

Draft Wilmot Creek Neighbourhood Secondary Plan

Municipality of Clarington

Draft for Statutory Public Meeting

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Wilmot Creek Neighbourhood Secondary Plan

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1.0 INTRODUCTION

The Wilmot Creek Neighbourhood Secondary Plan is located south of Highway 401 and north of the Canadian National (CN) rail line and the existing Wilmot Creek Adult Lifestyle Community. Its westerly boundary is Bennett Road and the interchange for Highway 35/115 forms the easterly boundary. The area for the Secondary Plan is approximately 42 hectares (104 acres) in size. Of that total, approximately one third of the area contains natural features, a hydro transmission line easement, and Ministry of Transportation (MTO) lands.

The Secondary Plan has been prepared to ensure that future development is based on the latest Provincial and local policies and to guide growth and the sustainable development of the lands. The Plan builds on the policies of the Clarington Official Plan (“Official Plan”) and provides a detailed planning framework specific to the Wilmot Creek Neighbourhood Secondary Plan Area. The Secondary Plan has been prepared with the intent that growth shall occur in a logical, efficient, and fiscally responsible manner.

The Secondary Plan Area is anticipated to accommodate between 700 to 1100 dwelling units resulting in an estimate population of approximately 1500 to 1800 residents. The purpose of the Secondary Plan is to establish goals and policies to guide development within the Wilmot Creek Neighbourhood, as it is implemented through subdivision, zoning, and site plan control. The policies reflect key themes for the area to support an environmentally sustainable neighbourhood that preserves the natural environment, provides a diversity of housing options, connected green spaces, and an area with a mix of uses.

Environmental Sustainability – The Wilmot Creek Neighbourhood will be developed to minimize impacts on the environment. The Secondary Plan supports environmental sustainability by:

- Supporting an adaptive and resilient community through the responsible use of resources;
- Reducing demands for energy, water, and waste systems;
- Ensuring new *development* contributes to adapting to, and mitigating, the impacts of climate change; and
- Reducing greenhouse gas emissions through the design of *complete streets* and *active transportation* opportunities.

Healthy, Complete Community – The Wilmot Creek Neighbourhood will be a healthy, connected, and complete community which supports human well-being and active lifestyles by:

- Designing for a complete community that meets people’s needs for daily living throughout an entire lifetime. Complete communities are characterized by a mix and diversity of housing types and uses, including *affordable* housing; convenient access to public services, community infrastructure, mobility options; and a robust open space system;
- Supporting new *development* in a contiguous, connected, and compact urban form;
- Designing the built environment to create opportunities for residents to be physically active, socially engaged, and have a high quality of life; and
- Encouraging healthier lifestyles by creating connected and walkable road patterns with amenities and services within a 5 minute walk (400 m).

Environmental Preservation – The Wilmot Creek Neighbourhood will preserve and enhance environmental features by:

- Recognizing the importance of the natural features as contributing to the quality of life for local residents;
- Observing defined protection areas and exploring land use design options that restore or enhance the *natural heritage* system; and
- Providing a continuous open space system linking natural features, public *parks*, stormwater management facilities, and trails.

The Sustainable Development Guidelines attached as Appendix A provide further guidance on the implementation of the policies of this Secondary Plan.

2.0 VISION AND PRINCIPLES

2.1 Vision

The Wilmot Creek Neighbourhood is envisioned as an environmentally sustainable and healthy community with liveable neighbourhoods, integrated and connected green spaces, efficient transportation and trails systems, and a vibrant commercial area. It is intended that the Secondary Plan Area will be a safe and inclusive pedestrian-oriented community that supports walkability and active living with accessible amenities.

2.2 Principles

The principles of this Secondary Plan work together to further articulate the vision of a complete community that meets the needs of residents and addresses public health, climate change, environmental preservation, and the quality of the built environment.

- 2.2.1. Promote an adaptive and resilient community through the responsible use of resources, reduction of greenhouse gas emissions, reduction of demands on energy, water, and waste systems, and the impacts of climate change.
- 2.2.2. Promote development and land use patterns that conserve biodiversity, ecological integrity, and function to protect the health of the natural environment.
- 2.2.3. Create a healthy, pedestrian-oriented environment that supports opportunities for daily physical activity in a safe, inclusive, and accessible community, meeting the needs of residents of all ages and abilities.
- 2.2.4. Ensure the provision of an accessible and connected multimodal transportation network that gives priority to the creation of complete streets and the provision of active transportation to ensure all persons have transportation options while reducing automobile dependence. To also ensure residents of the existing Wilmot Creek Adult Lifestyle Community have unimpeded access to their community through a controlled access gate and private road.
- 2.2.5. Provide for an appropriate mix of housing options, including affordable and rental housing to meet the projected needs of present and future residents throughout all stages of their lives.
- 2.2.6. Provide a mix of uses and small scale commercial and office uses within a reasonable walking distance of residents.
- 2.2.7. Create a connected parks and trails network that complements the road-based circulation network, including pedestrian and cycling, providing both utilitarian and recreational amenities that support active and healthy living.
- 2.2.8. Promote efficient development and land use patterns and coordinated planning for transportation and municipal services to sustain the financial well-being of the municipality over the long term.
- 2.2.9. Strive for design excellence in buildings, roads, and open spaces.

3.0 GROWTH MANAGEMENT

3.1 Phasing Policies

- 3.1.1 The phasing of development is addressed to ensure the Secondary Plan conforms with the policies of the Province and the Region with respect to Growth Management.
- 3.1.2 The Municipality and Region shall carefully monitor residential growth within the Wilmot Creek Neighbourhood Secondary Plan Area. Development Phasing will be established based on population growth over time, in accordance with, and in conjunction with the ability of the developers, Municipality, and Region to pay for their respective responsibilities of infrastructure development costs as required.
- 3.1.3 Development shall progress in a logical, efficient, and fiscally responsible manner. The cost-effective provision of municipal infrastructure shall establish the phasing for this Secondary Plan.
- 3.1.4 It is the intent of this Secondary Plan that growth shall occur in an orderly and phased manner. The phasing strategy for the Secondary Plan Area and the primary factors to consider in this regard include:
 - a. The integration of new development within the planned community structure of this Secondary Plan, resulting in a contiguous, connected, and compact urban form;
 - b. The provision of adequate municipal services (water, sanitary, stormwater) to accommodate the proposed growth in a cost-efficient manner; and the ability of new growth to facilitate the provision of municipal services to existing serviced areas;
 - c. The provision of appropriate transportation facilities, and the availability of adequate capacity on the existing road network; and
 - d. The provision and adequacy of social services, recreational facilities, and other community services.

4.0 COMMUNITY STRUCTURE

The Community Structure of the Wilmot Creek Neighbourhood is based on achieving the vision and principles in Section 2. The components of the community structure are elements that shape the distribution of land uses and include the following:

- i. Open Space System
- ii. Road Network
- iii. Parks System
- iv. Urban Residential
- v. Commercial Area

4.1 Open Space System

- 4.1.1 The Open Space System includes the natural heritage system which includes all core natural heritage features, such as wetlands, woodlands, and tributaries and shall be protected, restored, and enhanced to create a continuous green corridor.
- 4.1.2 The features of Rickard Creek contribute strongly to Community Structure. The Rickard Creek divides the Secondary Plan Area and forms the basis for a naturalized channel that runs north-south through the community.

4.2 Road Network

- 4.2.1 The Road Network includes the main Collector Road, Local Roads, Private Roads, and the controlled access road to the existing Wilmot Creek Adult Lifestyle Community. The road network will be characterized by highly interconnected streets with short block lengths to allow traffic to dissipate to local destinations. Interconnected streets reduce congestion, promote walkability, and improve emergency vehicle access.
- 4.2.2 The road network will be developed under the principle of *complete streets* and will accommodate appropriate facilities for the movement of pedestrians, cyclists, future transit, and vehicles.

4.3 Parks System

- 4.3.1 *Parks* are vital public spaces connecting to a broader public realm network. A variety of *park* space shall be provided that meets the needs of residents and enables opportunities for passive and active *recreation*.
- 4.3.2 The *parks* system includes Neighbourhood Parks, parkettes, urban squares, and a trail network. *Parks* are located throughout the community to ensure that residents are within a short walking distance of an open space. This encourages daily physical activity and creates a central focus and gathering space for the community.
- 4.3.3 The trails system includes multi-use paths for pedestrians and cyclists that are separated from vehicular traffic. The trails system connects the *parks* and open spaces within the community, as well as connecting to existing trails outside of the community.

4.4 Urban Residential

- 4.4.1 Urban Residential areas are predominantly residential and will include a mix and diversity of housing types to ensure variety and choice. Urban Residential areas will provide medium and high density housing with a range of townhouses and low-to mid-rise apartment buildings. Urban Residential areas correspond with the Medium and High Density designations on Schedule A.
- 4.4.2 Urban Residential areas will be the location of many of the Wilmot Creek Neighbourhood's parks. These amenities will be integrated into the fabric of the community to ensure access to open space.
- 4.4.3 High density housing in the form of apartment buildings will be focused along Highway 401 and east of Rickard Creek. These buildings will assist with creating a visual and acoustic buffer along the highway.
- 4.4.4 A range of medium density housing will be distributed throughout the remainder of the Secondary Plan Area with the lowest buildings located in proximity to the existing Wilmot Creek Adult Lifestyle Community.

4.5 Commercial Area

- 4.5.1 A commercial area has been included to provide opportunities for amenities and services within an approximate 10 minute walk of residents (800 metres).
- 4.5.2 A Neighbourhood Centre is located at the intersection of Bennett Road and the main entrance to the community. The Neighbourhood Centre will have a mix of uses including retail and service commercial, cultural uses, and apartments in mixed-use buildings. This area will be pedestrian focused with a vibrant, walkable streetscape that will bring the community together and provide an identity for the Wilmot Creek Neighbourhood.

5.0 SUSTAINABILITY AND CLIMATE CHANGE

The Municipality of Clarington has adopted a sustainable green lens approach to development. The commitment to reach net zero communities and the reduction of greenhouse gases is a priority for Council. To assist with meeting Council priorities communities, neighbourhoods, and new buildings shall be designed with a focus on reducing water use, waste generation, and energy use. Since human activity is the principal cause of elevated levels of air pollutants and greenhouse gases, and of demands on energy, water, and waste systems, the policies of this Plan will focus on means of reducing this impact on both the built and natural environments.

5.1 Objectives

- 5.1.1 Demonstrate leadership in sustainable forms of green building design and technology, including the incorporation of renewable and alternative energy sources.
- 5.1.2 Encourage energy conservation through appropriate site planning, urban design, and the use of energy efficient materials.
- 5.1.3 Utilize, wherever possible, street alignments and building placement to maximize potential for passive and active solar energy capture.
- 5.1.4 Incorporate Low Impact Development (“LID”) best practices and *green infrastructure*, wherever feasible to minimize runoff, reduce water pollution, and protect groundwater resources.

- 5.1.5 Ensure streetscape design incorporates appropriate resilient tree species and spacing to minimize heat island effect.

5.2 Sustainable Design and Climate Change

- 5.2.1 The Municipality will use its array of planning tools, including this Secondary Plan, and associated Sustainable Development Guidelines, as well as the Priority Sustainable Development Program in accordance with the Official Plan to help guide development to be more sustainable.
- 5.2.2 The promotion of green building technologies, renewable and alternative energy sources, and other sustainable design options for development shall be in accordance with the policies of Section 5.5 of the Official Plan and all relevant Provincial legislation and policy directives.
- 5.2.3 *Development* applications shall be consistent with Section 5.6.5 of the Official Plan and shall include a Sustainability Report indicating how the development meets the sustainable development principles and policies of this Plan, including addressing sustainable community, site, and building design.

5.3 Climate Change Adaptation and Mitigation

- 5.3.1 Integrate climate change adaptation and mitigation strategies through land use and development patterns that are sustainable by:
 - a. Maximizing vegetation and natural areas to support improved air quality and carbon sequestration;
 - b. Reducing emissions of greenhouse gases and other pollutants;
 - c. Maximizing opportunities for the use of renewable energy systems; and
 - d. Promoting active transportation.
- 5.3.2 The Municipality shall work with Durham Region, GO Transit, Metrolinx, and adjacent municipalities to improve transit services, carpooling, and other traffic demand management measures to reduce greenhouse gas emissions from transportation.

5.4 Air Quality

- 5.4.1 In order to minimize the air quality and climate change impacts associated with new growth, the following shall be included in this Plan:
- a. The reduction of air pollution through the development of complete communities;
 - b. The reduction of vehicle kilometres travelled across the Secondary Plan Area through increased mobility choices and the promotion of walking, cycling, and transit; and
 - c. The separation of sensitive land uses from air pollutant sources through appropriate separation distances, land use planning, and zoning.
- 5.4.2 Where feasible, support the use of electric vehicles through the provision of charging *infrastructure* in the Neighbourhood Centre.
- 5.4.3 The Municipality will require the impact of car parking to be minimized by:
- a. Requiring that mixed use developments include shared use of parking among uses that have different peaking characteristics;
- Designing parking areas so they are not the primary visual component of a neighbourhood;
- Reducing the parking ratio required in areas that are served by transit; and
- Dedicating priority parking spaces for carpool, ride sharing, and ultra-low emission vehicles.

5.5 Water Conservation

- 5.5.1 To support water conservation, the Municipality will:
- a. Require *green infrastructure* by utilizing the absorbing and filtering abilities of plants, trees, and soil to protect water quality, reduce runoff volumes, and recharge groundwater supplies;
 - b. Require the use of drought tolerant and diverse tree and shrub species in *parks*, along streetscapes, and in public and private landscaping to reduce water use;

- c. Encourage the use of porous or permeable pavement instead of standard asphalt and concrete for surfacing sidewalks, driveways, parking areas, and many types of road surfaces as a stormwater run-off management strategy for promoting groundwater infiltration and water quality treatment; and
- d. Implement LID measures that emphasize the use of bio-swales, innovative stormwater practices, constructed wetlands, at-source infiltration, greywater re-use system, and alternative filtration systems such as treatment trains and water conservation measures.

5.6 Energy Conservation

- 5.6.1. In order to reduce energy consumption, development proposals that include energy efficient building design and practices in all new buildings, shall be encouraged and supported.
- 5.6.2. To assist with the mitigation of heat island effects, the Municipality will promote:
 - a. Incorporating green roofs planted with vegetation to contribute to cooling while also assisting with stormwater management, improved air quality, and energy efficiency of buildings;
 - b. Implementing cool roofs strategies into building design that use high albedo materials to reduce heat gain;
 - c. Strategic use of deciduous trees or preservation of existing trees to help with evapotranspiration, shading of sidewalks and hard surface areas in summer, and solar access in winter; and
 - d. Installation of light-coloured paving materials including white concrete, grey concrete, open pavers, and any material with a solar reflectance index of at least 29.

5.7 Energy Generation

- 5.7.1. Alternative energy systems and renewable energy systems shall be permitted and encouraged throughout the Secondary Plan Area in accordance with Provincial and Federal requirements.

- 5.7.2. Development plans and building designs shall provide opportunities for south facing windows and building orientation to maximize potential for passive and active solar energy. Where feasible, implement street and block alignment within 25 degrees of geographic east-west to maximize solar gain.

5.8 Local Food Production

- 5.8.1. The creation of opportunities for local food production and distribution in the Secondary Plan Area is supported by the Municipality. Development plans and building designs shall incorporate opportunities for local food production through:
 - a. Community gardens;
 - b. Community orchards; and
 - c. Local market space (i.e., a farmer's market).

6.0 NATURAL HERITAGE

6.1 Objectives

- 6.1.1. Protect and enhance local and regional ecosystems and biological diversity.
- 6.1.2. Ensure *development* does not negatively impact *natural heritage features* or their *ecological* functions by providing appropriate separation distances and buffers.
- 6.1.3. Provide a functional and highly interconnected system of *natural heritage features*, *parks*, trails, and stormwater management facilities that are accessible and visible to residents.

6.2 General Policies

- 6.2.1. All development shall adhere to the policies of the Official Plan, as it pertains to the policy areas of the *Natural Heritage System*.
- 6.2.2. The *Natural Heritage System* (“NHS”) is largely composed of lands that contain *natural heritage features* and hydrologic features. The system also includes other lands that serve as *linkages*, corridors, and adjacent buffer lands.
- 6.2.3. The Municipality recognizes the important contribution that *natural heritage features* make to the creation of a vibrant, livable community. The *natural*

heritage features within the Secondary Plan Area are identified as Environmental Protection Area on Schedule A.

- 6.2.4. Lands within the Environmental Protection Area are to be protected, conserved, and restored. Moreover, the Environmental Protection Area together with a network of *parks* and trails can be leveraged to provide unique views and connections through the community that contribute to creating a sense of place.
- 6.2.5. *Natural heritage features* should be physically and visually accessible from the abutting roads.
- 6.2.6. Preservation of existing vegetation is encouraged.

6.3 Urban Forest and Native Plantings

- 6.3.1. Together, new *development* and public realm improvements shall establish an urban tree canopy throughout the Secondary Plan Area to minimize the heat island effect, provide for shade and wind cover, and contribute to a green and attractive environment.
- 6.3.2. New *development* and public realm improvements are required to use native plant species wherever possible, particularly along rights-of-way and pedestrian trails.
- 6.3.3. New *development* and public realm improvements shall only use native plantings within 30 metres of Environmental Protection Areas.
- 6.3.4. All private *development* shall be supported by landscape plans which demonstrate how the development will contribute to the urban forest, improve the health and diversity of the natural environment, support other local plant and animal species, and further enhance the connectivity of the built environment to *natural heritage features* and *hydrologically sensitive features*.
- 6.3.5. A diversity of tree species shall be planted in *parks* and along rights-of-way to provide a healthy and more robust tree inventory that is less prone to insects and diseases. Native and adaptive non-invasive species shall be prioritized, as they provide habitat and biodiversity and do not require irrigation or fertilizers to flourish. The selection of tree species within the Secondary Plan Area will contribute the Municipality's species diversity objectives.
- 6.3.6. Where trees and shrubs are destroyed or harvested pre-maturely prior to proper study and approval, compensation will be calculated at a 3:1 ratio.

7.0 CREATING VIBRANT URBAN PLACES

The Municipality's objectives for urban design in The Wilmot Creek Neighbourhood are based on the belief that the livability and physical appeal of a community can be enhanced by the quality, layout, and attractiveness of its public and private realms.

7.1 Objectives

- 7.1.1. Develop a welcoming community that encourages and supports active living, social engagement, and the creation of a sense of place and well-being.
- 7.1.2. Encourage a high quality and consistent level of urban design for the public and private realms through adherence to the principles, policies, and requirements of this Secondary Plan and in accordance with the Sustainable Development Guidelines.
- 7.1.3. Ensure buildings, streetscapes, *parks* and open spaces, and *infrastructure* are distinctive and aesthetically pleasing.
- 7.1.4. Ensure that traffic calming measures are an integral part of the community design through streetscape design measures, boulevard tree planting, street curvature, axial view, and appropriate on-street parking provisions that do not impede the pedestrian and cycling networks and the provision of safe *infrastructure*.
- 7.1.5. Provide for the orientation of building front façades, both public and private, to frame streetscapes and to enhance the public realm and encourage pedestrian activity.
- 7.1.6. Require high quality architecture that transcends a theme or a specific period in time is fundamental to a beautiful community. Buildings should be compatible with one another, but there must be a diversity of scale and a diversity of style defined through building materials, colour, and architectural details.
- 7.1.7. Provide a transition between areas of different *development* intensity and uses.

7.2 Urban Design Intent

- 7.2.1. The Secondary Plan is designed to achieve a community that is diverse in use and population, is scaled to the pedestrian, can accommodate private automobiles and transit, and has a well defined high-quality public realm.

7.2.2. New *development* shall be consistent with the urban design policies contained in Section 5 of the Official Plan, the policies of this Secondary Plan, and shall be in accordance with the Sustainable Development Guidelines.

7.2.3. The Sustainable Development Guidelines shall accompany this Plan and be used as guidance in the interpretation and implementation of the Secondary Plan's policies.

7.3 The Public Realm

7.3.1. The public realm comprises public roads, *parks* and open spaces, *natural heritage features* and their associated buffers, stormwater management facilities, and the public use activity areas of other public lands and private *development* sites and buildings.

7.3.2. The design and development of the public realm shall be consistent with the policies of Section 5.3 of the Official Plan, the policies of this Secondary Plan, and shall be in accordance with the Sustainable Development Guidelines.

Roads and Streetscapes

7.3.3. The design of Roads will:

- a. Provide access for vehicles, pedestrians, and bicycles, opportunities for vistas, view corridors, pedestrian amenity areas, and space for utilities and services;
- b. Be subject to comprehensive streetscape requirements in the Sustainable Development Guidelines to ensure the public realm is consistent in quality and design;
- c. Be aligned to create a modified rectilinear grid pattern that defines development blocks and establishes a highly inter-connected and permeable network that maximizes accessibility and support for transit;
- d. Be designed to ensure efficient walking routes to key destinations with continuous sidewalks, or equivalent provisions for walking, on both sides of the road;
- e. Implement traffic calming measures on Collector and Local Roads such as on-street parking, reduced lane widths, raised intersections, curb bulb-outs, and/or traffic circles to reduce vehicular traffic speeds and to ensure safe walking and cycling environments; and

- f. Provide street trees and landscaping on both sides of the road to create and enhance the urban tree canopy while providing shade over sidewalks, where appropriate.
- 7.3.4. Adequate space and safety provisions will be provided for the movement of pedestrians and cyclists with a clear system of through routes.
- 7.3.5. Sidewalks shall form a continuous network throughout the community and constitute an integral part of the pedestrian system to promote *active transportation*. All sidewalks shall be designed to enhance accessibility for all residents and will comply with the Accessibility for Ontarians with Disabilities Act (AODA).
- 7.3.6. Utility providers will be encouraged to consider innovative methods of containing equipment associated with utility services on or within streetscape features including, but not limited to, gateways, lamp posts, and transit shelters when determining appropriate locations for larger equipment and cluster sites.

Views and Focal Points

- 7.3.7. The preservation, enhancement, and creation of significant views and focal points shall be encouraged by:
- a. Preserving and enhancing scenic views to natural features including Rickard Creek and Lake Ontario;
 - b. Creating and maintaining opportunities for views of important public buildings, open spaces and parks, and other landmarks through the layout of the road, parks, and open space networks;
 - c. Maintaining and preserving the existing mature Sugar Maple and Black Walnut trees in the north-west corner of the secondary plan as a key natural feature and focal point; and
 - d. Providing for sites that terminate road and view corridors.

Public Buildings

- 7.3.8. Public buildings, facilities, and spaces enhance the quality of the urban setting and are an important component of a community. To recognize the importance of public and institutional buildings in the community and to enhance their status, public buildings will be consistent with Section 5.3.4 of the Official Plan and:

- a. Be sited at the termination of a road or view corridor, or at road intersections, or on sites that enjoy prominence due to topographic and natural features;
- b. Be designed as special landmark buildings with high quality design, materials, and finishes. The site should be landscaped in recognition of the prominent location and to reflect the status of the landmark building; and
- c. Be located close to the road right-of-way to reinforce the road edge to create a visually dominant feature in the community.

Building Orientation

7.3.9. To reinforce the road, lane, and block pattern established by this Secondary Plan, the following measures will be employed:

- a. Buildings will be aligned parallel to a public or private road;
- b. Buildings will be in proximity to the property line adjoining the public or private road;
- c. Buildings on corner sites will be sited and massed toward the intersection of the adjoining public roads;
- d. Siting and massing of buildings will provide a consistent relationship, continuity, and enclosure to the public or private roads;
- e. Siting and massing of buildings will contribute to and reinforce the comfort, safety, and amenity of the public and private roads;
- f. Buildings located adjacent to, or at the edge of *parks* and open spaces, will provide opportunities for overlook onto the *parks* and open spaces;
- g. The massing, siting, and scale of buildings located adjacent to, or along the edge of a *park* or open space, will create a degree of enclosure or definition appropriate to the type of *park* or open space they enclose; and
- h. Buildings of significant public use or architectural merit may be sited to specifically differ from the surrounding urban fabric to emphasize their importance as landmarks.

Public Art

- 7.3.10. The installation of public art is encouraged in public locations such as privately owned publicly accessible spaces and parks to contribute to the Wilmot Creek Neighbourhood Secondary Plan's identity and sense of place

Gateways

- 7.3.11. The Neighbourhood Centre will form the primary gateway into the community. The gateway will highlight the entrance to the community through design features such as landscaping, low walls, signage, architectural treatments, and upgraded pavement treatment.
- 7.3.12. A secondary gateway will be provided to signify the entrance into the existing Wilmot Creek Adult Lifestyle Community. Special entry paving and signage, landscaping, and decorative fencing will identify the private road and controlled access gate.

7.4 Transition

- 7.4.1. Where *development* of a higher density built form abuts lands with a lower density residential form mitigation measures including transition setbacks or buffers shall be provided from the adjacent use in accordance with the appropriate studies and in keeping with the Sustainable Development Guidelines.
- 7.4.2. The Municipality may require that applications for *development* undertake technical studies including a wind study and/or sun/shadow study which demonstrate mitigation of potential shadow or wind impacts on existing or proposed pedestrian routes, public spaces, and adjacent development to the satisfaction of the Municipality. Analysis may also be required to address applicable angular plane guidance.
- 7.4.3. *Development* shall be compatible and sensitively integrated with surrounding residential uses in terms of building mass, height, setbacks, orientation, privacy, landscaping, shadow casting, accessibility, and visual impact.
- 7.4.4. *Development* transition requirements may be met using a combination of the following:
 - a. Separate *development* of a mid-rise built form from low-rise built form with a Local Road;

- b. Require a minimum 7.5 metre rear yard setback for *development* of a mid-rise built form that abuts residential properties of a low-rise built form;
- c. Mitigate the actual and perceived massing impacts of a higher density built form by breaking up the mass horizontally and vertically, through the creative incorporation of changes in materials, balcony and floor plate design, architectural features, and unit/amenity locations;
- d. Provide rear and side setbacks for upper *storeys* to provide contextually appropriate transitions from the mid-rise buildings to the surrounding low-rise built form, where appropriate;
- e. Provision of high quality landscape treatment such as decorative fencing, trees, shrubs, grassed areas, and berming;
- f. Control of the location of loading areas;
- g. Control of the location of garbage collection/storage facilities;
- h. Regulation of lighting and signs so they are averted or shielded from adjacent uses;
- i. Rooftop equipment shall be unobtrusive and screened from view; and
- j. Provision of adequate screening such as solid or perforated fencing, trellises, or other appropriate structures.

7.5 The Private Realm

7.5.1. The private realm is comprised of a variety of built forms and private spaces and their relationship to natural features, open spaces, and the street network. The residential dwellings and commercial uses envisioned for the Wilmot Creek Neighbourhood will contribute to its character and support the public realm through form, architectural details, and features.

Development Blocks and Lots

7.5.2. Development will be accommodated on a modified street grid including Collector Roads, Local Roads, Lanes, and Private Roads to establish development blocks that achieve an efficient pattern and provide visual interest and diversity.

7.5.3. Provide neighbourhood permeability by designing blocks to be generally no more than 200 metres in length to promote active transportation, discourage excessive driver speed, and disperse traffic movements.

- 7.5.4. The size and configuration of each development block will be appropriate for its intended use, facilitate convenient pedestrian movement; and provide a sufficient range of building lots to achieve efficient development. Each development lot in a block will:
- a. Have frontage on a public or private road, or park; and
 - b. Be of a size and configuration to accommodate development that reflects the planning and urban design policies set out in the Official Plan and this Plan.
- 7.5.5. The maximum number of contiguously attached townhouses shall be six.
- 7.5.6. Multi-unit residential development shall be consistent with the policies of Section 9.4.5 of the Official Plan.
- 7.5.7. Mid-block pedestrian connections and trails shall be provided to further enhance the pedestrian permeability of the area, the efficiency and variety of pedestrian routes, and access to transit. Mid-block connections shall be barrier free and visible from the sidewalk for easy access.

Built Form

- 7.5.8. Buildings shall be designed for an urban context with primary building façades fronting public or private roads. Buildings must be designed for close siting to facilitate street activity and encourage active transportation, with views from buildings directed to the street and public spaces rather than towards parking areas and neighbouring sites.
- 7.5.9. New development will be compatible with adjacent development.
- 7.5.10. Reverse frontage is generally not permitted. Where conditions exist that require reverse frontage, it shall be done to the satisfaction of the Municipality.
- 7.5.11. To support public transit and for reasons of public safety and convenience, primary building entrances shall be clearly visible and located on a public road frontage or onto public open spaces.
- 7.5.12. Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade to increase accessibility for people who are mobility challenged.

- 7.5.13. Architectural styles of individual *dwelling units* shall complement each other. The various architectural forms within the community shall provide for a harmonious mix of distinctive architecture, which may incorporate both traditional/heritage and modern influences. It is important that the architectural form and style complement the design of the public realm.
- 7.5.14. All major rooftop mechanical structures or fixtures including satellite dishes and communications antenna shall be suitably screened and integrated with the building, where feasible. Parapets may be utilized to accommodate such screening.
- 7.5.15. Air conditioning units, utility metres, and similar features should not be visible from the public realm and well integrated, recessed, and screened.
- 7.5.16. To minimize disruptions to the safety and attractiveness of the Collector Road, a system of rear lanes may provide the primary access for on-site parking and servicing functions.
- 7.5.17. To enhance the quality and safety of the streetscapes throughout the Secondary Plan Area, the construction of parking lots which occupy significant proportions of the at-grade frontage of public roads shall not be permitted.
- 7.5.18. To reduce the visual impact of surface parking and to increase opportunities for at grade amenity areas the provision of structured parking shall be encouraged for higher density forms of development in the High Density, Medium Density, and Neighbourhood Centre designations. Where it is not feasible to locate parking in structures either below or above grade, parking should be located to the rear of the principal buildings or within the interior side yard. Appropriate landscaping and screening measures shall be provided.
- 7.5.19. Loading, servicing and other functional elements are encouraged to be integrated within the building envelope. Where this is not possible, these elements shall be carefully sited to minimize conflicts with adjoining uses and screened from view to avoid visual impact to the public realm or surrounding residential areas.
- 7.5.20. Areas for storage, waste, and recycling shall be integrated within a building envelope.

Private Amenities

- 7.5.21. New multi-unit residential development shall provide shared space for both indoor and outdoor amenities.
- 7.5.22. Courtyards and privately owned publicly-accessible amenities shall have at least two points of pedestrian access.
- 7.5.23. The design and location of pedestrian entrances to courtyards and privately owned publicly-accessible amenities shall be clearly identifiable as public to encourage public use through their siting and the use of design elements.

Accessibility for Ontarians with Disabilities

- 7.5.24. The Municipality considers accessibility for persons with disabilities in all land-use planning and development decisions. All development shall comply with the accessibility requirements as set out by the Ontario Building Code and the Accessibility for Ontarians with Disabilities Act (AODA).

Crime Prevention Through Environmental Design

- 7.5.25. All development, with a focus on streetscapes, parks and open spaces, parking lots and other publicly accessible areas, shall include Crime Prevention Through Environmental Design (CPTED) principles, including:
 - a. Adequate lighting, visibility, and opportunities for informal surveillance shall be provided for all walkways, parking lots, garages, playgrounds, and outdoor amenity areas;
 - b. Clear sight lines, allowing views from one end of a walkway to the other;
 - c. Appropriate landscaping, but avoiding landscaping that might create blind spots or hiding places;
 - d. Adequate fencing and fenestration;
 - e. Clear signage that delineates permitted use and speed of travel; and
 - f. Streetscape and building design that promotes visual overlook through the strategic placement of entrances and windows.

8.0 ENCOURAGING HOUSING DIVERSITY

8.1 Objectives

- 8.1.1. Provide for a range and mix of housing opportunities, choices, and accessibility for all income levels and needs.
- 8.1.2. Provide for a range of affordability, consistent with targets established by the Municipality.
- 8.1.3. Plan for "age-in-place" facilities within the community that anticipate changing housing needs for an aging population.
- 8.1.4. Ensure the distribution of housing types provides equal opportunity to access goods and services located in the community and beyond.
- 8.1.5. Provide appropriate transitions in housing forms of various heights and densities.

8.2 General Policies

- 8.2.1. The policies of this Plan and Section 6 of the Official Plan are intended to facilitate the provision of a broad range and mix of housing opportunities in appropriate locations in the Secondary Plan Area.
- 8.2.2. Where appropriate, private, public, and non-profit housing *developments* designed to provide housing options for seniors are encouraged, including small ownership dwellings, higher density condominium dwellings, buildings with rental units, as well as retirement and assisted living facilities that facilitate "aging-in-place".
- 8.2.3. Provide a broad range of housing forms, unit sizes, and tenure to meet the needs of a diverse population and households of various sizes, incomes, and age compositions.
- 8.2.4. Residential development abutting the NHS shall be oriented and developed in a manner that is compatible, complimentary, and supportive of the *natural heritage features* and *ecological functions* of the system.
- 8.2.5. Views to key landmarks and natural features shall be maintained and created through the layout of the street network, the creation and reinforcement of the

parks and open space network, the establishment and landscaping of gateways, the siting of buildings, and the design of sites.

- 8.2.6. Individual site access for residential uses adjacent to any Arterial Road shall be discouraged. Residential uses fronting on an Arterial Road or Collector Road may be developed on rear lanes. Window streets or flankage lots are permitted. Noise attenuation fencing will be discouraged along Arterial Roads.
- 8.2.7. Development within the Secondary Plan Area shall be developed in accordance with the urban design policies of this Secondary Plan. The Sustainable Development Guidelines shall accompany this Plan and be used as guidance in the interpretation and implementation of the Secondary Plan's policies.

Affordable Housing

- 8.2.8. *Affordable* housing should be located where there is access to public transit.
- 8.2.9. *Affordable* housing, including community housing, supportive housing, and other types of subsidized non-market housing units, is encouraged to be integrated within neighbourhoods and combined in developments that also provide market housing to deliver opportunities for a range of housing tenures and prices that support diversity.
- 8.2.10. New *affordable* housing and purpose-built rental housing should incorporate barrier-free, universal or flex design features in both common and living areas.
- 8.2.11. The Municipality should collaborate with the Region of Durham and public and non-profit community housing providers to encourage a supply of subsidized non-market housing units to be included within the housing mix in the Secondary Plan Area.
- 8.2.12. To support the provision of *affordable* housing units, the Municipality will explore other potential incentives such as reduced or deferred development charges, reduced application fees, grants, and loans, to encourage the development of *affordable* housing units. The reduction or deferral of Development Charges shall be done in consultation with the Region of Durham. The Municipality will also encourage the Region of Durham, the Provincial and Federal governments to consider financial incentives for *affordable* housing.

- 8.2.13. As an incentive for the provision of *affordable* housing, as defined in Section 24.2 of the Official Plan, reductions in the minimum parking requirement under the Zoning By-law may be considered by the Municipality on a site-by-site basis where housing that is *affordable* is provided as part of a development proposal.
- 8.2.14. To facilitate the development of *affordable* housing units within the Secondary Plan Area and in the Municipality, the Landowners Group in the Secondary Plan Area shall provide either land in accordance with Policy 8.2.15 or a contribution of funds to the Municipality in accordance with Policy 8.2.16 for the development of *affordable*, public, or non-profit housing in the community.
- 8.2.15. The land to be conveyed as provided in Policy 8.2.14 shall have an approximate size of 1.5 hectares, be designated for residential development within the Secondary Plan Area, be fully serviced, and be gratuitously conveyed free and clear of encumbrances. Conveyance shall occur before the final approval of the first development application within the Secondary Plan Area.
- 8.2.16. The contribution of funds as provided in Policy 8.2.14 will be through a contribution agreement to be negotiated between the Municipality and the Landowners Group. The first half of the required contribution of funds shall be paid by the Landowners Group upon the approval of the Secondary Plan and the remainder of the contribution shall be paid upon the final approval of the first *development* application in the Secondary Plan Area at a rate of \$400.00 per unit.
- 8.2.17. The Municipality will give priority to *development* applications that include *affordable* housing units that are being funded by federal and provincial government programs, community housing providers and other non-profit groups, or the Region of Durham.

Live/Work Units

- 8.2.18. The Municipality encourages live-work opportunities for combined residential and personal services, or office uses, where appropriate, to facilitate home-based employment, which ensures proximity between housing and jobs and provides a mix of uses.
- 8.2.19. Live-work units provide higher densities to help support transit systems and a diverse range of services within a convenient walking distance of residents.

8.2.20. Live-work development is subject to the following:

- a. Permitted within street and block townhouses;
- b. The first floor within any live-work unit may be used for commercial, personal services, and office uses, and be oriented towards a public road; and
- c. Off-street parking in front of buildings is prohibited. Parking should be accommodated through on-street parking or in driveways located off a rear lane.

Accessory Dwelling Units

8.2.21. Within the Secondary Plan Area, one accessory dwelling unit is permitted within a detached, semi-detached, or townhouse dwelling, and one accessory dwelling unit is permitted within a detached accessory structure subject to the provisions of the Zoning By-law and other relevant regulations.

8.2.22. Accessory dwelling units must be registered with the Municipality.

9.0 CELEBRATING OUR CULTURAL HERITAGE

9.1 Objectives

- 9.1.1. Preserve and enhance existing cultural heritage features including significant vegetation, topographic features, scenic views, and archaeological resources to promote the ecological restoration of these features.
- 9.1.2. Integrate the existing cultural heritage features into the design of the community and the public realm as aesthetic amenities.

9.2 Cultural Heritage

- 9.2.1. The conservation and enhancement of significant *cultural heritage resources* shall be consistent with the provisions of Chapter 8 in the Official Plan and all relevant Provincial legislation and Regional policy directives.
- 9.2.2. Create opportunities for *cultural heritage landscapes* to be incorporated into the design of open spaces and *parks*. High quality landscape architecture will ensure that these spaces include public art where possible and appropriate grading, paving, and planting materials that celebrate the landscape context.

10.0 MOBILITY AND ROADS

10.1. Objectives

- 10.1.1. Plan for an *active transportation* system that is highly integrated and connected within the community, the adjacent communities, the Municipality, and to transportation systems that serve the broader Region.
- 10.1.2. Provide a variety of economical, safe, and accessible mobility options through the provision of a highly interconnected network of roads, sidewalks, bicycle lanes, trails, multi-use paths, and a public transit system to ensure all persons have transportation options while reducing automobile dependence.
- 10.1.3. Ensure all roads are designed to consider context and to utilize *complete streets* design principles to support users of all ages and abilities.
- 10.1.4. Establish a connected transportation system that creates multiple direct routes throughout the community.
- 10.1.5. Create walkable and connected neighbourhoods with destinations within a walking distance of approximately 400 to 800 metres (5-10 minute walk) of most residents.
- 10.1.6. Ensure all roads are designed as important components of the public realm to provide a network that is appealing for pedestrians, cyclists, transit users, and motorists.

10.2. General Mobility Policies

- 10.2.1. The transportation network serving the Secondary Plan Area will be designed with *complete streets* principles to accommodate multiple modes of travel such as motorists, transit users, cyclists, and pedestrians. Prioritize active modes of transportation and the needs of the most vulnerable users.
- 10.2.2. The provision of transportation services shall be consistent with Section 19 of the Official Plan and shall have regard for the standards established through the Sustainable Development Guidelines.

- 10.2.3. All road designs shall be consistent with Appendix C, Table C-2 of the Official Plan and confirmed through a Traffic Impact Study submitted as part of a *development* application.
- 10.2.4. The intent of the Secondary Plan is to develop a connected grid-like multi-modal transportation network while recognizing constraints such as natural areas that create barriers which limit the achievement of a completely connected street network.
- 10.2.5. Final route alignments and requirements for roads, trails, and other components of the *active transportation* system shall be designed according to detailed planning and engineering studies at the time of applications for site plan approval or draft plan of subdivision. This work shall be to the satisfaction of the Municipality in consultation with other agencies having jurisdiction.
- 10.2.6. The final location and alignment of a Private Road crossing Rickard Creek shall be assessed as part of an Environmental Impact Study required at the time of applications for site plan approval or draft plan of subdivision. This work shall be to the satisfaction of the Municipality in consultation with other agencies having jurisdiction.
- 10.2.7. All roads will be designed as important components of the public realm, providing a network that is appealing for pedestrians, cyclists, motorists and in the longer term, transit users. The transportation network shall be designed to provide vistas and view sheds to public *parks* and open spaces and to the NHS to assist in the creation of a sense of place.
- 10.2.8. Minor revisions to transportation routes to incorporate design features such as streetscaping and bikeways may be made without amendment to this Secondary Plan, provided that the principles of permeability and inter-connectivity are maintained to the satisfaction of the Municipality.
- 10.2.9. The Ministry of Transportation requires that future buildings, roads, municipal services, and essential parking be set back a minimum of 14 metres from the Highway 401 right-of-way. To accommodate a potential widening of Highway 401, while maintaining the desired streetscape, minimum building setbacks and municipal service and utility easements may be required.

10.3. Arterial Roads

- 10.3.1. Bennett Road runs north south and forms the western boundary of the Secondary Plan Area. Bennett Road is identified in the Official Plan as a Type C Arterial Road.
- 10.3.2. Driveway access on Bennett Road shall be limited.
- 10.3.3. All *development* within the Secondary Plan Area that directly abuts an Arterial Road shall provide appropriate buffering, landscaped open space, and shall consider the aesthetic function of the corridor.

10.4. Collector Roads

- 10.4.1. A Collector Road will serve as the main access road for the community and will extend east from Bennett Road and terminate at the private road for the existing Wilmot Creek Adult Lifestyle Community.
- 10.4.2. The Collector Road will have a right-of-way width of 23.0 metres.
- 10.4.3. The Collector Road will have boulevards on both sides of the pavement and will accommodate a grassed verge with street trees. A multi-use path shall be accommodated within the boulevard on one side of the collector and a sidewalk will be accommodated on the other.
- 10.4.4. Roundabouts will be encouraged to be used at any intersection with a Collector Road.

10.5. Local Roads

- 10.5.1. A conceptual Local Road pattern is identified on Schedule A to this Secondary Plan. Changes to the identified Local Road pattern shall not require an amendment to this Secondary Plan, provided that the principles of permeability and inter-connectivity are achieved to the satisfaction of the Municipality.
- 10.5.2. Local Roads will have an interconnected layout with multiple route choices to Collector Roads where transit routes and commercial areas are most commonly located.

- 10.5.3. Local Roads are expected to have a right-of-way width of up to a maximum of 20.0 metres.
- 10.5.4. Local Roads will be designed to accommodate on-street parking and landscaping in the boulevards. Sidewalks are encouraged on both sides of a Local Road.
- 10.5.5. The location and design requirements for Local Roads will be confirmed and implemented through subsequent *development* approvals.

10.6. Rear Lanes

- 10.6.1. Rear Lanes are permitted and encouraged to support safe and attractive roads by eliminating the need for driveways and street-facing garages.
- 10.6.2. To minimize disruptions to the safety and attractiveness of the Arterial and Collector Roads, a system of Rear Lanes may provide the primary access for on-site parking and servicing functions.
- 10.6.3. Rear Lanes can provide alternative pedestrian routes through a community and shall provide a safe environment for pedestrian and vehicle travel.
- 10.6.4. Public utilities may be located within public Rear Lanes subject to functional and design standards established by the Municipality.
- 10.6.5. Rear lanes shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan and include the following design standards:
 - a. Lanes shall allow two-way travel and incorporate a setback on either side of the right-of-way to the adjacent garage wall;
 - b. Lanes shall provide a minimum pavement width of 6.5 metres;
 - c. Lanes shall provide access for service and maintenance vehicles for required uses as deemed necessary by the Municipality and may include enhanced laneway widths and turning radii to accommodate municipal vehicles including access for snowplows, garbage trucks, and emergency vehicles where required;
 - d. Lanes shall be clear of overhead obstruction and shall be free from overhanging balconies, trees, and other encroachments;

- e. Lanes shall intersect with public roads;
- f. No Region of Durham *infrastructure* shall be permitted;
- g. Lanes should be graded to channelize snow-melt and runoff;
- h. The design of lanes shall incorporate appropriate elements of low impact design including permeable paving where sufficient drainage exists;
- i. Lanes should be prioritized where *development* fronts onto an Arterial or Collector Road network;
- j. Access to loading areas should be provided from rear lanes;
- k. Appropriate lighting shall be provided to contribute to the safe function of the roadway, as well as the safe and appropriate lighting of the pedestrian realm; and
- l. Lighting should be downcast to reduce light pollution.

10.7. Private Roads

Private Roads are not under the jurisdiction of the Municipality and include condominium roads providing access to units within a condominium development. Private Roads will be the responsibility of the landowner to ensure that such private roads are adequate for traffic, including fire protection and emergency vehicles.

- 10.7.1. Private Roads shall have a minimum right-of way width of 10.0 metres with a minimum paved surface width of 6.5 metres.
- 10.7.2. A minimum 1.5 metre landscaped utility corridor shall be provided on either side of the paved portion of the Private Road.
- 10.7.3. Sidewalks are required on at least one side of a Private Road and may be located within the utility easement.
- 10.7.4. The use of permeable materials should be considered in areas where sufficient drainage exists.
- 10.7.5. Private Roads shall be designed to meet the Municipality's design standards and specifications.

10.8. Controlled Access Gate and Road

- 10.8.1. Access to the existing Wilmot Creek Adult Lifestyle Community will be provided by a Private (land lease) Road and a controlled access gate and will be the responsibility of the landowner to maintain.
- 10.8.2. Special entry paving and signage will identify the Private Road and controlled access gate. Landscaping and fencing will provide a delineation for lands that comprise the entry to the existing community.
- 10.8.3. The design and function of the Private Road and controlled access gate will ensure ease of access and privacy for the existing residents.

10.9. Roundabouts

- 10.9.1 The Municipality shall consider the following as general design policies for Roundabouts:
 - a. Roundabouts are intended to calm traffic and direct traffic flows without requiring stop signs at intersections;
 - b. The design of a Roundabout should prioritize the safe movement of pedestrians and bicycles; and
 - c. Whenever Roundabouts are used, they should incorporate appropriate landscape features and public art while ensuring that clear sightlines are maintained for drivers to promote safety.

10.10. Public Transit

- 10.10.1. Transit facilities should be integrated early and appropriately throughout The Secondary Plan Area. Durham Region Transit shall be invited to all development pre-consultation meetings to advise on transit requirements.
- 10.10.2. To facilitate the creation of a transit supportive urban structure, the following measures shall be reflected in *development* proposals, including the subdivision of land:
 - a. *Transit-supportive* densities in keeping with municipal density targets;
 - b. Provision of a road pattern and *active transportation* network that provides for direct pedestrian access to future transit routes and stops;

- c. Transit stops located in close proximity to activity nodes and building entrances; and
- d. Provision for transit stops and incorporation of bus-bays where appropriate into road design requirements.

10.11. Active Transportation

- 10.11.1. The *active transportation* network provides opportunities for *active transportation* and enhances mobility by providing for an alternative to local automotive transportation. The *active transportation* network includes both on- and off-street facilities including sidewalks, trails, and multi-use paths.
- 10.11.2. *Active transportation* within the Secondary Plan Area shall be consistent with the policies of Section 18.4 of the Official Plan, this Plan, and be in accordance with the Sustainable Development Guidelines.
- 10.11.3. The *active transportation* network will connect to the road network and all major destinations, such as the Neighbourhood Centre, *parks*, community gardens, and the existing Waterfront Trail in order to provide convenient and safe access to facilitate travel by alternate modes of transportation.
- 10.11.4. *Active transportation* routes will include signage and streetscaping elements such as trees, landscaping, and benches to support pedestrian and cyclist comfort and safety and enhanced accessibility for all residents.

Trails and Multi-Use Paths

- 10.11.5. The trails system is to provide both a recreational and utilitarian function. Accordingly, connections will be made to the road network, the Neighbourhood Centre, *parks*, community gardens, and the existing Waterfront Trail.
- 10.11.6. Trail and multi-use path locations will be based on each site's sensitivity in order to minimize environmental impacts. The trails system may include trails and multi-use paths along stormwater management facilities, open spaces, the road system, the outer edge of the *vegetation protection zone*, and within *parks*.

- 10.11.7. Trail and multi-use path crossings of roads shall ideally be located at an intersection where users can be afforded a safe and protected crossing. Trail and multi-use path crossings at a mid-block location along a road shall be provided a signed trail crossing to alert drivers of the likely presence of trail users.
- 10.11.8. Trails and multi-use paths will be designed to accommodate a range of users and abilities. Curb-cuts and other safety measures and design elements must be provided to improve access at road crossings. The use of permeable materials may be considered for trail development in areas where sufficient drainage exists. Trails and multi-use paths with asphalt surfaces may be incorporated into the trails system to address accessibility and *active transportation* needs.
- 10.11.9. Trail and multi-use path locations shall be assessed as part of an Environmental Impact Study, where appropriate.
- 10.11.10. Trails and multi-use paths located in proximity to sensitive natural features, or adjacent to stormwater management facilities should incorporate interpretive signage at various locations to promote stewardship initiatives that will protect and enhance the features and functions of the natural environment.
- 10.11.11. The Municipality may require trail corridors to be dedicated for public purposes as a condition of development approval.
- 10.11.12. Trail and multi-use path connections and crossings shall be subject to the following policies:
 - a. Trail and multi-use path connections bisecting the NHS should be limited in order to promote the preservation and protection to the ecological integrity and function of the features comprising the NHS;
 - b. Where feasible, road crossings over creeks should be utilized for trail or and multi-use path crossings;
 - c. Where creek crossings are unavoidable, existing crossing locations can be considered however, the new crossing should not use existing non-permitted culverts. Creek crossings will need to be designed to promote fish passage, passage of flows, as well as minimize impacts to the riparian area; and

- d. The location of trails and multi-use paths should be designed to avoid interfering with the meander belt of the creeks.

10.11.13. Additional trails and multi-use paths may be identified through the development approvals process to augment the trail system identified on Schedule A.

10.11.14. A future multi-use path on Bennett Road will provide a pedestrian and cycling connection along the western boundary of the Secondary Plan Area and will link to the Waterfront Trail.

10.12. Parking

10.12.1. On-street parking will be encouraged at appropriate locations on all roads in order to provide for anticipated parking needs and to assist in calming traffic movement and thereby enhancing pedestrian safety.

10.12.2. Off-street parking for all uses shall be adequate to serve the use.

10.12.3. Subject to the findings and recommendations of an Internal Traffic/Parking Study, on-street parking may be approved at certain locations for specified times of the day to satisfy a portion of the parking requirements of adjacent non-residential uses.

10.12.4. Bicycle parking should be located near main entrances, be visible to the public, sited to avoid conflicts with pedestrians, and be located in well-lit areas.

10.12.5. Multi-unit residential buildings shall provide long-term, secure locations for bicycle parking for residents and additional short term visitor parking.

10.13. Railways

10.13.1 All proposed development adjacent to railway corridors shall be consistent with the policies of Section 19.7 of the Official Plan.

10.13.2 Development adjacent to railway corridors shall include safety and mitigation measures, such as setbacks, berms, and security fencing, required by approved noise and vibration studies to the satisfaction of the Municipality and in consultation with the appropriate rail authority.

11.0 PARKS AND COMMUNITY AMENITIES

An important aspect of building a healthy and vibrant community is the provision of a range of passive and active public parks and open space areas. The policies of this Section are intended to provide an integrated system of municipally owned Neighbourhood Parks and Parkettes, and other publicly accessible open space areas, trails, and pathways within the community.

11.1. Objectives

- 11.1.1. Provide for a diverse range of *parks*, open spaces, and community amenities to encourage residents to be physically active and socially engaged.
- 11.1.2. Ensure *parks* and open spaces are visible, accessible, and linked.
- 11.1.3. Ensure *parks* include a full array of opportunities for outdoor festivals, *recreation*, and play, as well as quiet contemplation.
- 11.1.4. Locate *parks* and other community amenities to promote safe and convenient access by walking and cycling.

11.2. General Policies for Parks

- 11.2.1. *Parks* shall be provided as part of a connected parks and open space system and broader public realm network that includes roads, trails, and privately owned publicly accessible spaces.
- 11.2.2. Wherever feasible, lands designated Environmental Protection and Green Space shall be incorporated into the *parks* and open space system for leisure uses and compatible, passive recreational functions. Such lands shall not be included as part of the parkland dedication requirements identified in this Secondary Plan.
- 11.2.3. *Parks* shall be designed to minimize any potential negative impacts on the residential uses.
- 11.2.4. Residential and commercial uses backing onto *Parks* shall be minimized.
- 11.2.5. *Park* and open space design shall be in accordance with the requirements of the Sustainable Development Guidelines and shall consider the following:

- a. Have regard for Crime Prevention Through Environmental Design (CPTED) principles and the Accessibility for Ontarians with Disabilities Act (AODA);
 - b. New trees and landscaping within *parks* should be of a diverse, robust species selection, drought tolerant, contribute to the tree canopy objectives of the Municipality and Region, and where possible, salvaged from the site or the local area;
 - c. Bicycle and pedestrian routes to, and within, *parks* should be accessible, safe, and visible;
 - d. Bicycle parking should be provided within all *parks*, regardless of park size;
 - e. *Parks*, in general, should be accessible and accommodate a range of age groups. Co-locating physical activity spaces for children and adults promotes physical activity in different age groups;
 - f. The illumination of *parks*, including parking areas and playing fields, shall be directed away from the Environmental Protection Area to minimize disturbance to wildlife, to the greatest extent feasible; and
 - g. The inclusion of public art in *parks*, facilities, and pedestrian spaces is encouraged.
- 11.2.6. Dedication of lands for Neighbourhood Parks and Parkettes shall be in accordance with the Official Plan. Privately owned publicly-accessible spaces are not accepted as part of the parkland dedication.
- 11.2.7. Areas conveyed for parkland purposes will be programmable lands.

11.3. Neighbourhood Parks

- 11.3.1 Neighbourhood Parks are shown on Schedule A. The precise size and location of Neighbourhood Parks shall be determined at the time of *development* review and approval, based on the parkland provision requirements of Section 18 of the Clarington Official Plan.
- 11.3.2 Neighbourhood Parks shall form the central focus of the overall Secondary Plan Area and shall:

- a. Be centrally located and within 400 to 800 metres (5 to 10 minute walking distance) of all residential uses within the neighbourhood it is serving;
- b. Have a size of 1.5 to 3.0 hectares and be designed for passive and active recreational facilities such as playground equipment and active sports fields to meet the recreational needs of the neighbourhood residential area through detailed *parks* planning;
- c. Be integrated with other community facilities, where deemed appropriate by the Municipality;
- d. Have frontage on a Local and/or Collector Road, with a minimum 60 metres of continuous frontage; and
- e. Be connected and integrated with the broader NHS and *active transportation* routes shown on Schedule A to this Secondary Plan. The Neighbourhood Park shall be located beyond the feature and the associated *vegetation protection zone*.

11.4. Parkettes

- 11.4.1. Parkettes are shown on Schedule A. The precise number, size, and location of Parkettes shall be determined at the time of *development* review and approval, based on the parkland provision requirements of Section 18 of the Clarington Official Plan.
- 11.4.2. Parkettes are smaller scale *parks*, between 0.5 to 1.0 hectare in size, and are intended to provide passive open space areas, serve as focal points within sub-areas of each neighbourhood, and shall:
 - a. Be easily accessible for residents within a 400 metre radius (5 minute walking distance);
 - b. Be designed to have significant public exposure and access. Urban design options include surrounding the park with streets or fronting dwellings directly on to the parkette;
 - c. Reflect the needs of surrounding residents including places to sit and socialize, junior play areas for children, and a significant tree canopy for shade; and

- d. Be designed with 50 percent public frontage but may be less where other design alternatives achieve public view and access. Public frontage can be a public road, Hydro Corridor, or *natural heritage features*.

11.5. Privately Owned Publicly-Accessible Spaces

- 11.5.1. In addition to the publicly owned lands which form the Parks designation, *development* is encouraged to include privately owned publicly-accessible spaces that contribute to the sense of place in the community and the quality of the urban environment.
- 11.5.2. Privately owned publicly-accessible spaces can include public squares, plazas, courtyards, walkways and passages, atriums, arcades, and park-like spaces. They contribute to the urban environment by creating spaces for social interaction, adding to visual interest, improving mid-block permeability, and complementing adjacent land uses.
- 11.5.3. Public access to privately owned publicly-accessible spaces will be secured through the *development* approval process.
- 11.5.4. Privately owned publicly-accessible spaces shall be provided in the High Density Residential designation and the Neighbourhood Centre designation to enhance the Neighbourhood Centre’s role as a primary gateway.

12.0 LAND USE DESIGNATIONS

12.1. Objectives

- 12.1.1 Support the mix and diversity of land uses in a compact, *active transportation* supportive development form to shorten distances between homes, workplaces, and amenities to meet resident’s needs for daily living, throughout the year, and throughout an entire lifetime.
- 12.1.2 Realize an efficient urban community structure by achieving targets of a minimum of 50 people per gross hectare.
- 12.1.3 Locate the highest intensity of *development* and greatest mix of uses along the Highway 401 corridor and in the Neighbourhood Centre to foster access to commercial amenities and transit.

12.2. General Land Use Policies

- 12.2.1. The land use designations on Schedule A of this Secondary Plan and the policies of this section are designed to establish a distribution of land uses to ensure an appropriate mix of uses, heights, and densities in a manner which supports the creation of a sustainable and complete community.
- 12.2.2. The following land use designations apply within the Secondary Plan Area:
 - a. Medium Density Residential;
 - b. High Density Residential;
 - c. Neighbourhood Centre;
 - d. Environmental Protection Area; and
 - e. Green Space.
- 12.2.3. Taller buildings will generally be located in close proximity to Highway 401 and Bennett Road, a major Arterial Road.
- 12.2.4. Development lots shall back onto the provincial highway and front onto a local internal street. Rear yards shall back onto the provincial highway.
- 12.2.5. Outdoor storage and loading areas in locations adjacent to Highway 401 shall be visually screened or appropriately located to reduce visibility to ensure these uses are not a distraction to the travelling public.
- 12.2.6. The Municipality will ensure, through the Implementing Zoning By-law, Conditions of Draft Plan Approval, Site Plan Agreement, and/or any other legally binding agreement acceptable to the Municipality, that potential adverse noise impacts from Highway 401 and the CN Railway shall include appropriate construction techniques and/or building materials that will mitigate potential adverse noise impacts. As a minimum, the dwellings should be constructed of brick veneer or masonry exterior wall construction and be provided with central air conditioning.
- 12.2.7. Physical noise mitigation measures (e.g., acoustic barriers) for residential and/or sensitive land uses adjacent to Highway 401 and the CN Railway line can be used. The height and design of any noise mitigation measures shall be determined by the Noise Feasibility Study to the satisfaction of the Municipality.

- 12.2.8. In recognition of the potential for noise impacts from the existing highway and railway, the Municipality will require that formal warning notices be included in all purchase and sale (or rental/lease) agreements and for registration on title for all properties or condominium units.
- 12.2.9. Drive-through facilities are not a permitted use in any land use designation.
- 12.2.10. Service stations are not a permitted use in any land use designation.

12.3. Medium Density Residential Designation

Permitted Uses and Built Forms

- 12.3.1. The predominant use of lands within the Medium Density Residential designation are a mix of housing types and tenures in mid- and low-rise building forms.
- 12.3.2. Other uses, including small scale service uses, which are supportive of and compatible with residential uses, are also permitted in accordance with the Official Plan.
- 12.3.3. The following building types are permitted:
 - a. Street townhouses;
 - b. Block townhouses;
 - c. Stacked townhouses;
 - d. Special needs housing;
 - e. Apartment buildings; and
 - f. Other dwelling types that provide housing at the same or higher densities as those above.

Height and Density

- 12.3.4. The height of any building shall be a minimum of 2 storeys and a maximum of 6 *storeys*.
- 12.3.5. *Development* on lands designated Medium Density Residential shall have a minimum *net density* of 40 units per net hectare.

Development Policies

- 12.3.6. Development shall provide a transition in height by locating less dense and lower scale buildings south of the main east-west Collector Road.
- 12.3.7. In Medium Density Residential areas, the following policies shall apply:
- a. Dwelling units shall have their main entrance visible and accessible from the public street;
 - b. Garages are encouraged to be accessed from a rear lane;
 - c. Where garages are located at the front of the building facing a street, the garage shall be integrated and not protrude beyond the main front wall of the dwelling unit;
 - d. Driveways shall not exceed the width of the garage;
 - e. Front yards shall have an appropriate amount soft landscaping to create an attractive and vegetated streetscape and allow permeability for stormwater;
 - f. Buildings on corner lots or abutting *parks* shall have windows, materials and architectural treatments consistent with the front elevation where sides or flankage of buildings is visible;
 - g. Front and exterior side yard porches shall be encouraged;
 - h. Outdoor amenity areas in the form of second floor decks or rooftop patios should be considered for townhouses with an attached garage in the rear; and
 - i. Stacked townhouses and low-rise apartment units should be provided with private amenity space in the form of a balcony for the upper-level units, or an at-grade or sunken courtyard for the lower-level units.
- 12.3.8. Pedestrian walkways, including mid-block pedestrian connections, should be provided at regular intervals between townhouse blocks to provide safe, direct access between dwelling entrances, the public street, parking areas, and amenity areas.

12.4. High Density Residential Designation

Permitted Uses and Built Forms

- 12.4.1. The predominant use of lands within the High Density Residential designation are mid-rise building forms.
- 12.4.2. The following building types are permitted:
 - a. Apartment buildings;
 - b. Special needs housing; and
 - c. Other dwelling types that provide housing at the same or higher densities as those above.

Height and Density

- 12.4.3. Apartment buildings adjacent to Highway 401 and east of the Environmental Protection Area will have a minimum height of 6 storeys and a maximum height of 8 storeys.
- 12.4.4. *Development* on lands designated High Density Residential shall have a minimum *net density* of 60 units per net hectare.

Development Policies

- 12.4.5. The highest and most dense forms of development shall be located along the Highway 401 corridor. The scale of buildings adjacent to Highway 401 shall be compatible and sensitively integrated with surrounding residential. Development transition requirements shall be met following the policies in Section 7.4 of this Plan.
- 12.4.6. The boundary between areas designated Medium Density Residential and High Density Residential shall generally be a public street with buildings of each designation fronting onto the street.
- 12.4.7. In High Density Residential areas, the following policies shall apply:
 - a. The siting and massing of the buildings should be compatible and harmonious with that of adjacent developments. Buildings shall be compatible and sensitively integrated with the surrounding residential

uses in terms of building mass, height, setbacks, orientation, privacy, landscaping, and visual impact;

- b. Side and rear elevations visible from the public realm shall have attractive façade treatments using high quality materials;
- c. Pedestrian walkways, including mid-block pedestrian connections, should provide safe, direct access between dwelling entrances, the public street, parking areas and amenity areas;
- d. Apartment buildings should have a clearly articulated base, middle, and top, through the use of horizontal or vertical extrusions, projections, or changes in material;
- e. Balconies on all *storeys* above grade are encouraged. Inset or partially inset balconies to offer greater privacy and shelter from wind, reduce the building bulk, and minimize the impact of shadow on other amenity spaces below;
- f. Bicycle parking and storage should be provided for apartment buildings; and
- g. Locate visitor drop off areas at the side or rear of buildings with lane or private drive access.

12.4.8. Multi-unit residential development shall provide shared space for both indoor and outdoor amenities.

12.5. Neighbourhood Centre Designation

Permitted Uses and Built Forms

12.5.1. The Neighbourhood Centre Designation provides opportunities for commercial and residential uses that benefit from Arterial Road frontage along Bennett Road. The Neighbourhood Centre will incorporate a combination of any two or more of residential, cultural, entertainment, recreational, offices, restaurants, retail, and service commercial uses.

12.5.2. The following building types are permitted:

- a. Live/work units;
- b. *Mixed-use buildings*;

- c. Commercial retail and service use buildings; and
- d. Grocery stores/supermarkets

Height and Density

- 12.5.3. Commercial and mixed-use built forms shall have a minimum height of 2 *storeys* and a maximum of 6 *storeys*.
- 12.5.4. *Development* on lands designated Neighbourhood Centre shall have a minimum *net density* of 40 units per net hectare.

Development Policies

- 12.5.5. The mix of uses in a Neighbourhood Centre shall be compatible and sensitively integrated with the surrounding residential uses. *Development* transition requirements shall be met following the policies in Section 7.4 of this Plan.
- 12.5.6. In the Neighbourhood Centre, the following policies shall apply:
 - a. Use prominent built form to address the primary gateway location at Bennett Road. Create paired corner buildings on either side of the Collector Road to emphasize a sense of entry;
 - b. Mixed-use buildings may include commercial and office uses at grade and multi-unit residential above or behind. Ground floors shall be designed to be appealing to pedestrians and include uses that are more active in terms of pedestrian traffic, such as commercial/retail, personal service, and restaurant type uses on the ground floor;
 - c. Ensure primary entrances to buildings are clearly visible and located on a public road or onto a public open space for reasons of public safety and convenience;
 - d. For stand-alone commercial uses, minimize the building footprint by providing a multi-storey building in order to deliver compact form and conserve land; and
 - e. Ensure consistent high quality building design and architectural elements on all building elevations, particularly on facades in public view or backing onto residential properties.

- 12.5.7. Cultural, entertainment, recreational, offices, restaurants, retail, and service commercial uses shall be permitted in the first two floors of a mixed-use building.
- 12.5.8. Stand-alone 2 *storey* commercial buildings are permitted if a mixed-use building is also within the Neighbourhood Centre designation.
- 12.5.9. Ground floors containing commercial space shall have a minimum height of 4.5 metres.
- 12.5.10. Surface parking lots should be screened from view from roads, open spaces, and adjacent residential areas with low fencing, architectural features, landscaping and/or other mitigating design measures, such as lowered parking surfaces with landscaped buffers.

12.6. Environmental Protection Area Designation

- 12.6.1. Lands designated Environmental Protection Area shall be subject to the provisions of Section 14.4 of the Official Plan.
- 12.6.2. No *development* shall be permitted in Environment Protection Areas, except low intensity *recreation*, and uses related to conservation, flood, or erosion control projects.
- 12.6.3. The *natural heritage features* and their associated *vegetation protection zones* within the Secondary Plan Area are identified as Environmental Protection Area on Schedule A to this Secondary Plan.
- 12.6.4. The biodiversity, *ecological function*, and connectivity of the Environmental Protection Area shall be protected, maintained, restored or, where possible, improved for the long-term, recognizing *linkages* between *natural heritage features* and areas, surface water features, and ground water features.
- 12.6.5. The delineation of the boundary of lands designated as Environmental Protection Area are approximate and shall be detailed through appropriate studies prepared as part of the review of development applications in accordance with the policies of this Secondary Plan and the Clarington Official Plan. Any resulting changes to the boundaries of the Environmental Protection Area designation resulting from the recommendations of an

Environmental Impact Study shall not require an amendment to this Secondary Plan.

- 12.6.6. Access to Environmental Protection Areas and associated areas through the development of public trails will be undertaken in a manner which conserves their ecological integrity.

12.7. Green Space Designation

- 12.7.1 The Green Space Designation shall be subject to the provisions of Section 14.7 of the Official Plan.
- 12.7.2 A Hydro One Corridor is located within the Green Space Designation and the lands within this designation shall be subject to the provisions of Section 21.3 of the Official Plan and confirmed through application to Hydro One through the Provincial Secondary Land Use Program (PSLUP).

13.0 SERVICING

13.1. Municipal Services

- 13.1.1. All new *development* within the Secondary Planning area shall proceed based on the sequential extension of full municipal services in accordance with the municipal capital works program.
- 13.1.2. Any Regional *infrastructure* required to support the development of the Wilmot Creek Neighbourhood is subject to the annual budget and Business Planning Process.
- 13.1.3. The Municipality will work with the landowners and the Regional Municipality of Durham to develop a plan for the phasing of extensions to the existing services within the Wilmot Creek Neighbourhood Secondary Plan Area. A phasing plan shall be prepared as part of a Functional Servicing Report by development proponents at the time an application for draft plan of subdivision is submitted.

13.2. Stormwater Management

- 13.2.1. Stormwater Management facilities are conceptually shown on Schedule A and may be permitted in all land use designations, except for the Environmental Protection Area designation.
- 13.2.2. The number and location of the stormwater management facility symbols may be changed without an amendment to this Plan. The exact location, number, and size of the facilities will be determined through a Functional Servicing Report and in accordance with Section 20 of the Official Plan. Stormwater management facilities shall be constructed in accordance with the provisions of the Sustainable Development Guidelines attached as Appendix A to this Secondary Plan.
- 13.2.3. *Development* in the Secondary Plan Area shall incorporate “Low Impact Development” best practices and *green infrastructure* to minimize runoff, reduce water pollution, and protect groundwater resources quality and maintain *pre-development* groundwater levels as measures in addition to more traditional stormwater management systems and facilities. These measures may include, but are not limited to, porous pavements, bioretention basins, enhanced swales, at-source infiltration, greywater re-use, green roofs, rain gardens, and alternative filtration systems such as treatment trains and water conservation measures, subject to the satisfaction of the Municipality.
- 13.2.4. Stormwater management facilities will be designed and located to be key features within the community contributing to the appearance and ambience of the neighbourhood, while achieving functional objectives related to flow moderation, erosion control, and water quality.
- 13.2.5. Stormwater management facilities will blend with the natural landscape. Geometric forms and standard slope gradients will be avoided in favour of organic shapes and landform grading designed to replicate natural landforms in the area. Inlet and outlet structures will be concealed using a combination of planting, grading, and natural stone. The ponds will be designed and planted with native upland, flood tolerant shoreline and aquatic species to provide enhanced wildlife habitat. Facilities will be designed to include trails, overlooks, and interpretive signage so that they are an integral part of the *parks* and open space system.

- 13.2.6. Stormwater management for the Wilmot Creek Neighbourhood will be designed in such a manner that pre-*development* water balance conditions are maintained for the Secondary Plan Area including all wetlands, tributaries and other *natural heritage features* requiring the maintenance of water balance conditions. A detailed water balance will be required as part of a stormwater management plan submitted at the time of a *development* application.

13.3. Utilities

- 13.3.1. The Municipality shall participate in discussions with utility providers such as hydroelectric power, communications/telecommunications facilities and utilities, broadband fibre optics, and natural gas to ensure that sufficient *infrastructure* is or will be in place to serve the Secondary Plan Area.
- 13.3.2. The Municipality shall promote utilities to be planned for and installed in common trenches, where feasible, in a coordinated and integrated manner in order to be more efficient, cost effective, and minimize disruption.
- 13.3.3. Utility services shall be developed to be compatible with the general character of the surrounding uses and minimize visual impact. The Municipality will encourage utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters, etc., when determining appropriate locations for large utility equipment and utility cluster sites.
- 13.3.4. As per Policy 12.6.2, a Hydro One Corridor runs through and south of the Secondary Plan Area. The corridor is classified as a 500 kV Transmission Line. Consultation with Hydro One is required through the development application process to confirm the permitted uses within the hydro right-of-way. All applications are subject to Hydro One's clearance.

14.0 IMPLEMENTATION

14.1 General

- 14.1.1. This Secondary Plan shall be implemented in accordance with the provisions of the Planning Act, other applicable Provincial legislation, and the provisions of the Official Plan.

- 14.1.2. Approval of *development* applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of the required road and transportation facilities, *parks*, and *recreation* facilities. These works shall be provided for in the subdivision and site plan agreements. Phasing of the development, based on the completion of the external road works, may be required by the Municipality of Clarington.
- 14.1.3. Approval of *development* applications shall also be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required stormwater management, sanitary sewer, and water supply facilities. These works shall be provided for in subdivision and site plan agreements. Phasing of *development*, based on the completion of external sewer and water services, may be implemented if required by the Municipality of Clarington.
- 14.1.4. *Development* within the Secondary Plan Area shall be consistent with programs intended to reduce the consumption of energy and water and to promote waste reduction. An Energy Conservation and Sustainability Plan will be prepared by development proponents to outline the specific commitments for sustainability.
- 14.1.5. The Sustainable Development Guidelines contained as an appendix to this Secondary Plan provide specific guidelines for both the public and private sectors. They indicate the Municipality of Clarington's expectations with respect to the character, quality, and form of development in the Wilmot Creek Neighbourhood Secondary Plan. The Demonstration Plan illustrates the planning principles that are inherent to the Secondary Plan. It is one example of how the Secondary Plan might be implemented within the Wilmot Creek Neighbourhood. The Sustainable Development Guidelines and Demonstration Plan have been approved by Council and do not require an amendment to implement an alternative design solution at anytime in the future.
- 14.1.6. All *development* within the Secondary Plan Area shall be in accordance with the Sustainable Development Guidelines. Adjustments and further refinements to the Sustainable Development Guidelines are anticipated and may be considered at the development stage through submission of an Urban Design Brief which demonstrates how the general design approach in the Sustainable Development Guidelines is being achieved, or the rationale for the deviation, to the satisfaction of the Municipality and Region.

- 14.1.7. The Secondary Plan recognizes that comprehensive planning requires the equitable sharing amongst landowners of costs associated with the *development* of land. It is a policy of this Secondary Plan that prior to the approval of any draft plan of subdivision, applicants/landowners shall have entered into appropriate cost sharing agreements which establish the means by which the costs (including Region of Durham costs) of developing the property are to be shared. The Municipality may also require, as a condition of draft approval, that proof be provided to the Municipality that landowners have met their obligations under the relevant cost sharing agreements prior to registration of a plan of subdivision.

14.2 Required Studies and Reports

General

- 14.2.1. Prior to the approval of *development* applications within parts of, or the entire, Secondary Plan Area, studies, plans, and assessments shall be completed in accordance with Clarington Official Plan and Durham Region Official Plan policies and requirements.
- 14.2.2. Additional study requirements may be identified by the Municipality as development within the Secondary Plan Area proceeds.
- 14.2.3. Every development application, as part of complete application and updated at the time of final approval, shall be accompanied by a policy implementation monitoring report that shall include details regarding the following, if applicable:
- a. For the development application area:
 - i. Net density by land use designation;
 - ii. Number and type of units;
 - iii. Total development application unit count;
 - iv. Estimated population;
 - b. For the entire Secondary Plan Area:
 - v. Overall density per hectare and by land use designation;
 - vi. Number of dwelling units by type;
 - vii. Number of units within the built-up area;
 - viii. Amount/type of non-residential space and number of jobs;

- c. How the application is implementing the housing policies in Section 8 of the Secondary Plan; and
 - d. Number of purpose-built accessory apartments.
- 14.2.4. The Municipality shall make available the most up-to-date data based on proposed and approved development in the Secondary Plan area referenced in Section 14.2.3.
- 14.2.5. To help ensure a diversity of housing is provided and that housing and population targets are achieved, all *development* applications shall provide a land budget to demonstrate how the application will support the achievement of the applicable housing targets. If the approved application differs from the original application, a revised land budget shall be provided.
- 14.2.6. The Municipality shall make available data on the housing mix, based on existing and approved development, to assist applicants in the preparation of land budgets for new applications.

15.0 INTERPRETATION

- 15.1. It is intended that this Secondary Plan Area be developed in accordance with the policies of this Secondary Plan in conjunction with the applicable policies of the Official Plan. Notwithstanding that intention, where there is a conflict between the principles, objectives, and/or policies of this Secondary Plan and the Official Plan, the principles, objectives, and/or policies of this Secondary Plan shall prevail.
- 15.2. Inherent to this Secondary Plan is the principle of flexibility. Policies shall be subject to interpretation without Amendment to this Secondary Plan, provided that the general intent and structure of the Secondary Plan are maintained to the satisfaction of the Municipality. As such, it is the intent of the Municipality to permit some flexibility in the interpretation of the policies, regulations, and numerical requirements of this Secondary Plan except where this Secondary Plan is explicitly intended to be prescriptive.
- 15.3. The boundaries between land use designations are to be considered approximate except where they coincide with existing roads, rail lines, utilities, or other clearly defined physical features. Where the general intent of this

Secondary Plan is maintained, to the satisfaction of the Municipality, minor boundary adjustments will not require an Amendment to this Secondary Plan.

- 15.4. *Development* within the Secondary Plan Area will be guided by a detailed series of policies, regulations, and guidelines that will create a livable and diverse community that is sympathetic to the environmental context. The Sustainable Development Guidelines (Appendix A) provide the foundation for the development of the Wilmot Creek Neighbourhood Secondary Plan Area and the basis for the policy framework of this Secondary Plan.