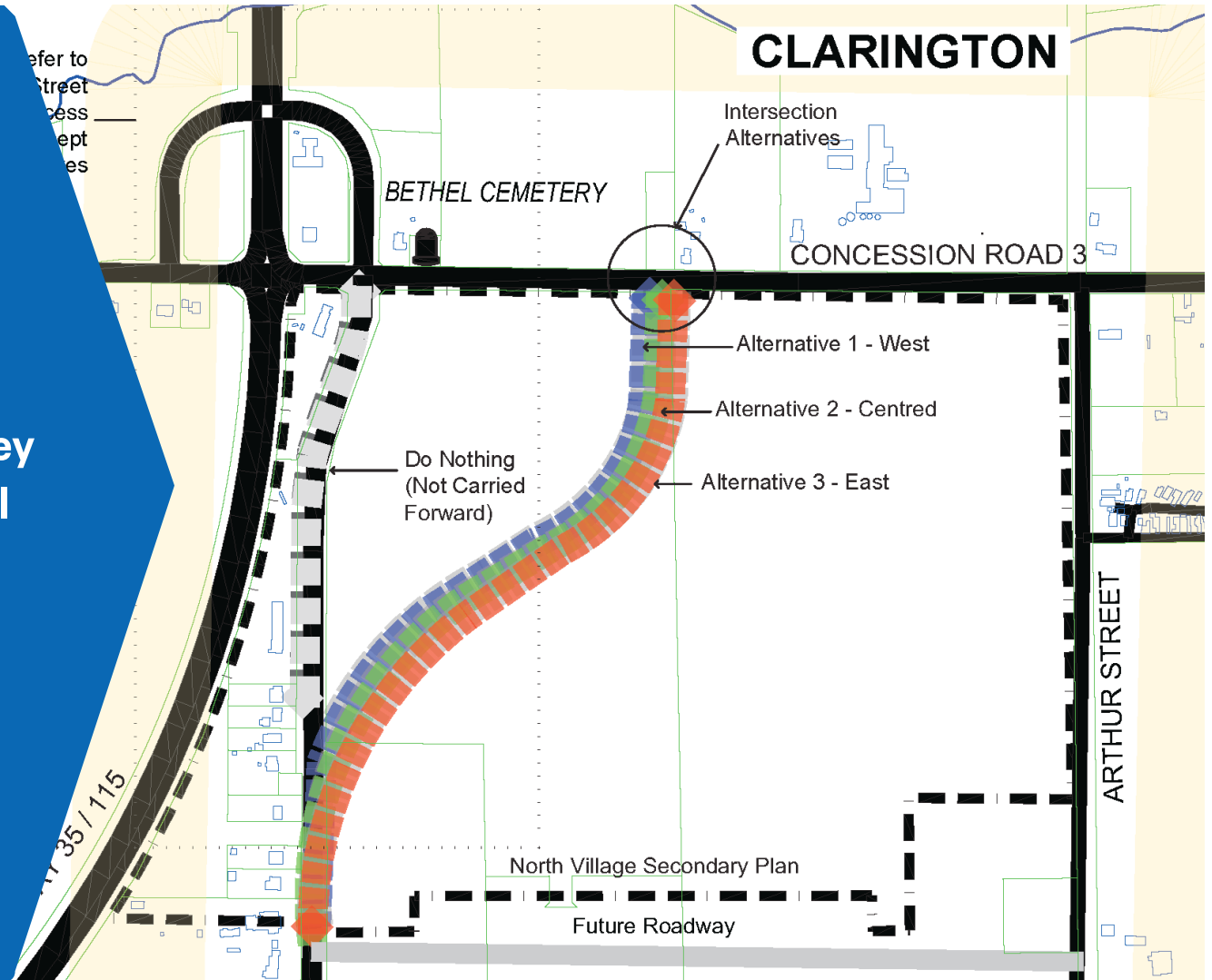
- » The Clarington Official Plan contains policies for managing municipal-wide growth.
- » A Secondary Plan contains policies for a specific area.
- » The framework may consist of the following elements:
 - » land use and built form, roads and infrastructure, parks, community facilities, cultural and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



What are we doing?

Environmental Assessment

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



What we heard (so far)

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

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



Project Timeline

Phase 1

Phase 2

Phase 3

Phase 4

Initial Public Input +
Technical Analysis

Evaluation Criteria +
Alternative Land Use Plans

Emerging Land Use Plan

Draft Secondary Plan
+ Zoning By-Law

○ Public Meeting ● Stakeholder Meeting

2021

2022

2023

Fall

Winter

Spring

Summer

Fall

Winter

Spring

Milestones completed
prior to fall 2021:
Steering Committee
#1, 2, 3 & 4
Public Information
Centre #1 & 2

Public Information
Centre 2
November 18th

Public Information
Centre 3
June 8th



We are here

Public Information
Centre 4 (RR17 EA)
Date TBD

Statutory Public Meeting
Date TBD

Why are we here today?

Public Information Centre #3 is focused on the following new updates:



NOTE: Feedback from PIC #3 combined with the Evaluation results will inform an Emerging Land Use Plan.

Vision & Guiding Principles

Vision



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

Guiding Principles

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



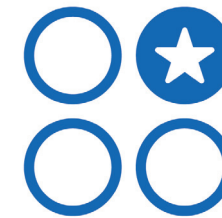
**A Liveable
Neighbourhood**



**A Connected
Neighbourhood**



**A Beautiful
and Inviting
Neighbourhood**



**A Unique
Newcastle
Neighbourhood**



**A Resilient
Neighbourhood**

Baseline Parameters

Baseline Parameters

The Baseline Parameters are minimum requirements from the Official Plan that all proposed land use alternatives must achieve. The categories include:



1 Density



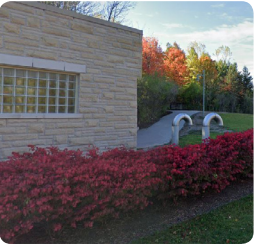
5 Conc 3 / Arthur St



9 Active Transportation



2 Housing



6 Water Reservoir



10 Sustainability



3 Internal Street Network



7 Parkland



11 Context Area



4 RR 17



8 School



12 Neighbourhood Centre

Alternative Land Use Plans

 **LIVE** POLL QUESTIONS

Assumptions

NOTE

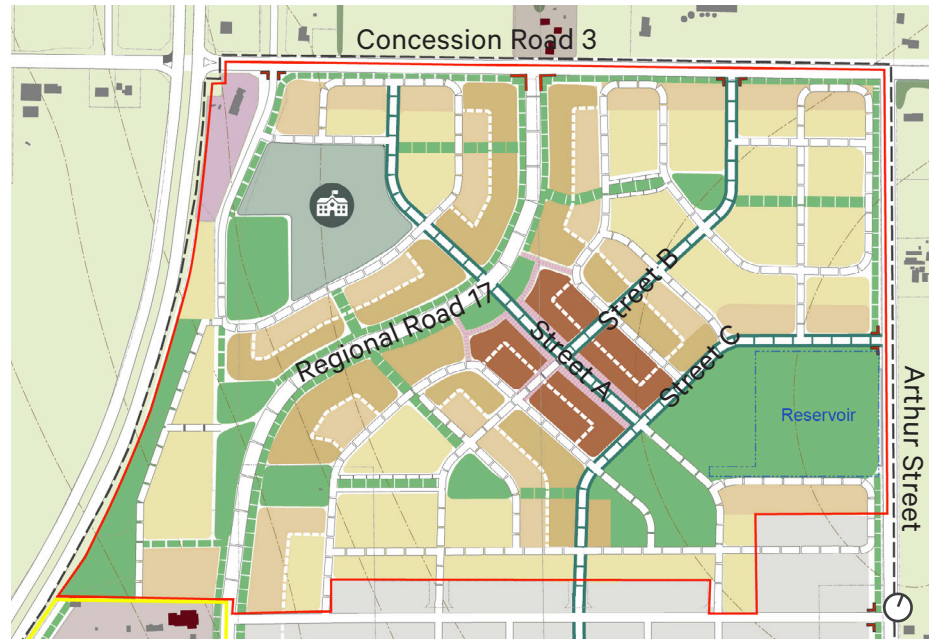
The Land Use Plan Alternatives share several basic assumptions in common, such as area for the school, water reservoir, and street connections to the approved subdivision to the south, among others.

These include:

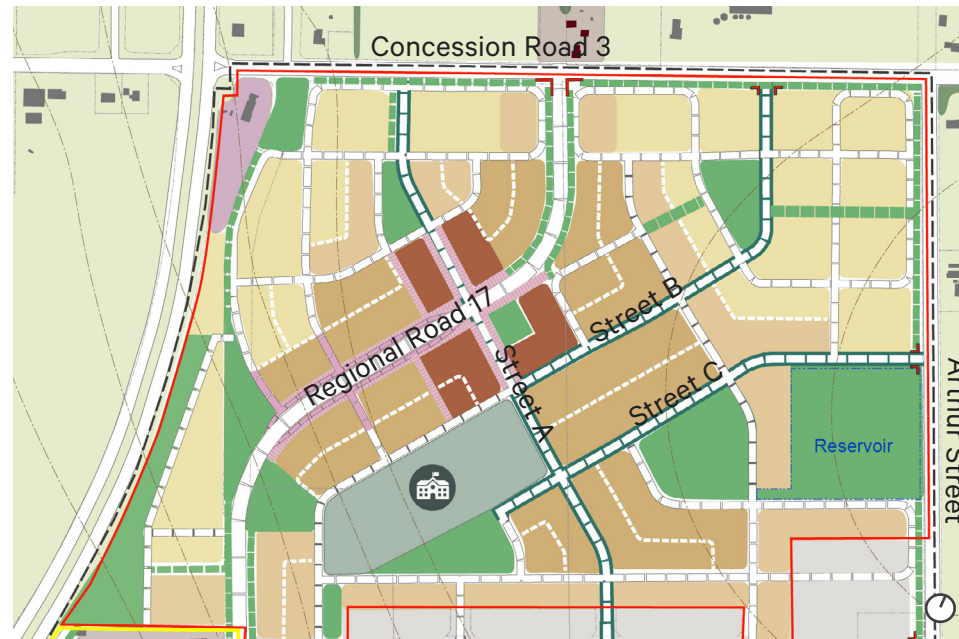
- Water Reservoir: 2.36 ha
- School: minimum 2.5 ha (subject to School Board)
- Highway Commercial (existing McDonald's): 0.76 ha
- Mixed Use (Neighbourhood Centre): Assume 35,000 sf (3,251 sm) GFA feasible in a main street format, other lands to be developed as residential or complementary institutional/public uses
- Regional Road 17 Realignment - subject to the Integrated Class Environmental Assessment Study (*underway*)
- Street network in the Approved Area to the south

Three Land Use Alternatives

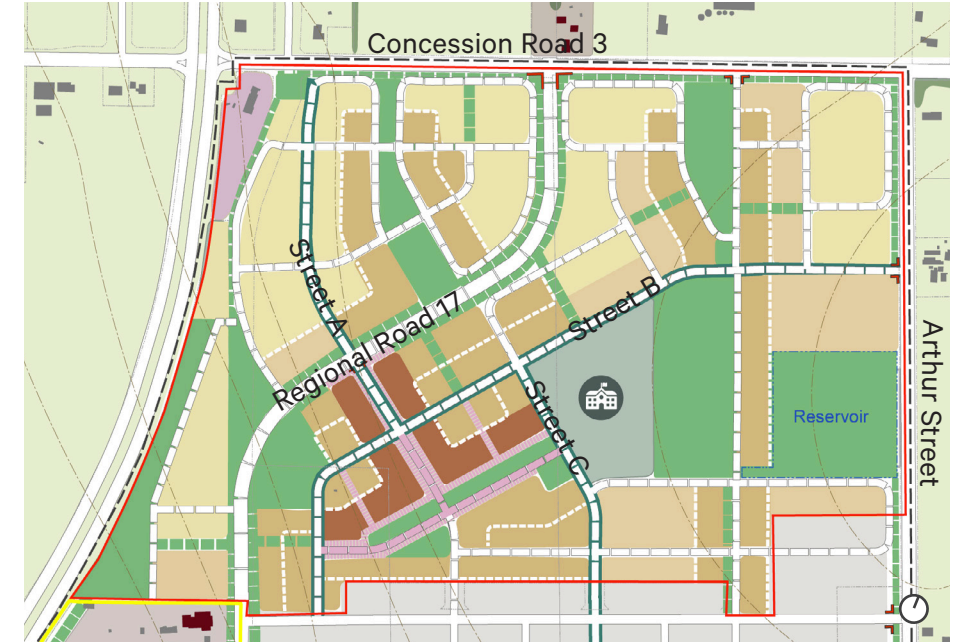
Alternative 1



Alternative 2



Alternative 3

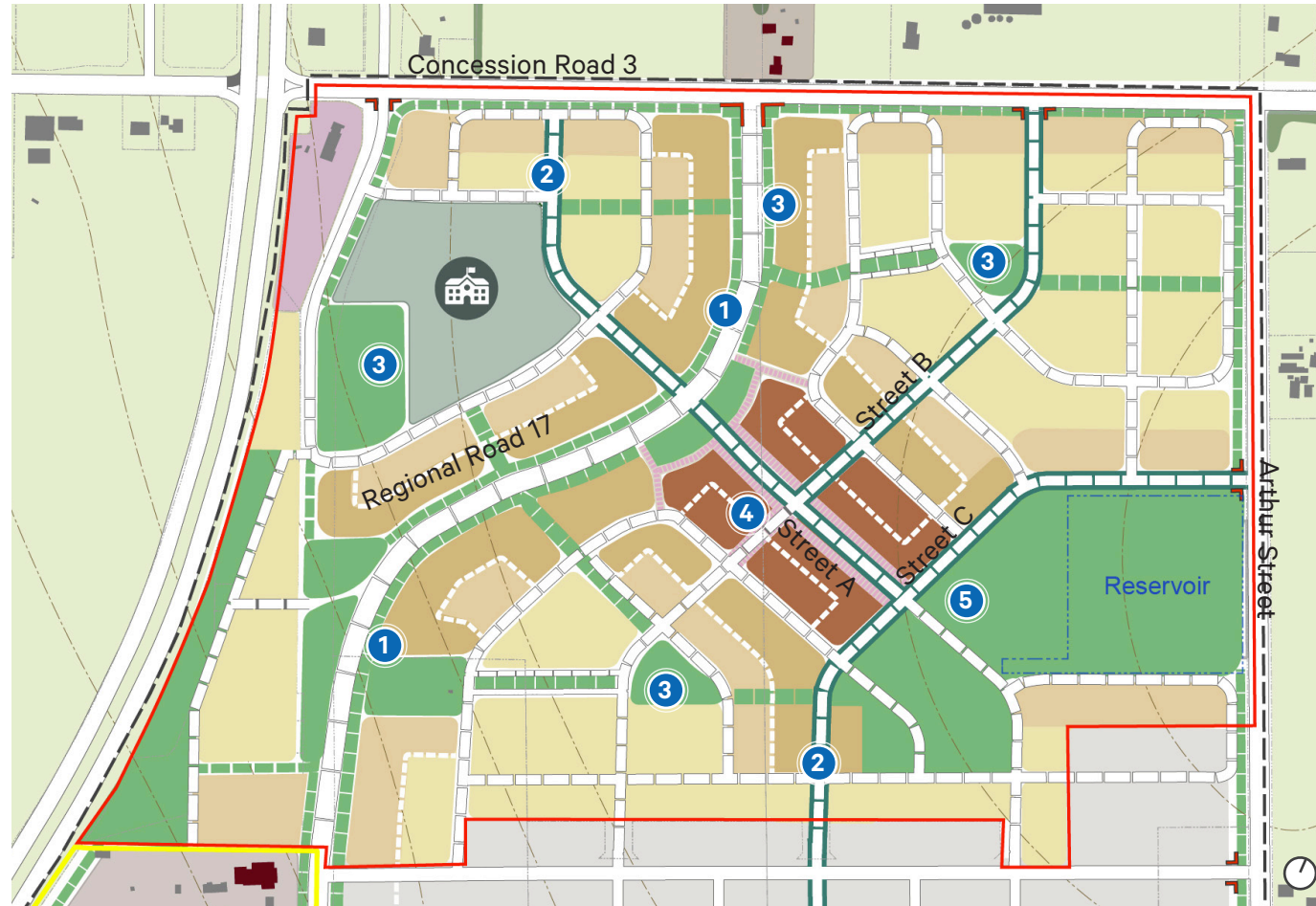


Land Uses

- Low Density Residential
- Low Density Residential +
- Medium Density Residential
- Parks
- Neighbourhood Centre Mixed Use
- Highway Commercial
- ⚙️ School

Land Use Alternative 1

Green Corridors + Community Courtyards



Boundaries

— Project Area

Existing Context

- Existing Building
- Existing Building of Cultural Significance

Public Realm

- ▬ Arterial Road
- ▬ Collector Road with Bike Lanes
- ▬ Local Street
- ▬ Potential Rear Lane
- ▬ Green Link
- ▬ Park

Land Uses

- Low Density Residential
- Low Density Residential + Medium Density Residential
- Neighbourhood Centre Mixed Use
- Highway Commercial
- School



① Engage RR17 and surrounding boundary roads



② Main roads as green corridors



③ Distribute and link smaller parks to create “community courtyards”



④ Small-scale, central, commercial main street and “heart”



⑤ Design central park as community destination and anchor to the main street

Poll - Land Use Alternative 1

1. What is your favourite design feature?

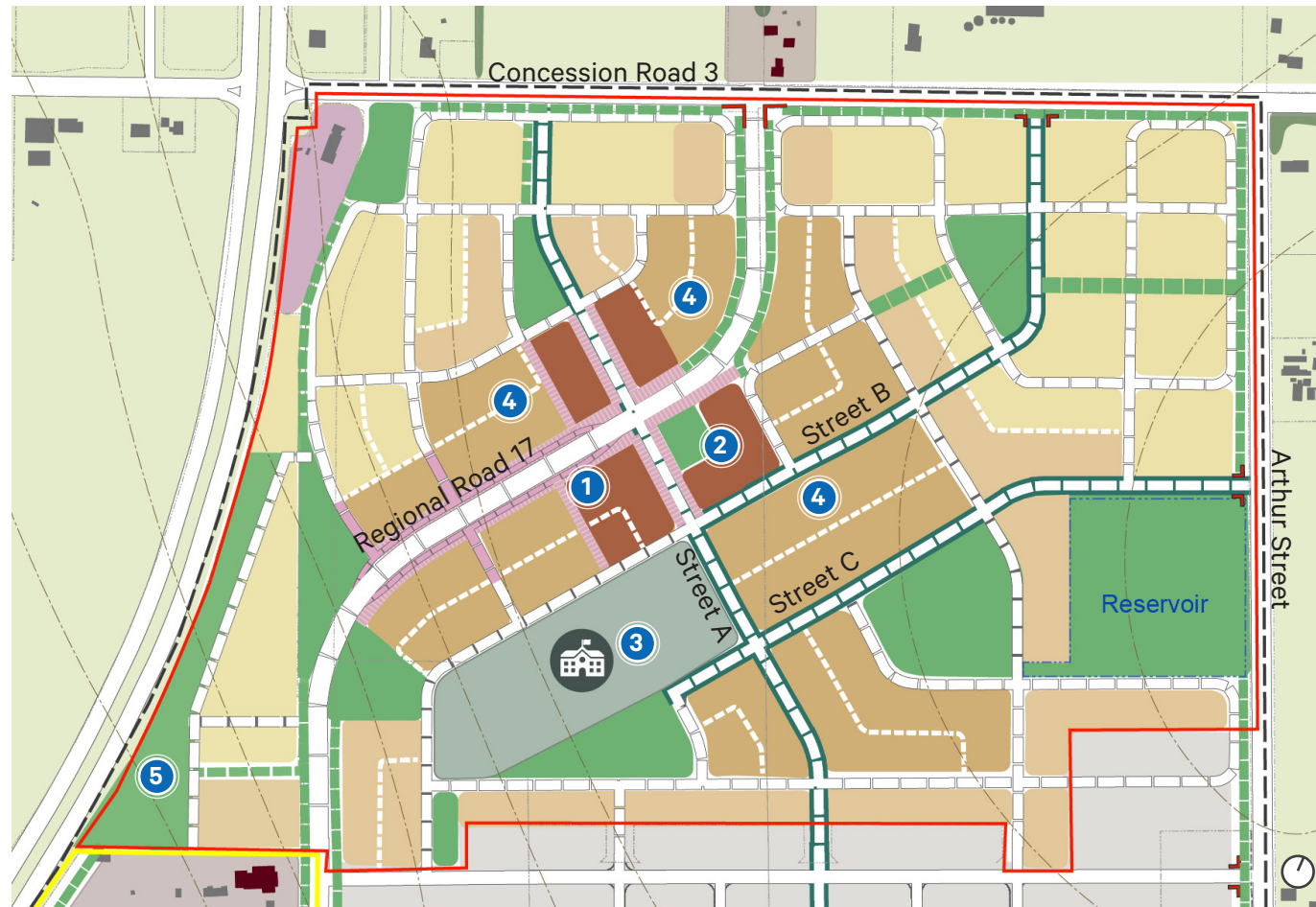
- a) Engage and beautify RR17
- b) Main roads as green corridors
- c) Distribute and link smaller parks to create “community courtyards”
- d) Small-scale, central, commercial main street and “heart”
- e) Central park as community destination and anchor to the main street
- f) Other

2. Do you like the location of the school?

- a) Yes, I like the location
- b) No, I prefer the location be elsewhere
- c) I am not sure

Land Use Alternative 2

Four Corners + Green Corridors



Boundaries

— Project Area

Existing Context

- Existing Building
- Existing Building of Cultural Significance

Public Realm

- ▬ Arterial Road
- ▬ Collector Road with Bike Lanes
- ▬ Local Street
- ▬ Potential Rear Lane
- ▬ Green Link
- ▬ Park

Land Uses

- Low Density Residential
- Low Density Residential + Medium Density Residential
- Medium Density Residential
- Neighbourhood Centre
- Mixed Use
- Highway Commercial
- School



Source: Project for Public Spaces, 2020

① Animate and enliven RR17



Source: Sloker Group, 2021

② Create a prominent “four corners” neighbourhood centre



Source: Benjamin Benschneider, 2010

③ Locate school as key civic feature



Source: Mr.List.Co, 2022

④ Maximize density around the neighbourhood centre and school



Source: City of Asheville, 2020

⑤ Highway buffer zone



Poll - Land Use Alternative 2

1. What is your favourite design feature?

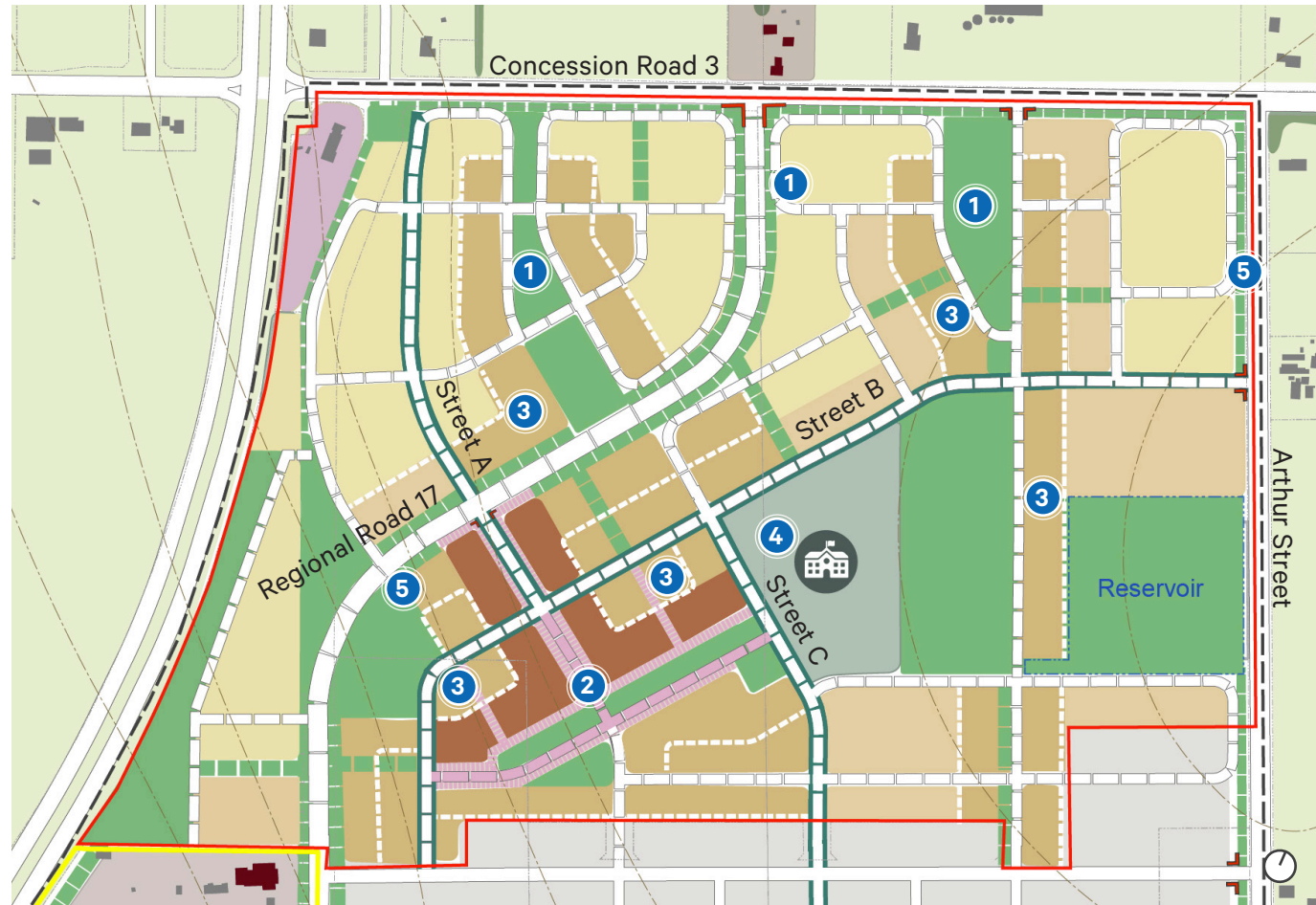
- a) Animate and enliven RR17
- b) Prominent “four corners” neighbourhood centre
- c) Locate school as key civic feature
- d) Maximize density around the neighbourhood centre and school
- e) Highway buffer zone
- f) Other

2. Would you like to see the medium density residential clustered or more evenly distributed throughout the plan area?

- a) I like it clustered together
- b) I would like to see it more distributed
- c) I am not sure

Land Use Alternative 3

Neighbourhood Centre + Promenade



Boundaries
 — Project Area

Existing Context
 ■ Existing Building
 ■ Existing Building of Cultural Significance

Public Realm
 — Arterial Road
 — Collector Road with Bike Lanes
 — Local Street
 — Potential Rear Lane
 — Green Link
 — Park

Land Uses
 ■ Low Density Residential
 ■ Low Density Residential +
 ■ Medium Density Residential
 ■ Neighbourhood Centre
 ■ Mixed Use
 ■ Highway Commercial
 ■ School



Source: Centre for Architecture, 2021

① Elongate parks to create “green fingers” and maximize access



Source: Leyland Alliance, 2016

② Integrate the neighbourhood centre and park to create a unique promenade



Source: Google Streetview, 2018

③ Maximize density around open spaces and neighbourhood centre



Source: Perkins&Will, 2022

④ Make the school a focal point of the community with a prominent location



Source: Google Streetview, 2018

⑤ Engage RR17 and surrounding boundary roads



Poll - Land Use Alternative 3

1. What is your favourite design feature?

- a) Elongate parks to create “green fingers” and maximize access
- b) Integrate the neighbourhood centre and park to create a unique promenade
- c) Maximize density around open spaces and neighbourhood centre
- d) Locate school as view terminus of linear neighbourhood centre and promenade
- e) Engage RR17 and surrounding boundary roads
- f) Other

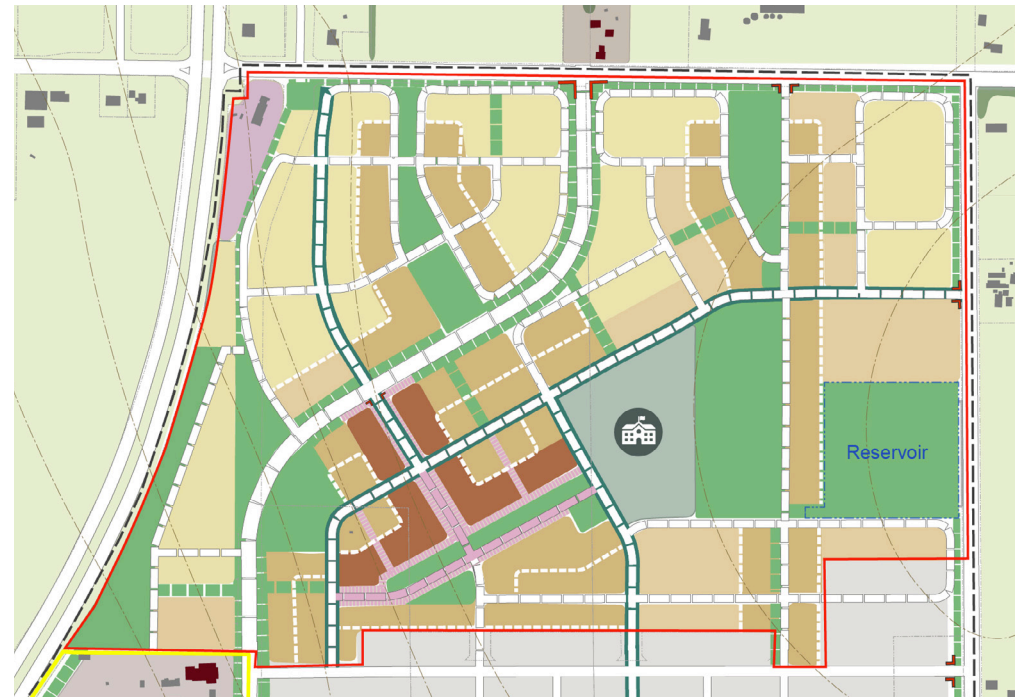
2. Do you like the location of the Neighbourhood Centre?

- a) Yes, I like the location close to the park and school
- b) No, I prefer a centrally located commercial main street and “heart”
- c) No, I prefer a prominent “four corners” intersection along RR17
- d) I am not sure

Level of Detail

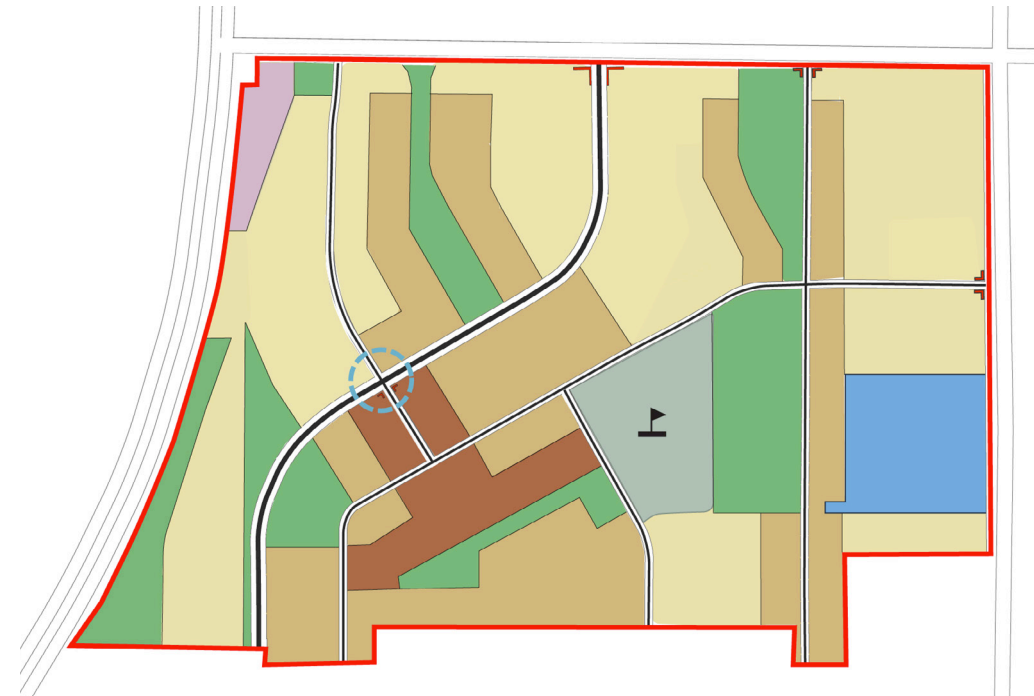
Alternatives show a greater level of detail than the land use schedule

Land Use Alternative 3



vs.

Land Use Schedule Example

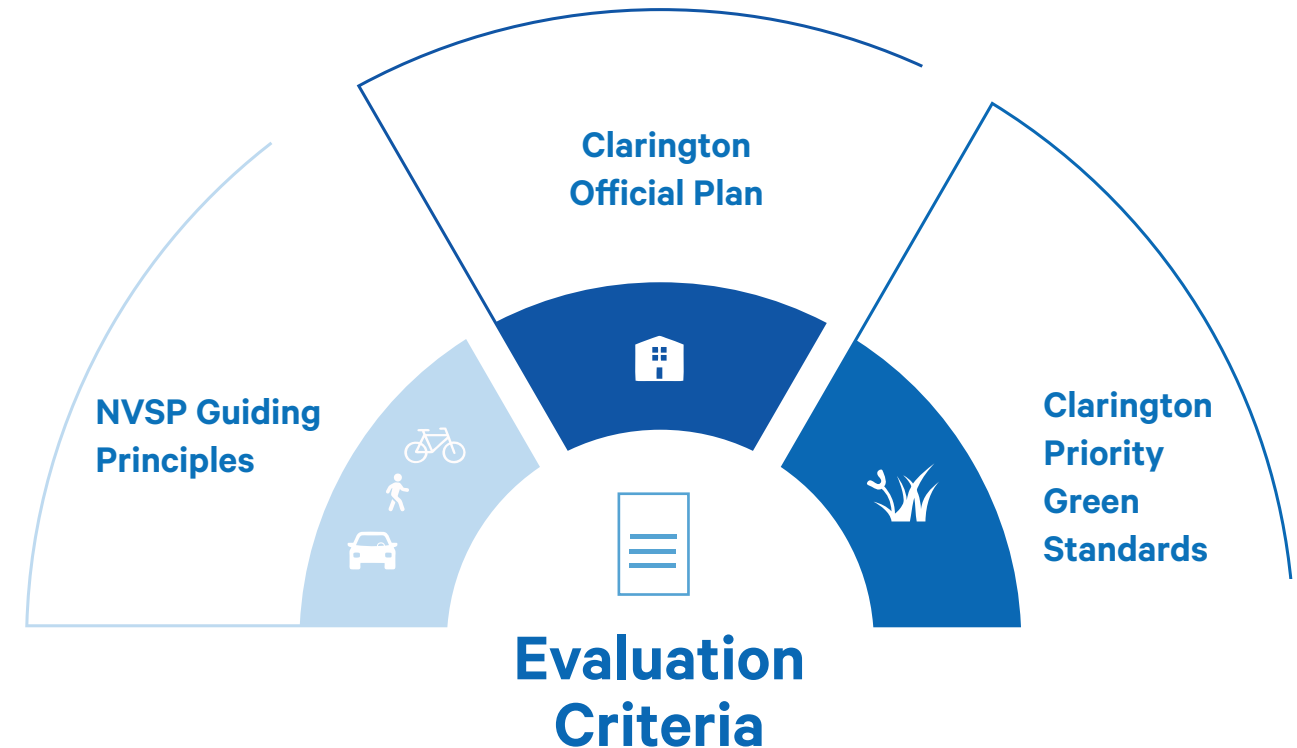


Evaluation of the Land Use Plans


Evaluation Criteria

The Evaluation Criteria have been used to evaluate the three alternative land use plans for North Village. The Criteria are not being used to select a single plan, but rather to select the best features from each to create an Emerging Plan.


- Rooted in the NVSP Guiding Principles, the Clarington OP, and the Clarington Priority Green Standards for Secondary Plans
- The Alternative that best achieves the objective is assigned a score of 3, the second best performing Alternative is assigned a score of 2, and the least well performing Alternative is assigned a score of 1 for that objective




Evaluation Criteria

Guiding Principle	Summary of Indicators	Summary of Evaluation Results		
 <p data-bbox="292 911 508 963">Liveable</p>	<p data-bbox="754 581 1463 1085">The indicators considered the minimum residential densities, mix of housing types, number of employment opportunities, and mitigating conflicts with agricultural operations.</p>	<ul data-bbox="1570 460 2756 1206" style="list-style-type: none"> Alternative 3 best distributes a mix of density and building typologies Alternative 1, similar to Alternative 3, distributes density in a balanced way throughout the neighbourhood, though it has less medium density than Alternative 3 Alternative 2 concentrates medium density and other non-detached units in one large cluster in the centre of the plan area Alternatives have equal potential to yield a similar number of jobs Alternative 3 provides the most strategies to mitigate conflict with agricultural operation with linear green spaces that share an edge with the boundary road, reducing the number of homes facing and in proximity to agricultural areas 		
<p data-bbox="1293 1336 1478 1388">Subtotal</p>		<p data-bbox="1617 1302 1848 1345">Alternative 1</p>	<p data-bbox="2032 1302 2263 1345">Alternative 2</p>	<p data-bbox="2448 1302 2679 1345">Alternative 3</p>
		<p data-bbox="1709 1380 1740 1423">4</p>	<p data-bbox="2140 1380 2171 1423">4</p>	<p data-bbox="2556 1380 2587 1423">8</p>

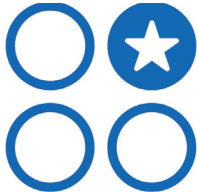
Evaluation Criteria

Guiding Principle	Summary of Indicators	Summary of Evaluation Results		
 <p data-bbox="283 980 579 1032">Connected</p>	<p data-bbox="785 581 1432 1076">The indicators measured the walkability, the number of pedestrian connections to arterial roads, the variety of circulation options, and the connectivity of the cycling network.</p>	<ul data-bbox="1570 598 2725 1067" style="list-style-type: none"> Alternative 2 puts neighbourhood amenities within a short walking distance of the most people Alternative 1 has the shortest average block length and therefore performs slightly better for walkability Alternative 3 has the highest intersection density, providing the greatest amount of connectivity and variety of travel Alternatives All of the Alternatives provide an equal number of homes within 200 metres of connected cycling routes 		
<p data-bbox="1293 1336 1478 1388">Subtotal</p>		<p data-bbox="1617 1302 1848 1345">Alternative 1</p>	<p data-bbox="2032 1302 2263 1345">Alternative 2</p>	<p data-bbox="2448 1302 2679 1345">Alternative 3</p>
		<p data-bbox="1709 1380 1740 1423">7</p>	<p data-bbox="2140 1380 2171 1423">9</p>	<p data-bbox="2556 1380 2587 1423">6</p>


Evaluation Criteria

Guiding Principle	Summary of Indicators	Summary of Evaluation Results		
 <p data-bbox="289 977 535 1029">Beautiful</p>	<p data-bbox="736 543 1435 1116">The indicators measure the number of views to important landmarks and natural features, the percentage of roads with building frontages, the distribution of parks, and the amount of parkland and open space.</p>	<ul data-bbox="1564 621 2682 961" style="list-style-type: none"> Alternative 3 provided the greatest proportion of parkland / 300 units Alternative 2 provides the greatest number of views to surrounding landmarks and natural features All of the Alternatives provide a good distribution of parks for good accessibility to residents 		
<p data-bbox="1287 1341 1475 1385">Subtotal</p>		<p data-bbox="1613 1303 1844 1338">Alternative 1</p>	<p data-bbox="2029 1303 2260 1338">Alternative 2</p>	<p data-bbox="2442 1303 2673 1338">Alternative 3</p>
		<p data-bbox="1712 1385 1743 1420">6</p>	<p data-bbox="2134 1385 2165 1420">5</p>	<p data-bbox="2550 1385 2581 1420">7</p>

Evaluation Criteria

Guiding Principle	Summary of Indicators	Summary of Evaluation Results		
 <p data-bbox="320 977 517 1034">Unique</p>	<p data-bbox="717 618 1481 1041">The indicators measure the percentage of residential homes within walking distance of the Neighbourhood Centre, and the number of visual connections to destinations and amenities.</p>	<ul data-bbox="1573 583 2722 1003" style="list-style-type: none"> • Alternatives 1 and 3 perform equally well on this indicator because of the concentration of medium density around the NC. Regardless, the whole SP area is less than 500 metres across, which means that the vast majority of homes will be within a 5 minute walk of the NC • Alternative 1 provides the greatest number of visual/spatial connections into the neighbourhood centre because of the placement of streets and open spaces 		
<p data-bbox="1281 1341 1472 1385">Subtotal</p>		<p data-bbox="1626 1303 1860 1341">Alternative 1</p>	<p data-bbox="2057 1303 2303 1341">Alternative 2</p>	<p data-bbox="2473 1303 2713 1341">Alternative 3</p>
		<p data-bbox="1727 1385 1758 1420">4</p>	<p data-bbox="2165 1385 2196 1420">2</p>	<p data-bbox="2574 1385 2605 1420">4</p>

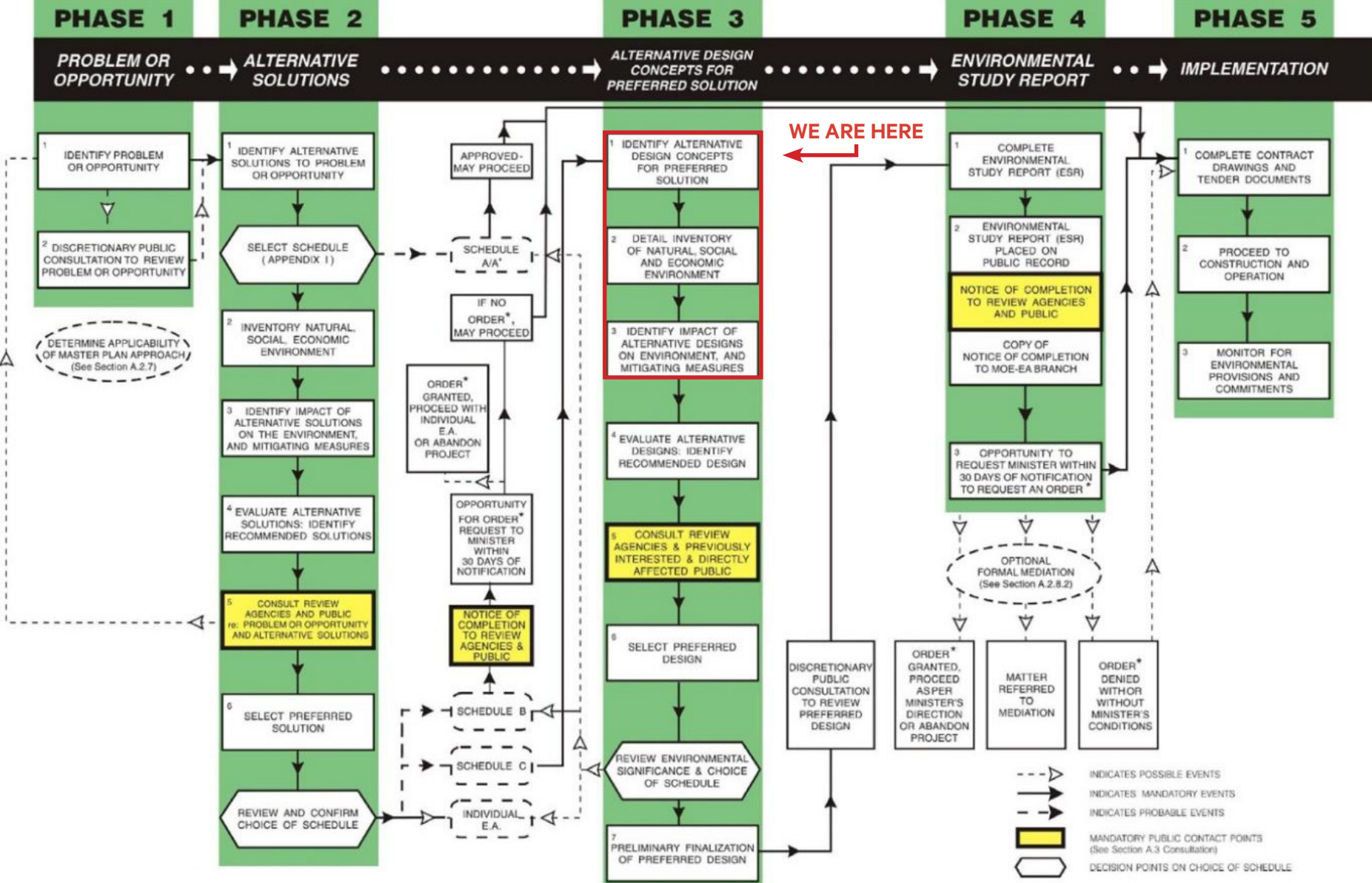
Evaluation Criteria

Guiding Principle	Summary of Indicators	Summary of Evaluation Results		
 <p>Resilient</p>	<p>The indicators measure the percentage of people and jobs in walking distance to transit stops, the percentage of open spaces suitable for green infrastructure, the proportion of tree cover, and areas with potential to maximize solar gains.</p>	<ul style="list-style-type: none"> All of the Alternatives provide a high percentage of people and jobs within walking distance to transit, Alternative 1 provides the greatest proportion Alternative 3 has a slightly greater proportion of open spaces that intersect with natural drainage areas, and the greatest number of trees in park spaces based on an average tree assumption from the City of Toronto Alternative 2 performs slightly better than the others in terms of street tree canopy because it has the greatest linear distance of public streets. However, it has the lowest number of trees in parks All of the Alternatives follow a similar grid pattern and orientation and therefore share the same potential to maximize solar gains 		
		Alternative 1	Alternative 2	Alternative 3
Subtotal		8	6	9
Total		29	26	34

Regional Road 17 Environmental Assessment

 **LIVE** POLL QUESTIONS

Regional Road 17 MCEA

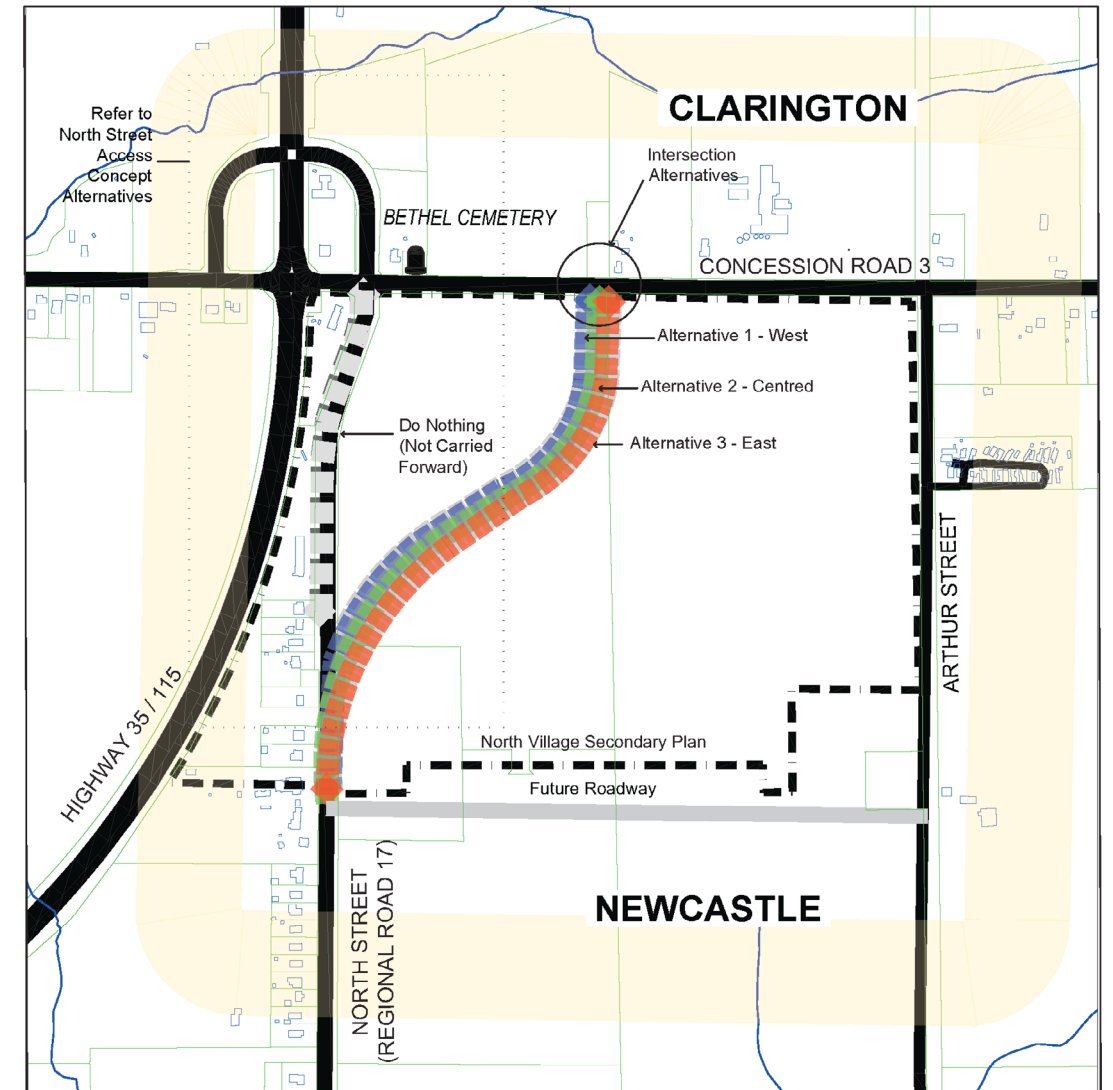


Alignment Alternatives

- The final Alignment Alternative will be reflected in the Land Use Plan schedule. The following options are being considered:
 - Alternative 1: West
 - Alternative 2: Centered
 - Alternative 3: East
- The intersection of the realigned Regional Road 17 and Concession Road 3 will be offset 300 metres east of the existing intersection, as required by MTO.
- Concession Road 3 connectivity alternatives will also be studied.

For detailed illustrations of the 3 alternatives please visit the project website at www.clarington.net/NorthVillage

North Street Alternatives are also being considered as part of the Land Use Plans to ensure that existing residents, businesses, and community institutions will continue to have access to the surrounding road network.



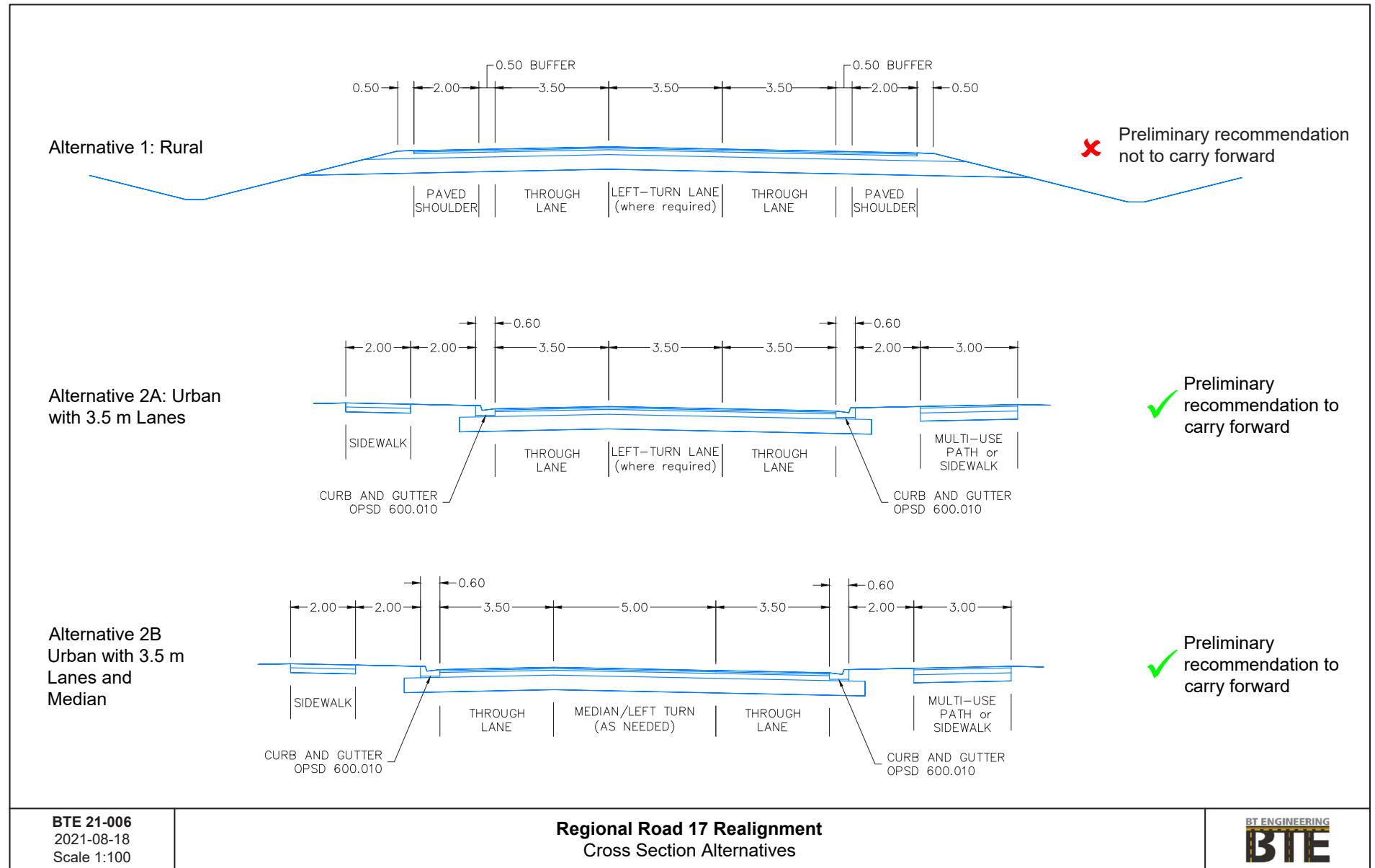
Municipality of Clarington
 Integrated Environmental Assessment Study
Regional Road 17 Broad Band Corridor Alternatives

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

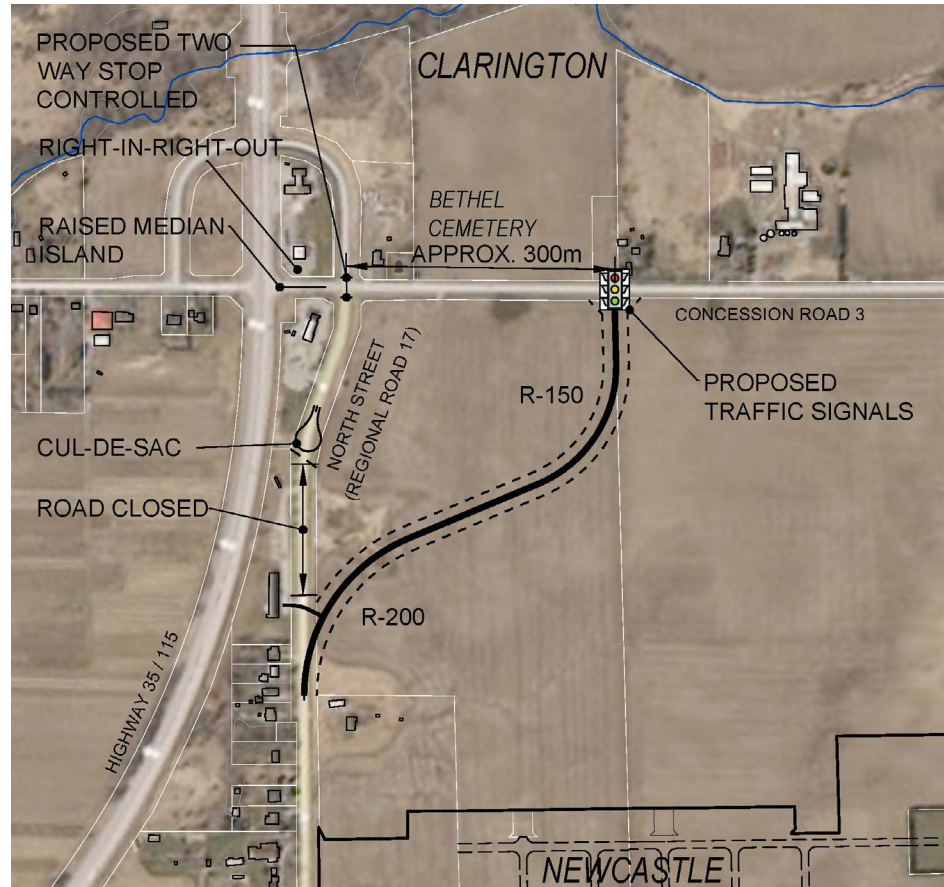


Cross Section Alternatives

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

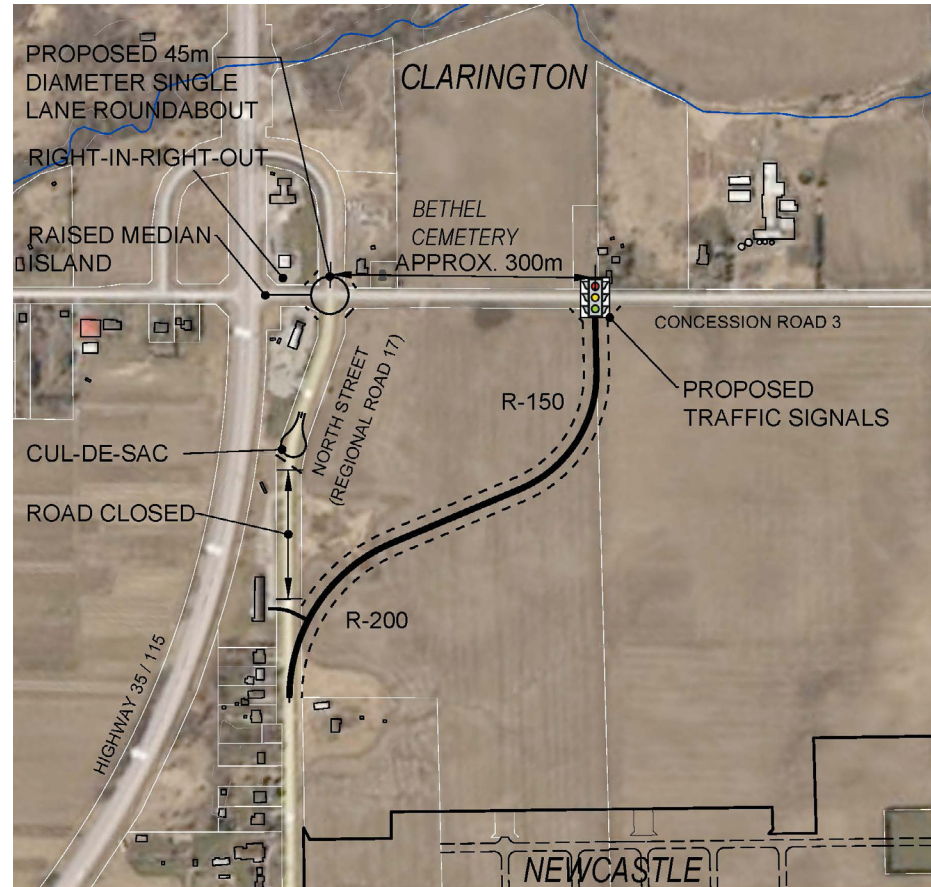


Alternative Details



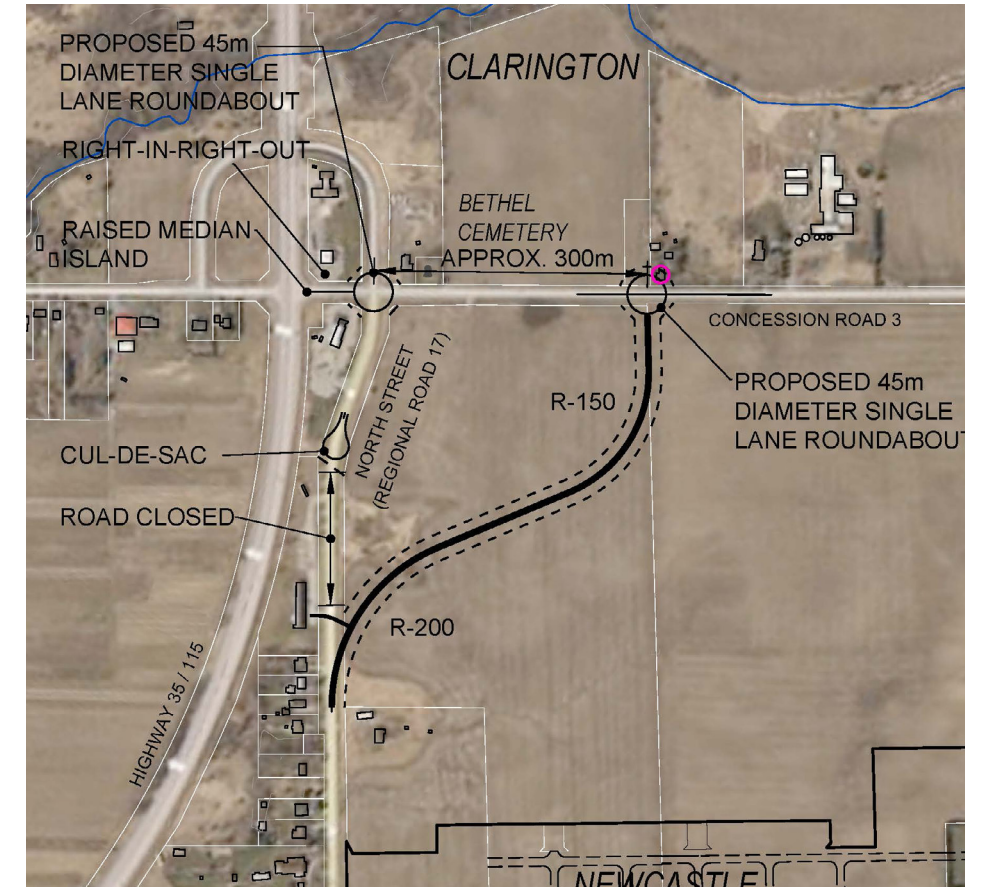
Alternative 2A

Realigned North Street with Signals



Alternative 2B

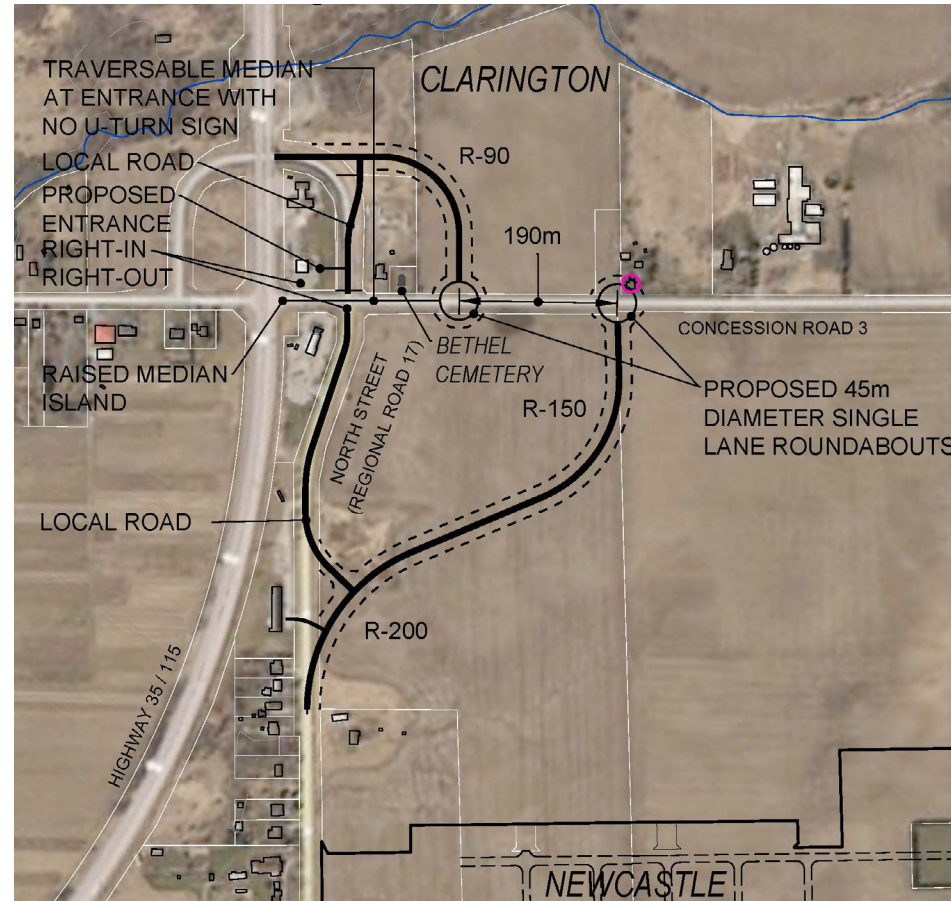
Realigned North Street with Signals



Alternative 2C

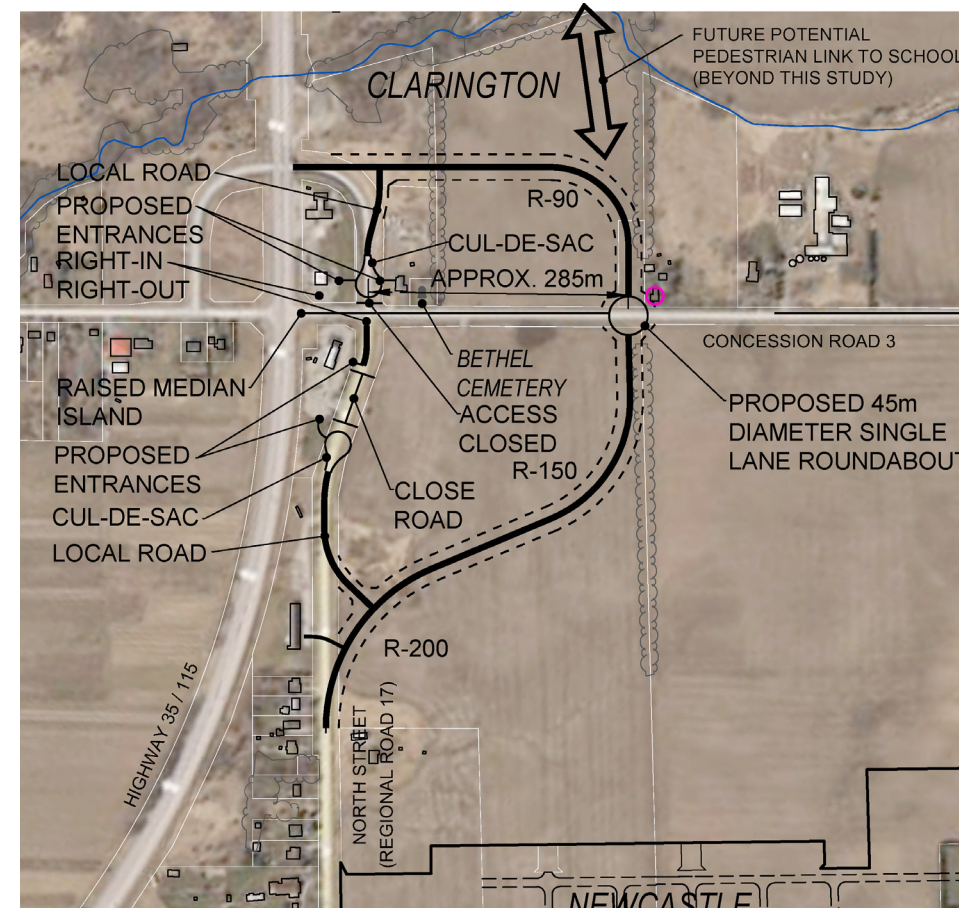
Realigned North Street with Roundabout

Alternative Details



Alternative 3

Realigned North Street and reconfiguration of on-ramp



Alternative 4

Realigned North Street and reconfiguration of on-ramp

Poll - Alternatives

1. Would you prefer traffic lights or roundabouts at RR17 and Concession Road 3?

- a) I prefer traffic lights and zebra crossings at the intersection
- b) I prefer roundabouts at the intersection
- c) I am not sure

2. Do you like the proposed changes to business access?

- a) Yes, I like the proposed changes
- b) No, I do not like the proposed changes
- c) I am not sure

3. Do you want to see additional roads or a reconfiguration of existing Concession Road 3?

- a) I prefer additional new roads
- b) I prefer a reconfiguration of existing Concession Road 3
- c) I am not sure

Next Steps

Next Steps

Engagement Summary Report

 July

Phase 2 Summary Report

 July

Reports to be published on the project-specific webpage on the Municipality of Clarington's website: clarington.net/northvillage



Upcoming Meetings

Phase 1

Phase 2

Phase 3

Phase 4

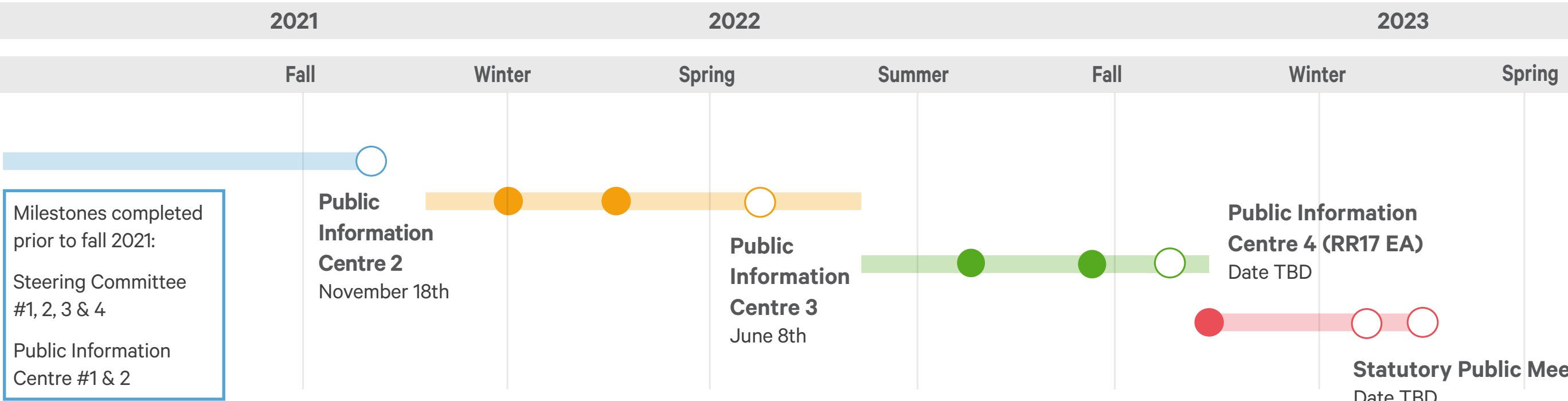
Initial Public Input +
Technical Analysis

Evaluation Criteria +
Alternative Land Use Plans

Emerging Land Use Plan

Draft Secondary Plan
+ Zoning By-Law

○ Public Meeting ● Stakeholder Meeting





Discussion

THANK YOU

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

northvillage@clarington.net