Southwest Courtice Secondary Plan Update

Stage 2 Summary Report: Exploring Development Options

FEBRUARY 2020

Clarington

URBAN STRATEGIES INC

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Executive Summary

In October 2018, the Municipality of Clarington retained a consulting team led by Urban Strategies Inc and including CIMA Canada Inc, Golder Associates, and Hemson Consulting Inc to complete an update to the Southwest Courtice (SWC) Secondary Plan and prepare a Secondary Plan for the Courtice Employment Lands (CEL). The Secondary Plan processes for SWC and CEL are separate but closely connected, and will continue on different timelines. Stage 1 has been concluded for both Secondary Plans and Stage 2 has concluded for the SWC Secondary Plan. Stage 2 for the CEL Secondary Plan will commence later in 2020.

This Stage 2 Summary Report summarizes the findings from work completed in Stage 2 of the Southwest Courtice Secondary Plan Update, focusing on:

- A review of best practices in urban design and sustainability guidelines and neighbourhood design (Section 2 of this Summary Report);
- The refinement of guiding principles prepared in Stage 1 (Section 3);
- The preparation of three options based on the refined principles and Stage 1 key opportunities and constraints (Section 4);
- The evaluation of the options (Section 5); and
- The preparation of a preferred option (Section 6).

Consultation feedback from the project Steering Committee, the public and stakeholders is embedded in relevant sections throughout this Summary Report, including feedback on the three options (Section 4.4), and on the preferred option (Sections 6.1).

Best Practices

The Municipality of Clarington has been a leader among municipalities in the Greater Toronto Area in the development of sustainable development guidelines and strategies. Priority Green Clarington is the municipality's flagship initiative to promote green development, and focuses on the efficient use of energy, water, land and other resources, as well as taking action on climate change.

A best practices review of urban design and sustainability guidelines has been undertaken to build on Priority Green Clarington and inform the Guiding Principles and Options.

Guiding Principles

Ten guiding principles for Southwest Courtice were developed in Stage 2, building on the preliminary principles developed in Stage 1. The guiding principles were used to inform the three options for the SWC Update Focus Area, and provided a basis for criteria that were used as an evaluation framework to assess the three options and develop a preferred option.

Three Options

The options explored three different alignments for the east-west arterial proposed to improve connectivity through Southwest Courtice and the Courtice Employment Lands.

All options were designed to:

- Accommodate a minimum of 900 units.
- Have the potential to achieve a population density of 50 people/ha through a low-rise community.
- Provide parkland dedication at a rate a 1 ha/300 units.

In the North Option, the alignment of the arterial road follows the secondary plan boundary from Townline Road, shifting southward to the property line as the road meets Prestonvale Road.

In the South Option, the alignment of the arterial road is pushed to the CP Rail Corridor down from Townline Road, curving to align with the property line as the road goes east to Prestonvale Road.

In the Hybrid Option, the alignment of the arterial road follows the secondary plan boundary from Townline Road, taking a more gradual curve to

Figure 1. North Option

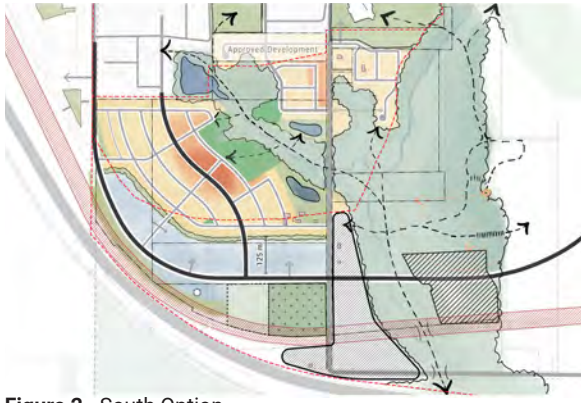

Figure 2. South Option

Figure 3. Hybrid Option

the southern property line as the road meets Prestonvale Road.

Evaluation of the Options

We evaluated the three options based on criteria under each of the 10 planning principles refined early in Stage 2. The criteria were informed by stakeholder and public comments. Based on the evaluation of the three options, the South option best satisfies the criteria and is best able to achieve the guiding principles.

The Preferred Option

Consultation with key staff and the Steering Committee focused on refinements to the South Option to ensure optimal alignment with the Guiding Principles. The refinements captured below led us to a Preferred Option.

- A tightened radius for the east-west arterial as it heads southeast from Townline Road. This tightened radius allows for a slight shift of the alignment further to the south, providing for more usable employment and residential parcels to the north of the arterial, and minimizing remnant open space to the south of the arterial.
- A modified alignment for the extension of Fenning Drive, including the potential for a roundabout with two arms of this extended collector road leading to the east-west arterial and to Prestonvale Road. This will provide greater flexibility in implementation while maintaining overall connectivity.
- An adjustment to the parkland strategy to prioritize a larger edge park adjacent to the Environmental Protection Area (EPA). This larger park features public frontage on all four sides and direct links to the collector road.
- An increase in the developable area east of Prestonvale and north of the EPA to reflect natural heritage constraint mapping provided by the Robinson Creek and Tooley Creek Subwatershed Study. This mapping reduces the area of land that should be occupied by EPA and facilitates more logical lot patterns.
- The provision of two additional Stormwater Management (SWM) ponds, one to the east of Prestonvale Road, and one to the south of the east-west arterial. This will ensure that stormwater flows and storage are contained within each of the drainage areas in the project area.
- Showing developable area to the west of St. Wolodymyr and St. Olha Ukrainian Cemetery. This reflects the in-force land use designations, providing the opportunity for future development with frontage onto the east-west arterial.
- Refinements to the land use designations to align with property boundaries and proposed block patterns, and the potential for conversion of all employment lands to the west of Robinson Creek.

The Preferred Option is predicated on a minor adjustment to the boundaries of OP designations as shown in Figure 4. The adjustments acknowledge property boundaries while maintaining viable parcels of adequate depth for employment uses. The Municipality of Clarington Official Plan provides a policy basis for such boundary adjustments.

Figure 4. The Preferred Option

LEGEND

- Residential Uses
- E.P.A.
- New Parkland
- Trails
- Property Lines
- Secondary Plan Boundary
- Special Study Area
- Cemetery
- Lands within CEL to be considered for conversion to residential through Regional MCR

1. Introduction

In October 2018, the Municipality of Clarington retained a consulting team led by Urban Strategies Inc and including CIMA Canada Inc, Golder Associates, and Hemson Consulting Inc to complete an update to the Southwest Courtice (SWC) Secondary Plan and prepare a Secondary Plan for the Courtice Employment Lands (CEL). The Secondary Plan processes for SWC and CEL are separate but closely connected, and will continue on different timelines. Stage 1 has been concluded for both Secondary Plans and Stage 2 has concluded for the SWC Secondary Plan. Stage 2 for the CEL Secondary Plan will commence later in 2020.

The Stage 1 Report on background and technical analysis can be found on the project website::

This Stage 2 Summary Document summarizes the findings from work completed in Stage 2 of the Southwest Courtice Secondary Plan Update, focusing on:

- A review of best practices in urban design and sustainability guidelines and neighbourhood design (Section 2 of this Summary Document);
- The refinement of guiding principles prepared in Stage 1 (Section 3);
- The preparation of three options based on the refined principles and Stage 1 key opportunities and constraints (Section 4);
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Consultation feedback from the project Steering Committee, the public and stakeholders is embedded in relevant sections throughout this Summary Document, including feedback on the three options (Section 4.4), and on the preferred option (Sections 6.1).

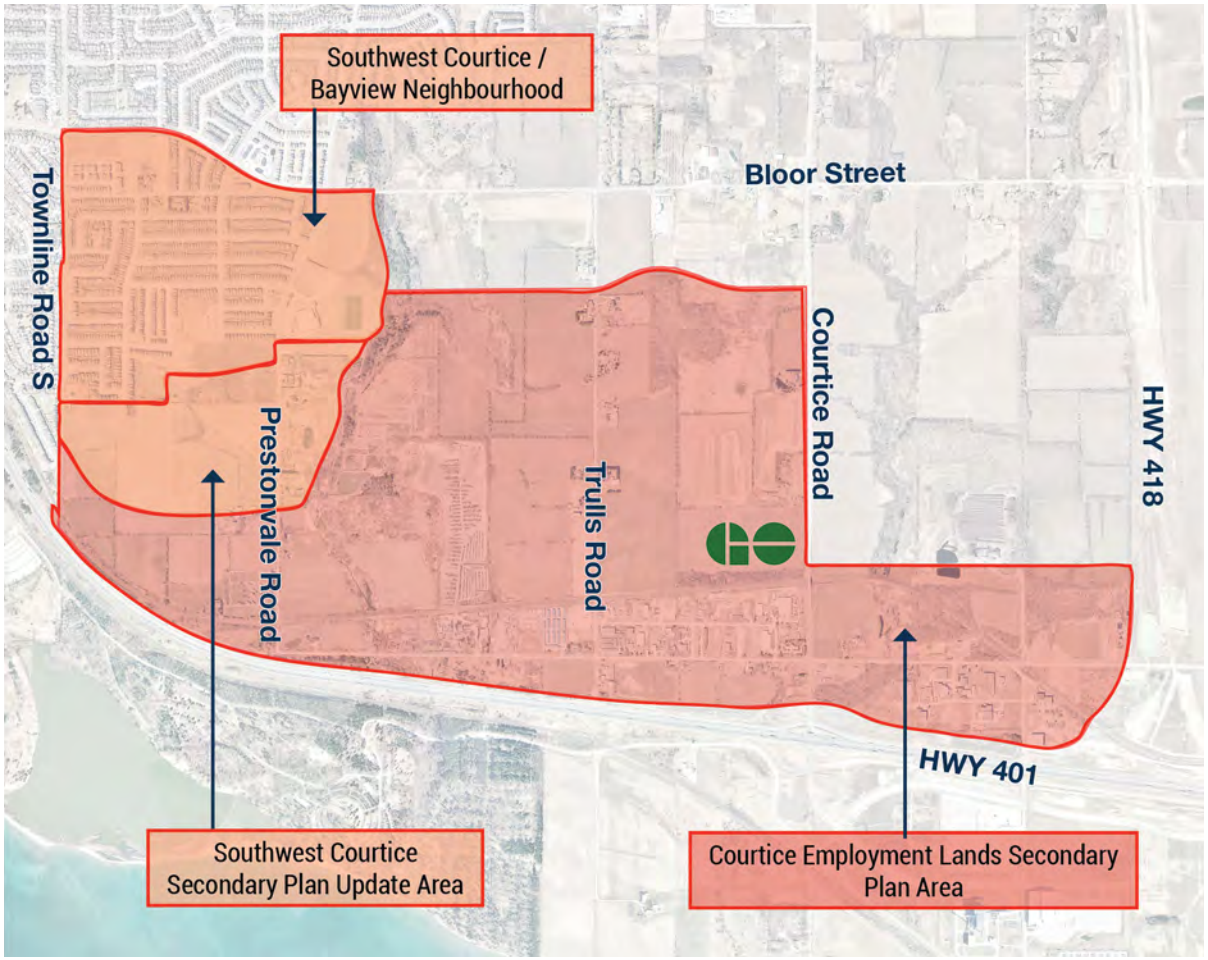


Figure 4. SWC and CEL Study Areas

1.1. Study Timeline

Work on the SWC Secondary Plan Update and the CEL Secondary Plan projects began in November 2018. For each of these studies, the scope of work includes preparation of a Secondary Plan, Zoning By-Law and Urban Design Guidelines. In addition, Phase 1 and 2 of an Integrated Municipal Class Environmental Assessment (MCEA) will be completed for each study area. The Three Options presented in Section 4 of this document are considered to be the "Alternative Solutions" and the Evaluation Framework presented in Section 5 is considered to be the "Evaluation of Alternative Solutions" for the MCEA process for SWC.

These projects are closely connected due to their geographic proximity, and will be coordinated, however they will be completed along different timelines. Both projects will be completed in four stages of work, shown below in Figure 3. Throughout Stage 1, combined analysis was completed for the SWC and CEL study areas. Through Stage 2, 3 and 4, however, work to complete the Secondary Plans for each study area will continue separately, with coordination taking place as needed.

It is anticipated that the Secondary Plan Update for the SWC area will continue through 2019 and be completed in mid-2020. The subsequent stages of the planning process for the CEL are anticipated to commence in 2020, with a targeted completion in early 2021. Both projects include multiple opportunities for public and stakeholder consultation and feedback, as shown in Figure 6 below.

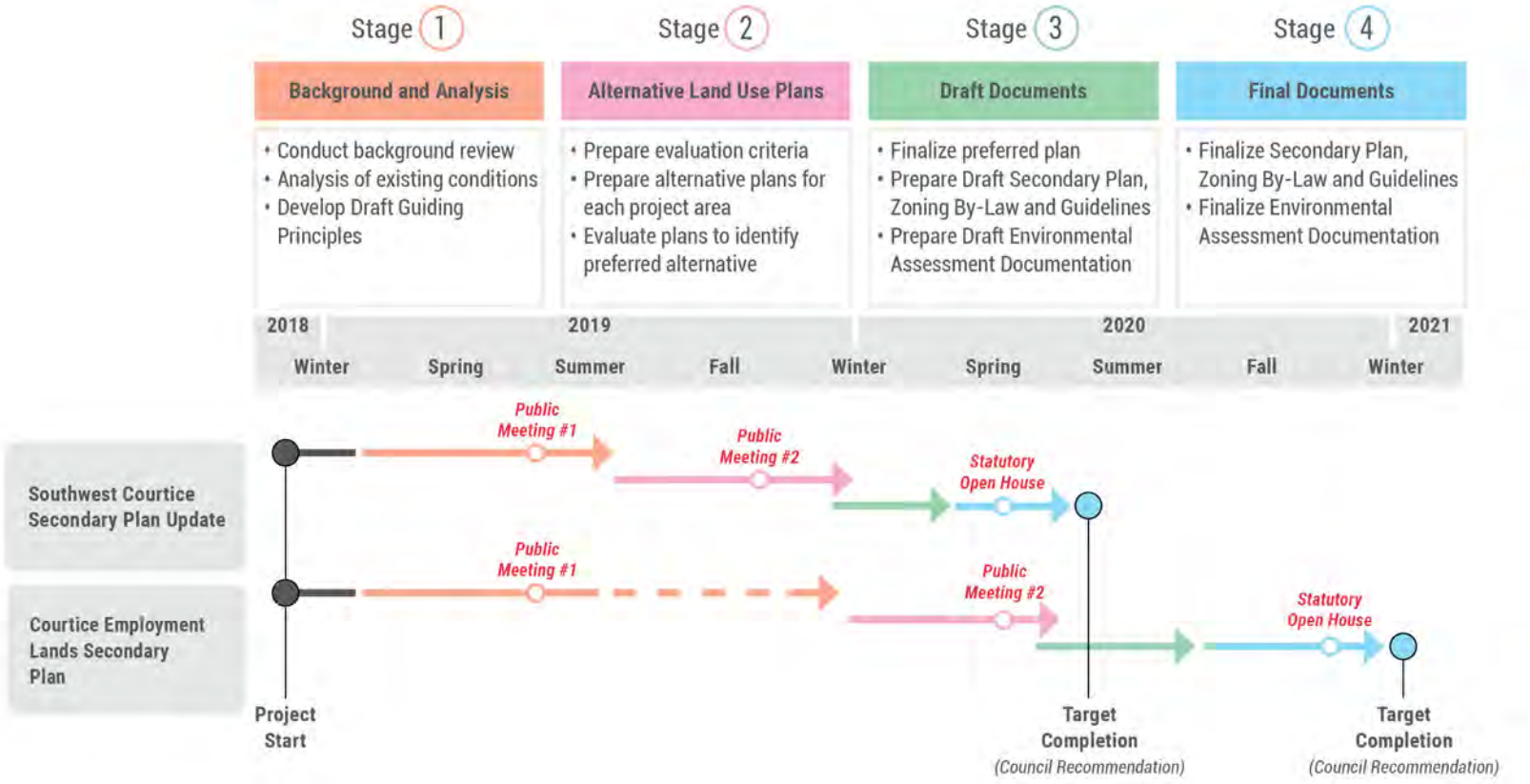


Figure 5. Project schedule.

1.2. Overview of Southwest Courtice Secondary Plan Area

A Neighbourhood Plan for the Southwest Courtice (SWC) area was first developed in 1996. It identified land uses, built form and densities for the northern portion of the study area, while leaving the southern portion identified as "Future Urban Residential." In this future development area, an absence of servicing prevented development from moving forward.

Most of the original Secondary Plan area has been built out, or is subject to approved development applications pending construction. This area, called the Bayview Neighbourhood, is bounded by the border with Oshawa to the west and Robinson Creek to the east. It is primarily made up of single detached residential housing, with some townhouses and limited commercial uses along Bloor Street.

Municipal servicing is now being constructed to serve the remaining portion of the Southwest Courtice Secondary Plan Area. The trunk sewer is the first step in servicing these areas; local services will still be required at cost to the developers and landowners.

The update to the Secondary Plan will identify land uses, built forms and densities; mobility and servicing connections; designated and potential heritage resources; and any required parks, open spaces and community facilities to accompany new development.

In Stage 2, the study area for SWC was expanded to the south into a portion of the CEL study area in order to examine the affects of different alignments for a new east-west arterial road connecting Townline Road to Prestonvale Road.

The alignment of this east-west arterial, and a supporting collector road that extends Fenning Drive to the southwest, was one of the key points of difference between the three options prepared in this stage of the project.

The resulting road alignments in the preferred option and the land use opportunities created by these alignments suggest that a more formal boundary adjustment may be appropriate, as further discussed in Section 6 of this Summary Document.

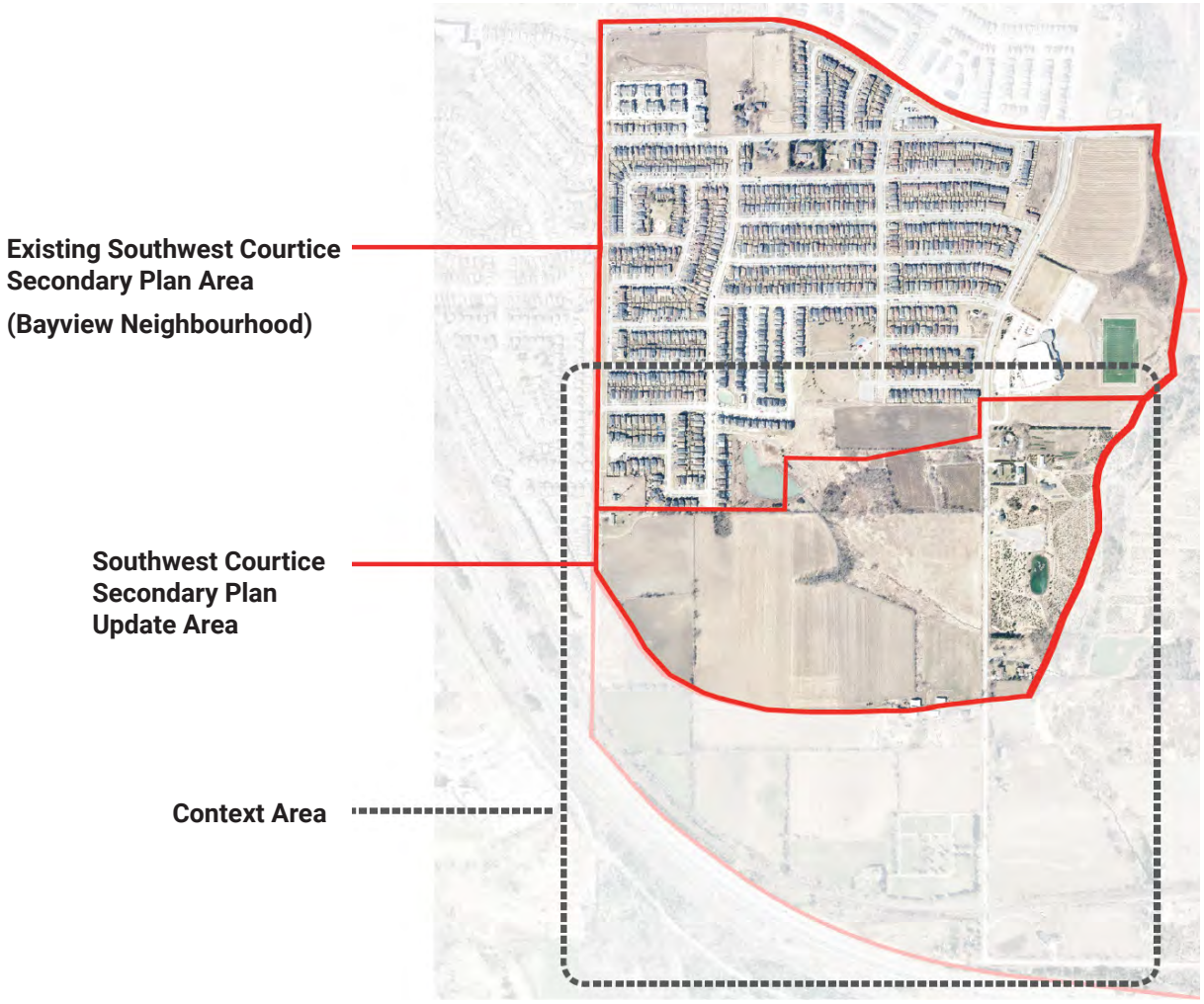


Figure 6. Southwest Courtice Project Area.

2. Best Practices

The Municipality of Clarington's 2019 to 2022 Strategic Plan lists Sustainable Infrastructure Growth as one of the Municipality's five priorities. The Municipality of Clarington has been a leader among municipalities in the Greater Toronto Area in the development of sustainable development guidelines and strategies. Priority Green Clarington is the municipality's flagship initiative to promote green development, and focuses on the efficient use of energy, water, land and other resources, as well as taking action on climate change. Key initiatives underway as part of Priority Green Clarington are the development of a 'Green Development Standards, Guidelines and Incentives Study' and a residential green building demonstration project. These initiatives support the updated PPS and Growth Plan, which place increasing importance on sustainable development, the mitigation of climate change and the development of resilient communities.

Secondary Plans guide and shape the formation of community areas and neighbourhoods, and are an opportunity to support sustainable development. Priority Green provides a Secondary Plan Checklist to apply to the preparation of any Secondary Plan for the Municipality, covering criteria within the categories of:

- Mobility;
- Built Environment;
- Natural Environment and Open Space; and
- Infrastructure and Buildings.

Sustainable development principles and practices will be incorporated into the updated Secondary Plan for Southwest Courtice. The Secondary Plan will address possible measures to incorporate the criteria established through the Green Development Program and Priority Green, moving future development towards contributing to net zero communities, as stated in the Clarington Official Plan.

With growing recognition that the traditional suburban pattern of development is not economically and environmentally sustainable, municipalities in Ontario and elsewhere in Canada have started exploring new ways to build sustainable communities. There is broad recognition that sustainable communities can be created through a focus on standards for the built environment, natural environments and open spaces, mobility, and infrastructure.

2.1. Historical Context

Over the past 25 years, a number of new suburban communities have been built that depart from the planning and design principles of traditional post-war suburban communities in North America. Illustrated in this section are communities of various sizes which have been fully or partially built-out. These communities are:

- McKenzie Towne, Calgary;
- Cornell, Markham; and
- Oak Park, Oakville.

These developments reflect a consistent set of principles that should be considered in the design of any comprehensive new neighbourhood.

These neighbourhoods:

- **Accomodate a variety of dwelling types** including single detached homes, townhousing of varying configurations and densities, in addition to apartment buildings, in general accommodating a higher density and more compact form of residential development than more traditional suburban communities.
- **Feature a variety of architectural styles** to give the neighbourhood character and more visual interest along streets.
- **Integrate a mix of uses,** usually placed in a "town centre" around a community park or along collectors and arterials creating a walkable destination/hub for the community.
- **Structure the community with a highly interconnected grid-like network** of local streets and pedestrian connections to make it easy to get around by walking and cycling (and driving).
- **Keep block lengths generally short,** where longer blocks are needed include mid-block pedestrian connections contributing to the connectivity of the neighbourhood.
- **Position parks as prominent** destinations within the community, fronting streets for visibility and accessibility.
- **Locate and orient houses** to face parks and provide "eyes on the street."
- **Use rear laneways for parking and servicing** for mostly narrower lots and townhouses to allow for greener, pedestrian friendly streetscapes.
- **Integrate and recess garages** into homes.
- **Ensure trails connections** through natural features are accessible from public sidewalks and streets.

Cornell, Markham

- 700 Ha
- 40,000 residents
- 16,000 units

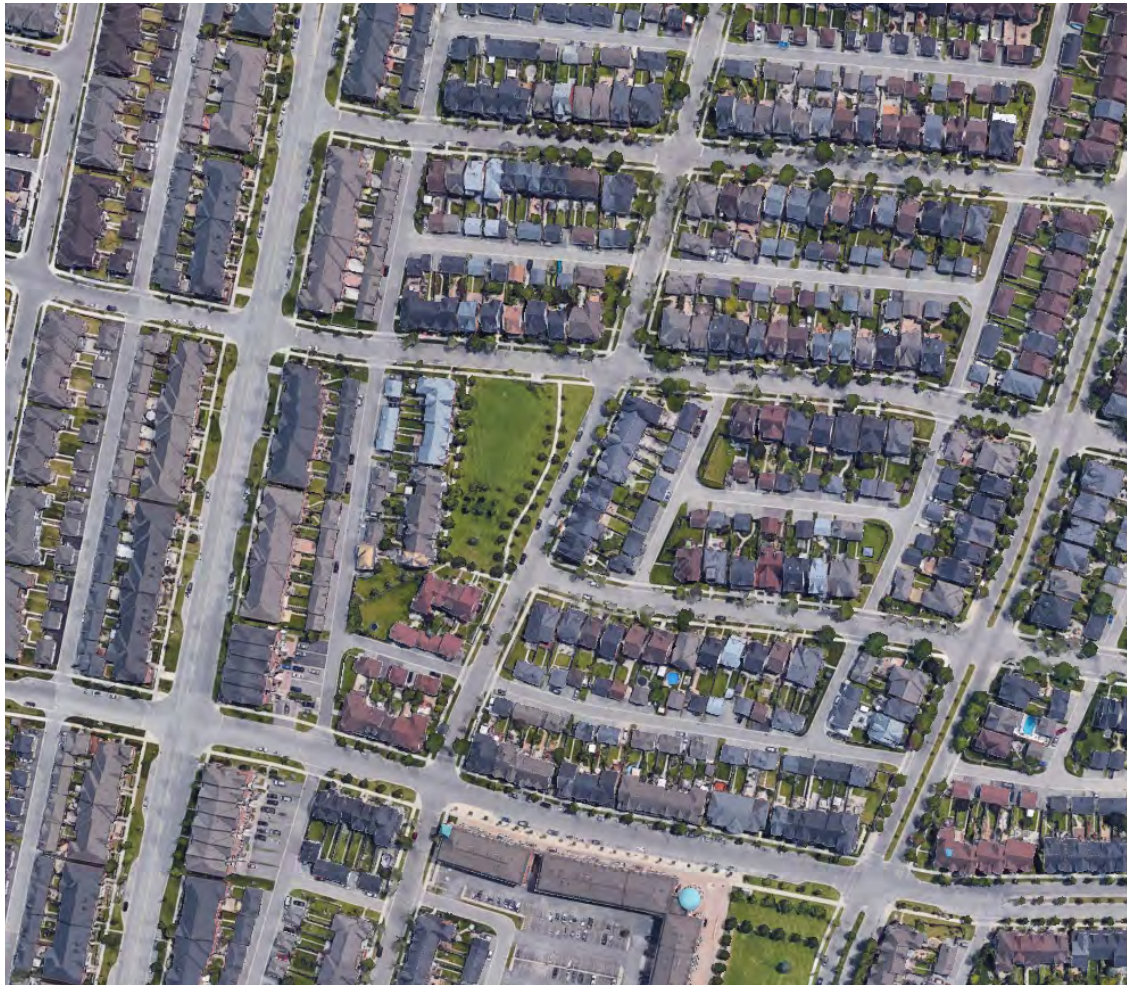


Figure 7. Aerial image of a portion of Cornell, Markham.

Figure 8. Typical streetscape in Cornell.

Figure 9. Rear laneway in Cornell.

Figure 10. Mixed use development in Cornell.

McKenzie Towne, Calgary

- 430 Ha
- 16,000 Residents
- 6,700 units

Figure 11. Aerial image of a portion of McKenzie Towne, Calgary.

Figure 12. Homes in McKenzie Towne are built to a high architectural standards, serviced by rear laneways.

Figure 13. At the centre of McKenzie Towne is a mixed-use main street.

Figure 14. Homes in McKenzie Towne are oriented to face parks.

Oak Park, Oakville

- 271 Ha
- 8,600 residents
- 4,600 units

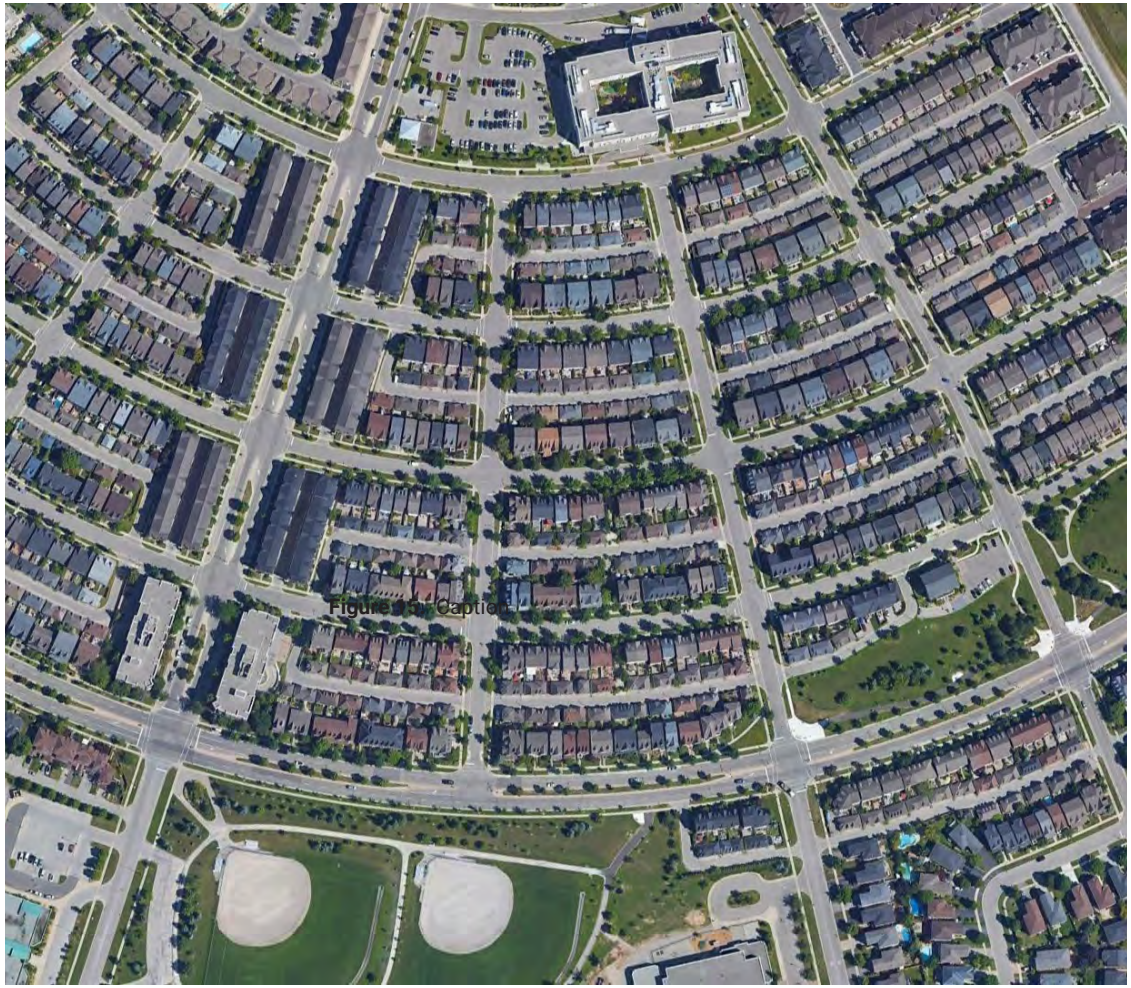


Figure 16. Aerial Image of a portion of Oak Park (Uptown Core), Oakville.

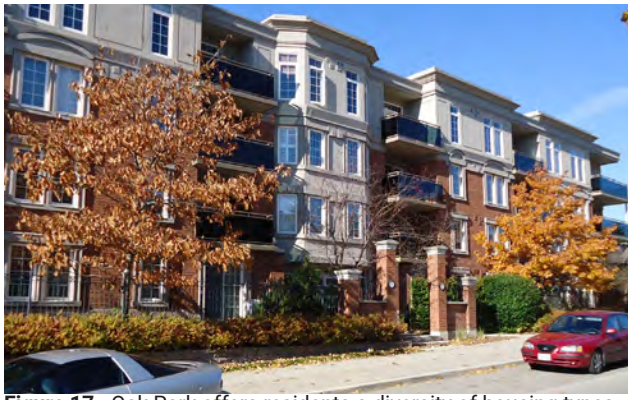


Figure 17. Oak Park offers residents a diversity of housing types including mid-raise apartment buildings.

Figure 18. Streetscapes in Oak Park benefit from architectural variety and direct frontages.

Figure 19. Coach house in a laneway in Oak Park.

2.2. Current Urban Design and Sustainability Guideline Precedents

Urban Design and Sustainability Guidelines demonstrate the ways in which municipalities have sought to implement a standard for new communities within their municipalities. Some of these guidelines were developed through a Secondary Planning process similar to this one, while others are municipal-wide. We chose to review examples of guidelines which focus on suburban contexts with an emphasis on greenfield development.

The Urban Design and Sustainability Guidelines we have reviewed are:

- Brooklin Urban Design and Sustainable Development Guidelines (2018)
- Town of Caledon Comprehensive Town-wide Design Guidelines (2017)
- Ottawa Building Better and Smarter Suburbs (2015)
- Seaton Village Sustainable Place-Making Guidelines (2011)
- Brampton Sustainable Community Development Guidelines (2013)

The following are key themes that emerged through our review of these documents:

Street Networks and Block Design: The overarching goal of sustainable street network and block design guidelines is creating more walkable suburban communities. In order to do so the guidelines generally recommend shorter block lengths, narrower right-of-ways, grid-like connected street networks, and a closer relationship between buildings and the street. In some examples, laneways are encouraged as a means to create an alternative solution for vehicular access, parking, and refuse removal for residential uses while window streets, rear-lotting and cul-de-sacs are discouraged.

Mobility: Roads and mobility are an integral component of planning a new community. Designs of right-of-ways should achieve a complete street, taking into consideration sidewalks, bike lanes, or multi-use trails to accommodate modes of active transportation along side vehicular traffic. Mobility strategies should include integration of multi-modal systems, connecting residents to hubs and community assets. Traffic calming measures should be used within communities on local streets. Communities should be planned to be transit supportive, promoting higher densities and compact developments near existing and planned transit.

Figure 20. Contemporary neighbourhood guidelines promote a grid network of streets with short blocks (Seaton Sustainable Placemaking Guidelines, 2011)

Figure 21. Example of transit oriented development in the Mount Pleasant community (Brampton Sustainable Community Development Guidelines, 2013)

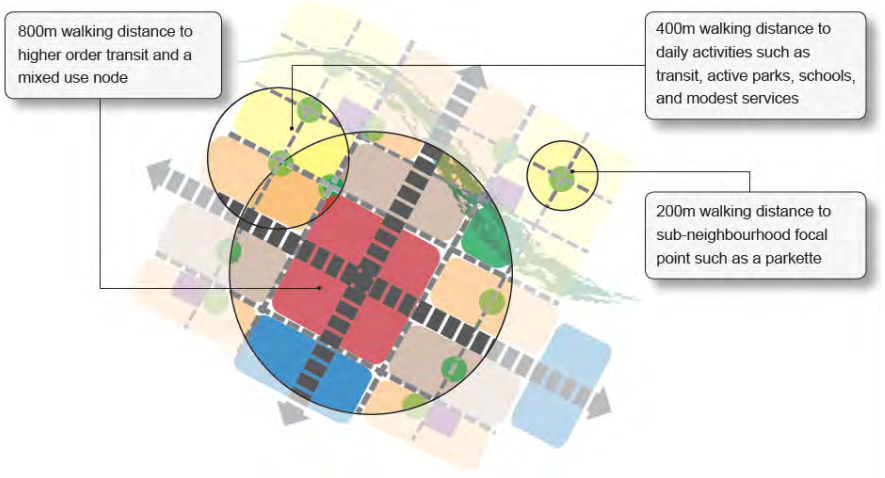


Figure 22. Example of a neighbourhood structure plan, demonstrating a mix of land uses and a high level of walkability. (Brampton Sustainable Community Development Guidelines, 2013)

Natural Heritage System and Open Space: Communities should create accessible, connected, and safe networks of open spaces in residential and mixed-use communities. New developments are encouraged to integrate trails and pedestrian bridges to encourage environmentally conscious access to natural features. Trails to the natural heritage system should be connected to public sidewalks. Parks should be fronted by homes/ buildings to ensure a high level of visibility which improves safety, and when possible they should be linked to the natural heritage system. Larger parks should be programmed for a mix of activities to ensure a more constant use of space.

Land Use and Built Form: Sustainable neighbourhood design should be supported by the development of more compact and dense communities, with a greater mix of uses. Mixed use centres and transit hubs within neighbourhoods are encouraged.

Figure 23. Communities should feature well designed and accessible green spaces with paved multi-use paths. (Brooklin Urban Design and Sustainable Development Guidelines, 2018).

Infrastructure: The guidelines encourage a shift to green infrastructure, including:

- Energy systems which are more energy efficient and use cleaner sources for energy;
- The integration of bioswales, at-source filtration and permeable pavers in SWM strategies, which focuses on the implementation of:
  - Low Impact Development (LIDs) for urban runoff;
  - Bioswales in Public Rights of Ways; and
  - Naturalized Stormwater Management ponds incorporated into the open space. These should be viewed as a community amenity by enhancing views and access to ponds.

Guidelines for Low-Rise Residential Development: Low-rise residential will likely remain a large component of new communities in the outer suburbs, the guidelines reviewed include specific principles for the design of homes in these communities, including:

- variety in housing types and lot sizes;
- regularity in lot shapes;
- direct relation between the primary facades of the dwellings and the street;
- building setbacks defining the street edge by minimizing setbacks;
- garages should be recessed into the housing façade;
- buildings should vary architecturally while contributing to the character of the neighbourhood; and
- homes should be oriented to optimize passive solar opportunities.

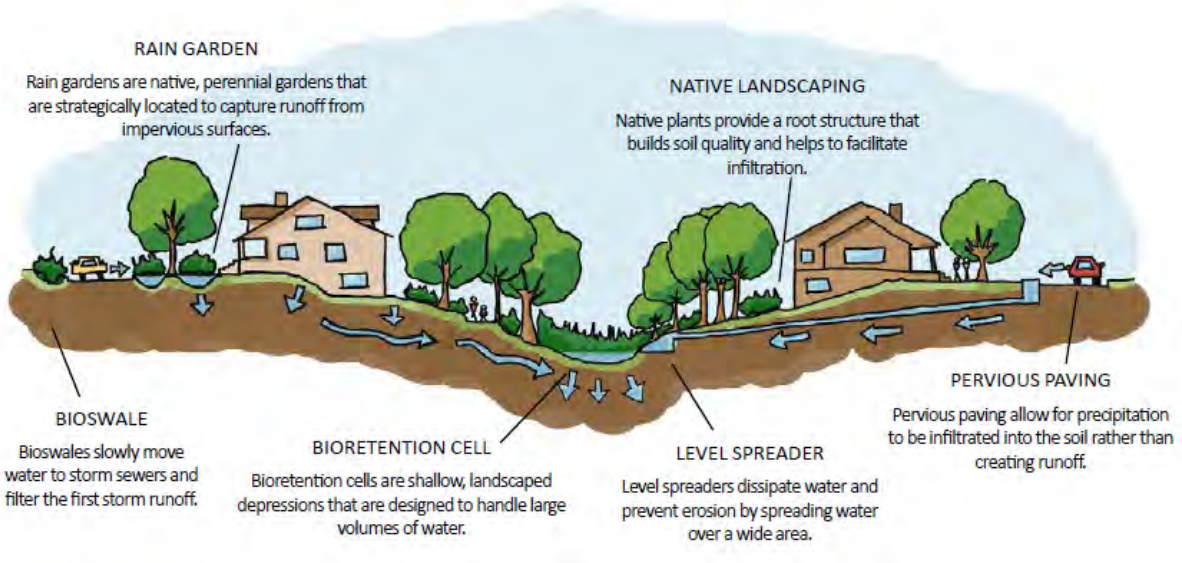


Figure 24. Diagram demonstrating Low Impact Development strategies (Town of Caledon Comprehensive Town-wide Design Guidelines, 2017)

Figure 25. Neighbourhoods accommodating a mix of housing types should ensure that buildings use built form strategies to transition in height. (Town of Caledon Comprehensive Town-wide Design Guidelines, 2017)

Figure 26. An example of how rear laneways can improve street frontages (Town of Caledon Comprehensive Town-wide Design Guidelines, 2017).

3. Guiding Principles

3.1. Refinement of the Guiding Principles

In Stage 1 of the Project a set of seven preliminary guiding principles were developed for both Southwest Courtice and the Courtice Employment Lands. A further set of seven neighbourhood design principles were prepared for the Southwest Courtice Update Area. These two sets of principles reflected the analysis and consultation feedback undertaken and collected.

In Stage 2 of the Project, these two sets of principles were refined into a set of ten guiding principles for Southwest Courtice specifically. Building on the work in Stage 1, these refined guiding principles take into account the best practices summarized in Section 2 of this report. The guiding principles were used to inform the three options for the SWC Update Focus Area, and provided a basis for the criteria that were used as an evaluation framework to assess the three options and develop a preferred option.

1. **Protect, enhance and value significant natural features.**

- Avoid adverse impacts on existing ecosystems and natural heritage features
- Re-naturalize degraded areas within the valley lands
- Enhance connectivity between natural heritage features
- Enhance the natural heritage network as an amenity
- Provide appropriate buffers between development and sensitive natural heritage features
- Maintain the general topography of the area and make use of natural drainage patterns to minimize the risk of flooding
- Facilitate opportunities to integrate green infrastructure within the public realm

2. **Ensure parks and other open spaces are highly visible, accessible, and usable.**

- Maximize the number of public frontages for parks and other open spaces
- Align key streets to provide connectivity and views between parks and other open spaces
- Locate parks to make use of the existing topography to promote views and visual interest
- Locate parks to maximize the number of residents within a 5 minute walk
- Provide parks of a sufficient size and configuration to accommodate a range of potential recreational uses

3. Ensure neighbouring employment lands in the CEL can accommodate businesses of varying types and sizes.

- Provide for a variety of potential lot sizes through the alignment and configuration of new streets
- Minimize the number of potential employment lots that are less than 100-150 metres deep
- Provide good frontage opportunities for employment uses on arterial roads

4. Contribute to a distinct, diverse, and complete community with a range of housing forms.

- Plan for a variety of housing types and forms, including affordable housing, to meet the needs of individuals and families through all stages of life
- Provide convenient access to basic commercial amenities
- Provide a legible, connected and accessible system of parks, open spaces and community destinations
- Maximize long-term tree cover

5. Ensure compatibility between different uses that are adjacent to one another.

- Plan appropriate buffers between future employment lands and sensitive land uses
- Use adequate landscaped buffers between different uses that back on to one another
- Minimize the use of public right-of-ways or backlotting onto public rights-of-way as a buffer between different uses

6. **Connect the area to the regional transportation network and to existing and planned community amenities.**

- Develop an interconnected grid of primary streets throughout the area and to the existing network beyond, located to minimize impacts on natural heritage features
- Protect for enhanced connections for pedestrians, cyclists and drivers to the Courtice waterfront
- Preserve a long-term opportunity to establish a new interchange with Highway 401 in the vicinity of Prestonvale Road

7. **Facilitate the creation of complete streets and the use of public transit, walking and cycling.**

- Develop a fine-grain grid or modified grid network of local streets and pedestrian connections
- Provide for a direct and continuous collector street
- Provide shorter block lengths to support active transportation
- Establish a street network that facilitates the efficient operations of regional and local public transit.
- Establish an interconnected network of cycling facilities

8. **Integrate valued elements of the area's cultural heritage.**

- Conserve significant built heritage resources and facilitate their integration with surrounding land uses, open spaces and built form
- Ensure opportunities for views and

access to sites of cultural significance, as appropriate

9. **Promote sustainability and energy efficiency in the design of buildings, infrastructure and neighbourhoods.**

- Make use of natural drainage patterns to minimize the risk of flooding
- Maximize the retention and infiltration of stormwater by facilitating the use of Low Impact Design (LID) approaches to managing stormwater runoff
- Facilitate the use of district energy, geothermal and other renewable/alternative energy systems

10. **Facilitate the orderly phasing of development and logical lot patterns.**

- Provide for logical block configurations that can flexibly accommodate a range of housing types and forms
- Minimize remnant parcels within existing property boundaries
- Anticipate future potential land use conversions from employment to residential

4. The Options

Stage 2 of this project involved the preparation of options for development in the SWC Update Area. These options examine different road networks, parkland concepts, and land uses. These different options may have an influence on adjacent lands, including a portion of the Courtice Employment Lands located to the south of the Update Area. To better understand these potential influences, the options extend into this broader "Context Area"

4.1. Opportunities and Constraints

Each option responded to key opportunities and constraints identified in Phase 1, illustrated and described below.

1. An arterial road through the designated employment land would have less impact on natural heritage in the Robinson Creek Valley than an alignment further north.
2. The location of property lines should be taken into consideration to ensure that road alignments will not inhibit orderly phasing and logical lot patterns.
3. The Stage 1 Cultural Heritage and Archaeological Assessment identified a number of properties with potential cultural heritage value or interest. Further study of these properties will be required before development on them can proceed.
4. The rail corridor is expected to be expanded to accommodate GO rail expansion.
5. Steep topography in this area will make development difficult.
6. Fenning Drive will be extended as a north-south Collector through the neighbourhood, connecting with the new Arterial road.
7. This area will require future study of potential road improvements including an interchange at Prestonvale and the 401

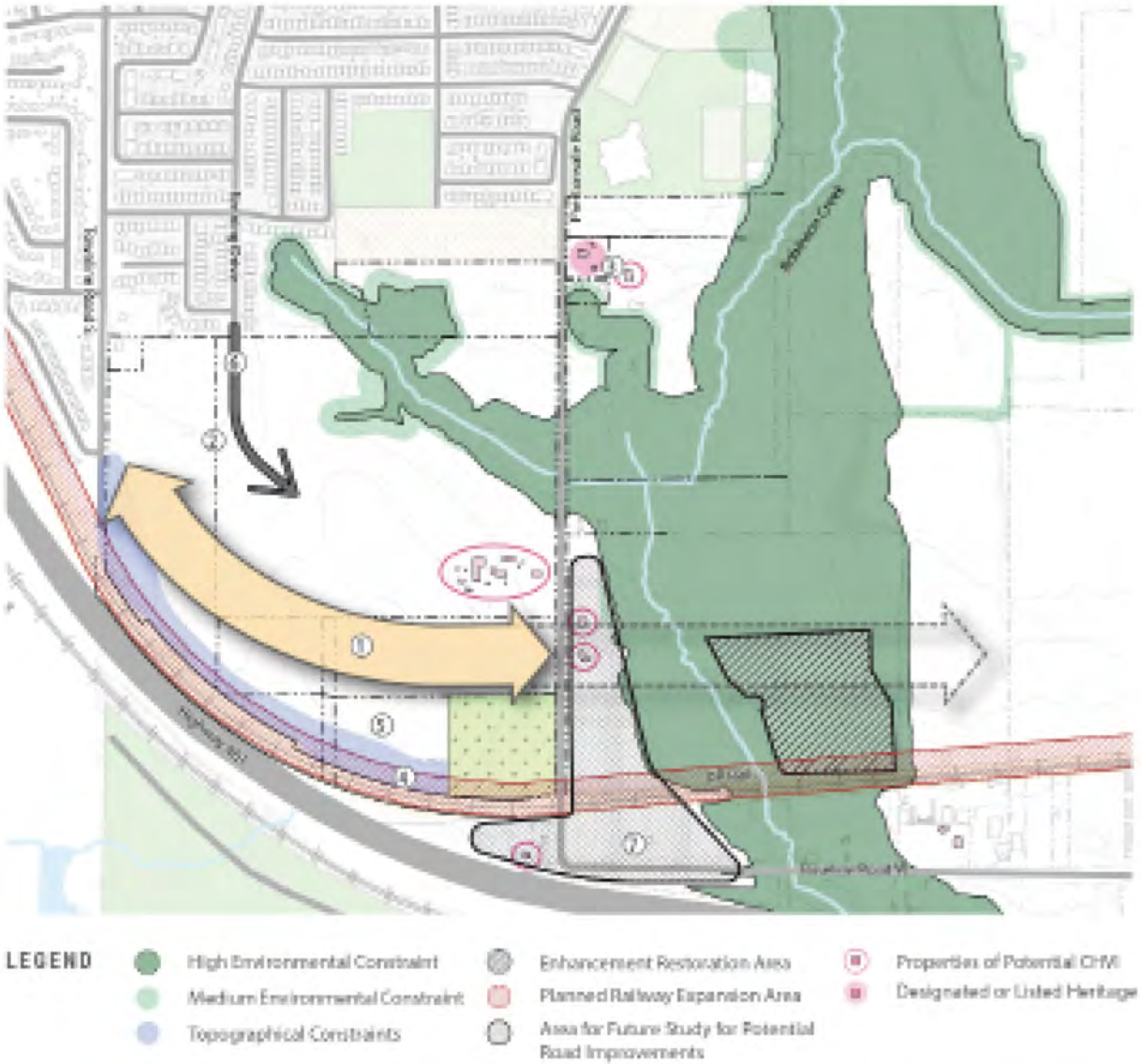


Figure 27. Summary of Opportunities and Contraints.

4.2. Three Development Options

The options explored three different alignments for the east-west arterial required to improve connectivity through Southwest Courtice and the Courtice Employment Lands.

In exploring different road and land use patterns we assumed residential areas would be predominantly low-rise and accommodate approximately 900 units, in line with previous projections for the area. The options are also consistent in accommodating three hectares of parkland (1 ha / 300 units).

North

In the North Option, the alignment of the arterial road follows the secondary plan boundary from Townline Road, shifting southward to the property line as the road meets Prestonvale Road. This option offers:

- More flexibility for the employment lands south of the east-west arterial, as the properties are generally left in tact, with an optimal block depth.
- Constraints to the employment lands to the north side of the arterial, as the block depths are suboptimal.
- Potential land use compatibility, with the employment lands north of the arterial requiring a landscape buffer at the interface with residential development.
- Potential back-lotting of residential uses onto east-west arterial.
- A linear parkland configuration linking neighbourhood park to ravine, while providing relatively less large-scale flexible park space.
- Potentially awkward lot patterns in the western half of Update Area

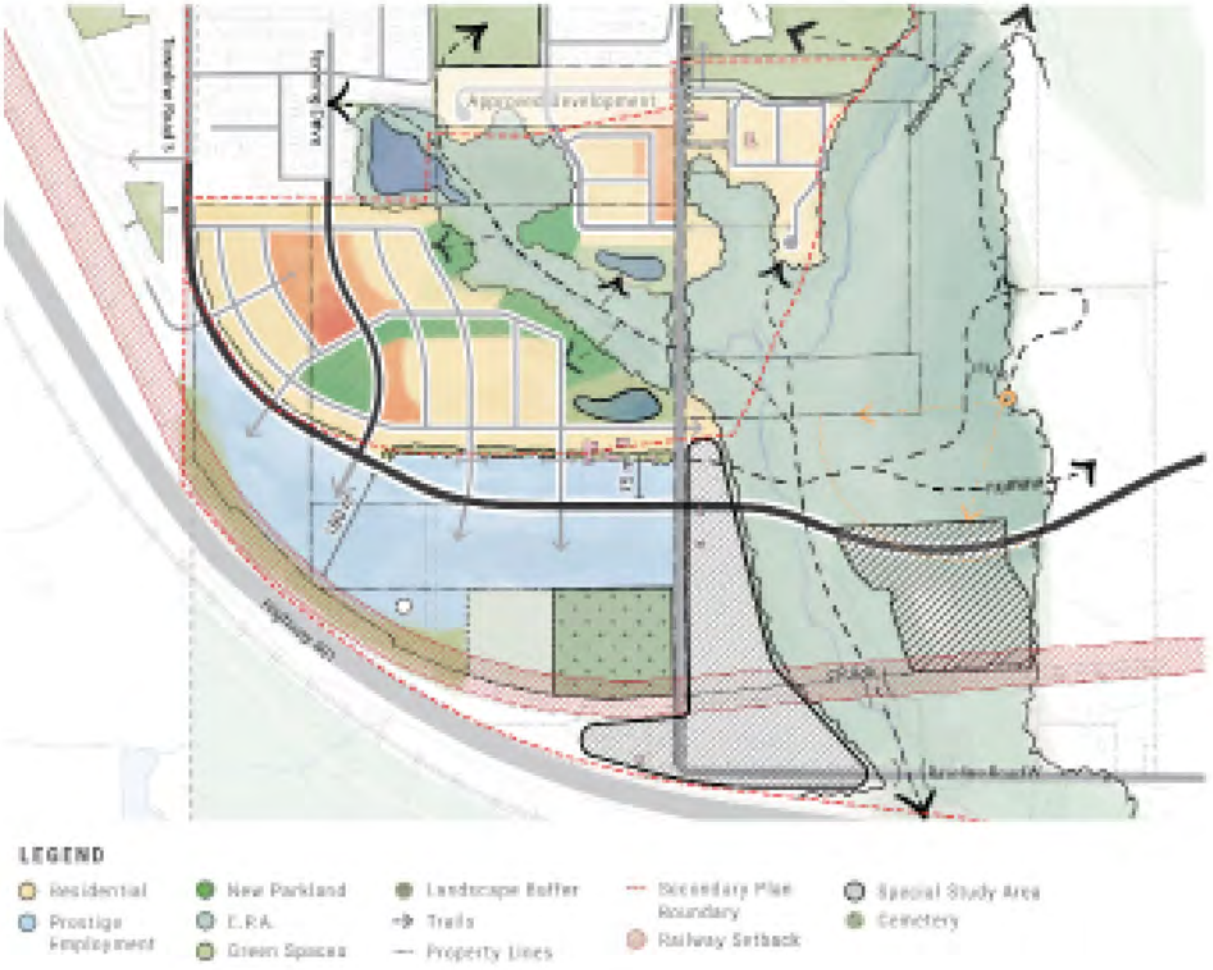


Figure 28. North Option

4.2.1. South

In the South Option, the alignment of the arterial road is pushed close to the CP Rail Corridor down from Townline Road, curving to align with the property line as the road goes east to Prestonvale Road. This option offers:

- A more prominent public frontage for the cemetery and potential open space along the south side of the arterial.
- Flexible employment lands north of the east-west arterial, as the parcels generally remain intact.
- Potential land use compatibility, with the employment lands north of the arterial requiring a landscape buffer at the interface with residential development.
- Constrained employment lands on the south side of the arterial, as the remaining parcels are shallow and of irregular shape.
- A large regularly shaped neighbourhood park that provides direct access to the ravine and offers fleibility for park programming.
- Flexible but potentially awkward lot patterns in residential and employment areas in the western half of Update Area.

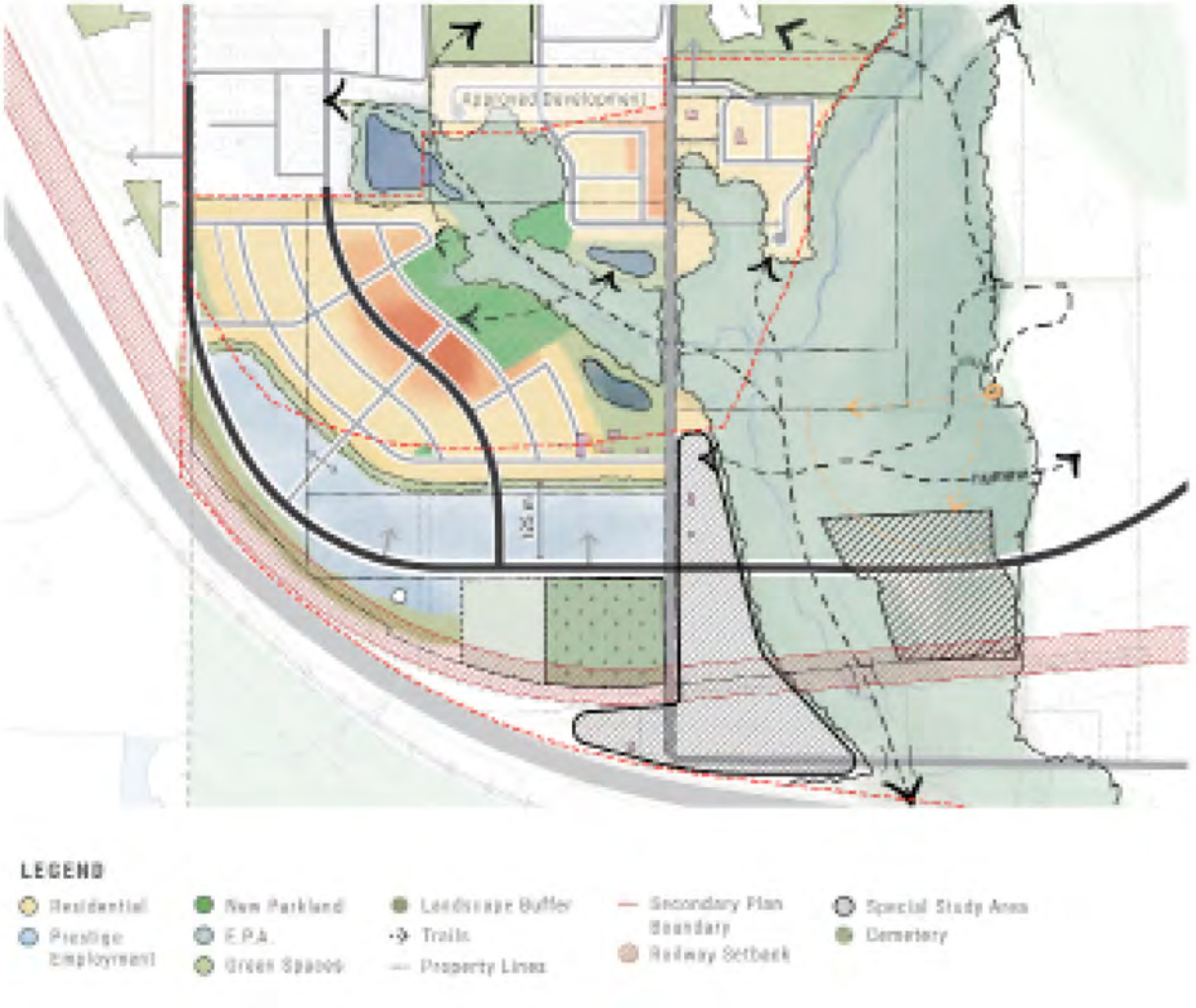


Figure 29. South Option

4.2.2. Hybrid

In the Hybrid Option, the alignment of the arterial road follows the secondary plan boundary from Townline Road, taking a more gradual curve to the southern property line as the road meets Prestonvale Road. This option offers:

- Public street frontage for the cemetery.
- Flexibility for the employment lands on both the north and south sides of the east-west arterial, by maintaining sufficient lot-depths on both sides of the arterial for employment uses. Though, there is relatively more irregularity in individual property parcel shapes.
- A large central park for programming flexibility, not adjascent to the ravine.
- Opportunities for laneways in residential areas could allow for homes to have direct frontages along the arterial.
- Potential land use compatibility issues, as residential uses fronting onto the arterial would face employment uses across the street.
- Potentially awkward lot patterns in western half of Update Area.

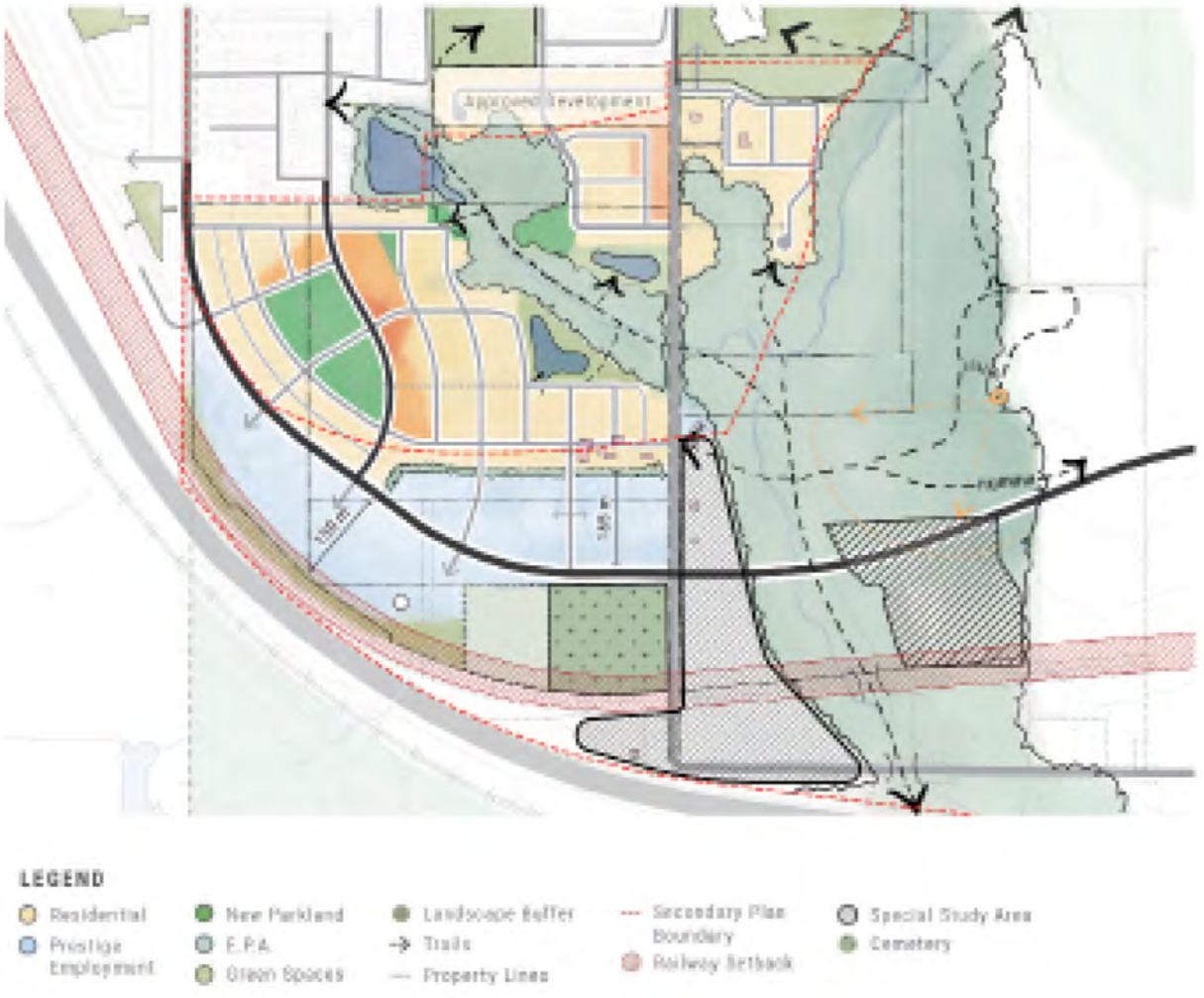


Figure 30. Hybrid Option

4.3. Opportunity for Further Expansion of Southwest Courtice

Our Phase 1 analysis and exploration of development options for Southwest Courtice concluded that the portion of CEL immediately south of SWC may not be optimal for employment uses and may be more appropriate for conversion subject to the Municipal Comprehensive Review Process.

a potential conversion could help enhance land use compatibility and aid in the orderly phasing of development and provision of logical lot patterns. The three options for Southwest Courtice considered the potential implications of converting these lands to residential uses, specifically the impact of the three arterial road alignments on the future structure of an expanded residential neighbourhood.

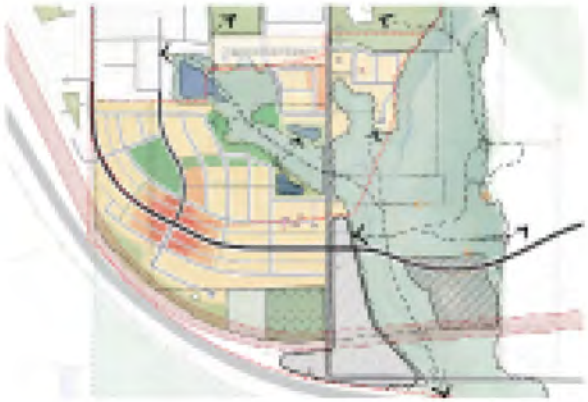


Figure 32. North Option with residential conversion.

Figure 33. South Option with residential conversion.

Figure 34. Hybrid Option with residential conversion.

4.4. Consultation on the Options

Two consultation events were held in Stage 2 to review and discuss the three options developed for Southwest Courtice. The first consultation event was a stakeholder workshop held with landowners within the Update Area and broader Context Area. The second consultation event was a drop-in Public Information Centre (PIC) held for members of the general public. Feedback from both of these consultation events was used to inform the evaluation of the three options and the development of a preferred option. Further details on these consultation events and key messages shared by participants are summarized below.

The Stakeholder Workshop was held on October 2 , 2019 with nine participants representing 4 landowners in attendance. Regional and Municipal staff were also in attendance as observers. Feedback received generally focused on three areas:

- **Road Alignment:** Alignment of roads should respect property boundaries, which the North Option seems to follow most closely. The South Option will provide a more rational lotting pattern on all properties north of the arterial. The road will also create a "buffer zone" between the neighbourhood and the train tracks / 401 to the south.
- **Parkland Strategy:** The edge parkland concept is preferred as it is complementary to the ravine and trail system.
- **Housing Mix:** Consider low density, and maybe some medium density. The balance between Southwest Courtice and Southeast should be considered.

The PIC was held at the Hope Fellowship Church at 1685 Bloor Street on October 24, 2019 from 6:00 pm to 8:00 pm. Approximately 32 people attended the public meeting. Key Messages from the PIC included:

- **Participants expressed no strong preference for one road alignment option over another given the current designated land uses.** No participants expressed a preference for the North alignment, while there was some support for both the Hybrid and South Alignments. In the case that there is a land use conversion in the lands to the south of Southwest Courtice, there is a preference for the South option.
- **Participants expressed concerns that infrastructure and services in South Courtice are not keeping up with population growth.** Many comments focused on traffic congestion, with participants suggesting that road expansions and new interchanges should be built before more development occurs in the area. Some residents also expressed concerns with the existing capacity in local schools, and that young families who would move to new development may not be accommodated in local schools.
- **Participants generally favoured the development of lower density housing types in Southwest Courtice.** Some expressed that they would prefer no development, while others felt positive about low density development in Southwest Courtice. Several participants expressed that they could be supportive of more housing diversity depending on where the medium or high density was placed (preferring it to be placed closer to Bloor Street).
- **Participants said it is important that investments are made to improve access to natural amenities in the area.** There was a desire amongst participants to have access to greenspaces along the Robinson Creek, Darlington Provincial Park and the waterfront through an interconnected trail network. Participants felt that there is a lack of access to and programming at the Courtice Waterfront today.
- **Participants expressed concerns with the changing physical character of their community.** Several expressed that their main impetus for living in Courtice was the quiet neighbourhood environment. There were concerns that higher density developments would disrupt this aspect of living in Courtice. There were also some concerns about the impact of roads and development on heritage properties.

5. Options Evaluation

We evaluated the three options based on criteria under each of the 10 planning principles refined early in Phase 2. The criteria were informed by stakeholder and public comments.

The options were scored on how well they satisfied the criteria as follows:

Least satisfies criteria

Moderately satisfies criteria

Best satisfies criteria

5.1. Detailed Evaluation

Principle 1. Protect, enhance and value significant natural features.

Criteria

1. **Impact on EPAs:** Land use, road alignment, and infrastructure had no conflict with sensitive Environmental Protection Areas. Or, each option has the same level of conflict with EPAs.
2. **Synergy between Natural Features and Parks:** Planned parks and open space strategy prioritizes synergies with natural features enhancing and adding value to the features.

Evaluation Summary

- **All options** have an equal impact on Environmental Protection Areas.
- **The South Option** offers a better synergy with existing natural features by placing parks and open space along the Robinson Creek.
- **The North Option** performs slightly worse, but still offers a continuous linkage from a main park area to the natural areas along the Robinson Creek.
- T**he Hybrid Option** park strategy moves all park land away from the existing natural features.

Principle 2. Ensure parks and other open spaces are highly visible, accessible, and usable.

Criteria

3. **Visibility:** The park strategy positions parks along major street(s), ensuring a high degree of visibility.
4. **Accessibility:** Parks are located centrally within the SWC area, and are accessible easily from the entire neighbourhood.
5. **Usability:** The size and configuration of the park(s) allows for a high degree of flexibility in terms of programming. Generally, park spaces which are larger and more regular in shape are more usable for an array of activity types.
6. **Complementing existing parks or natural features:** The parks strategy offered complements the parks, open space, and natural features in the existing in the area.

Evaluation Summary

- **The Hybrid Option** offers a large amount of contiguous park land along the Fenning Drive extension.
- Both the **North and Hybrid Options** place park land at the centre of the neighbourhood, linking the area north of the Robinson Creek and east of Prestonvale Road with that south of the Creek.
- The park and open space strategies used in the **South and Hybrid Options** would have larger more contiguous parks and open spaces.
- **The North Option** features a linear park, which is complementary to existing open spaces in Southwest Courtice.
- **The South Option** features an edge park which complements and enhances the usability of existing natural features.

Principle 3. Ensure employment lands can accommodate businesses of varying types and sizes

Criteria

7. **Variety in lot sizes:** Roads and parcel fabric align to provide for sufficient variety of lot sizes.
8. **Flexibility for development:** The shape and depth of lots designated employment ensure flexibility for development. It is optimal that lots are regular shape and have a depth of 100 - 150 metres.

Evaluation Summary

- **The North Option** provides for the least variety for appropriate lot sizing, and the least number of lots of appropriate shape and depth. The location of the new east-west arterial across the project area as well as the alignment of the Fenning Drive extension create a number of shallower and more irregularly shaped parcels for employment uses.

Principle 4. Contribute to a distinct, diverse and complete community with a range of housing forms

Criteria

9. **Diversity:** The option has the potential to accommodate a range of housing forms, at varying densities and levels of affordability.

Evaluation Summary

- **All Options** have the potential to have the same level of diversity of housing forms.

Principle 5. Ensure compatibility between different uses that are adjacent to one another

Criteria

10. **Compatibility:**
    - It is best if different uses are back-to-back with a potential landscaped buffer.
    - It is least ideal if the different land uses are face-to-back, separated by a road.
    - It is acceptable if the uses are face-to-face and separated by a road

Evaluation Summary

- In **The South Option**s, the new east-west arterial road is surrounded by employment land uses on both sides of the street. The interaction between employment and residential land uses has the potential to be separated by a landscaped buffer.
- **The North Option** is the worst option in terms of compatibility between different land uses. The residential to the north of the new eastwest arterial road is back-lotted onto the arterial, with the backs of the residential neighbourhood facing the front of the employment uses to the south.

Principle 6. Connect the area to the regional transportation network and to existing and planned community amenities

Criteria

11. **Flexibility for planned changes:** The road location provides adequate flexibility for future grade separation / highway interchange.
12. **Quality of intersections:** The intersection configurations are optimal (or close to) and good sight lines are ensured.
13. **Road geometry:** Roads in the option meet road geometry standards.
14. **Connectivity:** The option connects well to Townline Road, without disrupting access for existing residents.

Evaluation Summary

- **All options** can accommodate a potential partial interchange with Prestonvale; however, more space is made available for the interchange the further north the arterial road.
- Intersection configuration/sight lines are marginally better for the **hybrid and south options** because of the longer tangents in the collector road alignment
- **All options** meet geometric standards although requiring a reverse crown
- Connectivity to Townline Road is better for **south option** as it merges with Townline south of the existing housing development

Principle 7. Facilitate the creation of complete streets and the use of public transit, walking and cycling.

Criteria

15. **Character and Quality of Place:** The alignment of the new arterial allows for a relatively higher quality of character and place, based on land use and potential for frontage opportunities
16. **Connectivity and Directness:** Arterial and collectors road alignments allow for connectivity / directness of routes for pedestrians and cyclists, by leaving opportunity for a grid-like local road network.

Evaluation Summary

- **The North Option** has a lower potential for a higher quality and character of place along the new arterial, as the residential uses will likely back-lot onto the new east-west arterial.
- **The South Option** has the highest potential for a higher quality and character of place as the same land use has frontages on both sides of the new east-west arterial.
- **All options** offer an equal potential for connected and direct networks for pedestrians and cyclists.

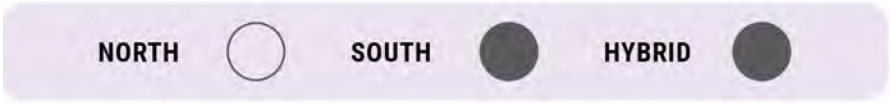
Principle 8. Integrate valued elements of the area's cultural heritage

Criteria

17. **Impact on CHVI identified properties:** Land use and infrastructure proposed in the options minimizes impacts on properties of potential Cultural Heritage Value or Interest.

Evaluation Summary

- **The North Option** proposes a road alignment which has the potential to impact CHVI properties to the east of Prestonvale Road.



Principle 9. Promote sustainability and energy efficiency in the design of buildings, infrastructure and neighbourhoods.

Criteria

18. **Sustainability:** The option has the potential to create sustainable and energy efficient buildings, infrastructure and neighbourhoods

Evaluation Summary

- **All Options** have equal potential to create sustainable and energy efficient buildings, infrastructure, and neighbourhoods.

Principle 10. Facilitate the orderly phasing of development and logical lot patterns

Criteria

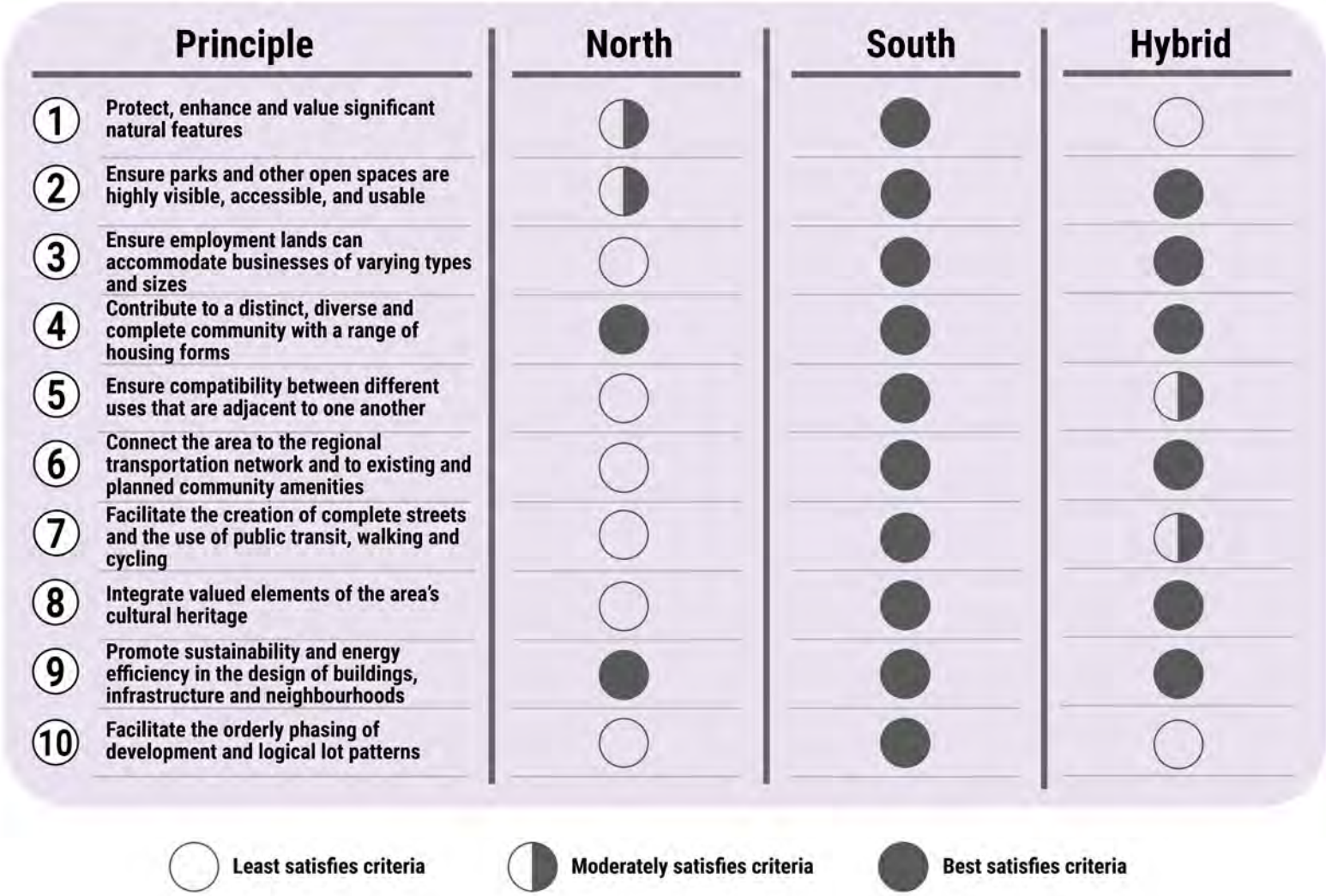
19. **Block Patterns:** Road alignments facilitate the orderly phasing of development and logical lot patterns by aligning with property boundaries, leaving more parcels intact.

Evaluation Summary

- **The South Option** positions the new arterial road along property boundaries along its eastwest axis while also leaving the north-south parcel along Townline Road more intact than the other options. The option similarly offers the highest degree of flexibility for potential local street patterns.
- The alignment of both the arterial and the collector in **the Hybrid Option** bisects a number of properties leaving a greater number of irregular and small parcels of land.
- The arterial and collector road alignments in **the North Option** limit the potential to create an optimal network of roads. This option offers the least amount of flexibility for the street and block pattern of the neighbourhood

5.2. Evaluation Summary

Based on the evaluation of the three options, the South option best satisfies the criteria and is best able to achieve the guiding principles. The chart on this page summarizes the evaluation and a detailed evaluation for each principle is presented on the following pages.



6. The Preferred Option

6.1. Towards a Preferred Option

Consultation with key staff and the Steering Committee focused on refinements to the South Option to ensure optimal alignment with the Guiding Principles. The refinements captured below led us to a Preferred Option.

- A tightened radius for the east-west arterial as it heads southeast from Townline Road. This tightened radius allows for a slight shift of the alignment further to the south, providing for more usable employment and residential parcels to the north of the arterial, and minimizing remnant open space to the south of the arterial.
- A modified alignment for the extension of Fenning Drive, including the potential for a roundabout with two arms of this extended collector road leading to the east-west arterial and to Prestonvale Road. This will provide greater flexibility in implementation while maintaining overall connectivity.
- An adjustment to the parkland strategy to prioritize a larger edge park adjacent to the Environmental Protection Area (EPA). This larger park features public frontage on all sides and direct links to the collector road.
- An increase in the developable area east of Prestonvale and north of the EPA to reflect natural heritage constraint mapping provided by the Robinson Creek and Tooley Creek Subwatershed Study. This mapping reduces the area of land that should be occupied by EPA and facilitates more logical lot patterns.
- The provision of two additional Stormwater Management (SWM) ponds, one to the east of Prestonvale Road, and one to the south of the east-west arterial. This will ensure that stormwater flows and storage are contained within each of the drainage areas within the SWC study area.
- Showing developable area to the west of St. Wolodymyr and St. Olha Ukrainian Cemetery. This reflects the in-force land use designations, providing the opportunity for future development with frontage onto the east-west arterial.
- Refinements to the land use designations to align with property boundaries and proposed block patterns, and the potential for conversion of all employment lands to the west of Robinson Creek.

6.2. Potential Conversion of Adjacent Employment Lands

The Preferred Option shows a residential land use pattern on the employment lands south of the SWC boundary, suggesting a conversion of these lands would be appropriate. Excluding a portion of lands not designated as part of the Provincially Significant Employment Zones (PSEZs) within the Province's A Place to Grow: Growth Plan for the Greater Golden Horseshoe, these lands can only be converted to allow for non-employment uses (e.g. residential) through a Municipal Comprehensive Review (MCR) conducted by the Region. Durham Region has commenced an MCR, providing an opportunity to consider the conversion of all employment lands to the west of Robinson Creek to allow for residential uses in the context of overall employment land needs across the Region.

Our analysis and exploration of options concluded that:

- These lands are severely constrained for employment uses and unlikely to achieve the current policy objectives for a high concentration of employment and/or economic output.
- These lands are physically isolated from existing and planned employment areas within the larger PSEZ that generally aligns with the bulk of the Courtice Employment Lands (CEL) to the east of the Robinson Creek. They are isolated by the 401 corridor and, more significantly, the Robinson Creek valley. The isolation would severely restrict opportunities for synergies and agglomeration that municipalities seek to achieve with employment lands.
- These lands have limited access to the regional transportation network. Convenient access to highways and/or rail infrastructure is important to the viability of employment lands, and a strong rationale for designation as a PSEZ. Existing access to regional roads and highways from the lands is dependent on Baseline Road, a local road with limited capacity (Townline Road and Prestonvale Road provide access to Bloor Street to the north but travel through residential areas). The new east-west arterial proposed within the SWC area is intended to extend to the CEL; however a lengthy and potentially costly crossing of the Robinson Creek Environmental Protection Area ultimately will be needed to complete the road and is not expected to be justified in the foreseeable future. Additionally, while the SWC Preferred Option contemplates

Figure 35. The Preferred Option

protecting a future highway interchange at the bottom of Prestonvale Road, the timing for this major improvement is highly uncertain.

- The conversion of these lands to non-employment uses would not adversely affect the overall viability of the CEL employment area. These lands constitute a limited proportion of the overall employment area within the CEL. Furthermore, due to its physical isolation from the balance of the employment area within the CEL, there is little risk of compatibility concerns arising from the development of residential or other sensitive uses on these lands. Instead, if all of the employment lands to the west of the Robinson Creek were converted, the Environmental Protection Area associated with the Robinson Creek would provide a significant physical buffer between employment uses in the CEL and sensitive non-employment uses in SWC.
- Lastly, the conversion of these lands to non-employment uses would not adversely affect the achievement of the Growth Plan's minimum intensification and density targets. The CEL are intended to accommodate a minimum of 50% of the Municipality's forecasted employment by the year 2031. The CEL will be designed to achieve high employment densities with the greatest densities being found around the Courtice Transportation Hub centred on the proposed Courtice GO station.

7. Next Steps

In Stage 3, the Preferred Option will provide the basis for a draft update to the SWC Secondary Plan, a draft update to the Zoning By-Law, and draft Urban Design and Sustainability Guidelines (collectively, "the draft documents"). In addition to the structuring elements identified in the Preferred Option, the draft documents will provide direction on a range of land use, urban design and sustainability matters, including but not limited to:

- Planned population and density targets;
- Housing type and tenure, including affordable housing;
- Permitted land uses and land use compatibility;
- Sustainable development;
- Complete streets and multi-modal transportation;
- Public realm and streetscape;
- Parkland provision and locations; and
- Stormwater management and Low Impact Development.

The draft documents will conform to and implement the Clarington Official Plan, the Durham Region Official Plan, and Provincial policies and plans. They will also follow the recommendations from the Robinson Creek and Tooley Creek Subwatershed Study.