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Appendix A: Planning Background Report

**Southeast Courtice Secondary Plan
and Environmental Assessment**

Municipality of Clarington, Ontario

May 1, 2020

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A. Planning Background Report

A.1 Key Take-Aways

- ✦ The task of developing a secondary plan for the Southeast Courtice area is an exercise in community building and place making. The secondary plan must serve as the foundation for the creation of a new community with its own character and sense of identity while also creating a place that fits into the larger Courtice and Clarington community.
- ✦ Provincial, Regional and Municipal policies and plans provide a progressive **policy framework** that strongly supports the creation of healthy, complete and sustainable communities. The purpose of the Southeast Courtice Secondary Plan is to apply these general policies to the local context.
- ✦ Policies promote the creation of **healthy complete communities**, which are vibrant and sustainable places. These include a **mix of land uses** and a **range and mix of housing types** to meet community needs.
- ✦ In order to promote an **efficient land use pattern**, policies establish a density target of 50 residents and jobs per gross hectare for Greenfield Areas. In Southeast Courtice, residential land uses are likely to predominate, with the potential for commercial uses in a narrower range of locations.
- ✦ The policy framework establishes a **general urban hierarchy** that relates to densities and uses:
 - **Regional Corridors** will have highest densities, tallest buildings and greatest mixing of uses, in order to concentrate population in areas with good access to transit and amenities. These corridors include Highway 2, Courtice Road and Bloor Street. These areas will include a mix of low-, mid- and high-density buildings and achieve a density of 85 units per net hectare
 - **Prominent Intersections**, such as Bloor Street at Courtice Road and/or Bloor Street at Trulls Road, may be designed as community focal points, whose significance will be emphasized through building massing and height, materiality, street furniture, landscaping, and public art.
 - **Neighbourhoods**, outside of the Regional Corridors, will feature residential uses of lower density and height, supported by compatible uses such as small scale service and neighbourhood retail commercial uses, home-based occupation uses, parks, schools, and community facilities. Housing will generally be ground-related and between 1 and 3 storeys. Density targets for the interior of these neighbourhoods will be 13 units per net hectare, with a density of 19 units per net hectare for areas at the edge of neighbourhoods and adjacent to arterial roads.
- ✦ Southeast Courtice features significant **natural heritage and hydrological features**. These areas will be protected and integrated into any potential development in a way that

contributes to the area's character, including through the creation of a network of urban trails that provides access to nature and increases pedestrian permeability.

- ✦ Use of **transit and active transportation**, such as cycling and walking, will be encouraged. Regional Corridors will serve as Rapid Transit Spines with east-west connectivity and links will facilitate access to the future Courtice GO Station and regional commuter rail service. Streets and trails will create a network for pedestrians and cyclists that is safe, comfortable and efficient.
- ✦ A **network of open spaces, community places and local amenity retail and services** will provide the physical infrastructure for community life. These places will include parks, trails, streets, schools, community facilities, and shops.

A.2 Purpose

The Municipality of Clarington has retained AECOM and Gladki Planning Associates to assist in the development of a Southeast Courtice Secondary Plan (SECSP). This secondary plan will form a part of the Municipality of Clarington Official Plan and will set forth more detailed policy and land use designations, intended to guide growth and change in the Southeast Courtice area.

Secondary plans are used to establish key planning direction for a particular area of a municipality, providing detailed policies which can guide development and public land use objectives and can consider built form, public spaces, parks and urban design among other considerations. Already the Municipality of Clarington has implemented nine secondary plans for communities including Brookhill Neighbourhood, Courtice Main Street and Southwest Courtice. The Official Plan of the Municipality of Clarington requires that a secondary plan be prepared for the Southeast Courtice area.

The Municipality has initiated a study to inform the development of a secondary plan for Southeast Courtice. The purpose of this study is to create a secondary plan that:

- conforms to and implements the Clarington Official Plan, the Durham Region Official Plan, and Provincial Policies and Plans;
- implements the recommendations from the Robinson Creek and Tooley Creek Subwatershed Plan; and
- addresses the Municipality's five priorities for the project: Sustainability and Climate Change; Urban Design; Housing Affordability; Community Engagement; and Co-ordination between Planning and Environmental Assessment Processes.

Two of these priorities address the conduct of the secondary plan study. The study will involve the co-ordination of the Planning and Environmental Assessment processes, and it will ensure effective community engagement is integrated throughout the study process.

The policy framework of the secondary plan is intended to directly address three of the Municipality's priorities including Sustainability and Climate Change; Urban Design; Housing Affordability. The secondary plan and supporting guidance will add a further level of detail to the

planning policy framework covering the SECSP area, and guide growth and development in a manner tailored to local conditions.

To that end, this **Planning Background Report** is prepared as part of the larger study process. The purpose of the Planning Background Report is to present:

- An understanding of local conditions; and
- A summary of the existing planning policy framework and its application to the SECSP area.

The Planning Background Report provides a snapshot of existing conditions and points to opportunities and constraints facing the study area. This report will be used to set the parameters of the secondary plan, understanding the requirements of this plan as required by Provincial and Regional Policy, as well as the requirements of the Municipality of Clarington Official Plan.

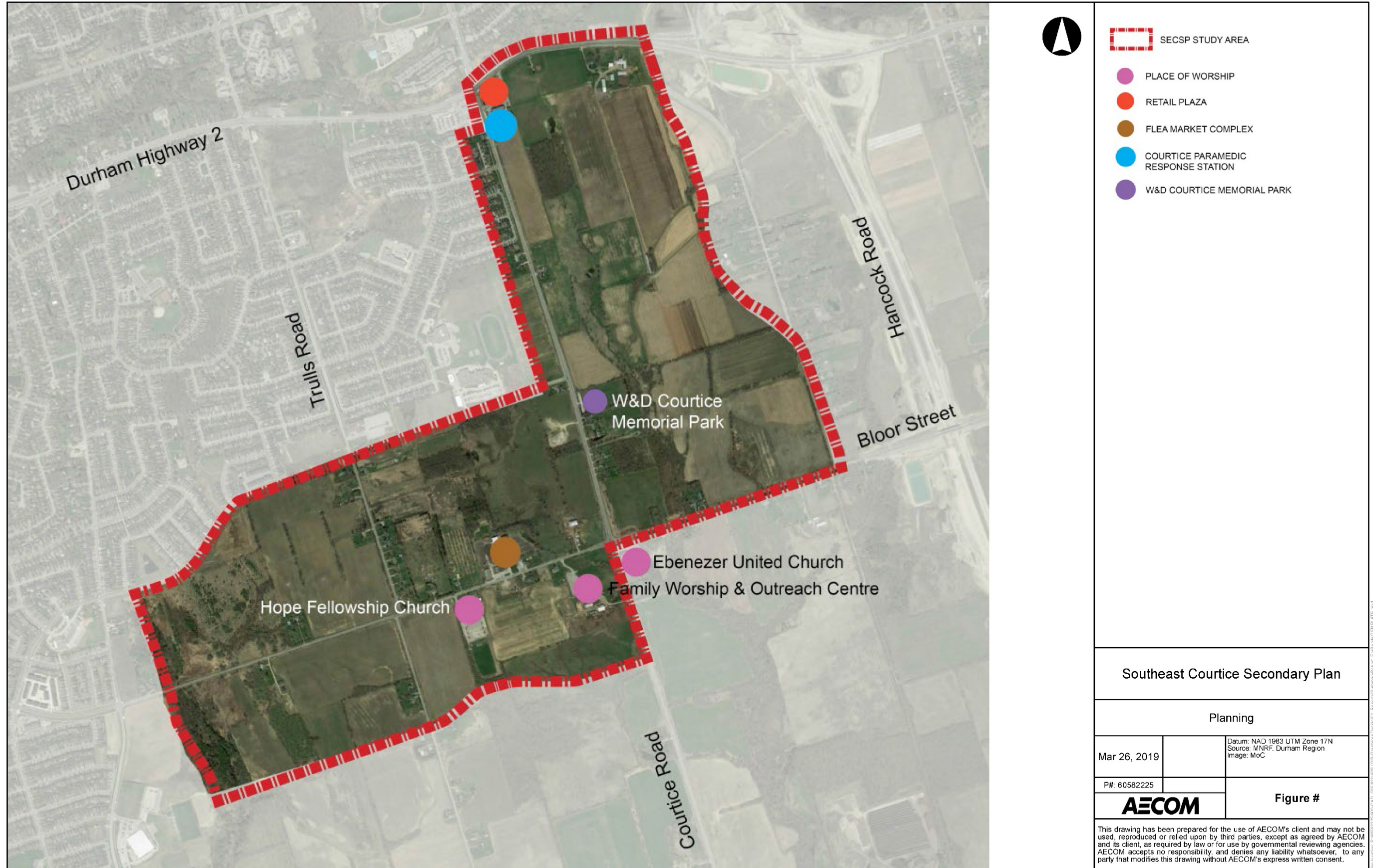
A.3 Existing Conditions

The study area is predominantly greenfields and agricultural lands. **Figure A-1** shows an aerial of existing conditions of the SECSP area. Built form consists of:

- Farm structures and related dwellings;
- Single detached dwellings along portions of Courtice Road and Trulls Road;
- Three places of worship along Bloor Street, east of Trulls Road (Hope Fellowship Church) and at the intersection with Courtice Road (Family Worship and Outreach Centre and Ebenezer United Church);
- A flea market complex on Bloor Street in between Trulls Road and Courtice Road;
- A retail plaza southeast of the intersection of Courtice Road and Highway 2.
- The Courtice Paramedic Response Station south of the retail plaza.

Largely centred along the creeks, natural features are present.

Figure A-1: Southeast Courtice Secondary Plan Area - Existing Conditions



A.3.1 Study Area Context

The lands around the SECSP area feature both built-up areas and greenfields (see **Figure A-2**).

Areas to the south, east and northeast are largely greenfields, with agricultural uses and related structures and dwellings, as well as some residential development along main roads. Further to the east of the study area is the route of the future Highway 418. Further to the south, mostly in closer proximity to Highway 401, are industrial and commercial uses, including a large auto yard.

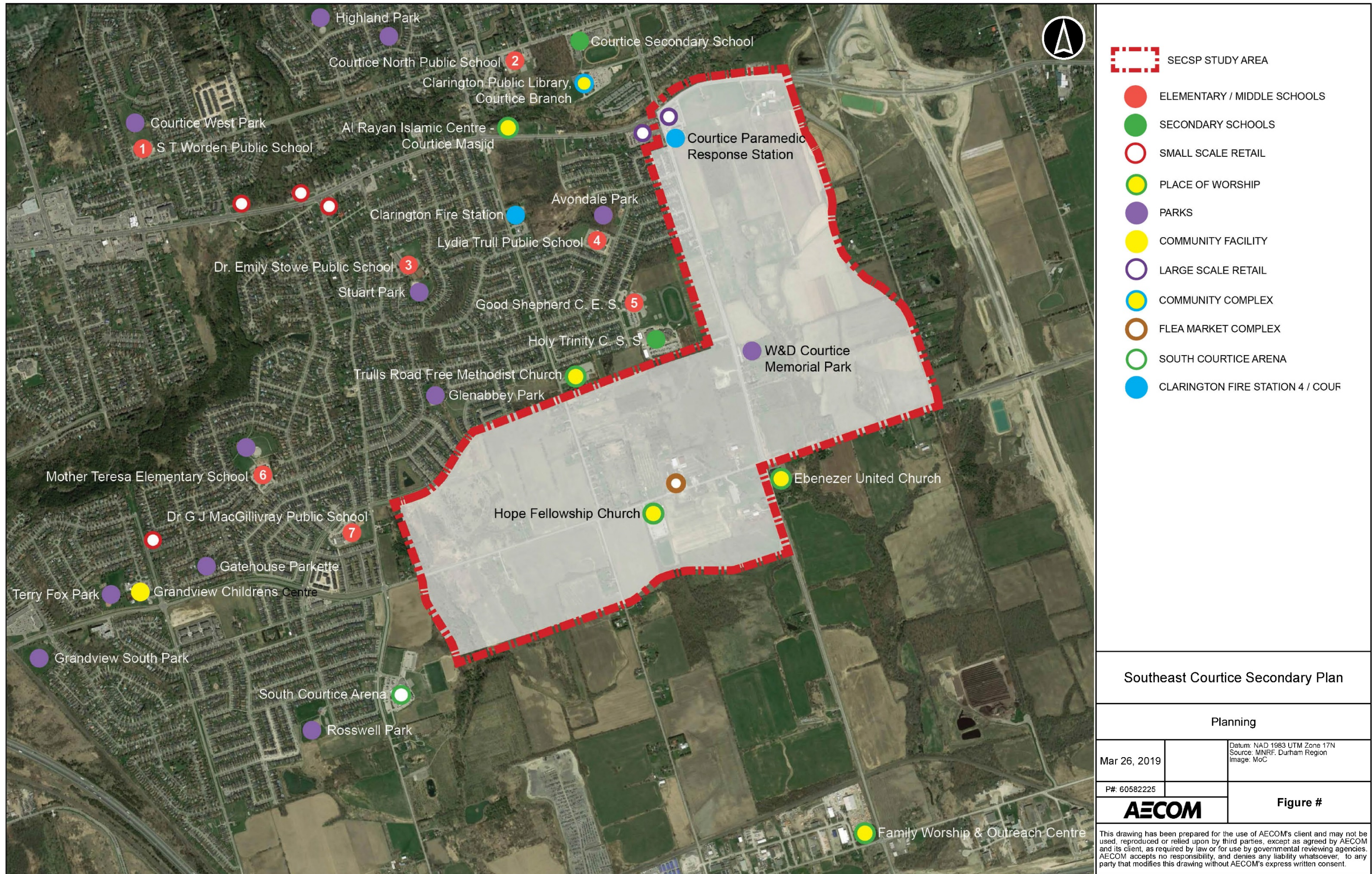
Areas west and northwest of the study area are primarily low density residential neighbourhoods. Single detached dwellings are the prominent built form, with some semi-detached dwellings and townhouses present as well. In the residential areas, the street network consists of crescents and some cul-de-sacs which connect to collectors that link to the major roads laid out on a grid. There are several examples of “window” streets which occur parallel to major roads and provide an informal pedestrian connection but no vehicular link. Otherwise, in some instances, houses are rear-lotted to major roads, and in others, housing faces major roads.

The built-up area features a number of community amenities:

- Parks are interspersed throughout the built-up area and usually co-located with elementary schools. Paths to these areas from the surrounding local streets improve walking access to these sites.
- Two secondary schools are relatively close to the study area: Holy Trinity Catholic Secondary School abuts the study area on Courtice Road; and Courtice Secondary School is also located on Courtice Road, north of Highway 2.
- The South Courtice Arena, just west of the study area on Prestonvale Road features multiple ice rinks, a gymnasium and meeting rooms. It is co-located with outdoor recreational amenities including soccer fields.
- The Courtice Community Complex is co-located with the Courtice branch of the Clarington Public Library on Courtice Road north of Durham Highway 2. It features a fitness facility and pool.
- Despite the presence of wooded areas following water courses, other than the Courtice Millennial Trail north of Highway 2 between Trulls Road and Courtice Road, no trail system is present in the built-up area.

There are also significant natural features in the SECSP study area, the Robinson Creek and Tooley Creek. Both the Robinson Creek and Tooley Creek drain into the north shore of Lake Ontario and connect to communities across Durham region.

Figure A-2: Southeast Courtice Secondary Plan Area and Surrounding Context



A.3.2 Review of Study Area Property Ownership

There is a mixture of parcel sizes within the Secondary Plan area, including larger farm parcels and residential lots (see **Figure A-3**).

Figure A-3: Southeast Courtice Secondary Plan Area Parcels



There are approximately 60 landowners within the SECSP area. The Southeast Courtice Landowners Group Inc. is an incorporated body representing the majority of the landowners (green highlight) within the Secondary Plan area. The Landowners Group represents about 66% of the Secondary Plan area ownership. A map with further detail on ownership is included in Attachment III.

A.3.3 Transportation Network

The study area includes Bloor Street and Courtice Road which are Type ‘A’ arterial roads, according to Map J of the Clarington Official Plan. The study area is also bordered by Durham Highway 2 (a Type ‘B’ arterial road and Rapid Transit Spine). These roads serve as significant east-west and north-south connectors in the Durham Region. Bloor Street, Courtice Road and Durham Highway 2 are also designated Regional Corridors in the Official Plan. In addition, Clarington Official Plan Map J indicates the SECSP area includes Trulls Road (a Type ‘B’ arterial road), Meadowglade Road (a Type ‘C’ arterial road), and four collector roads.

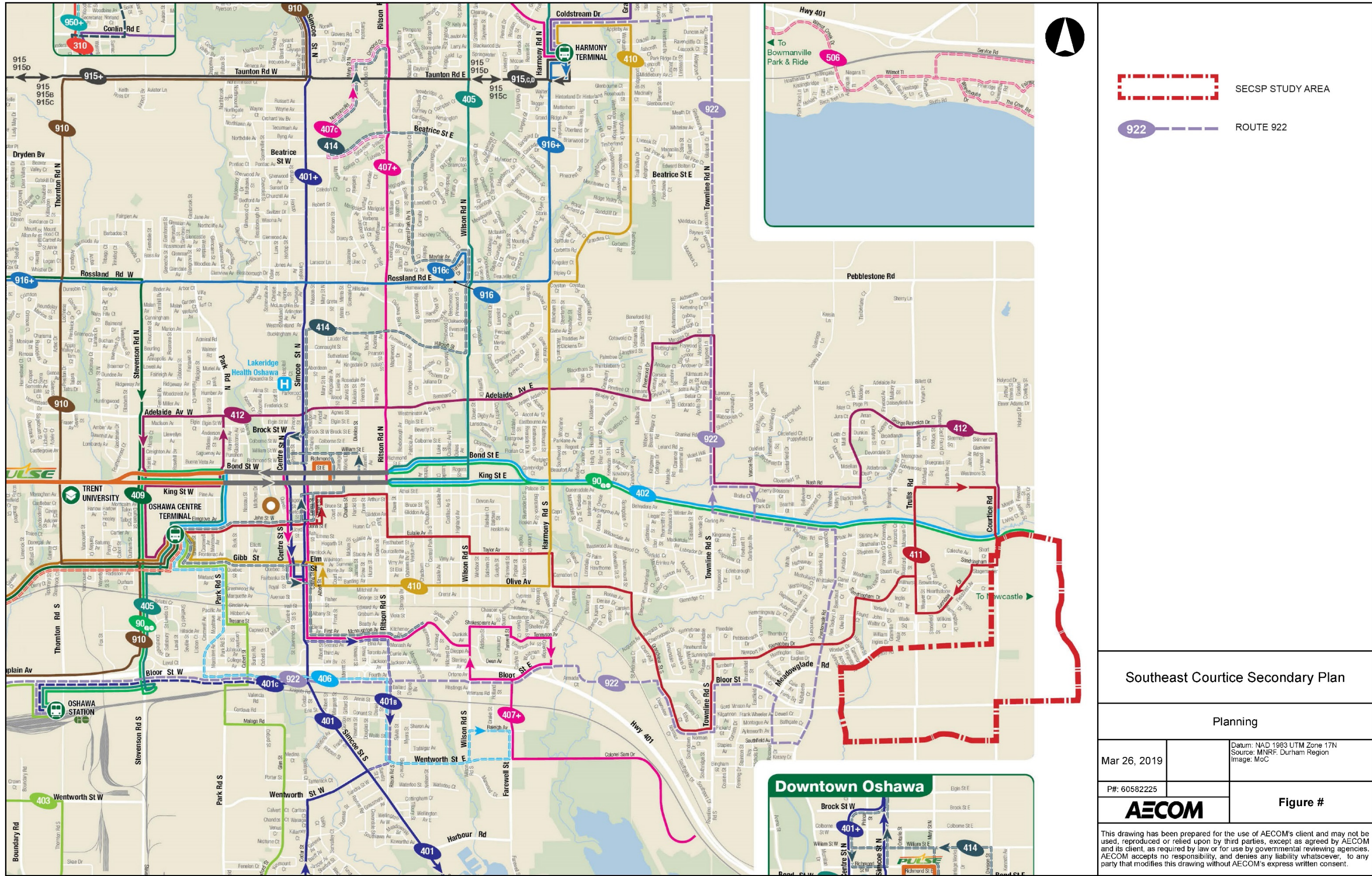
The SECSP area is also served by several public transit routes, outlined in **Table A-1** and **Figure A-4**, that run in close proximity to the study area borders.

Table A-1: Public Transit Routes in Close Proximity to SECSP Area

Transit Agency	Route Number	Route	Frequency
Durham Region Transit	922 Bloor Townline (weekday rush hour)	Service from Whitby GO Station to Harmony Bus Terminal in Oshawa, heading southeast to Prestonvale Road and Meadowglade Road, which abuts the study area to the northwest	Rush hour weekday: 30 minute intervals
Durham Region Transit	411 South Courtice (local bus route)	Service between Oshawa Centre Terminal and Courtice Road and Moyse Drive (Clarington Public Library and Community Complex)	Daytime: 30 minute intervals Evenings: 30 minute plus intervals Sunday: Reduced hours, 60 minute intervals
Durham Region Transit	402 King (DRT Pulse)	Service between Oshawa Centre Terminal and Courtice Road at Moyse Drive (Clarington Public Library and Community Complex) along Durham Highway 2	Monday- Saturday: 30-60-minute intervals Sundays: 60-minute intervals
GO Transit	90 Lakeshore East (bus route)	Service between Oshawa GO Station and King Avenue E. at Beaver Street N., with a stop at Durham Highway 2 and Courtice Road	Generally 30- to 60-minute intervals

Durham Region Transit plans, through its Five Year Service Strategy, to increase service along King Street. The street will form part of the High Frequency Network from Oshawa City Centre to Bowmanville. The Five Year Service Strategy outlines a new route expected to service Bloor Street and Trulls Road area which would connect Courtice to Oshawa Station. The identified route would run through the Southeast Courtice Secondary Plan study area. The implementation of expanded service will be targeted to ensure that standards for boardings per hour can be attained and it should be noted that the Five Year Service Strategy is subject to annual business planning and budget approvals.

Figure A-4: Transit Routes in Proximity to Study Area



Southeast Courtice Secondary Plan

Planning

Mar 26, 2019	Datum: NAD 1983 UTM Zone 17N Source: MNR, Durham Region Image: MoC
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A.4 Policy Direction

Land use planning and development in the Municipality of Clarington (Clarington) is regulated by legislation, plans and policies, including the Planning Act, the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2019), the Oak Ridges Moraine Conservation Plan (2017), the Greenbelt Plan (2017) and Regional Municipality of Durham's Official Plan. The Greenbelt Plan and the Oak Ridges Moraine Conservation Plan are not pertinent to the study area.

The current policy and regulatory context as it relates to the Southeast Courtice Secondary Plan and Environmental Assessment Study is presented in the sections below.

A.4.1 Provincial Policy Statement (2020)

A.4.1.1 Summary

The PPS 2020 provides high level policy direction on matters of provincial interest related to land use planning and development. Under section 3 of the Planning Act, the Minister of Municipal Affairs may issue provincial statements on matters related to land use planning that are of provincial interest. Based on the Planning Act, decisions affecting land use planning matters "shall be consistent with" the Provincial Policy Statement (PPS). The current PPS came into effect on May 1, 2020 replacing PPS 2014.

A.4.1.2 Key Policy Directions

The PPS acknowledges that Ontario's long-term prosperity, environmental sustainability and social well-being is dependent on the ability to manage land use change and promote efficient development patterns. Efficient land use and development patterns support the PPS's principal goals:

- Promoting strong, liveable, healthy, resilient communities;
- Protecting the environment and public health and safety; and
- Facilitating economic growth.

Key policy direction includes:

Managing Growth

- ✦ Settlement Areas are to be the focus of growth and development, which include both the existing built-up area and designated growth areas (1.1.3.1).
- ✦ Growth will feature densities and a mix of land uses that efficiently use land, resources, infrastructure, and public service facilities and support public transit and active transportation (1.1.3.2, 1.6.7.4).

- ✦ Targeted levels of intensification and transit-supportive development will occur within built-up areas at appropriate locations (1.1.3.3, 1.1.3.5).
- ✦ New development in designated growth areas should occur adjacent to the existing built up area and be phased to ensure the orderly progression of development and timely provision of infrastructure and public service facilities (1.1.3.6, 1.1.3.7).

Housing

- ✦ An appropriate range and mix of housing types and densities, including affordable housing, must be provided to meet the needs of current and future residents (1.1.1, 1.4.1, 1.4.3).

Transportation

- ✦ Reducing the number and length of vehicle trips and supporting the use of active transportation and public transit are important goals (1.6.7.4).
- ✦ The planning of a multimodal transportation system should be a part of a coordinated, integrated and comprehensive approach to planning within municipalities undertaken by single and upper-tier municipalities (1.2.1)

Community Building

- ✦ Safe, connected public spaces and streets will provide opportunities for social interaction, recreation, and active transportation (1.5.1).
- ✦ Long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character (1.7.1).

Natural Heritage

- ✦ The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved. Development shall not be permitted on lands adjacent to the natural heritage features unless it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions (2.1.2, 2.1.8)

Energy Conservation, Air Quality and Climate Change

- ✦ In addition to the sustainability benefits of the efficient land use and development patterns detailed in the policy directions above, the PPS promotes: approaches that maximize vegetation within settlement areas; and design and orientation which maximize energy efficiency and conservation and opportunities for renewable energy systems and alternative energy systems. The PPS also requires land use patterns to respond to and prepare for the impacts of a changing climate.

A.4.2 Growth Plan for the Greater Golden Horseshoe (2019)

Note: The current Growth Plan (2019) was not in effect at the time of Clarington’s last Official Plan review.

A.4.2.1 Summary

The Growth Plan for the Greater Golden Horseshoe (the Growth Plan) 2019, came into effect on May 16, 2019, replacing the Growth Plan 2017, and applies to the area designated as the Greater Golden Horseshoe (GGH) growth plan area by Ontario Regulation 416/05. Working with the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan, the Growth Plan provides a framework for growth management and environmental protection in the GGH through to 2041. Section 3(5) of the Planning Act requires that all decisions that affect a planning matter “shall conform with” the Growth Plan.

The Growth Plan establishes population and employment forecasts for all upper- and single-tier municipalities in the GGH. These growth forecasts are a foundational component of the Growth Plan 2019.

A.4.2.2 Key Policy Directions

With the goals of supporting economic prosperity, protecting the environment, and helping communities achieve a high quality of life, the Growth Plan establishes a long term framework for where and how the region will grow centred on two interrelated policy directions:

Efficient and Compact Urban Form

In order to curb sprawl and optimize the use of land supply and public infrastructure, municipalities will:

- Direct a targeted portion of growth to the Delineated Built-up Area (2.2.2);
- Establish minimum densities within Designated Greenfield Areas that result in more compact urban form (2.2.7).
- Establish a hierarchy of areas within settlement areas that will serve as a focus of growth, including strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities (2.2.1).

Further policy details include:

- For designated greenfield areas identified in official plans, a minimum density target of 50 residents and jobs combined per hectare is established (2.2.7.2.a)
- Strategic growth areas are areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a compact built form. Lands along major roads, arterials, or other areas with

existing or planned frequent transit service or higher order transit corridors may be identified as strategic growth areas (Definitions).

Complete Communities

Complete communities are designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. The policies of the Growth Plan support the achievement of complete communities that (2.2.1.4):

- feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- expand convenient access to:
 - a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
 - public service facilities, co-located and integrated in community hubs;
 - an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
 - healthy, local, and affordable food options, including through urban agriculture;
- ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces;
- mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
- integrate green infrastructure and low impact development.

In addition to the two large policy direction outlined above, a number of other policy issues are worthy of note:

Complete Streets

- ✦ The design of the street network will adopt a complete streets approach to ensure the needs and safety of all road users are considered and appropriately accommodated (3.2.2.3).

Stormwater Management and Water Resource Systems

- ✦ Large-scale development proceeding by way of a secondary plan will be supported by a stormwater management plan. Stormwater management plans are to incorporate low impact development techniques and green infrastructure (3.2.7.2, 4.2.10.1).

- ✦ Watershed planning will identify water resource systems and contribute to their protection, enhancement or restoration. Watershed planning will inform decisions on allocating growth and the planning for water, wastewater and storm infrastructure (4.2.1.3).
- ✦ Planning for water, wastewater, and stormwater infrastructure for designated greenfield areas will be informed by a subwatershed plan (4.2.1.4).

Natural Heritage

- ✦ Provincial Natural Heritage System mapping will exclude lands within settlement area boundaries that were approved and in effect as of July 1, 2017 (4.2.2.1).
- ✦ Within settlement areas, the municipality will continue to protect any other natural heritage features in a manner that is consistent with the PPS (4.2.2.6).

Climate Change

- ✦ Municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals (4.2.10).

Targets

- ✦ The Growth Plan establishes minimum intensification and density targets and allows upper-tier municipalities to require lower-tier municipalities to undertake planning, including secondary plans, to establish permitted uses and identify density, height and other elements of site design for designated greenfield areas and strategic growth areas (5.2.5.3 , 5.2.5.5).

A.4.3 Durham Regional Official Plan

Note: Durham Region is current undertaking a Municipal Comprehensive Review and any directions provided by the Region through their process will be integrated with respect to projections, targets, etc.

A.4.3.1 Summary

The Regional Official Plan (ROP) defines the intent of Regional Council in the guidance of growth and development in the Regional Municipality of Durham. The Durham Regional Official Plan was approved by the Minister of Municipal Affairs and Housing on November 24, 1993, and has been amended based on comprehensive reviews, the latest resulting in Amendment 128, approved by the OMB in January 2013. For the purposes of this background study, the May 11, 2017 Office Consolidation was used. The Region is currently undertaking a Municipal Comprehensive Review (MCR), which has been branded “Envision Durham”. This review will update the current Official Plan to conform with the new Provincial Plans, and provide direction on how the Region will grow to a planning horizon of 2041.

A.4.3.2 Key Policy Directions

The ROP establishes growth management policies for the region. It sets allocations of population, household and employment forecasts for each local municipality and identifies targets for intensification and minimum greenfield densities that conform to Provincial policy (7.3.3, 7.3.9).

The ROP outlines a regional structure composed of an Urban System, Rural System, Greenlands System and Transportation System with accompanying policies. **Figure A-5** shows a portion of ROP Schedule A – Map A5 which indicates how these systems pertain to the study area and surroundings.

It should be noted that within the limits of the Southeast Courtice Secondary Plan, the Region of Durham is undertaking a Regional Official Plan Amendment process to permit residential, commercial, home-based occupation uses, parks, schools and community facilities within the area bounded by Bloor Street to the north, Courtice Road to the east, a future midblock collector road to the south and the Major Open Space designation to the west. These proposed changes are not reflected on Figure A-5.

The following components of the regional structure are present in the study area:

Living Areas

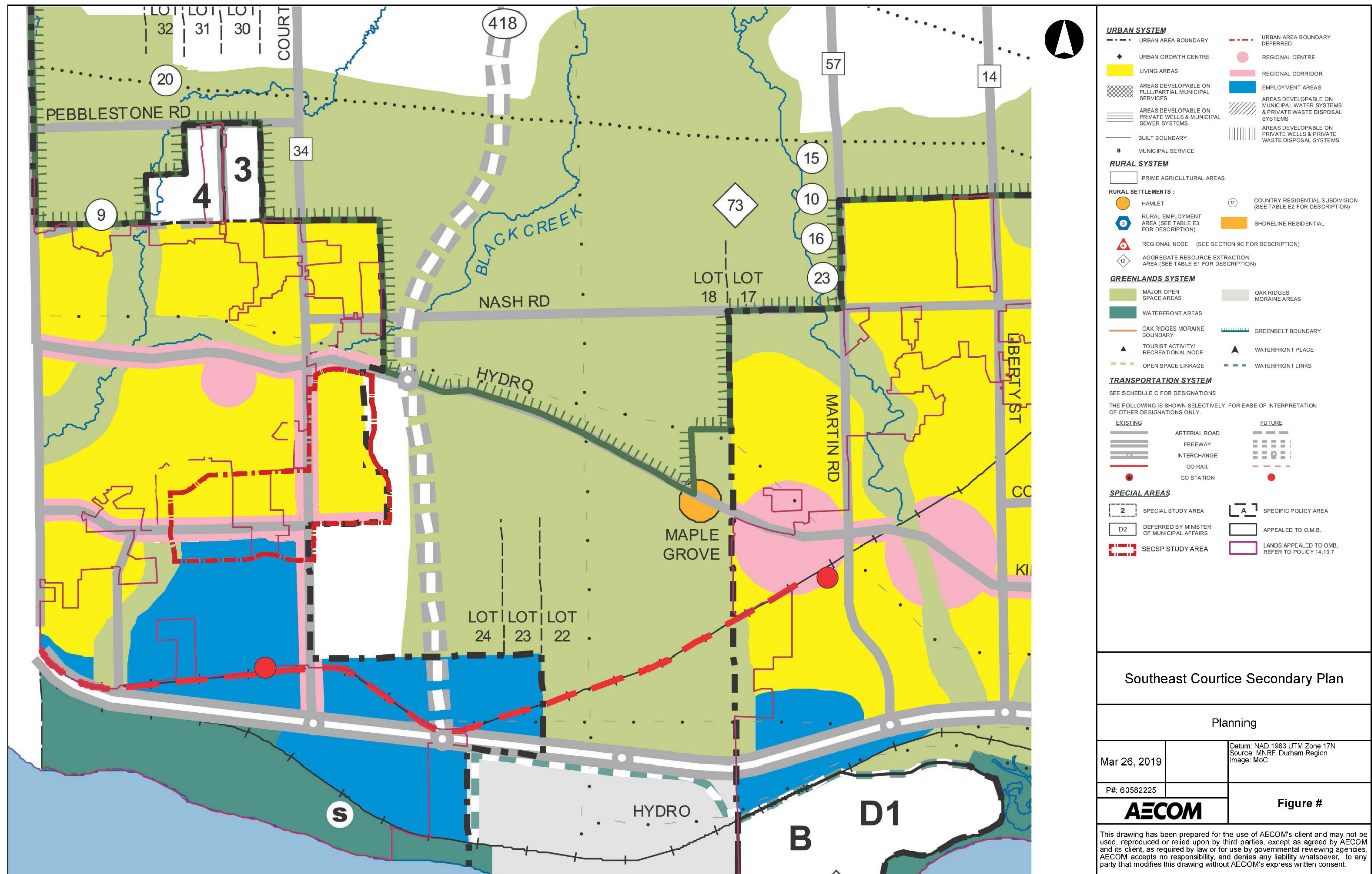
- ✦ Living Areas shall be used predominantly for housing purposes and contribute to the community's variety of housing types, sizes and tenure (8B1.1, B.2.1).
- ✦ Living Areas are to be developed in a compact form through higher densities and by intensifying and redeveloping existing areas, particularly along arterial roads. They shall be developed with particular consideration for supporting and providing access to public transit (8B.1.2, 8B.1.3).
- ✦ Development applications in Living Areas shall have regard for, among other things, compact urban form, good urban design principles, and the provision of convenient pedestrian access to public transit, educational facilities and parks (8B.2.3).

Employment Areas

Employment Areas are generally protected to provide for the development of industries and business that require separation from sensitive land uses to efficiently guide their development. (8.1.17)

Schedule A, Map A5 of the Regional Official Plan identifies Employment Areas throughout the region. It identifies an employment area along the south side of Bloor Street within the Secondary Plan area. The Municipality of Clarington Official Plan provides further analysis and refinement of the Regional Official Plan Designations and does not identify this area as an Employment Area.

Figure A-5: Schedule A, Map A5 – Regional Structure



Southeast Courtyce Secondary Plan

Planning

Mar 26, 2019

Datum: NAD 1983 UTM Zone 17N
 Source: MNR, Durham Region
 Image: MoC

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Regional Corridors/Arterials

- ✦ Corridors are considered the main arteries of the Region's urban structure. Bloor Street, Courtice Road and Highway 2 are identified as Regional Corridors and Arterials (8A1.4).
- ✦ Corridors will be developed to include, among other things, the promotion of pedestrian activity and public transit ridership through well designed development, a mix of uses at higher densities, and sensitive urban design that orients development to the corridor, complemented by the consolidation of access points and preserving and enhancing cultural heritage resources (8A.1.5).
- ✦ Regional Corridors identified as appropriate for higher density mixed-use development shall support an overall, long-term density target of at least 60 residential units per gross hectare and a floor space index of 2.5. The built form should be a wide variety of building forms, generally mid-rise in height, with some higher buildings, as detailed in area municipal official plans (8A.2.9).

Major Open Space Areas

- ✦ The main goals of the Greenlands System (of which Major Open Space Areas are a part) as they apply to the study area are:
 - To establish a continuous Greenlands System of open spaces that weave through and between the Urban and Rural Systems to ensure ecological health and renewal, and to assist in creating distinct Urban Areas (10.1.1).
 - To protect significant habitats of plants, fish and wildlife within natural, built and cultural environments (10.1.2).
 - To provide opportunities for a variety of compatible recreational activities (10.1.3).
- ✦ Major Open Space Areas include key natural heritage and hydrologic features, prime agricultural lands as well as lands of lesser agricultural significance (10A.1.1).
- ✦ The predominant use of lands in the Major Open Space Areas shall be conservation, and a full range of agricultural, agricultural-related and secondary uses. The establishment of non-agricultural uses may be considered (10A.2.1).

In addition to the policies above focused on Regional Structure, the ROP establishes a number of key policy directions that are particularly pertinent to the study area:

Environment

- ✦ Development or site alteration is not permitted in key natural heritage and/or hydrologic features, including any associated vegetation protection zone, with some exceptions which include minor recreational uses such as trails, footbridges and picnic facilities (2.3.15).
- ✦ Any proposal for development or site alteration in proximity to key natural heritage or hydrologic features shall be required to include an Environmental Impact Study as part of a complete application (2.3.43).
- ✦ Consideration shall be given to supporting energy efficiency and improving air quality (2.3.45).

Housing

- ✦ The Plan promotes a wide variety of housing by type, size and tenure in Urban Areas to satisfy the social and economic needs of present and future residents of the Region (4.1.1, 4.2.1).
- ✦ At least 25% of all new residential units produced within each area municipality are required to be affordable to low and moderate income households (4.2.4).

Transportation

- ✦ Schedule C, Map C3 (as amended by Regional Official Plan Amendment 171) shows the Transit Priority Network. Durham Highway 2 is identified as a Rapid Transit Spine. . Future Freeway Transit is shown running north-south to the east of the study area, between Highways 401 and 407.
 - Rapid Transit Spines are planned to provide dedicated transit lanes in most arterial road sections. Development adjacent to Rapid Transit Spines shall provide for higher density and mixed uses, and buildings oriented towards the street to reduce walking distances to transit facilities, facilities walkways, trails and other pedestrian and cycling facilities (11.3.17, 11.3.18).
 - Rapid Transit Spines should be developed to their fullest potential in accordance (11.3.19).
 - Freeway Transit facilitate long-distance inter-regional and inter-municipal transit trips within the Highway 407, 412 and 418 right-of-way (11.3.17).
- ✦ Schedule C, Map C2 (as amended by Regional Official Plan Amendment 171) shows the Road Network. Bloor Street and Courtice Road are shown as a Type A arterials. Pertinent to the study area, Meadowglade Road is shown as a Type C Arterial with a future extension running eastward to Courtice Road.
- ✦ The ROP promotes an urban environment and infrastructure that encourages and supports active transportation by ensuring safe, direct, comfortable, attractive and convenient connections. Development will promote pedestrian connectivity and permeability to arterial roads by minimizing the amount of reverse lot frontage along the arterial road, promoting alternatives to reverse lot frontage such as window streets and cul-de-sacs adjacent to the arterial road, providing noise attenuation, and establishing direct visual and pedestrian connections from proposed land uses and/or local streets to the arterial road (11.3.24, 11.3.34).

Secondary Plan Requirements/Sequencing

- ✦ Urban Areas shall be developed in accordance with principles of sequential development, progressive extension, improvement, rehabilitation and economical utilization of the Regional water supply and sanitary sewerage systems, and minimization of financial impacts on the Region (5.3.11).
- ✦ The ROP establishes considerations to be included in the preparation of secondary plans. These include an assessment of the natural environmental, infrastructure and servicing

requirements as well as other requirements intended to support key provincial and regional policy directives. This can include the following considerations:

- A watershed plan;
- Sequential and orderly development;
- The provision of full municipal water, and sanitary sewage systems;
- An assessment of the impact of new development on natural, built and cultural environments, particularly considering the integration of new growth with existing settlement and new studies to determine appropriate development over any previous Major Open Space designations;
- Transportation needs for all modes;
- Key growth management objectives including accommodating an appropriate density through intensification and an overall density of 50 residents and jobs per hectare within new community areas;
- An assessment of existing municipal services and facilities required to support development of the area;
- An assessment of potential conflicts between existing agricultural uses and new land uses as well as potential resolutions to any conflicts;
- Identifying key natural heritage features, hydrologic features and any connections between and among key natural heritage features, hydrologic features, surface water and groundwater features to inform the appropriate development of such areas;
- Consideration of a range and mix of housing, considering affordable housing; and
- A diverse and compatible mix of land uses to support vibrant neighbourhoods and open spaces (7.3.14).

A.4.4 Clarington Official Plan

A.4.4.1 Summary

The Municipality of Clarington Official Plan (OP), originally adopted by Council on January 29, 1996, is updated at regular intervals to ensure its compliance with provincial and regional planning documents, as well as to reflect overarching community goals for growth and development. Official Plan Amendment 107, the result of the latest Official Plan Review, was approved on June 19, 2017.

The purpose of the OP is to guide and manage development in Clarington to the year 2031. It refines the key policy directions established by the Province and Region to come to a Clarington-specific policy framework. Note that the OP was approved before the 2019 Growth Plan and 2020 Provincial Policy Statement came into force, so may not fully reflect some of the changes in Provincial policy.

The OP has been prepared in recognition of three key principles which provide direction for the policies of the Plan: sustainable development, healthy communities and growth management. Included in Attachment I and II of this report is a list of the most pertinent OP policies to serve as a resource and checklist as the secondary plan process proceeds. Below is a summary of key policy directions and their application to the study area.

A.4.4.2 Key Policy Directions

Figure A-6 shows a composite map that uses the OP's Map A2 – Land Use Courtice Urban Area as a base and incorporates information covering the study area from Map B – Urban Structure and Map K – Clarington Trails, as well as illustrating an interpretation of some of the OP's policies on Priority Intersections and Gateways. It has been prepared to facilitate the interpretation of the OP's policies to the study area.

Larger Planned Context

In terms of the larger planned context, there are several important points to note:

- The study area sits on the northern side of the border which separates the predominantly residential portion of Courtice in the north from the employment areas to the south.
- The Plan establishes a hierarchy of Priority Intensification Areas which have been identified as the primary locations to accommodate growth and the greatest mix of uses, heights and densities. In order of development intensity from highest to lowest, the Priority Intensification Areas in Courtice are:
 - the Courtice Transportation Hub surrounding the proposed GO Rail station in the south;
 - the Urban Centre at Trulls Road and Highway 2; and
 - Regional Corridors.

Policy Direction for Specific Parts of the Study Area

Below is a description of key policy directions as it pertains to specific parts of the study area as shown on **Figure A-6. Table A-2** (Excerpts from Table 4-3 of the OP) summarizes minimum net densities, minimum and maximum heights and predominant residential built form and mix by general locational criteria. It is also worthy to note that Appendix B of the OP establishes unit targets for each Future Secondary Plan Area. The total number of housing units is to be refined through the secondary plan process.

Figure A-6: Composite OP Policy Map - Secondary Plan Area and Context

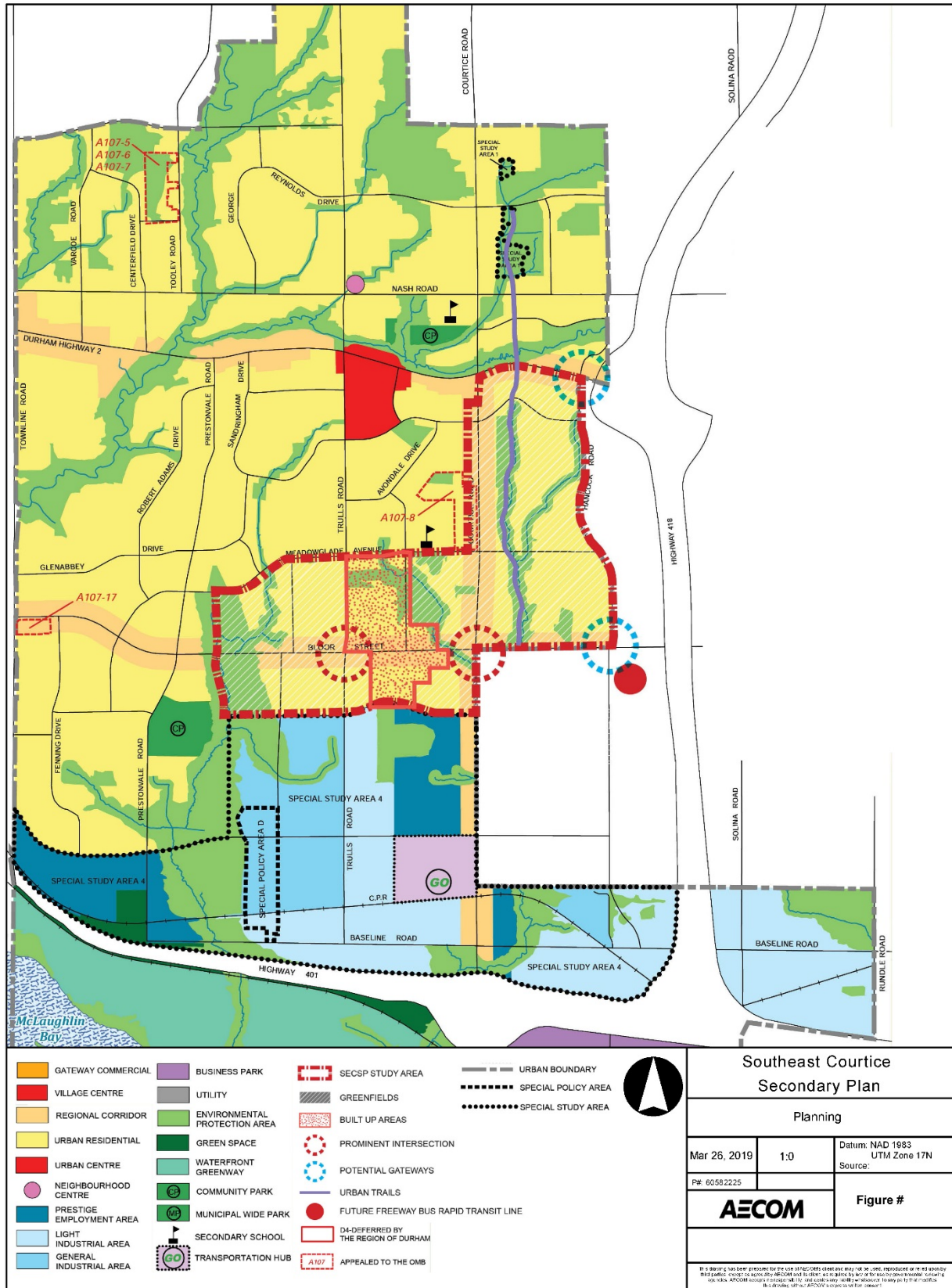


Table A-2: Excerpts from Table 4-3 of the OP

General Locational Criteria	Minimum Net Density (Units Per Net Hectare)	Standard Minimum and Maximum Height (storeys)	Predominant Residential Built Form and Mix
Regional Corridor*	85	3-12	Low Rise: 3-4 storeys (40%) Mid Rise: 5-6 storeys (40%) High Rise: 7-12 storeys (20%) Includes: Mixed use buildings, apartments
Edge of Neighbourhoods and Adjacent to Arterial Roads	19	1-3	Ground Related: 1-3 storeys (100%) Includes: Limited apartments, townhouses, semi-detached dwellings, detached dwellings
Internal to Neighbourhood	13	1-3	Ground Related: 1-3 storeys (100%) Includes: limited townhouses, semi-detached dwellings, detached dwellings

Note: * Tables 4-2 references Durham Region Official Plan long term density and floor space index targets for Regional Corridors: Minimum Gross Density (Units per Gross Hectare) of 60; and Floor Space Index of 2.5.

Regional Corridors

- ✦ Regional Corridors are Priority Intensification Areas and will have the highest densities, tallest buildings and greatest mix of uses within the study area. The SECSP study area includes three Regional Corridors: Durham Highway 2, Bloor Street, and Courtice Road.
- ✦ Corridors shall provide for intensification, mixed-use development and pedestrian and transit supportive development (10.6.1).
- ✦ The development of Corridors aims to improve the public realm and establish walkable, transit supportive Corridors through high quality streetscaping and built form (5.4.3, 19.2.5).
- ✦ Affordable housing is encouraged to locate on Corridors to reduce travel needs and facilitate the use of transit and active transportation (6.3.2).

Urban Residential

- ✦ The predominant use of lands designated Urban Residential in Clarington is for housing purposes. Other uses may be permitted which are compatible with residential uses, including small scale service and neighbourhood retail commercial uses, home-based occupation uses, parks, schools, and community facilities (9.3.1, 9.3.2).
- ✦ Development within Urban Residential lands will be significantly lower in density and height than those or Regional Corridors. Within lands designated Urban Residential, areas adjacent to arterial roads may have higher densities and a greater variety of housing forms than those internal to the neighbourhood (4.3.9).

Environmental Protection Area

- ✦ Environmental Protection Areas are recognized as the most significant components of the Municipality's natural environment and their ecological functions are to be preserved and protected (14.4.1).
- ✦ Development is not permitted on lands designated Environmental Protection Areas except for restricted low impact uses such as low-intensity recreation (14.4.5).
- ✦ The setback for development and site alteration from lands designated as Environmental Protection Area shall be determined based on the sensitivity of the specific natural heritage feature or hydrologically sensitive feature (14.4.8).
- ✦ The setback for development and site alteration from Environmental Protection Areas varies by feature and is generally set by Minimum Vegetative Protection Zones. In urban areas, these setbacks from key natural heritage features are delineated in the Official Plan and are presented below:
 - Wetlands – 30 metres
 - Fish Habitat – 15 metres
 - Valleylands – 15 metres
 - Significant woodlands – 15 metres
 - Watercourses – 15 metres
 - Seepage areas and springs – 15 metres

The protective zones around the following features are determined through further study and in accordance with existing regulations (Table 3-1):

- Habitat of endangered species
 - Areas of natural and scientific interest (life science)
 - Wildlife habitat
 - Rare vegetation communities including; sand barrens, savannahs and tallgrass prairies
 - Areas of natural or scientific interest
 - Beach/Bluff
- ✦ Development and site alteration is not permitted within a natural heritage feature and/or hydrologically sensitive feature or within its vegetative recreation zone except for wildlife management, conservation and flood control, transportation, infrastructure and utilities and low-intensity recreation (3.4.8)

Greenfield Areas

- ✦ Greenfield Areas means the area within the Urban Area boundary and outside the Built-up Area that have not been developed. It is shown as an overlay within the study area boundaries on **Figure A-6**.
- ✦ Clarington supports a density of 50 residents and jobs per gross hectare within Greenfield Areas and encourages mixed use developments in Greenfield Areas (4.5.1).

Built Up Areas

- ✦ Built-up Area means all land within the limits of the developed urban area as defined by the Ministry of Public Infrastructure Renewal. It is shown as an overlay within study area boundaries on **Figure A-6**.
- ✦ Development located within the Built-up Area contributes towards the Provincial and Regional intensification target.
- ✦ The Municipality seeks to achieve a target of at least 32% of all new residential units within the Built-up Area up to the year 2021, and 40% thereafter (4.4.1).
- ✦ Development will be focused within the Built-up Areas and the Priority Intensification Areas, and to a lesser extent within the Greenfield Areas (4.3.4).

Prominent Intersections

- ✦ The SECSP study area contains two Prominent Intersections (Bloor Street at Courtice Road; and Bloor Street at Trulls Road) that will be designed as community focal points.
- ✦ The significance of the intersection will be emphasized through building massing and height, materiality, street furniture, landscaping, and public art (5.4.10).

Gateways

- ✦ Gateways are key locations that are to be designed to serve as landmarks highlighting the arrival off Highway 401, entrance into an Urban or Village Centre, or a transition from the rural to urban or hamlet area. They may also be prominent intersections (5.3.5).
- ✦ Two potential gateways locations have been identified on **Figure A-6** that could serve as key community landmarks and mark the transition between rural and urban Clarington.

Urban Trails

- ✦ The SECSP study area contains one urban trail as identified on Map K. Trails fall into two categories:
 - **Primary Trails:** paved multi-use trails to provide a variety of recreational uses and occasional vehicular traffic for maintenance purposes; and
 - **Secondary Trails:** provide access to natural areas such as creek edges, woodlots or wetlands. They are intended to keep users on a designated path to minimize disruption to the surrounding landscape.
- ✦ The trail shown on **Figure A-6** would fall into the Primary Trail Category. The precise implementation and location of Primary Trails shall be determined through further study. The location of Secondary Trails may be determined through the development approval process.

Future Freeway Bus Rapid Transit Station

- ✦ Although no policies are included on the freeway bus rapid transit line, the line is shown on Map J running parallel to the route of the future 418, with a station in proximity to the study area.

Policy Direction Covering the Entire Study Area

In addition to policies that apply to specific parts of the study area, below are key policy directions that apply more broadly to all development within the study area.

Creating Vibrant and Sustainable Urban Places

- ✦ The Municipality of Clarington is committed to promoting design excellence to achieve critical objectives: safe communities with a sense of place, environments supportive of active transportation, universal accessibility, sustainability and good environmental performance (5.2).
- ✦ Public streets should be treated as significant public places that accommodate a variety of transportation functions and feature street trees and landscaping. They will be designed to provide an interconnected grid-like pattern of streets and blocks that are walkable and flexible (5.3.1, 5.3.2).
- ✦ New neighbourhoods will be designed to create a distinct neighbourhood identity which has regard for consistency with overall community character and provides for a variety of housing types and supportive land uses, including commercial and community facilities (5.4.2).
- ✦ Multi-unit residential buildings will be developed on the basis of locational and site development criteria to ensure their compatibility with the surrounding neighbourhood and minimize any potential negative impacts (9.4.5).
- ✦ New Neighbourhood secondary plan areas will be planned to address the criteria for secondary plans established through Clarington's Green Development Program, and are encouraged to plan for more resilient infrastructure and to move towards net zero communities by incorporating techniques to reduce greenhouse gas emissions (4.6.7, 5.5.1, 5.5.2, 5.5.4).

Housing

- ✦ The Municipality of Clarington aims to achieve a broad range of housing types, tenure, and cost to meet the evolving housing needs for people of all ages, abilities and income groups. It encourages a minimum of 30% of all new housing to be affordable in Urban Areas and supports the development of new rental units (6.1.1, 6.2.2, 6.2.5).

Community Amenities

- ✦ The Municipality of Clarington aims to create an interconnected system of community amenities like parks, schools, facilities and tourism nodes linked by open spaces, natural areas and trails which will provide for a range of activities, facilities and services to meet the evolving needs of a variety of users (18.2.1).
- ✦ For residential development, the conveyance or dedication of land to the Municipality for park or other public recreational purposes will be equal to 5% of the land proposed for development, redevelopment or subdivision or 1 hectare per 300 dwelling units, whichever is greater. For mixed use development, conveyance or dedication requirements will only apply to the residential portion of the development proposal in the amount equal to 1 hectare

per 300 dwelling units, with the condition that the contribution shall not be less than 2% of the land area or the equivalent payment-in-lieu value (23.10.3).

- ✦ The OP establishes policies for the size and siting of school sites (18.5.1, 18.5.2).

Transportation

- ✦ The OP identifies policies to support the provision of a transit supportive environment and a complete and interconnected active transportation network (19.4.4, 19.5.4).
- ✦ Streets in the Official Plan are classified on the basis of their vehicular function but will be designed on the basis of the land use context and the provision for all appropriate mobility options. The street network is the backbone upon which the transit network and the active transportation network is to be built, balancing the needs for all mobility options (19.6.2).
- ✦ Complete streets principles are important to integrate into the planning and design of urban streets. Complete streets are designed and operated to enable safe access for all users. Pedestrians, cyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street (19.3.4, 19.6.3, 19.6.4).
- ✦ The OP establishes policies on the design of local roads which promotes a modified street grid system, limits block lengths, discourages cul-de-sacs, promotes sidewalks on both sides of roads and establishes conditions for links between local roads and some types of arterials.

Secondary Plans

- ✦ Secondary plans shall implement the policies of the OP and the Durham Regional Official Plan. The OP provides a summary of OP policy themes that should be the particular focus of secondary plans (23.3.9)
- ✦ Secondary plans will generally be supported by background studies which are intended to assess existing conditions, capacity and area specific considerations. These studies can include the following:
 - A subwatershed study;
 - Municipal-wide financial impact analysis of growth and development;
 - A landscape analysis;
 - A Planning Background Report;
 - A master drainage plan;
 - A water and wastewater servicing plan;
 - A transportation master plan;
 - An assessment of potential impact on adjacent agricultural operations and recommendation for mitigation;
 - A Sustainability Plan addressing Green Infrastructure and Net Zero development and building practices;
 - A commercial needs and impact analysis when commercial uses are proposed
 - An urban design report;

- A cultural and built heritage assessment including archaeology;
- A housing needs analysis (including affordable housing); and
- An integrated Environmental Assessment for the municipal public works as may be appropriate (23.3.10).

A.5 Opportunities/Constraints & Related KPIs

At its essence, the task of developing a secondary plan for the study area is an exercise in community building and place making. The secondary plan must serve as the foundation for the creation of a new community with its own character and sense of identity while also creating a place that fits into the larger Courtice and Clarington community.

Provincial, Regional and Municipal policies and plans provide a progressive policy framework that strongly supports the creation of healthy, complete and sustainable communities. The SECSP presents the opportunity to deliver on some key policy directions in fresh and innovative ways: prioritizing active modes of transportation; realizing a variety of housing form, sizes and tenures; and achieving an appropriate mix of uses.

Opportunities and constraints are discussed by theme below.

Regional Corridors

Regional Corridors will serve as a vital structuring element of the SECSP and important transportation routes which connect the area to the rest of the municipality. The challenge is to use these corridors to stitch the community together rather than function as barriers. Too often in suburban environments, arterials are given completely over to the fast and efficient movement of cars. In the process, they become barren and isolated places, not particularly fit for human habitation. The secondary plan must use landscaping, built form, mix of uses and connections to the interior of the neighbourhood to make these corridors places people want to be. Retail and service uses will be an important component of the overall mix. The secondary plan will identify locations where this component of the mix of uses is most critical/preferable.

Proximity to Transit and Higher Order Transit

Regional Corridors will serve as Rapid Transit Spines with east-west connectivity. Higher order transit will exist in proximity to the study area through the development of: the Courtice GO Station to the south with east-west regional commuter rail service; and the potential future freeway bus transit station southeast of the intersection of Bloor Street and Hancock Road, with north-south service. The amenity of this transit infrastructure will be maximized through the orientation and density of development and by creating efficient connections to improve accessibility.

Environmental Protection Areas

Environmental Protection Areas present an opportunity to preserve the functions of natural heritage and hydrological features, bring nature into the heart of any potential development in a way that contributes to the area's character and build a network of urban trails that provides access to nature and increases pedestrian permeability of the SECSP area. Environmental

Protection Areas can serve as the backbone of an urban forest that extends throughout the area. It is important to note that the kinds of development permitted within natural heritage features, hydrologically sensitive features and associated vegetation protection zones are limited. As such, as well as presenting an opportunity, Environmental Protection Areas are a significant constraint on development which will impact street patterns, connectivity and density. The planning framework will take care to provide an appropriate level of protection to Environmental Protection Areas, while also advancing other policy objectives.

Structure and Permeability

The traditional suburban road hierarchy of local street/collector street/arterial concentrates traffic rather than distributes it. By design, it reduces traffic on local streets and increases it on arterials. It limits the connection points made between the interior of neighbourhoods and the transportation spines that connect one neighbourhood to another. Even if this traditional road hierarchy remains in place for vehicular traffic, every effort will be made to subvert it from the perspective of active transportation users to enhance the permeability of the area and increase its attractiveness to pedestrians and cyclists. Permeability is incredibly important for making active transportation work for purposeful, rather than recreational, travel.

Active Transportation

Beyond permeability, if priority is to be given to active modes of transportation, then attention must be paid to the quality of these routes and issues of safety, both perceived and real. This requires a comprehensive network of active transportation infrastructure within the SECSP, as well as connections to a broader network outside its boundaries.

Network of Open Spaces/Community Places

Especially within the interior of the neighbourhoods but also connecting outward to other neighbourhoods, a network of open spaces and community places will be essential in fostering community life and recreation. These places will include parks, trails, streets, schools and community facilities. It should be noted that School Boards provide a review of planning and development initiatives, calculating potential student population yields to adjust and account for this in their long term planning. Requirements regarding school capacities and potential school site will be incorporated into the planning framework.

Housing Mix

The policy framework provides support for a greater mix of housing than might typically be included in a development at the edge of the urban area, including higher density forms especially along Regional Corridors. Official Plan policies aim to achieve a broad range of housing types, tenure, and cost to meet the evolving housing needs for people of all ages, abilities and income groups. They encourage a minimum of 30% of all new housing to be affordable in Urban Areas and supports the development of new rental units. The Regional Official Plan requires at least 25% of all new residential units produced within each area municipality to be affordable to low and moderate income households. Given the limited planning powers at the Municipality's disposal concerning cost, tenure (i.e., rental v. ownership) and unit sizes, the best way to realize these objectives within the secondary plan will be to

ensure that there is a good variety of housing types, including types that are generally more affordable. It is important for all housing forms, not just lower density forms, to relate to public streets rather private road networks which serve as functional cul-de-sacs.

Sustainability Features

In addition to innovative sustainability technologies and approaches to public and private infrastructure like stormwater management, the secondary plan presents the opportunity to get the big things right that will hardwire the area for positive environmental performance: transit-supportive densities and built form; permeability and active transportation infrastructure; vegetative cover and permeable surfaces.

Land Ownership

While there are some very large parcels of land under consolidated ownership, there is some ownership fragmentation as well within the SECSP. The secondary plan must ensure the coherence and unity of future development across property lines.

Key Performance Indicators

As a part of this process, a set of key performance indicators has been developed to evaluate the secondary plan based on stated objectives and to ensure that required policies are satisfied. These key performance indicators are presented below:

- **Units per gross hectare**, is a measure of residential density. Regional Corridors are required to achieve a unit density target of at least 60 units per gross hectare units (ROP 8A.2.9).
- **Units per net hectare**, is a measure of residential density. The Municipality of Clarington sets targets for residential densities in key areas as follows:
 - Regional Corridors: 85
 - Edge of neighbourhoods and adjacent to arterial roads: 19
 - Internal to neighbourhoods: 13

(Clarington OP 4.3.9)

- **Floor Space Index**, is a measure of density as it relates to building mass. It is the ratio of gross floor area with respect to its lot area. Regional Corridors are required to achieve an overall floor space index of 2.5 in areas with an underlying Living Area designation (ROP 8A.2.9).
- **Residents and jobs combined per hectare**, is a measurement of density under the growth plan. The Growth Plan sets minimum density targets for communities which are implemented by the Region of Durham and Municipality of Clarington. Clarington supports a minimum density target of 50 residents and jobs per gross hectare in Greenfield Areas (Growth Plan 4.5.1).
- **Area of new parkland per 300 units**, is a measure of parkland provision based on the parkland dedication policies of the Official Plan. (Clarington OP 23.10.3)

- **Predominant residential built form and mix**, is a measure of the mix of low-, mid- and high-rise buildings within key areas of the Municipality of Clarington.

Regional Corridors in Clarington have targets as follows:

- Low Rise: 3-4 storeys (40%)
- Mid Rise: 5-6 storeys (40%)
- High Rise: 7-12 storeys (20%)
- Includes: Mixed use buildings, apartments

Edges of neighbourhoods and adjacent of arterial roads have targets as follows:

- Ground Related: 1-3 storeys (100%)
- Includes: Limited apartments, townhouses, semi-detached dwellings, detached dwellings

Internal to neighbourhoods have targets as follows:

- Ground Related: 1-3 storeys (100%)
- Includes: Limited townhouses, semi-detached dwellings, detached dwellings

(Clarington OP 4.3.9, Table 4-3)

Attachment I : OP Policies for Specific Parts of the Study Area

This Attachment includes a list of the most pertinent OP policies that apply to specific parts of the study area as illustrated on **Figure A-6**. Although the OP must be read in its entirety, the list of policies below is meant to serve as a resource and checklist as the secondary plan process proceeds.

I.1 Regional Corridors

Figure A-6 indicates where lands designated Regional Corridors are located in the SECSP area. These lands are subject to a number of policies outlined in **Table I-1** below.

Table I-1: Regional Corridors Specific Policy Considerations

Density and Built Form	Policy No.
Minimum Gross Density (Units/Gross Hectare): 60	4.3.7
Floor Space Index (FSI): 2.5	4.3.7
Minimum Net Density (Units/ Net Hectare): 85	4.3.9
Standard Minimum and Maximum Height (height/storeys): 3-12	4.3.9
Predominant Residential Built Form and Mix (includes mixed-use buildings and apartments): - Low rise: 3-4 storeys (40%) - Mid rise: 5-6 storeys (40%) - High rise: 7-12 storeys (20%)	4.3.9
Corridors are approximately 100 metres deep as measured from the extent of the ultimate road allowance.	10.6.5
Mix of Uses	Policy No.
Objective: To provide for a mix of uses with a focus on higher density within Centres and Corridors to support the successful development of complete communities.	10.2.1
Corridors shall provide for intensification, mixed-use development and pedestrian and transit supportive development.	10.6.1
Corridors shall be comprehensively developed to provide for: a) Residential and/or mixed use developments with a wide array of uses in order to achieve higher densities, and transit oriented development; b) Other uses that are complementary to the intended function of the Corridor; and c) Site design that is sensitive to the existing neighbourhoods.	10.6.2
Along Regional Corridors, non-residential units shall not exceed 600 square metres and the total amount of non-residential floor space shall not exceed 3,000 square metres per site.	10.6.6

Appendix A: Planning Background Report

Municipality of Clarington, Ontario
 Southeast Courtyce Secondary Plan and Environmental Assessment

Transportation Network	Policy No.
Corridors will be designed to accommodate public transit and a range of alternative transportation modes, accommodating the pedestrian as a first priority.	10.6.4
Objective: improve the public realm and establish walkable, transit supportive Centres and Corridors through high quality streetscaping and built form.	19.2.5
Municipality will undertake a streetscape improvement program with particular attention to Regional Corridors.	19.6.17

Development In Priority Intensification Areas (Includes Corridors)	Policy No.
Site buildings near the street line to contribute to a sense of enclosure and a strong street edge.	5.4.3
Recognize the historic context.	5.4.3
Locate main building entrances that are visible and directly accessible from the public sidewalk of the main street.	5.4.3
Provide active ground floor uses and avoid blank facades.	5.4.3
Enhance built environment with attention to massing, building articulation, exterior cladding, architectural detail, the use of local materials and styles.	5.4.3
Enhance pedestrian environment with awnings, pedestrian scale lighting, landscaping and street furniture.	5.4.3
Provide transitions in scale between areas of lower and higher densities.	5.4.3
Provide adequate light and privacy between new development and adjacent residents.	5.4.3
Recycling and refuse should be contained internal to new development. If not possible, recycling and refuse should be in separate roofed and gated enclosure that matches principal building's materiality.	5.4.3
Optimize the use of solar energy through building orientation and design.	5.4.3
Minimize adverse shadow and wind impact on neighbours and public realm.	5.4.3
Enclose/screen roof top mechanical and incorporate telecommunications in building design.	5.4.3
Require buildings to be oriented towards the street frontage along Corridors to reduce walking distances to transit and enhance the pedestrian environment.	19.4.4
Density and built form within Corridors shall: <ul style="list-style-type: none"> a) Incorporate and be sensitive to existing local character and scale to create a compatible and attractive built form with a distinctive community image; b) Incorporate measures to protect and enhance the natural heritage system and sensitively integrate them with new development, streetscaping, and architectural detail; and c) Create a public realm that accommodates a range of higher density residential uses, complemented by compatible retail, service and institutional uses. 	10.6.3

Housing	Policy No.
Affordable housing is encouraged within Centres and Corridors to reduce travel needs and facilitate alternative modes of transportation such as public transit, cycling and walking.	6.3.2
Assisted Housing and Special Needs Housing encouraged to locate within Corridors where they can benefit from being in close proximity to community facilities and everyday needs.	6.3.9

I.2 Urban Residential

Figure A-6 indicates where lands designated Urban Residential are located in the SECSP area. These lands are subject to a number of policies outlined in Table I-2 below.

Table I-2: Urban Residential Specific Policy Considerations

Density and Built Form	Policy No.
Minimum Net Density (Units/ Net Hectare): - Edge of neighbourhoods and adjacent to arterial roads: 19 - Internal to neighbourhood: 13	4.3.7
Standard Minimum and Maximum Height (height/storeys): 1-3	4.3.7
Predominant Residential Built Form and Mix - Edge of neighbourhoods and adjacent to arterial roads (includes limited apartments, townhouses, semi-detached and detached dwellings): - Ground Related: 1-3 storeys (100%) - Internal to neighbourhood: (includes limited townhouses, semi-detached and detached dwellings): - Ground Related: 1-3 storeys (100%)	4.3.9
Mix of Uses	Policy No.
The predominant use of lands designated Urban Residential shall be for housing purposes. Other uses may be permitted which by the nature of their activity, scale and design, and location are supportive of, and compatible with, residential uses. These include small scale service and neighbourhood retail commercial uses, home-based occupation uses, parks, schools, and community facilities. Parks, schools, and community facilities shall be permitted in accordance with Section 18 of this Plan.	9.3.1
Small scale service and retail commercial uses are intended to serve the population within the immediate area. A site-specific zoning by-law amendment to permit such uses will be required and the rezoning application shall be evaluated based on the following criteria: a) The use generally contains no more than 250 square metres of gross leasable retail floor area; b) The use provides a limited variety of items for daily necessities, or offers services that serve the surrounding residents; c) The site does not have direct access to a Type A arterial road; d) Parking shall be located at the side or rear of the building; and e) The use has no adverse impacts on the surrounding neighbourhood.	9.3.2

I.3 Environmental Protection Area

Figure A-6 indicates where lands designated Environmental Protection Area are located in the SECSP area. These lands are subject to a number of policies outlined in Table I-3 below.

Table I-3: Environmental Protection Area Specific Policy Considerations

Environmental Protection Area	Policy No.
Environmental Protection Areas are recognized as the most significant components of the Municipality's natural environment. As such, these areas and their ecological functions are to be preserved and protected from the effects of human activity.	14.4.1

Environmental Protection Area	Policy No.
The extent of the Environmental Protection Area designation includes a 30 metre vegetation protection zone from the natural heritage system and hydrologically sensitive features outside of Urban and Rural Settlement Areas.	14.4.3
An Official Plan Amendment is not required to modify the extent of the Environmental Protection Area if it is as a result of modifications to the natural heritage system as provided for in Section 3.4.4 and 3.4.5.	14.4.4
As part of a development application, site specific studies or updated information from the Province or Conservation Authority may result in refinements to the boundary or extent of a natural heritage feature and/or hydrologically sensitive feature, or its related vegetation protection zone.	3.4.4
No development shall be permitted on lands designated Environmental Protection Areas, except: <ul style="list-style-type: none"> a) Low-intensity recreation; b) Uses related to forest, fish and wildlife management; c) Erosion control and stormwater management; and d) Agriculture, agricultural related and on-farm diversified uses in accordance with Official Plan Section 3.4.8. 	14.4.5
The setback for development and site alteration from lands designated as Environmental Protection Area shall be determined based on the sensitivity of the specific natural heritage feature or hydrologically sensitive feature.	14.4.8

I.4 Greenfield Areas

Figure A-6 indicates where Greenfield Areas are located in the SECSP area. These lands are subject to a number of policies outlined in Table I-4 below.

Table I-4: Greenfield Areas Specific Policy Considerations

Targets	Policy No.
The Municipality will support the achievement of a density of 50 residents and jobs combined per gross hectare within the Greenfield Areas.	4.5.1
Density targets will be achieved by a number of measures including: c) Encouraging mixed use developments in Greenfield Areas.	4.5.1 c)

I.5 Built Up Area

Figure A-6 indicates where the Built Up Area is located in the SECSP area. These lands are subject to a number of policies outlined in Table I-5 below.

Table I-5: Built Up Area Specific Policy Considerations

Targets	Policy No.
The Municipality will achieve a target of at least 32% of all new residential units within the Built-up Area up to the year 2021, and thereafter, it shall be at least 40%.	4.4.1

Targets	Policy No.
All new residential units within the Built-up Areas will contribute to the Residential Intensification Target.	4.4.3
Development will be focused within the Built-up Areas and the Priority Intensification Areas, and to a lesser extent within the Greenfield Areas.	4.3.4

I.6 Prominent Intersections

Figure A-6 indicates where Prominent Intersections are located in the SECSP area. These lands are subject to a number of policies outlined in Table I-6 below.

Table I-6: Prominent Intersections Specific Policy Considerations

Prominent Intersections	Policy No.
Bloor Street and Trulls Road in Courtice is a Prominent Intersection.	5.4.10
Bloor Street and Courtice Road in Courtice is a Prominent Intersection.	5.4.10
Prominent intersections may also be gateways. At prominent intersections, buildings shall be designed to provide a community focal point by having: <ul style="list-style-type: none"> a) Massing and height sufficient to emphasize the significance of the intersection; b) High quality building materials and building articulation on both street frontages; c) Significant areas of transparent glass; d) Special architectural elements such as the corner design, massing and height, awnings, and entrance door features; e) The main public entrance located at the corner; and f) Landscaping, street furniture and where appropriate, public art elements to complement the intersection and the building design. 	5.4.10
Service stations will not be permitted at prominent intersections or other locations which Council deems to have important visual significance for gateways to communities.	10.10.3

I.7 Urban Trails

Figure A-6 indicates where Urban Trail is located in the SECSP area. These lands are subject to a number of policies outlined in Table I-7 below.

Table I-7: Urban Trails Specific Policy Considerations

Urban Trails	Policy No.
Wherever possible the trail network system should be accessible to all and contribute to an age and child friendly community.	18.4.1
Municipal trails will be developed within two classifications systems: <ul style="list-style-type: none"> 1) Primary Trails: are paved multi-use trails to provide a variety of recreational uses and occasional vehicular traffic for maintenance purposes; and 2) Secondary Trails: provide access to natural areas such as creek edges, woodlots or wetlands. They are intended to keep users on a designated path to minimize disruption to the surrounding landscape. These trails are narrower than primary trails and usually have a surface of crushed aggregate or woodchip. 	18.4.3

Urban Trails	Policy No.
Primary Trails shall generally follow the alignment indicated on Map K. The precise implementation and location of Primary trails shall be determined through further study. The location of Secondary Trails may be determined through the development approval process.	18.4.4
The trail network shall be designed to include parking, signage, washrooms and interpretive facilities to support access to the trail system.	18.4.5
The trail network shall be designed to minimize impacts on the natural heritage system.	18.4.6

I.8 Gateways

Figure A-6 indicates where potential Gateways are located in the SECSP area. These lands are subject to a number of policies outlined in **Table I-8** below.

Table I-8: Gateways Specific Policy Considerations

Gateways	Policy No.
Gateways are key locations that are to be designed to serve as landmarks highlighting the arrival off Highway 401, entrance into an Urban or Village Centre, or a transition from the rural to urban or hamlet area. They may also be prominent intersections.	5.3.5

I.9 Future Freeway Bus Rapid Transit Station

Figure A-6 indicates where the Future Freeway Bus Rapid Transit Line is anticipated to be located adjacent to the SECSP area. Although shown on Map J of the OP, there are no policies that pertain to the Freeway Bus Rapid Transit Station.

Attachment II : OP Policies Pertaining to the Entire Study Area

This Attachment includes a list of the most pertinent OP policies that apply to the entire study area. Although the OP must be read in its entirety, the list of policies below is meant to serve as a resource and checklist as the secondary plan process proceeds.

Table II-1: General Official Plan Policy Considerations for SECSP Area

Watershed And Subwatershed Plans	Policy No.
Consideration shall be given to relevant watershed and subwatershed plans and the achievement of overall watershed targets identified in these plans during the preparation of secondary plans and during the development approval process.	3.5.4
Through the preparation of a subwatershed plan as part of the Secondary Planning Process, the limits of the Natural Heritage System as depicted on Map D may be refined.	3.5.6
Managing Growth	
Secondary Plans may vary the minimum gross densities and floor space index in Table 4-2 as long as it is demonstrated that policies of this Plan are implemented. The minimum gross densities will be measured over the entire neighbourhood or Secondary Plan area.	4.3.8
Creating Vibrant and Sustainable Urban Places – Objectives	Policy No.
To create a high quality public realm and image for the Municipality in all land uses.	5.2.1
To create neighbourhoods that give priority to sustainable design, including environment-first principles, walkability, land efficiency, compact and connected communities, and managing resources and energy efficiently.	5.2.2
To create attractive safe communities with a sense of place and a diversity of built form that supports future intensification and redevelopment.	5.2.3
To create a built environment that gives priority to walkable design and facilitates an active transportation system including walking, biking and public transit.	5.2.4
To utilize the principle of universal design to create a built environment that is accessible for all residents.	5.2.5
To design buildings and space that do not negatively impact adjacent buildings or detract from the specific identity or character of an area.	5.2.6
To minimize light pollution from existing and new development.	5.2.7
Public Realm	Policy No.
Public streets will be designed to provide an interconnected grid-like pattern of streets and blocks that are walkable and flexible by: <ul style="list-style-type: none"> a) Having consideration for natural features and terrain; b) Limiting the length of streets and blocks to assist with pedestrian and bicycle circulation; 	5.3.2

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Public Realm	Policy No.
c) Maximizing the number of street connections to arterial roads; d) Designing streets that are safe for cyclists; e) Having a convenient system of sidewalks; f) Limiting window streets and avoiding cul-de-sacs and street-to-street walkways; and g) Not incorporating measures to restrict access and circulation through neighbourhoods.	
Integrate public art as part of public facilities and new development.	5.3.3
Public buildings, facilities and spaces shall be located on prominent sites or areas with high visibility view corridors.	5.3.4

Built Form – New Neighbourhoods	
New development and emerging neighbourhoods will be designed to: <ul style="list-style-type: none"> a) Create a distinct neighbourhood identity; b) Have an appropriate built form and design as determined through a comprehensive Secondary Planning processes having regard for consistency with overall community character. c) Demonstrate compliance with the Municipality’s General Architectural Design Guidelines or any neighbourhood specific Architectural Design Guidelines; d) Provide for a variety of housing types and supportive land uses, including commercial and community facilities; e) Consider noise impacts from various noise sources by using effective methods of sound attenuation; f) Reduce the need for noise barriers through alternate street design, such as window streets or minimizing reverse lot frontage along arterial roads; g) Achieve sustainable, attractive buildings, landscaping and streetscapes; h) Create accessible, walkable neighbourhoods that prioritize pedestrians over cars; and i) Utilize appropriate exterior materials to achieve a cohesive urban design and a consistent sense of place. 	5.4.3

Multi-Unit Residential Development	Policy No
Multi-unit residential development will be developed on the basis of the locational criteria of Table 4-3, the urban design policies of Chapter 5 and the following site development criteria: <ul style="list-style-type: none"> a) The site is suitable in terms of size and shape to accommodate the proposed density and building form; b) The proposed development is compatible with the surrounding neighbourhood in terms of scale, massing, height, siting, setbacks, shadowing, and the location of parking and amenity areas; c) The impact of traffic on local streets is minimized; d) Multiple vehicular accesses from a public street shall generally be provided for each townhouse block and each apartment block; e) Each condominium corporation block shall have direct street frontage and direct vehicular access to a public street without reliance on easements through another condominium corporation block; f) In order to achieve a mixture of housing types, adjacent multiunit residential unit types shall not replicate the same built form; 	9.4.5

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Multi-Unit Residential Development	Policy No.
<p>g) Multi-unit residential shall not be sited on opposite sides of the street unless adequate on-street parking can be provided to the satisfaction of the Municipality;</p> <p>h) Townhouses sited on blocks shall generally not exceed 50 units and apartment blocks shall not exceed 2 buildings;</p> <p>i) Street townhouses shall generally not comprise more than 6 attached units; and</p> <p>j) Where multiple mid-rise and high-rise residential developments are planned for a given area, a phasing plan shall be required to identify common amenity areas and shared pedestrian and/or vehicle access.</p>	

Sustainable Design and Climate Change	Policy No.
<p>New Neighbourhood secondary plan areas will be planned to address the criteria for Secondary Plans established through Clarington’s Green Development Program, and are encouraged to plan for more resilient infrastructure and to move towards net zero communities by incorporating techniques to reduce greenhouse gas emissions.</p>	4.6.7
<p>Clarington will seek to address climate change and become a more sustainable community that minimizes the consumption of energy, water, and other resources and reduces impacts on the natural environment. To this end, the Municipality will:</p> <ul style="list-style-type: none"> a) Promote energy, water and resource efficiency and conservation corporately and in existing and new development; b) Promote the reduction of greenhouse gas emissions and the adaptation of buildings and infrastructure to be more resilient to the potential adverse environmental impacts of climate change; c) Promote improved air and water quality; d) Promote mixed land uses at higher densities to efficiently utilize existing infrastructure; e) Promote the integration of transit and active transportation modes into the early stages of new development; f) Promote the reduction, reuse and recycling of waste, with particular attention to multi-residential housing forms, which meets applicable Provincial standards and has given consideration to the Region’s waste collection design and servicing requirements; g) Support industrial and agricultural practices that minimize greenhouse gas emissions; and h) Promote employment and housing in Urban and Village Centres and Regional Corridors to shorten commute times and decrease greenhouse gas emissions. 	5.5.1
<p>Development shall protect and enhance the urban forest to absorb carbon dioxide from the atmosphere by:</p> <ul style="list-style-type: none"> a) Preserving mature trees and, when removal of existing mature trees is necessary as part of the development process, the applicant will replace the lost tree cover to the satisfaction of the Municipality; b) Mitigating heat island effects of development by ensuring an appropriate use of material and landscaping to provide shading; and c) Providing street trees and other landscaping as part of the development proposal within the public right-of-way. 	5.5.2
<p>Development proposals shall incorporate sustainable design practices and standards such as green infrastructure and green building design features to reduce greenhouse gas emissions and adapt to climate change.</p>	5.5.4

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Parking	Policy No.
The Municipality will minimize land consumption by encouraging shared parking, parking structures, below grade parking and active transportation infrastructure.	5.4.12
Adequate off-street parking is required for all new development. All parking areas shall be designed to: a) Minimize conflict with traffic on arterial roads; b) Provide barrier-free; c) Minimize the impact on the pedestrian environment; d) Accommodate secure bicycle parking and storage areas for short term and long term visits; e) Provide priority parking spaces for electric cars; f) Provide landscape screening along street frontages; g) Limit the number of parking spaces based on transit service and opportunities for shared parking; and h) Minimize hard surface areas and replace with vegetation where possible.	5.4.13
A reduction to the parking space requirements in Priority Intensification Areas may be considered where it is demonstrated that: a) There will be minimal adverse impacts on the surrounding areas; b) On-street parking can support additional parking demands; c) The site is accessible to transit, walking and/or cycling facilities; d) The development is for a mixture of uses; and e) The reduction is offset by a payment-in-lieu of parking where appropriate.	10.3.8

Housing	Policy No.
Encourage a minimum of 30% of all new housing to be affordable in Urban Areas.	6.2.2
An accessory apartment is permitted in Urban Areas within a detached or semi-detached dwelling subject to conditions.	6.3.5
One garden suite may be permitted in association with any single detached dwelling subject to time limitations and other conditions.	6.3.7
Assisted housing shall be integrated into residential areas, and conform to good planning principles. They are encouraged to locate within Centres and Corridors where they can benefit from being in close proximity to community facilities and every day needs.	6.3.9
Special needs housing may be permitted within all designations where residential uses are permitted provided that: a) The type of special needs housing conforms to the form and density provisions of the applicable designation; b) Larger special needs housing projects are generally located in close proximity to services such as community facilities, medical services, shopping areas, parks and recreational areas, and public transit; and c) All special needs housing shall be appropriately integrated with the surrounding area and complies with the urban design policies of this Plan.	6.3.11

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Community Amenities	Policy No.
<p>Objective: To create an interconnected system of community amenities like parks, schools, facilities and tourism nodes linked by open spaces, natural areas and trails which will provide for a range of activities, facilities and services to meet the evolving needs of a variety of users.</p>	18.2.1
<p>The Municipalities overall per capita parkland standard is 1.8 hectares per 1,000 persons:</p> <ul style="list-style-type: none"> • Municipal Wide and Community Parks shall have a combined target of 1.0 hectare per 1,000 persons; and • Neighbourhood Parks, Parkettes, and Public Squares shall have a combined target of 0.8 hectares per 1,000 persons. 	18.3.2, 18.3.3
<p>The conveyance or dedication of land to the Municipality for park or other public recreational purposes shall be in accordance with the following:</p> <ol style="list-style-type: none"> a) For residential development, redevelopment or plans of subdivision providing for low, medium and/or high density uses, conveyance or dedication shall be either equal to 5% of the land proposed for development, redevelopment or subdivision or 1 hectare per 300 dwelling units, whichever is greater; c) For mixed use development, conveyance or dedication requirements will only apply to the residential portion of the development proposal in the amount equal to 1 hectare per 300 dwelling units. However, in no instance shall the contribution be less than 2% of the land area or the equivalent payment-in-lieu value; e) For residential plans of subdivision, the standard of 1 hectare per 300 dwelling units may be applied to blocks within the plan of subdivision, provided such blocks are excluded from the calculation for the 5% of the land proposed for subdivision. 	23.10.3
<p>The following policies apply to the provision of parkland throughout the Municipality:</p> <ol style="list-style-type: none"> a) The parks system will include urban design elements to improve thermal comfort and connect with the Open Space System wherever possible utilizing trails, bicycle paths, walkways, sidewalks, and utility corridors; b) Parks will be located as central as possible to the areas which they serve and physical means of access shall generally be provided on two sides of all parks; c) Street frontage shall not be less than 30% of the park perimeter; d) Parks will be designed to be accessible and inclusive to encourage enjoyment by all users; e) Where major recreational uses are adjacent to residential areas, consideration should be given to alleviating adverse noise, visual and lighting impacts including the location and buffering of buildings and parking facilities; and f) The development of new parks may be considered in association with proposed school sites in order to facilitate the joint use of parking lots and sports 	18.3.6
<p>The park functions and facilities shall be based on the following classifications and definitions:</p> <ul style="list-style-type: none"> • Municipal Wide Parks specialized parks designed to serve the entire Municipality. • Community Parks are designed to serve the recreational needs of several neighbourhoods, providing outdoor and indoor recreational facilities, non-programmed open space and linkages to the Regional and Municipal trail system. Community Parks shall have a size of between 6 to 12 hectares. • Neighbourhood Parks are to serve the basic active and low intensity recreational needs of the surrounding residents. Neighbourhood Parks shall be of a size between 1.5 to 3 hectares depending on the area served and the activities to be provided. 	18.3.7

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Community Amenities	Policy No.
<ul style="list-style-type: none"> • Parkettes are intended to augment the recreation, leisure and amenity needs of a neighbourhood but will not contain sports fields. They shall be between 0.5 ha and 1 ha in size. They are required wherever the Municipality deems it necessary to augment or adjust the park requirements of any neighbourhood. • Public Squares are intended to enhance the public realm by providing defined spaces for social interaction and are generally incorporated within Priority Intensification Areas or other high traffic areas. They shall be up to 1 ha in size and can be used for cultural events, public art, farmer’s markets, and small scale outdoor activities/games. They shall be highly visible from the dominant street frontage and shall be designed to support activity year round. 	
<p>Elementary and Secondary Schools are permitted in any Residential area. The minimum site area or future schools should be approximately as follows:</p> <ul style="list-style-type: none"> • 2.5 hectares for elementary school sites; and • 8 hectares for secondary school sites. <p>Or in accordance with the respective school board policy or Ministry of Education guidelines.</p>	18.5.1
<p>Schools will be sited and designed to provide a visual and functional focus for neighbourhood activity. Schools shall be sited in consideration of the following:</p> <ol style="list-style-type: none"> a) Elementary schools generally located on collector roads and secondary schools generally located on arterial roads but in no case will a school have frontage on or access to a Type A arterial road; b) Located centrally and with access to multi-modal transportation connectivity to the planned catchment area; c) Adequate drop off and pick up zones within the site that minimizes traffic congestion and accommodate all modes of transportation; d) Safe pedestrian and bicycle routes for students which minimize the need for school crossing guards; e) Sidewalks will be provided by the developer along the street frontage of the school site prior to the construction of the school; and f) As a minimum, the provision of 25% of the site perimeter or 140 meters of frontage on a continuous collector roadway, whichever is greater. 	18.5.2
<p>Community facilities include uses such as post offices, places of worship, cemeteries, supervised residences, community centres, fire and police stations, correctional residences, correctional facilities, libraries, art and cultural facilities, and day care centres. They are encouraged to locate in Urban Areas and hamlets to enable easy accessibility by the majority of the population and, where possible, to utilize full municipal services. Community facilities are subject to the policies of the land use designations where these facilities are located.</p>	18.6.5

Transportation	Policy No.
<p>To work in partnership with the Province and the Region to provide a transit supportive environment, the Municipality will:</p> <ol style="list-style-type: none"> a) Direct higher density development and economic activity around the Transportation Hubs, along or near the Regional Transit Spine, and along Regional and Local Corridors; b) Require buildings to be oriented towards the street frontage in Centres and along Corridors to reduce walking distances to transit and enhance the pedestrian environment; c) Develop an active transportation network that supports transit use; 	19.4.4

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Transportation	Policy No.
<ul style="list-style-type: none"> d) Improve pedestrian access from the interior of neighbourhoods to arterial streets; and e) Facilitate the securement of lands required for public transit right-of-ways. 	
<p>To support the development of a complete and interconnected active transportation network, the Municipality will:</p> <ul style="list-style-type: none"> a) Design and construct streets in accordance with the complete streets principles outlined in Section 19.6.4; b) Maintain and improve the connections of sidewalks and multiuse paths to major destinations, neighbourhood facilities and transit stops, where feasible, especially during the winter in order to encourage year-round usage; e) Ensure that development proposals are designed to connect with the active transportation network; f) Support increased network connectivity by prioritizing pedestrian and cyclist crossings across key barriers, including major arterial roadways, Provincial freeways, watercourses and railways; h) Support and promote cycling as a safe mode of transportation... 	19.5.4
<p>Streets in the Official Plan are classified on the basis of their vehicular function but will be designed on the basis of the land use context and the provision for all appropriate mobility options. The street network is the backbone upon which the transit network and the active transportation network is to be built, balancing the needs for all mobility options.</p>	19.6.2
<p>Importance of integrating complete streets principles into the planning and design of urban streets, particularly new and reconstructed roads, particularly within Priority Intensification Areas and new neighbourhoods. Complete streets are designed and operated to enable safe access for all users. Pedestrians, cyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street.</p>	19.3.4, 19.6.3
<p>The following principles will be considered to implement complete streets in secondary plans and new capital projects:</p> <ul style="list-style-type: none"> a) A context-based approach shall be used to consider character of the planned land uses with the appropriate street design; b) Street design elements shall improve the quality of service for pedestrians, cyclists and transit users in addition to the level of service for vehicles; c) Safe and convenient access to transit stops shall be provided; d) Local streets shall provide multiple points of access and limited block lengths; e) Intersections shall be designed not only to meet the desired level of service for vehicles but the desired level of service for pedestrians and cyclists, implementing measures such as minimizing crossing distances; and f) Streets will be designed with integrated accessibility features. 	19.6.4
<p>Arterials, collector roads and local roads will be designed in accordance with the road classification criteria in Attachment C. Further criteria for local roads:</p> <ul style="list-style-type: none"> a) Designed on the basis of a modified grid street system recognizing topographic and environmental constraints; b) Direct connection to Type B and C arterial roads may be permitted provided such intersections do not affect the operating conditions of the arterial road; c) Cul-de-sacs are generally not permitted; d) Sidewalks on both sides of local roads are encouraged where warranted particularly within Urban areas and for roads that provide connections to schools, community parks and facilities, transit stops and trails; 	19.6.12, 19.6.21, 19.6.23

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Transportation	Policy No.
e) The right-of-way width shall generally be between 18 and 20 metres; and f) Generally avoid long block lengths (over 400 metres) in Urban Areas to facilitate walkability.	

Stormwater Management	Policy No.
Unless otherwise approved by the Ministry of Natural Resources, the Conservation Authority or the Municipality, uncontrolled direct stormwater discharge into any watercourse as a result of development is strictly prohibited.	20.3.1
Stormwater management plans shall be prepared in accordance with the applicable watershed or subwatershed plan and shall provide for an integrated approach that protects the ecological health of watersheds, improves resiliency, and contributes to the protection of human life and property during storm events.	20.3.2
Green infrastructure, lot level controls, and Low Impact Development techniques, in addition to traditional end of pipe facilities are encouraged as part of a treatment train approach to stormwater management.	20.3.3

Natural Heritage System	Policy No.
There are a number of other environmentally sensitive terrestrial features and areas, natural heritage features and hydrologically sensitive features and areas which, due to inadequate information or the nature of the feature or area, are not shown on Map D. These features are also important to the integrity of the natural heritage system and may be identified on a site-by-site basis for protection through the review of a development application or other studies.	3.4.3
As part of a development application, where site specific studies or updated information from the Province or Conservation Authority results in refinements to the boundary or extent of a natural heritage feature and/or hydrologically sensitive feature, or its related vegetation protection zone, such refinement shall not require an amendment to this Plan.	3.4.4
However, where such refinement of the boundary or extent of the feature is proposed for a Provincially Significant Wetland, area of natural and scientific interest and/or habitat of endangered, and threatened species, or their related minimum vegetation protection zones, then formal confirmation of said refinement is required from the Province, prior to any development or site alteration. If an evaluation determines a greater minimum vegetation protection zone is required than that which is identified in Table 3-1, then the greater shall be provided.	3.4.5
When updated information from the Province or Conservation Authority results in refinements to the boundary or extent of a natural heritage feature and/or a hydrologically sensitive feature or its related minimum vegetation protection zone, but not through a development application, the Municipality where appropriate will support the Province or Conservation Authority in making the information available to the public. Any such refinements as a result of Provincial or Conservation Authority initiatives will require an amendment to this Plan.	3.4.6
See Municipality of Clarington official Plan	Table 3-1
If more than one natural heritage system feature is identified on the subject lands, the provisions of Table 3-1 that are more restrictive apply.	3.4.7

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Natural Heritage System	Policy No.
<p>Development and site alteration with respect to land within a natural heritage feature and/or a hydrologically sensitive feature or within its vegetation protection zone is prohibited, except the following:</p> <ul style="list-style-type: none"> a) Forest, fish and wildlife management; b) Conservation and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest after all alternatives have been considered; c) Transportation, infrastructure and utilities, but only if the need for the project has been demonstrated by an Environmental Assessment, there is no reasonable alternative, and it is supported by a project specific Environmental Impact Study; and d) Low intensity recreation. 	3.4.8
<p>Low-impact development stormwater systems such as bioswales, infiltration trenches and vegetated filter strips may be permitted within the vegetation protection zone provided that the intent of the vegetation protection zone is maintained and it is supported by the Environmental Impact Study.</p>	3.4.9
<p>Approval of any development application shall ensure that a self-sustaining vegetation protection zone be planted, maintained or restored in order to protect any on-site or adjacent natural heritage feature and/or hydrologically sensitive feature.</p>	3.4.10
<p>The removal of a natural heritage feature and/or hydrologically sensitive feature, in particular wetlands and woodlands, shall not be considered as the basis for approving any development application. The Municipality will require the compensation and/or restoration of any part of the natural heritage system which has been damaged or removed without prior Municipal approval.</p>	3.4.11
<p>The policies of this Plan shall also apply to any natural heritage feature and/or hydrologically sensitive feature which has been identified by the Municipality, the Region, a Conservation Authority or the Province, but which is not presently shown on Map D. Where a natural heritage feature and/or hydrologically sensitive feature is not identified on Map D, it does not necessarily mean that the feature or part thereof may be developed or altered in any way. Should a natural heritage feature and/or hydrologically sensitive feature be identified through the review of a development application and written notice given to the applicant, the preparation of an Environmental Impact Study or a Natural Heritage Evaluation or Hydrological Evaluation shall be required.</p>	3.4.12
<p>Development will not be approved where an Environmental Impact Study, Natural Heritage Evaluation or a Hydrological Evaluation identifies unacceptable negative impacts on the natural heritage system.</p>	3.4.13
<p>Table 3-1 identifies the minimum vegetation protection zone and the minimum area of influence of identified natural heritage system features.</p>	3.4.14
<p>An Environmental Impact Study, a Natural Heritage Evaluation and/or Hydrological Evaluation shall be undertaken for any development or site alteration proposed within the minimum area of influence of any natural heritage feature and/or hydrological sensitive feature identified in Section 3.4.2, 3.4.3 or 3.4.11 but outside the feature itself and the related minimum vegetation protection zone identified in Table 3-1 of this Plan.</p>	3.4.15
<p>The Environmental Impact Study, Natural Heritage Evaluation and/or Hydrological Evaluation required in Section 3.4.15 shall determine the vegetation protection zone based on the sensitivity of the features and ecological functions of the natural heritage system but in no case will the vegetation protection zone be less than the minimum vegetation protection zone identified in Table 3-1 of this Plan.</p>	3.4.16

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Natural Heritage System	Policy No.
<p>Notwithstanding Section 3.4.15, and the Minimum Vegetation Protection Zone identified in the Urban or Rural Settlement Areas on Table 3-1, the following may apply:</p> <ul style="list-style-type: none"> a) Where a significant woodlands is not associated with and/or adjacent to a hydrologically sensitive feature the minimum vegetation protection zone may be reduced to 10 metres; b) Where an in-fill lot is proposed, surrounding development setbacks shall be considered and a reduced minimum vegetation protection zone may be considered; c) In Greenfield Areas, the Minimum Vegetation Protection Zone may be modified only as a result of physical constraints of the site; and d) Any modification to the minimum vegetation protection zone provided for in this Section must be supported by the Environmental Impact Study, and provided there is no net loss on the total area of the Vegetation Protection Zone. 	<p>3.4.17</p>

Secondary Plans	Policy No.
<p>Secondary Plans shall include phasing policies that address the following:</p> <ul style="list-style-type: none"> a) Sequential phasing of development within the Secondary Plan; b) Efficient use and extension of all infrastructure and services, in particular, optimizing the use of existing infrastructure and services; c) The attainment of Residential Intensification Targets and Greenfield density targets; and d) Minimizing the financial implications to the Municipality of servicing, operating and cost recovery for municipal services. 	<p>4.6.6</p>
<p>Secondary Plans shall implement the policies of this Plan and the Durham Regional Official Plan policies for Secondary Plans, in particular:</p> <ul style="list-style-type: none"> a) The growth management objectives of sequential development, full municipal water and sanitary systems, a minimum density of fifty residents and jobs per gross developable hectare, and a variety of housing types and densities; b) The financial capacity of the Municipality to provide for the capital and operating costs of municipal services and facilities required to support the development; c) The provision of a diverse and compatible mix of land uses to support vibrant neighbourhoods and active transportation, and the use of urban design principles to create high quality public open spaces and achieve an appropriate level of connectivity and transition to adjacent areas; d) The design of a connected system of grid streets and an active transportation network as the key design element of the public realm with safe and accessible pedestrian and cycling connections to transit, community facilities, schools, and parks. Higher density housing will be strategically located along or within Priority Intensification Areas to create a transit supportive development pattern; e) The integration into the design of the site and buildings of this Plan’s policies for Sustainable Design and Climate Change and related standards/guidelines adopted by the municipality including green infrastructure and low impact development measures; f) The protection and incorporation of natural heritage and hydrologically sensitive features including surface and groundwater features, as well as the connections among these natural features in order to inform the location, type, and amount of development; g) Residential neighbourhoods will be "designed with nature" to minimize grade changes, preserve mature trees and enhance open space linkages; 	<p>23.3.9</p>

Appendix A: Planning Background Report

Municipality of Clarington, Ontario
Southeast Courtyce Secondary Plan and Environmental Assessment

Secondary Plans	Policy No.
<p>h) The measures to mitigate the potential conflicts between the development and existing agricultural uses;</p> <p>i) Level of visual interest achieved by incorporating different built forms, landscaping, open space and environmental and natural and cultural heritage resources and the creation of view corridors and vistas of significant natural areas and public buildings;</p> <p>j) The location of prominent public buildings, including schools and spaces on prominent sites with significant street frontage and oriented to the street;</p> <p>k) Cultural heritage resources will provide the context for new development. New development will be compatible with and complementary to its context with regard to siting, height, scale and design. In new areas, heritage buildings will be incorporated in a sensitive manner;</p> <p>l) The principles of Crime Prevention Through Environmental Design (CPTED) will be used; and</p> <p>m) Inclusive lifetime neighbourhoods where the built environment promotes a safe inclusive space with access to services and amenities and a range of housing choices to meet the needs of residents of all abilities and income levels throughout all phases of their lifetime.</p>	

Attachment III : Study Area Land Ownership

SCHEDULE - A -



Southeast Courtyce Secondary Plan Area - Land ownership Map

#	Ownership/Legal Name	Municipal Address
1	CLARINGTON MUNICIPALITY	200
2	CLARINGTON MUNICIPALITY	200
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200
 CLARINGTON MUNICIPALITY


DELTA URBAN
Date:
June 13, 2018