

URBAN DESIGN BRIEF

Municipality of Clarington
SW Nash and Hancock, Courtice, Ontario
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EXECUTIVE SUMMARY.



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1.1 EXECUTIVE SUMMARY

The proposed development situated in the urban area of Courtice, in the Municipality of Clarington, is located in the Hancock Neighbourhood Design Plan area and designated as Urban Residential in the Municipality of Clarington Official Plan (2017). The Hancock Neighbourhood Design Plan (NDP) identifies the majority of the subject site as medium-density residential. The remainder is identified as a school site. This document has been prepared in support of a Zoning By-law Amendment application required for a medium-density development for the subject site.

The proposed townhouses and streetscape has been designed in accordance with the Municipality of Clarington's Urban Design Guidelines, providing a built form that is consistent with the planned context for the area.

INTRODUCTION.

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2.1 PURPOSE OF THE URBAN DESIGN BRIEF

This urban design brief provides context description and information on how the proposed development at Nash Road and Hancock Road conforms to the Municipality of Clarington General Architectural Design Guidelines. The proposed development is compatible with the existing residential areas north and east of the subject site, promoting attractive, safe and pedestrian-friendly streetscapes, fostering innovative building designs, and minimizing the visual prominence of the garage within the streetscape.

The proposed development aims to incorporate urban design principles in order to create a more livable and vibrant community in the Hancock neighbourhood.

2.2 SUPPORTING DOCUMENTS

This Urban Design Brief has been prepared with consideration and reference of the following policy and guideline documents:

1. *The Municipality of Clarington General Architectural Design Guidelines*
2. *Municipality of Clarington Official Plan*

SITE CONTEXT.



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3.1 LOCATION & SITE

The subject site is located on the south side of the Nash Road, and west of Hancock Road in the Municipality of Clarington. The subject site is legally described as Part of Lot 27, Concession 2 Former Township of Darlington, Municipality of Clarington, Regional Municipality of Durham. It comprises two properties municipally known 2910 and 2936 Hancock Road.

The subject site has an area of 2.03 hectares (5.01 acres) and a frontage of 202.1 meters on Nash Road and 100.1 meters on Hancock Road. A stand of trees is located on 2910 Hancock Road and along its southern property line.



3.2 SURROUNDING AREA



East

East of the subject site across Hancock Road are low-density, single-detached dwellings with Black Creek beyond. These lands are outside of the current and proposed Urban Boundary for Courtice.



West

Immediately west of the subject site are cattle pasture lands. Single-detached and townhouse dwellings are situated beyond the pasture on the south side of Nash Road.





North

North of the subject site are low-density single-detached dwellings fronting onto the north side of Nash Road with lot depths between 156 metres and 162 metres. Further north are single-detached dwellings that were recently constructed along George Reynolds Drive. Northeast of the subject site is the 4.3-acre Harry Gay Neighbourhood Park.



South

Immediately south of the subject site is a single-detached dwelling. Beyond is Black Creek and agricultural lands.



3.3 EXISTING URBAN PATTERN

The subject site is situated along Nash Road and Hancock Road. Low density single-detached homes are located to the west and north. The existing urban pattern is bounded by Durham Regional Highway 2 to the south, north to George Reynolds, east to Courtice Road and west to Hancock Road. The built form within this boundary is predominately low-density residential serviced by a network of local roads.

The immediate urban pattern adjacent to the subject site consists of mostly local roads providing access to the existing low-density residential developments to the west, north and northwest of the subject site.



3.4 TRANSPORTATION

The subject site has excellent access to the Provincial and Regional transportation systems given its proximity to Highway 401 and the Highway 418.

Vehicular Accessibility: The subject site is located along Nash Road and Hancock Road. Nash Road is an east-west Arterial Road with connections to north-south arterial roads such as Courtice Road, which has a direct connection to Highway 401 approximately 4.3 kilometres south of Nash Road. Hancock Road is a north-south Collector Road with connections to east-west arterial roads including Highway 2, located approximately 450 metres to the south, and Bloor Street, 2.1 kilometres to the south. Highway 2 is a Regional Arterial Road that provides regional access to adjacent municipalities and serves as a major commercial and transportation corridor within Clarington and Durham Region. Highway 2 provides direct access to Highway 418. Highway 418, known as the East Durham Link, is a north-south limited-access toll freeway between Highways 401 and 407.

Public Transit Accessibility: The subject site is within walking distance to Durham Region Transit (DRT) and GO Transit. DRT routes 402 – King, 412 – Adelaide, and 411 – South Courtice, which are all accessed within proximity to the intersection of Nash Road and Courtice Road. These bus routes all connect to the Oshawa Centre Terminal.

Highway 2 is a Regional Transit Spine in the adopted Municipality of Clarington Official Plan. The GO Transit Bus Route 90 has a stop at the intersection of Hancock Road and Highway 2 and travels east to connect with GO Transit trains at Oshawa GO Station, and west to Bowmanville and Newcastle. Metrolinx, who operates GO Transit, is proposing new GO Train stations and transportation hubs in Courtice at Courtice Road north of Baseline Road and in Bowmanville at Highway 2 and Regional Road 57.

A Freeway Bus Rapid Transit Line is proposed within the Highway 407 and 418 right-of-ways providing further regional public transit options. A Freeway Transit Station is proposed in proximity to the subject site, southwest of the Nash Road Hancock Road intersection.

Potential changes to the transit service within the Hancock Neighbourhood have been identified. An extension of Route 412 has been identified upon the completion of George Reynolds Drive between Harry Gay Drive and Courtice Road, which would bring the route down Harry Gay Drive and across Nash Road to the future Freeway Transit Station. An extension of Route 402 along Nash Road to the future Freeway Transit Station has also been identified. These route changes will bring transit services right by the subject site and provide extensive service to the proposed development.

Walking and Cycling: Nash Road is a designated bike route through Courtice. Dedicated bike lanes are present west of the subject site between Harry Gay Drive and Courtice Road. Further west of Courtice Road there are “urban shoulders” that can accommodate cyclists. East of Harry Gay Drive, Nash Road has signed “shared use lanes” to Maple Grove Road. Opportunity for infrastructural expansion to the future Courtice and Bowmanville and GO Stations may be an objective in future.

The surrounding area is well-served for pedestrians. Within a 1200 metre radius (15-minute walk) of the subject site is Faith United Church, Clarington Public Library (Courtice), Courtice Secondary and Courtice North Public Schools, and Courtice Community Complex.



URBAN DESIGN OBJECTIVES.

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4.1 URBAN DESIGN VISION

The conceptual design goals are to promote increased density, walkability, encourage cycling and accommodate a range of architectural elements consistent with the existing character of the neighbourhood. The guiding design principle of the proposed development draws on the balance between existing and new, low- and medium-density homes.

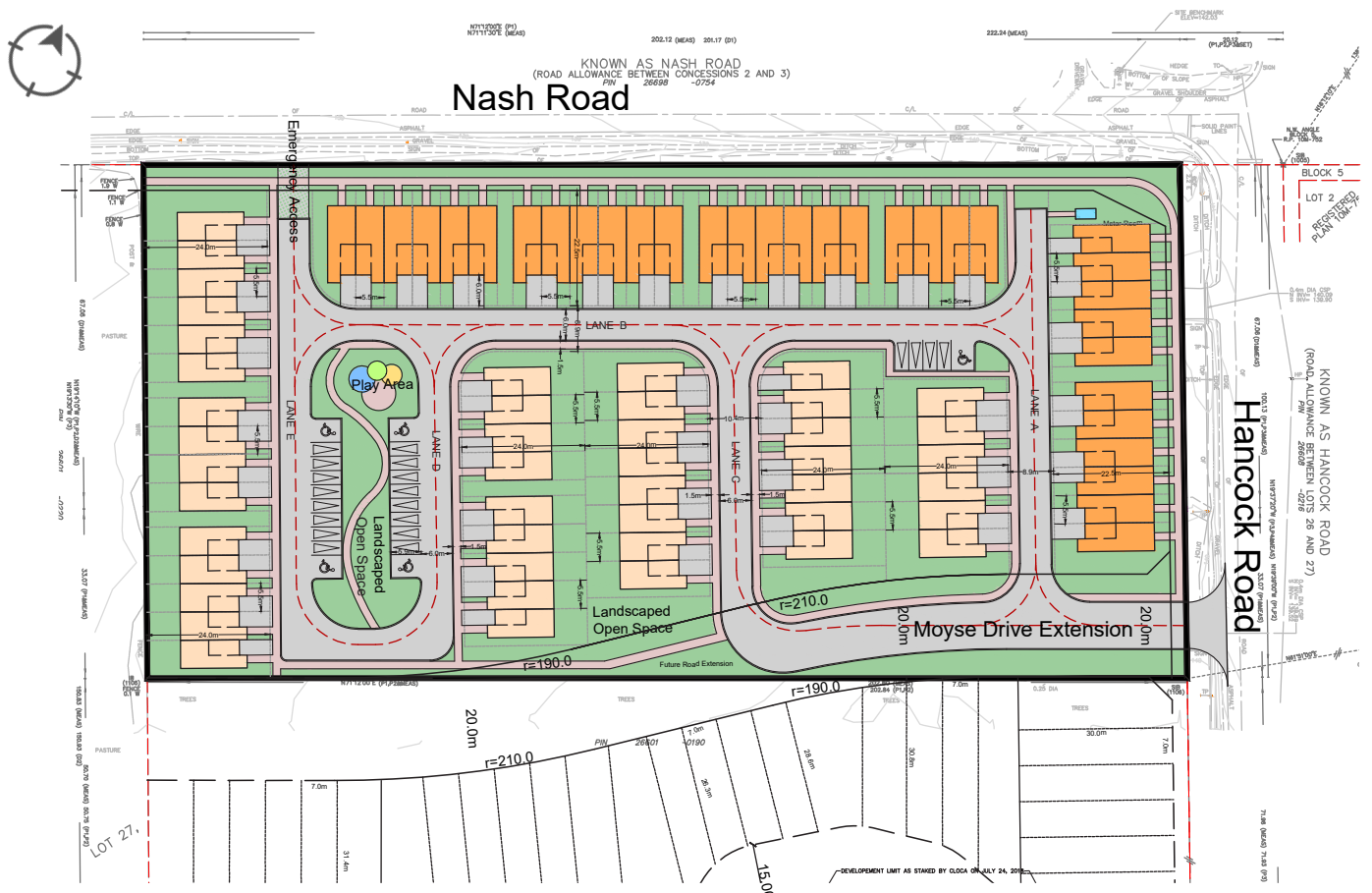
Encouraging sustainable environmental initiatives, such as attractive, safe and pedestrian-friendly streetscape, innovative landscaping solutions and creative blend of traditional and contemporary architecture are major design priorities.

URBAN DESIGN GUIDELINES.

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5.1 SITE DESIGN

The development application proposes 78 residential units consisting of traditional front-garage and rear-garage townhouses. The proposed townhouses meet the intent of the Hancock Neighbourhood Design Plan (NDP) as a medium-density intensification area. A 766 square metre landscaped open space area with a children's play area is proposed as an outdoor amenity area for future residents. 6.0 metre-wide private roads will provide vehicular access to the townhouse units.



PROPOSED CONCEPT PLAN

 Front-Garage Townhouse
Unit Width = 5.5m (18ft)

 Front-Garage Townhouse
Unit Width = 5.5m (18ft)

5.2 CHARACTER AND IMAGE

The proposed development is intended to combine increased density and design standards to help enhance the identity of the Hancock Neighbourhood and create comfortable and walkable spaces.

- Pedestrian comfort is a priority for the site and is to be promoted through architectural elements brought close to the street such as the main front wall along Nash Road and Hancock Road.
- Scale is of importance for the proposed development, as necessary setbacks suggest and promote an appropriate pedestrian comfort at street level.
- The townhouses provide increased density and strong massing to frame Nash Road and Hancock Road.
- A private outdoor amenity area is provided within the development. This area will offer green space and a play area for future residents.

5.3 BUILDING TYPES

The development proposes a total of seventy-eight (78) townhouse units. Townhouse blocks offer front and rear access depending on where they are located. Townhouses blocks provide increased density and strong massing to frame Nash Road and Hancock Road.

Townhouses along Nash Road and Hancock Road will have rear garage and parking, with the main wall providing a strong sense of place. The massing and design of each townhouse block rather than the individual units, will be developed to enhance the architectural value of the block.

REAR-GARAGE TOWNHOUSES

Twenty-two (22) rear-garage townhouse units will front along Nash Road with lot widths of 5.5 metres. These units will have upgraded building facades along the public realm. Garages and parking for these units will be at the rear off of new private streets. Eleven (11) townhouse units are proposed fronting Hancock Road. Similarly, like the townhouse units along Nash Road, these will have enhanced facades along Hancock Road and rear garages and driveways off of a new private street.

FRONT-GARAGE TOWNHOUSES

Forty-five (45) front-garage townhouses units are proposed within the interior of the proposed development. These units will have lot widths of 5.5 metres and front onto a new series of north-south private streets.

In all instances townhouses blocks shall display the following general design criteria:

- Architecture and landscaping should define the public and private boundaries in a clear way.
- Ample windows should face public areas.
- Front porches, balconies, recessed entries, verandahs and other types of transitional spaces should allow for views along the street.
- The main front entry should be clearly identifiable for each townhouse unit.
- Stairs accessing the main entrance to the dwelling should be designed as an integral component of the dwellings facade.
- Townhouses blocks should have distinguishing elements characteristic of a single architectural style.
- High architectural standard and variation should be employed, including variation in heights, facade elements and details, and roofscapes.

5.4 GARAGES

The following general design criteria for the treatment of attached garages shall apply:

- Attached garages should not dominate the massing of the street-facing dwelling facade. In general, the massing of the garage should be minimized by:
 - Giving the habitable portion of the dwelling a larger and more dominant mass.
 - Integrating the massing of the garage into the main massing of the dwelling.
 - Positioning the main front wall and porch face closer to the street.
 - Limiting the projection of the garage.
- The main wall of the townhouses fronting Nash Road and Hancock Road are brought closer to the street with garages accessed via private road at the rear.
- Rear yard garages to be attached to the main dwelling.
- Design quality, colour, and material will be complementary to the main dwelling.
- Maximum amenity area in the rear yards will be achieved by siting garages as close to the minimum setbacks.
- Garages will be paired.

CONCLUSION.



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6.1 CONCLUSION

We conclude that the proposed development aligns itself with the Municipality of Clarington General Architectural Design Guidelines and the policies of the Municipality of Clarington Official Plan. The design of townhouses is to provide built form diversity, streetscape character and housing choices within the community. Garages will be designed in a manner that will not distract from the main buildings, and strategically located to enhance walkability along Nash Road and Hancock Road.

The proposed development will help the Municipality of Clarington to achieve its Urban Design Goals by creating interesting streetscapes, compatibility with adjacent detached dwellings and enhancing the quality of the surrounding urban environment.