Secondary Plans

# Courtice Transit-Oriented Community Secondary Plan

Municipality of Clarington Official Plan

December 2025

# Table of Contents

**Courtice Transit-Oriented Community (CTOC) Secondary Plan ..... 5**
**1 Introduction ..... 5**
**2 Vision and Principles ..... 6**
2.1 Vision ..... 6
2.2 Principles ..... 6
**3 Community Structure ..... 7**
3.1 Courtice GO Station ..... 7
3.2 High-Density Mixed Use Core ..... 7
3.3 Transit Corridor ..... 7
3.4 Urban Residential Areas ..... 7
3.5 Employment Areas ..... 8
3.6 Parks ..... 8
3.7 Natural Areas ..... 8
3.8 Green Active Transportation Spine ..... 8
3.9 Highways ..... 8
**4 Environment and Energy ..... 9**
4.1 Objectives ..... 9
4.2 General Policies ..... 9
4.3 Environmental Protection Areas ..... 10
4.4 Urban Forest ..... 12
4.5 Energy ..... 12
4.6 Green Development ..... 13
**5 Land Use and Built Form ..... 14**
5.1 Objectives ..... 14
5.2 General Policies ..... 14
5.3 Mixed Use Core ..... 15
5.4 Mixed Use Transition Area ..... 18
5.5 Medium Density Residential ..... 19
5.6 Low Density Residential ..... 20
5.7 Business District ..... 21
5.8 Light Industrial ..... 21

5.9 General Industrial ..... 22
5.10 Environmental Protection Area ..... 22
5.11 Utility ..... 23
5.12 Special Study Area ..... 23
**6 Urban Design ..... 24**
6.1 Objectives ..... 24
6.2 General Policies ..... 24
6.3 Placemaking and Streetscapes ..... 24
6.4 Building Siting and Design ..... 25
**7 Housing ..... 27**
7.1 Objectives ..... 27
7.2 General Policies ..... 28
7.3 Affordable Housing ..... 28
**8 Parks and Community Facilities ..... 29**
8.1 Objectives ..... 29
8.2 General Policies ..... 29
8.3 Special Park ..... 30
8.4 Neighbourhood Parks and Parkettes ..... 30
8.5 Urban Parks and Squares ..... 31
8.6 Schools ..... 31
8.7 Other Community Facilities ..... 32
**9 Cultural Heritage ..... 33**
9.1 Objectives ..... 33
9.2 Policies ..... 33
**10 Transportation ..... 34**
10.1 Objectives ..... 34
10.2 General Policies ..... 34
10.3 Arterial Roads ..... 36
10.4 Collector Roads ..... 37
10.5 Local Roads and Mews ..... 37
10.6 Rear Lanes ..... 38
10.7 Active Transportation ..... 39

10.8 Transit Facilities ..... 40
**11 Servicing ..... 40**
11.1 Objectives ..... 40
11.2 General Policies ..... 41
11.3 Stormwater Management ..... 42
**12 Implementation and Interpretation ..... 44**
12.1 Objectives ..... 44
12.2 Policies ..... 44

**SCHEDULES AND APPENDICES**

Schedule A – Land Use Plan
Schedule B – Parks and Community Facilities
Schedule C – Roads and Active Transportation Network

Appendix A – Urban Design and Sustainability Guidelines

# Courtice Transit-Oriented Community (CTOC) Secondary Plan

## 1 Introduction

The Courtice Transit-Oriented Community (CTOC) Secondary Plan area is located south of Bloor Street, north of Highway 401, east of Robinson Creek, and west of Tooley Creek and Highway 418. The Secondary Plan area is almost 400 hectares comprised of natural features, farmland and industrial uses at the time of this Plan's adoption. The planned population for the area is approximately 29,000 residents and planned employment is approximately 8,000 jobs.

The Municipality of Clarington initiated the CTOC Secondary Plan in 2019 to establish a framework and policies to guide the area's development over the coming decades with a blend of residential, office, retail, institutional, industrial and other employment uses, oriented to a transit network centred on the planned Courtice GO Station. Except for industrial and commercial uses along Baseline Road, the Secondary Plan area is largely undeveloped and today comprises mostly farmland and natural areas. A key driver of growth and development in the area will be the future Courtice GO Station as well as access to Highways 401 and 418. The Region of Durham has delineated lands north and south of the future station as a Protected Major Transit Station Area (PMTSA) to provide a focus for transit-supportive development at high and medium densities. Formerly designated for employment uses, Durham Region, in recently updating its Official Plan, approved a series of employment land conversions to permit a broader mix of uses, including residential, to achieve the overall vision for a transit-oriented community centered on the future GO Station. Outside of the PMTSA, adjacent to the highways, two areas within CTOC have been maintained for employment uses.

In building on Clarington's Official Plan with area-specific policies, the CTOC Secondary Plan conforms to the Region's Official Plan (Envision Durham) and the Regional Transit Oriented Development Strategy and is consistent with the Provincial Planning Statement.

The purpose of this Secondary Plan is to establish goals and policies to guide development within the Secondary Plan area as it is implemented through subdivision, zoning and site plan control. The Urban Design and Sustainability Guidelines appended to the Plan support the policies and will also be used to guide development.

# 2 Vision and Principles

The vision and principles described in this section provide the foundation upon which the goals and policies of the Secondary Plan are based.

## 2.1 Vision

The Courtice Transit-Oriented Community is envisioned to be a unique new green community offering all types of housing to accommodate approximately 29,000 residents, a variety of jobs for more than 8,000 workers, and a full range of amenities.

**CTOC will be inclusive**. A range of housing choices will be provided, including single-detached and semi-detached houses, townhouses, duplexes, triplexes, fourplexes and apartment buildings. There will be a significant supply of *affordable* ownership and rental housing as well as supportive housing to ensure the needs of individuals and families at all stages of life can be met.

**CTOC will be diverse**. A variety of housing and employment opportunities will help ensure the community is socially diverse. This will be matched with diversity in the built environment—housing at all scales; different styles of architecture; a mix of shops, restaurants and entertainment; and open spaces and indoor facilities for all manner of recreational interests.

**CTOC will be vibrant**. The design of neighbourhoods, parks and streetscapes and a high-density, mixed-use core will encourage street life, social interactions and community gatherings. Institutional uses, a high-quality public realm and a diverse local economy will support ongoing vitality and attract visitors from across the region.

**CTOC will be connected**. The future Courtice GO Station, adjacent highways and existing arterial roads will connect residents and businesses to destinations and communities across the Greater Toronto Area. An interconnected network of local streets, trails, pathways and bike lanes will make it easy to get around by walking, cycling and taking local transit.

**CTOC will be green**. The valley lands and forests that surround CTOC will provide a rich green setting for *development*, and neighbourhood parks scattered across the community will provide a gathering and play space for every neighbourhood. A central park and urban squares will offset the high density of *development* in the core and provide places for respite, picnicking and events. Environmental design features applied to buildings, open spaces, infrastructure and the community as a whole will help ensure CTOC supports Clarington's Priority Green goals and standards for sustainability.

## 2.2 Principles

The CTOC Secondary Plan is based on the following principles.

2.2.1 Protect, enhance, and value significant natural features, including Robinson Creek, Tooley Creek and Lake Ontario and their associated environmental and hydrologic features and natural hazards.

2.2.2 Conserve and integrate the area's cultural heritage.

2.2.3 Optimize planned rapid transit facilities and generally encourage the use of transit.

2.2.4 Build a welcoming and inclusive community with a range of housing types at all levels of affordability.

2.2.5 Accommodate a range of businesses and a high level of employment.

2.2.6 Create an accessible, walkable and bikeable community linked to adjacent and regional transportation networks.

2.2.7 Ensure all residents have access to parks, schools and other community facilities.

2.2.8 Ensure climate change mitigation and adaptation are critical considerations in planning, design and construction, and strive to achieve net zero carbon emissions.

2.2.9 Coordinate the phasing of private *development* and public investments.

# 3 Community Structure

The CTOC Secondary Plan is supported by a community structure comprised of the following.

## 3.1 Courtice GO Station

3.1.1 The growth and prosperity of CTOC will depend on a multi-modal transportation network centred on the future Courtice GO Station. The station and surrounding lands provide a focus for high-density housing, office *development* and commercial amenities that, together with a pedestrian-friendly public realm, contribute to creating a unique mixed-use district.

## 3.2 High-Density Mixed Use Core

3.2.1 The core of CTOC, located around the future GO Station, will be the area for the highest densities of *development*, the tallest buildings and the greatest range of uses. This will be the place to find a variety of options for housing, working, shopping, dining and entertainment. At the edges of the core, *development* will be less intense to provide a transition to lower scale neighbourhoods.

## 3.3 Transit Corridor

3.3.1 Courtice Road is a Transit Corridor that will be the primary transportation route to and through CTOC for transit, commercial and personal vehicles. As such, it will be a focus for transit-oriented *development* and streetscaping that supports active transportation and reinforces Clarington's identity as an attractive, sustainable community.

## 3.4 Urban Residential Areas

3.4.1 North and west of the core, CTOC will comprise mostly low-rise neighbourhoods at varying densities and with a variety of housing types as well as

neighbourhood-oriented commercial amenities. Within the PMTSA, medium-density forms of housing will be dominant, while west of Trulls Road there will be a full range of residential types, from detached homes to mid-rise apartment buildings. Interconnected local street networks will connect neighbourhoods to one another and to the attractions in the core.

### 3.5 Employment Areas

3.5.1 Areas adjacent Highway 401, south of the rail corridor, will be maintained mostly for industrial uses that benefit from convenient highway access to broaden employment opportunities for Courtice residents. Complementing the Clarington Energy Park, these areas will provide a stable environment for the growth of established and new businesses that diversify Clarington's economy.

### 3.6 Parks

3.6.1 Future residential and mixed-use neighbourhoods will be centred on Neighbourhood Parks, including four significant parks, to ensure most residents are within short walking distance of public green space. In addition, a central "Special Park" will serve all of CTOC and, as a multi-purpose space for events, is expected to be a civic destination for all Courtice residents. Multi-use paths and mid-block connections throughout the community will further contribute to a green framework for *development*.

### 3.7 Natural Areas

3.7.1 The valley lands of Robinson Creek and Tooley Creek, tributaries that feed them and forested areas all surround the CTOC Secondary Plan area, establish a rich and sensitive green setting for *development*. As these areas are protected and enhanced, they will become an amenity for future residents and visitors, fundamental to the community's environmental health and social well-being.

### 3.8 Green Active Transportation Spine

3.8.1 Between Trulls Road and Courtice Road, a continuous north-south landscaped multi-use path will function as a green active transportation corridor that connects neighbourhoods, parkland and forests in the north half of the PMTSA to the future GO Station and other destinations in the south half. In the long term, Clarington may explore the feasibility of a pedestrian/bicycle bridge over Highway 401 to connect the green spine with the Courtice waterfront, in accordance with Ministry of Transportation requirements.

### 3.9 Highways

3.9.1 Although Highways 401 and 418 are located just outside the CTOC area, they are integral to its overall physical structure. They help to frame the area, and their presence will influence land uses and the road network. Employment uses, in particular, will benefit from the visibility and access the highways afford.

# 4 Environment and Energy

## 4.1 Objectives

4.1.1 Avoid adverse impacts on existing ecosystems and natural heritage features.

4.1.2 Enhance connectivity between natural heritage features.

4.1.3 Enhance the natural heritage network as an amenity.

4.1.4 Provide appropriate *vegetation protection zones* between *development* and sensitive natural heritage features.

4.1.5 Maintain the general topography of the area and encourage the use of natural drainage patterns, where possible, to minimize the risk of flooding.

4.1.6 Increase the tree canopy throughout the Secondary Plan area.

4.1.7 Design buildings, infrastructure and the community as a whole to minimize greenhouse gas emissions and ensure high standards for energy and water conservation.

4.1.8 Design buildings, infrastructure and open spaces to mitigate the impacts of severe storms, flooding, droughts and the broader impacts of climate change.

4.1.9 Facilitate and integrate opportunities for renewable and district energy in *development* and the community as a whole.

## 4.2 General Policies

4.2.1 All *development* shall adhere to the policies of the Clarington Official Plan, as it pertains to the policy areas of the Natural Heritage System in Section 3.4, the Watershed and Subwatershed Plans policies in Section 3.5, the Natural Resources policies in Section 3.6, the Hazards policies in Section 3.7 and the Environmental Protection Areas policies in Section 14.4.

4.2.2 Environmental studies prepared in support of development applications shall address the Robinson Creek and Tooley Creek Subwatershed Study (Subwatershed Study). Such studies may refine on a site-by-site basis the recommendations from the Subwatershed Study.

4.2.3 For those properties not assessed for Headwater Drainage Features in the Subwatershed Study or where agricultural fields have gone fallow, Headwater Drainage Feature Assessments may be required prior to any *development* in order to accurately assess hydrologic functions of these features.

4.2.4 The revegetation of riparian corridors less than 30 metres wide shall be encouraged.

4.2.5 The preservation of mature trees, within and outside of the Environmental Protection Area, is strongly encouraged in order to fully derive benefits relating to microclimate, wildlife habitats, hydrology and scenic quality. In this regard, mitigation measures such as tree protection fencing, silt fence/sedimentation

control, dust control, and protection of the soil moisture regime shall be utilized during construction adjacent to the Environmental Protection Areas.

4.2.6 In accordance with Clarington Official Plan Policy 5.6.5, *development* applications will be required to include a Sustainability Report that indicates how the *development* meets the sustainable development policies and objectives contained within the Clarington Official Plan and this Secondary Plan.

### 4.3 Environmental Protection Areas

4.3.1 Environmental Protection Areas, identified in Schedule A, include natural heritage features, hydrologically sensitive features, lands within the regulatory flood plain of a watercourse, headwater drainage features with a “Protection” classification and hazard lands associated with valley systems, including slope and erosion hazards.

4.3.2 The delineations 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.

4.3.3 Areas associated with Environmental Protection Areas, including *vegetation protection zones*, shall be detailed through Environmental Impact Studies and considered to be designated Environmental Protection Area.

4.3.4 Where an Environmental Impact Study or other site-specific study required as part of *development* proposals within 120 metres of a natural heritage feature results in refinements to the boundaries of the natural heritage feature or its related *vegetation protection zone*, such refinements shall not require an amendment to the Clarington Official Plan or this Secondary Plan.

4.3.5 The *vegetation protection zone* shall be planted, maintained or restored with self-sustaining, native plant materials, in keeping with the Environmental Impact Study recommendations.

4.3.6 The Subwatershed Study identifies and assesses a number of Headwater Drainage Features. Those identified as “protection” are included in the Environmental Protection Area designation. For those Headwater Drainage Features identified as “conservation”, applications for *development* shall, in consultation with the Conservation Authority:

a) Maintain, relocate on-site and/or enhance the drainage feature and its riparian corridor;

b) If catchment drainage will be removed due to diversion of stormwater flows, restore lost functions through enhanced lot level controls as feasible;

c) Maintain or replace on-site flows using mitigation measures and/or wetland creation, if necessary;

d) Maintain or replace external flows to the extent feasible; and

e) Use natural channel design techniques to maintain or enhance the overall productivity of the reach.

4.3.7 Headwater Drainage Features that have been relocated and the associated riparian corridors established through Policy 4.3.6 shall be considered to be designated Environmental Protection Area and shall be zoned appropriately to prohibit *development*.

4.3.8 A trail system shall be designed and built to connect the CTOC area to the Robinson Creek and Tooley Creek valley lands, while protecting and enhancing the natural features and functions of these lands. The Municipality will require trails conceptually identified on Schedule C to be assessed as part of an Environmental Impact Study undertaken for *development* on adjacent lands.

4.3.9 The Municipality may require Environmental Protection Areas to be conveyed to a public authority, where appropriate, as part of the *development* approval process at minimal or no cost to the receiving public authority. Conveyance of lands designated Environmental Protection Area and associated *vegetation protection zones* shall not be considered as contributions towards the parkland dedication requirements under the Planning Act.

4.3.10 Consultation is required with the Municipality prior to the removal of any trees, significant shrubs and/or features. Where trees, significant shrubs and/or other significant features are destroyed or harvested pre-maturely prior to proper study and approval, compensation should occur on site and shall be calculated at a 3:1 ratio.

**Moderate and Low Environmental Constraint Areas**

4.3.11 Environmental constraints include features identified as “Moderate Constraint Areas” and “Low Constraint Areas” in the Subwatershed Study. These features are not currently identified as Environmental Protection Areas but have potential ecological and/or hydrological value that requires site-specific assessment prior to *development*. Moderate Constraint Areas include:

a) Wetlands over 0.5 ha that are isolated and/or of lower sensitivity/quality;

b) Category 1 and 2 Hedgerows identified as linkages;

c) *Vegetation protection zones*;

d) Species-at-risk setbacks;

e) Complex Ecological Land Classification units containing both high/medium constraint and low constraint features;

f) Agricultural/pasture lands with evidence of hydrological function;

g) Areas providing candidate/unconfirmed species-at-risk habitat or significant wildlife habitat; and

h) Headwater drainage features with a “Conservation” or “Mitigation” classification.

4.3.12 The presence and precise delineation of Moderate Constraint Areas shall be determined through an Environmental Impact Study prepared as part of development applications in accordance with the policies of this Secondary Plan and the Clarington Official Plan.

4.3.13 The Subwatershed Study referenced in Policy 4.3.11 also identifies “Low Constraint Areas”, comprising features in which *development* intrusion is not restricted by existing policies and regulations. It is encouraged that these features be incorporated into development plans where possible to avoid net loss of natural cover.

### 4.4 Urban Forest

4.4.1 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 shade and wind cover, support biodiversity, and contribute to a green and attractive environment.

4.4.2 All private *development* applications shall be supported by landscape plans that 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.

4.4.3 Through *development* applications, the planting of new trees shall be required in public spaces and private spaces to achieve benefits relating to microclimate, wildlife habitats, hydrology and scenic quality.

4.4.4 A diversity of tree and shrub species shall be planted in parks and along right-of-ways to provide a healthy and more robust tree and shrub inventory that is less prone to insects and diseases. The selection of tree and shrub species within the Secondary Plan area will contribute to the Municipality’s species diversity objectives.

4.4.5 New trees generally shall be native species, non-invasive, tolerant of expected conditions and, where possible, of the largest size and maturity that the planting location permits.

### 4.5 Energy

4.5.1 The Municipality shall work with appropriate partners to study the feasibility of a low carbon thermal energy network, commonly known as a district energy system, for the Secondary Plan area. Where a district energy system has been established, new *development* within the Mixed Use Core, including transit facilities and municipal buildings, will be required to connect to the district energy system.

4.5.2 Where a district energy system is planned, new *development* within the Mixed Use Core, including transit facilities and municipal buildings, are strongly encouraged to be district energy ready, subject to the Municipality establishing district energy ready guidelines.

4.5.3 The Municipality will consider strategies for facilitating low carbon thermal energy technologies, which may permit the repurposing of mechanical space to other uses.

4.5.4 New *development* outside the Mixed Use Core shall consider and may integrate, where feasible, the district energy system. Should connection to the district energy system not be feasible, new development shall consider the use of other low carbon thermal energy technologies such as geo-exchange, wastewater energy, and heat recovery from sources such as data centres and industry to reduce greenhouse gas emissions.

4.5.5 New *development* is strongly encouraged to integrate:

a) Decentralized on-site renewable energy generation such as solar photovoltaic (PV) panels and energy storage, such as battery storage, to manage peak electricity demand, reduce emissions, and strengthen energy resilience; and

b) Backup power for protection from area-wide power outages, including in residential buildings, as informed by guidelines developed by the Municipality.

### 4.6 Green Development

4.6.1 *Development* is strongly encouraged to:

a) Meet high standards for energy efficiency and sustainability in building design and construction, exceeding the energy performance criteria of the Ontario Building Code.

b) Utilize energy efficient lighting and appliances, passive building standards and high-performance building envelopes to reduce the amount of energy required to heat and cool buildings.

c) Incorporate window shading or canopy systems to reduce glass reflections and save on cooling loads in the summer.

d) Incorporate energy and water conservation measures, including consideration for renewable and/or alternative energy systems, such as solar panels. Individual buildings shall be encouraged to accommodate solar panels, a green roof or high albedo surfaces, or a combination of these.

e) Meet high standards for the use of low-impact development strategies and minimize impermeable surfaces, to aid in stormwater infiltration.

f) Utilize water-efficient building design and practices in all new buildings, including measures such as ultra-low flow fixtures, dual flush toilets and rainwater harvesting.

g) Integrate strategies to mitigate heat island effects, such as:

i. Green roof and cool roof strategies that use high albedo materials to reduce heat gain;

ii. The strategic use of deciduous trees to help with evapotranspiration and shading of buildings, sidewalks and hard surface areas in summer;

iii. Solar access in winter; and

iv. Light-coloured paving materials with an initial solar reflectance of at least 0.33 at installation or a solar reflectance index of at least 29.

h) Apply designs, methods and materials that reduce embodied carbon emissions, such as:

i. Using lower-carbon methods and materials such as mass timber, low-carbon concrete and biogenic insulation;

ii. Adaptively reusing existing buildings; and

iii. Repurposing on-site materials.

# 5 Land Use and Built Form

## 5.1 Objectives

5.1.1 Concentrate a mix of uses in a high-density format close to the future GO Station with direct connections to the station that encourage residents, workers, and visitors to use transit for daily trips.

5.1.2 Achieve a minimum density of 150 people and jobs per gross hectare within the Protected Major Transit Station Area.

5.1.3 Plan enough housing to accommodate a diverse population of approximately 29,000.

5.1.4 Ensure the *development* of mixed-use and employment areas provides opportunities for a variety of employment types and forms, including office, institutional, light industrial, retail and services.

5.1.5 Accommodate a minimum of 8,000 jobs and achieve a ratio of approximately one job for every four residents.

5.1.6 Ensure office and industrial uses are strategically located to provide good visibility and convenient access from major roads, including prominent exposure along Highway 401.

5.1.7 Ensure compatibility among the different land uses planned for CTOC.

## 5.2 General Policies

5.2.1 The land use designations are identified in Schedule A. Minor alterations to Schedule A may occur without amendment to this Secondary Plan through the *development* approval process provided such alterations are in conformity with the Clarington Official Plan and the intent of this Secondary Plan is maintained.

5.2.2 Minimum densities for the residential and mixed-use designations in CTOC, as set out below, have been established to achieve:

a) A minimum density of 150 people and jobs per gross hectare within the Protected Major Transit Station Area is achieved over time; and

b) A diversity of housing and employment opportunities are accommodated.

5.2.3 The minimum density for each residential and mixed-use land use designation shall be a net density and shall apply to each area bounded by a public road, Environmental Protection Area and/or other land use designation.

5.2.4 The following uses are permitted in all land use designations, excluding Environmental Protection Areas, in this Secondary Plan:

a) A use which is accessory to a permitted use;

b) Public utilities, including water, wastewater, stormwater infrastructure; and,

c) Institutional uses and public facilities.

5.2.5 *Development* adjacent or close to the rail corridor shall be subject to the Federation of Canadian Municipalities and Railway Association of Canada Guidelines for New Development in Proximity to Railway Operations (2013) or successor guidelines or policies adopted by Council.

5.2.6 Generally, high-occupancy uses, including residential, commercial and institutional, shall be set back a minimum of 30 metres from the rail corridor, measured horizontally and vertically, with an earthen berm or crash wall located within the setback.

5.2.7 *Development* within 300 metres of a Metrolinx Rail Corridor may be subject to the Metrolinx Adjacent Development Guidelines - GO Transit Heavy Rail Corridors and Metrolinx Overbuild Development Guidelines - GO Transit Heavy Rail Corridors.

5.2.8 A setback of 14 metres will apply to all future *developments* that occur adjacent to the Highway 401 and Highway 418 rights-of-way in accordance with Ministry of Transportation policy and will be measured from the ultimate highway limit.

5.2.9 The Municipality may require new *development* to incorporate appropriate measures to mitigate any adverse impacts from existing or planned non-residential uses on residential and other sensitive uses.

## 5.3 Mixed Use Core

### Planned Function

5.3.1 The planned function of the Mixed Use Core area is to accommodate a broad mix of residential, commercial and institutional uses at high residential and employment densities. The lands in this designation are intended to have the greatest intensity of use.

**Permitted Uses**

5.3.2 The following uses are permitted within this designation:

a) Residential;

b) A full range of non-residential uses, including but not limited to commercial, offices, retail, restaurants, places of entertainment, financial institutions, personal and business services, hotels, conference facilities and commercial schools; and

c) Institutional uses, including but not limited to public schools, colleges and universities, community centres, cultural facilities, libraries, day cares and places of worship.

5.3.3 Notwithstanding policy 5.3.2, large format retail and institutional uses shall generally only be permitted on lots fronting Courtice Road, Townline Road, Baseline Road and Trulls Road, unless they are located above or below the ground floor.

5.3.4 Office or institutional uses shall occupy a minimum of 10% of the total gross floor area of all buildings located on each block, or portion of a block, located within the area identified as “Areas Where Office Uses Required” on Schedule A.

5.3.5 Buildings located in the area identified for “Commercial Frontage” on Schedule A shall contain retail, restaurants or commercial services for a minimum of 70% of the frontage on the ground floor facing Street C and Farmington Drive with main entrances that front onto adjacent public sidewalks. Professional offices shall be discouraged on ground floors along these streets.

**Building Types**

5.3.6 Permitted building types within this designation include:

a) Apartment building, including an apartment building with grade-related units on the ground floor;

b) Mixed-use building with commercial or institutional uses on the first and potentially second floors;

c) Office or commercial building;

d) Institutional building; and

e) Stacked townhouses, subject to Policy 5.3.7.

5.3.7 Stacked townhouses shall be permitted provided they:

a) Do not occupy more than 20% of a block;

b) Are a coordinated and contiguous element of a larger high-density *development* that achieves the minimum density in Policy 8.3.10 and supports the urban design objectives of this plan; and

c) Do not front or flank an Arterial Road.

**Heights and Density**

5.3.8 The minimum height shall be 4 storeys, except institutional buildings, which shall have a minimum height of 2 storeys, and buildings fronting Arterial Roads, which shall have a minimum height of 6 storeys.

5.3.9 The maximum height shall generally be 40 storeys.

5.3.10 The minimum density in the Mixed Use Core shall be 325 units per net hectare.

**Transit Facilities Zone**

5.3.11 The Transit Facilities Zone identified on Schedule A within the Mixed Use Core is the preferred location for transit facilities related to the GO Station, including commuter parking, passenger pick-up and drop-off areas, bus terminals and the GO Station building itself. Such transit facilities associated with the GO Station shall not be subject to the minimum height and density requirements of this Plan.

5.3.12 The siting and design of transit facilities shall anticipate mixed-use *development* in the Transit Facilities Zone, and shall generally be compatible with residential, commercial and institutional uses.

5.3.13 If a stand-alone parking structure is proposed within the Transit Facilities Zone, it shall be located east of Farmington Drive and should be set back a sufficient distance from Townline Road and Farmington Drive to allow the structure to be wrapped by future commercial or residential *development*.

**South Core Redevelopment Area**

5.3.14 The area identified on Schedule A as “South Core Redevelopment Area” is an established industrial park, where the transition to high-density development accommodating a mix of uses, as envisaged by this plan, will require careful planning when applications are prepared and reviewed. Issues of land use compatibility, the location and phasing of community facilities, and cost-sharing for such facilities as well as for other infrastructure improvements will need to be addressed in each application, and cooperation and coordination among landowners will be required.

5.3.15 A South Core Implementation Strategy prepared to the Municipality’s satisfaction shall be required prior to the approval of zoning bylaw amendments in the South Core Redevelopment Area. The Implementation Strategy shall be prepared through a consultative process that seeks to engage landowners in the area. The Implementation Strategy shall:

a) Confirm the location and configuration of a future elementary school and an adjacent neighbourhood park with a minimum area of one hectare;

b) Identify the potential location of parkettes or other publicly accessible open spaces to be included in future plans for individual sites;

c) Confirm the alignment and land requirement for an active transportation connection between a future tunnel under the rail corridor and Baseline Road;

d) Include an infrastructure master plan addressing road and servicing improvements and stormwater management facilities required to support the development permitted under this secondary plan;

e) Include a phasing plan and consideration of existing uses (land use compatibility); and

f) Identify the financial mechanisms, including but not limited to a cost-sharing agreement, and any other tools to be used to ensure the above shared infrastructure and amenities are implemented.

## 5.4 Mixed Use Transition Area

### Planned Function

5.4.1 The Mixed Use Transition Area, located at the edge of the Mixed Use Core, is intended to accommodate a broad mix of residential, commercial and institutional uses at generally high residential and employment densities and in forms that provide a transition between the more intense Mixed Use Core Area and the planned lower-scale neighbourhoods in CTOC.

### Permitted Uses

5.4.2 The following uses are permitted uses within this designation:

a) Residential;

b) A full range of non-residential uses shall be permitted, including but not limited to commercial, offices, retail, restaurants, places of entertainment, financial institutions, personal and business services, hotels, conference facilities and commercial schools; and

c) Institutional uses, including but not limited to public schools, colleges and universities, community centres, cultural facilities, libraries, day cares and places of worship.

5.4.3 Notwithstanding policy 5.4.2, large format retail and institutional uses shall generally only be permitted on lots fronting Courtice Road, Townline Road, Baseline Road and Trulls Road, unless they are located above or below the ground floor.

5.4.4 Retail, restaurants and commercial service uses are encouraged on the ground floor of buildings at the intersections of two Arterial Roads, two Collector Roads or an Arterial Road and a Collector Road. *Development* is encouraged to protect for these non-residential uses on the ground floor.

### Building Types

5.4.5 Permitted building types within this designation include:

a) Apartment building, including an apartment building with grade-related units on the ground floor;

b) Mixed-use building with commercial or institutional uses on the ground floor;

c) Office building;

d) Institutional building;

e) Stacked townhouses; and

f) Street townhouses, subject to Policy 5.4.6.

5.4.6 Street townhouses shall be permitted provided they:

a) Do not occupy more than 30% of a block if the block has frontage on an Arterial Road or Collector Road;

b) Are a coordinated and contiguous element of a larger high-density *development* that achieves the minimum density in Policy 5.4.9 and supports the urban design objectives of this plan; and

c) Do not front or flank an Arterial Road.

**Heights and Density**

5.4.7 The minimum height shall be 4 storeys, except:

a) Institutional buildings, which shall have a minimum height of 2 storeys

b) Street townhouses as per policy 5.4.6, which shall have a minimum height of 3 storeys; and

c) Buildings fronting Courtice Road or within 100 metres of the Prominent Intersection on Trulls Road, which shall have a minimum height of 6 storeys.

5.4.8 The maximum height shall generally be 25 storeys, except buildings adjacent to a Medium Density Residential or Low Density Residential area, which shall have a maximum height of 10 storeys.

5.4.9 The minimum density shall be 100 units per net hectare.

## 5.5 Medium Density Residential

**Planned Function**

5.5.1 Medium Density Residential neighbourhoods are planned to accommodate a variety of mostly low-rise housing types in a compact form, as well as neighbourhood-oriented commercial amenities and community facilities.

**Permitted Uses**

5.5.2 The following uses are permitted uses within this designation:

a) Residential;

b) Other uses in accordance with Clarington Official Plan Policies 9.3.1 and 9.3.3; and

c) Small-scale retail, restaurant and commercial service uses provided they are located on a Collector or Arterial Road and each establishment has a gross leasable floor area no greater than 250 square metres.

**Building Types**

5.5.3 Permitted building types within this designation include:

a) Apartment buildings;

b) All forms of townhouses; and

c) Fourplexes and triplexes.

**Heights and Density**

5.5.4 The minimum height shall be 3 storeys, except buildings adjacent to a Low Density Residential area, which may have a minimum height of 2 storeys, and buildings fronting Courtice Road, which shall have a minimum height of 4 storeys.

5.5.5 The maximum height shall be 4 storeys, except buildings fronting an Arterial Road which shall have a maximum height of 6 storeys.

5.5.6 The minimum density in the Medium Density Residential area shall be 45 units per net hectare, except on lots fronting Courtice Road, which shall have a minimum density of 60 units per net hectare.

## 5.6 Low Density Residential

**Planned Function**

5.6.1 Low Density Residential neighbourhoods are planned to accommodate a variety of low-rise housing and community facilities.

**Permitted Uses**

5.6.2 The following uses are permitted uses within this designation:

a) Residential; and

b) Other uses such as small scale service, neighbourhood retail commercial uses and home-based occupation.

**Building Types**

5.6.3 Permitted building types within this designation include:

a) Detached and semi-detached houses;

b) Street townhouses and stacked townhouses; and

c) Fourplexes, triplexes and duplexes.

**Heights and Density**

5.6.4 The maximum height shall be 3 storeys.

5.6.5 The minimum density in the Low Density Residential area shall be 25 units per net hectare.

5.6.6 Private streets and private Rear Lanes are not permitted within the Low Density Residential designation.

## 5.7 Business District

### Planned Function

5.7.1 The Business District is planned to accommodate primarily a mix of commercial, light industrial and institutional uses in compact forms.

### Permitted Uses

5.7.2 The following uses are permitted uses within this designation:

a) Offices;
b) Hotels;
c) Commercial and technical schools;
d) Research and development;
e) Studios and workshops;
f) Manufacturing;
g) Communications and information technology development;
h) Media production facilities;
i) Colleges and universities; and
j) Retail and business services, provided they do not occupy more than 50% of the gross floor area on a site.

5.7.3 Light industrial uses, including research and development, workshops and manufacturing, shall be wholly enclosed within a building, with no outside storage.

5.7.4 Warehousing and distribution facilities shall not be permitted.

### Heights and Density

5.7.5 The minimum height shall be 2 storeys.

5.7.6 The maximum height shall be 10 storeys.

5.7.7 Development shall achieve a minimum Floor Space Index (FSI) of 1.0.

## 5.8 Light Industrial

### Planned Function

5.8.1 The Light Industrial area is intended to contain a mix of employment uses in a prestige business park setting where buildings and landscapes are designed to a high standard to attract businesses.

### Permitted Uses

5.8.2 The following uses are permitted uses within this designation:

a) Manufacturing;

b) Research and development associated with manufacturing;

c) Warehousing and distribution facilities; and

d) Offices and retail associated with any of the above permitted uses.

5.8.3 Industrial uses shall be wholly enclosed in a building, with no outside storage.

5.8.4 Notwithstanding policies 5.8.2 and 5.8.3, the existing uses on the properties located at 1598 and a portion of 1604 Baseline Road located south of the rail corridor (Auto Wrecking Yard), as of the date of adoption of this Plan, shall be permitted to continue until the use ceases.

**Heights and Density**

5.8.5 The maximum height shall be 4 storeys.

### 5.9 General Industrial

**Planned Function**

5.9.1 The General Industrial land use is intended to contain a mix of employment uses in an industrial park setting where there is greater flexibility regarding how sites are configured and *development* is designed.

**Permitted Uses**

5.9.2 The following uses are permitted uses within this designation:

a) Manufacturing;

b) Research and development associated with manufacturing;

c) Warehousing and distribution facilities; and

d) Offices and retail associated with any of the above permitted uses.

5.9.3 Outside storage may be permitted, provided it is screened from public view and does not occupy more than 25% of the lot area.

**Height and Density**

5.9.4 The maximum height shall be 4 storeys.

### 5.10 Environmental Protection Area

**Planned Function**

5.10.1 Lands designated Environmental Protection Area include natural heritage features, hydrologically sensitive features, lands within the regulatory flood plain of a watercourse, headwater drainage features with a “Protection” classification and hazard lands associated with valley systems, including slope and erosion hazards. These lands contribute to the Municipality’s Natural Heritage System and are intended to be protected.

**Permitted Uses**

5.10.2 In accordance with the Clarington Official Plan policies on the Natural Heritage System, *development* and site alteration is prohibited, except the following:

a) Forest, fish and wildlife management;

b) Conservation and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest after all alternatives have been considered

c) Transportation, infrastructure and utilities, but only if the need for the project has been demonstrated by an Environmental Assessment, there is no reasonable alternative, and it is supported by a project specific Environmental Impact Study; and

d) Low impact recreation facilities, including but not limited to trails, pathways, pedestrian bridges, lookouts and seating areas, to the satisfaction of the Conservation Authority and the Municipality of Clarington.

### 5.11 Utility

5.11.1 The lands designated as Utility within the Secondary Plan contain the Canadian Pacific Kansas City railway corridor.

5.11.2 Expansion of the Utility designation to accommodate modifications to the railway corridor shall not require an amendment to this plan.

### 5.12 Special Study Area

5.12.1 Schedule A identifies a Special Study Area where engineering analysis will be undertaken as part of the Clarington Transportation Master Plan. This study will evaluate the feasibility of a grade-separated crossing at Trulls Road over the rail corridor, including its potential impacts on adjacent properties and nearby intersections.

5.12.2 Existing uses in and adjacent to the Special Study Area, including additions and renovations to existing buildings, may continue. New development in the Special Study Area, however, is prohibited until the engineering study is completed and its recommendations regarding the crossing are approved.

5.12.3 If the engineering study determines that modifications to the road network within the Special Study Area are required, including the elimination or relocation of an intersection, the study will assess the transportation impacts of such changes and confirm if an Official Plan Amendment is required to implement the modifications.

# 6 Urban Design

## 6.1 Objectives

6.1.1 Create a vibrant public realm that feels safe, comfortable and visually pleasing and supports economic development.

6.1.2 Design spaces that are accessible for people of all ages and abilities.

6.1.3 Facilitate street life, casual social interaction and community gatherings.

6.1.4 Support healthy living environments and a high quality of life for residents.

6.1.5 Ensure compatibility between developments of varying scales and forms.

6.1.6 Establish a distinct identify for CTOC through the design of open spaces, streetscapes and buildings.

## 6.2 General Policies

6.2.1 The Urban Design and Sustainability Guidelines appended to this Plan shall be used as guidance in the interpretation and implementation of this Secondary Plan's policies.

6.2.2 *Development* shall contribute to the creation of a vibrant public realm that feels safe, comfortable and visually pleasing, encourages active transportation, and contributes to a distinct identity for CTOC. Buildings shall be oriented to and have their main entrance on a street.

6.2.3 *Development* that backs onto a public street generally shall not be permitted.

## 6.3 Placemaking and Streetscapes

6.3.1 Public art is encouraged to be incorporated into private *development* to enhance the pedestrian experience and contribute to the area's identity.

6.3.2 *Development* shall enhance the experience of the community's natural setting by framing views to natural features and providing pedestrian connections to parks and Environmental Protection Areas.

6.3.3 Gateways and Prominent Intersections identified in Schedule A represent special locations within the Secondary Plan area which will support a distinct sense of place and are subject to enhanced public realm treatments. Gateways and Prominent Intersections are to be designed in accordance with the Clarington Official Plan.

6.3.4 Prominent Intersections shall serve as community focal points through building height, massing and orientation, architectural treatment and materials, and landscaping.

6.3.5 Gateways and Prominent Intersections should include distinctive landscape and streetscape treatments, including but not limited to planters, public art, special paving, signage, and street furniture that enhance the public realm and mark entry points into the Secondary Plan area.

6.3.6 New *development* or redevelopment adjacent to a Gateway should be designed to enhance the gateway through:

a) Building orientation and massing that prioritizes street frontages and pedestrian access;

b) Façade treatments and architectural elements to create visual interest;

c) Continuity and connectivity between the public and private realms for pedestrians; and

d) Consistent landscaping within the private realm including consideration for trees, seating, and shade structures.

6.3.7 Streetscape design elements within the public right-of-way should be coordinated with and enhance private *development* sites adjacent to Gateway and Prominent Intersection locations, to create a cohesive visual identity.

### 6.4 Building Siting and Design

6.4.1 The following shall apply to *development* in the Mixed Use Core and Mixed Use Transition areas:

a) Where retail and other street-related commercial uses are proposed, buildings generally shall form a consistent streetwall that frames the pedestrian environment. Front setbacks along retail streets generally shall be 1-5 metres to accommodate retail displays, street furniture and restaurant patios.

b) On streets lined mainly with residential uses, front setbacks generally shall be 3-5 metres to provide for front yards, gardens or patios, and stairs.

c) Commercial frontages should contribute to a safe and inviting public realm with frequent entrances, weather protection and extensive glazing on the ground floor.

d) Tall residential or mixed-use buildings over 10 storeys generally shall take a podium and tower form to appropriately frame streets and open spaces and contribute to a comfortable public realm while limiting shadow impacts. The following massing standards generally shall apply:

i. Podiums shall have a minimum height of 3 storeys and a maximum height of 6 storeys.

ii. Residential towers shall have a maximum floorplate of 850 square metres.

iii. Residential towers partially or entirely facing one another shall be separated by a minimum of 30 metres. Towers not facing one another generally shall have a minimum separation of 25 metres.

iv. Residential towers shall be set back from the edges of podiums.

e) Tall office buildings shall not be subject to the above massing requirements. Appropriate separation distances between office towers shall be determined at the time of *development* applications for such uses.

f) Mid-rise buildings of 5-10 storeys shall limit the adverse impact of their mass on the public realm and the pedestrian experience by generally limiting their length to no more than 70 metres, articulating their facades, varying materials and incorporating upper floor stepbacks. Stepbacks of at least three metres generally shall occur at the 6th storey along Local Roads and at the 8th storey along Collector Roads and Arterial Roads.

g) Parking for residential uses shall be provided within the same block, and *development* shall limit the negative impacts of parking and loading on the public realm. Parking and loading generally shall be located within the building envelope in lands designated Mixed Use Core and Mixed Use Transition Area.

h) Entrances to parking and servicing areas generally shall be on Local Roads, mews and/or Rear Lanes and should be consolidated to maximize and accentuate building frontages and/or front yards and minimize the number of curb cuts required. Shared driveways and parking ramps between properties shall be encouraged.

i) Loading and service areas generally shall be enclosed within a building and located in the interior of a *development* block. Where loading and servicing is visible at the rear or side of a building, it shall be screened.

j) Where underground parking is not feasible, parking may be located within a podium, above the ground floor, provided the podium is designed to look like an occupied building with windows.

k) Front patios for ground-floor residential units, where appropriate, shall be raised or otherwise appropriately screened and designed to provide for privacy and a transition between the public and private realms.

6.4.2 To ensure *development* in Low Density and Medium Density Residential areas contributes to attractive streetscapes and an inviting, comfortable pedestrian realm, the following policies shall apply:

a) Surface parking lots for multi-unit buildings in Medium Density Residential and Low Density Residential areas, excluding street townhouses but including stacked townhouses, may be permitted provided it is located at the rear of buildings, accessed from a shared driveway at the side of the building or, preferably, from a rear laneway. Off-street surface parking shall not be located between the building and the street.

b) Blocks with a concentration of townhouses and/or lots containing other housing types that are less than 9 metres wide will be encouraged to incorporate Rear Lanes.

c) Parking for street townhouses, fourplexes, triplexes, duplexes, semi-detached houses and detached houses that front Courtice Road, Trulls

Road, Townline Road, Street B and the east side of Street E, as identified in Schedule C, shall be accessed from another municipal street, Rear Lane, or private street.

d) Garages generally shall not extend more than two metres from the front wall of the house.

e) Single garages and double garages with living space directly above them may extend partially beyond the front wall of the house, in accordance with the Zoning By-law.

f) The width of a driveway generally shall correspond with the width of the garage, although in the case of single garages, a wider driveway may be permitted where it does not prevent soft landscaping in the front yard.

g) Buildings on corner lots shall have articulated facades facing both streets.

h) Front and exterior side yard porches shall be encouraged.

i) Air conditioning units, utility meters and similar features should not be visible from the public realm (street/sidewalk) and should be well integrated into a building massing, recessed and screened.

6.4.3 The following shall apply to the Business District and the Light Industrial and General Industrial areas:

a) Buildings shall contribute to a consistent streetscape along Baseline Road through the use of setbacks, landscaped front yards, well-designed buildings and the orientation of main entrances to the streets.

b) Buildings that occupy at least 40% of the lot width shall be encouraged.

c) Buildings on corner lots generally shall be oriented on the corner towards both streets.

d) A minimum of 20% of the site area shall be landscaped.

e) Parking lots generally shall be located to the interior side and/or rear of buildings. A limited amount of visitor or accessible parking may be located in the front yard.

f) Service and loading areas shall be located at the rear of buildings and appropriately screened from public view.

# 7 Housing

## 7.1 Objectives

7.1.1 Build enough housing to accommodate a diverse population of approximately 29,000.

7.1.2 Ensure residential neighbourhoods and mixed-use areas within CTOC include a mix of dwelling types and sizes to meet the needs of individuals and families through all stages of life.

7.1.3 Encourage the provision and retention of affordable housing and rental housing for low and moderately low income households.

7.1.4 Integrate supportive housing to meet a spectrum of needs.

### 7.2 General Policies

7.2.1 CTOC is planned to include a wide range of housing types and tenure types, including market ownership and rental units, as well as affordable housing units in accordance with the policies of the Clarington Official Plan and the Durham Region Official Plan (as applicable).

7.2.2 New *development* shall provide a range of unit sizes, in terms of number of bedrooms, within multiple-unit buildings. Generally, a minimum of 25 percent of units shall have two or more bedrooms.

7.2.3 The above minimum requirements for two- and three-bedroom units may be reduced where *development* is providing:

a) Social housing or other publicly funded/subsidized housing; or

b) Housing to meet identified specialized needs which do not require multi-bedroom units such as for health care institutions or residences owned and operated by a post-secondary institution.

7.2.4 In Low Density Residential and Medium Density Residential, *development* is encouraged to include a*dditional dwelling units.*

### 7.3 Affordable Housing

7.3.1 *Affordable* housing, including community housing, supportive housing and other types of subsidized non-market housing units, are encouraged to be integrated within neighbourhoods and combined in *development*s that also provide market housing to deliver opportunities for a range of housing tenures and prices that support diversity.

7.3.2 The Municipality will collaborate with community housing providers, including but not limited to, the Region of Durham, to encourage a supply of subsidized non-market housing units to be included within the Secondary Plan Area.

7.3.3 To support the provision of *affordable* housing units, the Municipality will explore other potential incentives, such as reduced application fees, grants and loans. The Municipality will also encourage the Region (as applicable) to consider further increasing financial incentives for *affordable* housing.

7.3.4 The Municipality may explore opportunities for inclusionary zoning in compliance with Provincial regulations.

7.3.5 The co-location of *affordable* housing with community service facilities and vertically integrated community hubs are encouraged.

7.3.6 The Municipality may prioritize *development* applications that include affordable housing units.

# 8 Parks and Community Facilities

## 8.1 Objectives

8.1.1 Locate parks, elementary schools and basic commercial amenities within a 10-minute walk for most residents.

8.1.2 Design buildings, infrastructure and open spaces to mitigate the impacts of severe storms, flooding, droughts and the broader impacts of climate change.

8.1.3 Design parks and school sites to incorporate low-impact development features for stormwater management.

8.1.4 Ensure parks and other open spaces are highly visible and accessible.

8.1.5 Locate parks to maximize the number of residents within a five-minute walk.

8.1.6 Provide parks of a sufficient size and configuration to accommodate a range of potential recreation facilities for residents of all ages and abilities.

8.1.7 Support the timely delivery of elementary schools and indoor recreation facilities within the community.

8.1.8 Integrate public art into the design of parks, streets and other public spaces.

## 8.2 General Policies

8.2.1 The dedication of lands for parkland shall be in accordance with the Planning Act.

8.2.2 Parkland shall be integrated and connected into a broader public realm network that also includes civic/institutional uses, streets, mid-block connections, trails and privately owned publicly-accessible open spaces.

8.2.3 The design and programming of parks shall be guided by the Municipality's Parks, Recreation and Culture Master Plan and other applicable guidelines.

8.2.4 The park system as a whole shall provide a variety of opportunities for passive and active recreation and be comprised of well-designed spaces that contribute to CTOC's identity.

8.2.5 Where feasible, parks should be designed to incorporate low-impact development features to manage stormwater.

8.2.6 Parks generally shall be bordered by public roads, Environmental Protection Areas, schools, and other community facilities. Residential and commercial uses backing onto parks shall be minimized and private access shall not be permitted.

8.2.7 Environmental Protection Areas, associated *vegetation protection zones* and stormwater management areas shall not be conveyed to satisfy parkland dedication requirements under the Planning Act.

8.2.8 The following types of parks are planned in CTOC:

a) Special Park – a central multi-purpose gathering and recreation space serving all of CTOC and the Courtice community more broadly;

b) Neighbourhood Parks and Parkettes – traditional green spaces to meet the daily passive and active recreation needs of residents in the surrounding neighbourhood;

c) Urban Parks and Squares – smaller, multi-purpose open spaces generally designed for passive uses but which also may accommodate programmed events and activities.

### 8.3 Special Park

8.3.1 The Special Park identified in Schedules A and B will be a central gathering place for residents, workers and visitors in CTOC and for the larger Courtice community. It shall have a minimum area of 2.5 hectares and be bounded by public streets on at least three sides.

8.3.2 The Special Park shall be designed to accommodate a range of civic, cultural and recreational activities within a heavily treed landscape. Grassed and hardscaped areas shall support special events and day-to-day uses.

8.3.3 The Special Park may include outdoor recreation facilities that are not land-consumptive, such as a basketball courts, tennis courts, a skating rink, a playground and/or a splashpad. Larger facilities, such as baseball diamonds, soccer pitches and cricket ovals, will not be appropriate. A small dog park may be accommodated.

### 8.4 Neighbourhood Parks and Parkettes

8.4.1 Schedule B identifies four Major Neighbourhood Parks intended to be central places for recreation and gathering for the future neighbourhoods surrounding them. The precise configuration and size of each of these parks shall be determined in plans of subdivision. Minor changes to their configuration and size shall not require an amendment to this Plan; however, their minimum sizes shall generally be as follows:

- West Neighbourhood Park: 2.5 ha
- North Neighbourhood Park: 2.0 ha
- East Neighbourhood Park: 1.5 ha
- Central Neighbourhood Park: 1.5 ha

8.4.2 In addition to the Major Neighbourhood Parks delineated on Schedule B, other Neighbourhood Parks and Parkettes will be required to meet the needs of residents, give neighbourhoods a strong green character and enhance CTOC's natural environment. The location, size and configuration of these parks shall be determined at the time of *development* applications, guided by the general locations identified in Schedule B.

8.4.3 A Neighbourhood Park, notwithstanding the Municipality's general standards, shall have an area greater than 1.0 hectares, and a Parkette shall be 0.5-1.0 hectare.

8.4.4 To ensure Neighbourhood Parks are an accessible and prominent feature of the neighbourhood, a minimum of 50% of their boundaries, excluding any portion of a boundary abutting an Environmental Protection Area or stormwater management facility, shall front a public street. Where a Neighbourhood Park abuts a school, the minimum 50% street frontage requirement may be reduced, provided the park has generous frontage on one street and public access from a second street, at minimum.

### 8.5 Urban Parks and Squares

8.5.1 To complement parks with additional space for gathering and landscaping, Urban Parks and Squares shall be encouraged in CTOC. Urban Parks and Squares may vary in size but generally will be less than 0.5 hectares.

8.5.2 The location, size and function of Urban Parks and Squares shall be determined at the time of *development* review and approval.

8.5.3 Urban Parks and Squares shall be defined by adjacent buildings and have at least one edge abutting a public right-of-way.

8.5.4 Urban Parks and Squares may be publicly owned or privately owned but, in either case, shall be publicly accessible. Publicly owned Urban Parks and Squares shall count toward a *development's* parkland contribution. Privately owned Urban Parks and Squares may count toward parkland dedication where it is unencumbered by underground parking and there is an agreement with the landowner that the space will be maintained in perpetuity by the landowner.

8.5.5 Urban Parks and Squares shall be designed to offer a space for respite, outdoor dining and special events. Generally, they shall feature lighting, seating areas, trees and soft landscaping, low-impact development features, public art, or other amenities to encourage casual use and gathering.

### 8.6 Schools

8.6.1 Approximately six (6) elementary schools and two (2) secondary schools are planned in CTOC. The general locations for schools are identified on Schedules A and B. Notwithstanding the preferred locations identified on Schedules A and B, schools may be located elsewhere in the Secondary Plan area, and additional school sites added, without amendment to the Plan.

8.6.2 Should an alternative site be selected for a school, or a school site not be required, the lands identified for the preferred site shall be developed in accordance with the policies for the underlying land use designation. Final locations and configurations for schools will be determined through the review of *development* applications, in coordination with the school boards.

8.6.3 All elementary school sites, wherever possible, shall abut a park or other usable green space to provide areas of shared amenity.

8.6.4 The size and configuration of each school site shall be to the satisfaction of the School Board and the Municipality. If a school site includes a child care centre,

the site shall be appropriately sized and configured to address the needs of the school and the child care centre.

8.6.5 The sharing of sites by two elementary schools or a school and another community facility, such as a child care centre, shall be strongly encouraged.

8.6.6 Shared parking between a school and an adjacent or nearby municipal facility or other institutional use shall be strongly encouraged.

8.6.7 Schools required within the designated Mixed Use Core and Mixed Use Transition areas are strongly encouraged to be located within the podium of larger mixed-use buildings or take a compact, multi-storey form to optimize their sites. Such schools shall provide outdoor play space, which may be located at-grade or on a rooftop and shared between the school and an adjacent or nearby municipal facility or other institutional use.

8.6.8 Elementary schools should be located on Collector Roads or at the intersection of Collector Roads and Local Roads with a minimum right-of-way width of 20 metres. Road connections should facilitate easy and safe movement of school buses and avoid the need for students to cross major roads.

8.6.9 Secondary schools shall be located on Arterial Roads. In no case will a school have access from Courtice Road.

8.6.10 Schools sites should be designed to encourage walking and cycling and should be connected to the larger active transportation network of sidewalks, bike lanes and multi-use paths.

### 8.7 Other Community Facilities

8.7.1 Community facilities such as libraries, recreation centres, child care centres, and fire, ambulance and police stations will be required to meet the needs of residents and workers in the area. The Municipality shall monitor CTOC's growth to ensure such facilities are provided in a timely manner and may require a community services and facilities needs assessment with *development* applications.

8.7.2 The preferred location for a library, a recreation centre and major cultural facilities is identified in Schedule B as Preferred Location for Other Central Community Facilities, where such facilities will reinforce the civic and cultural heart of CTOC. If such a facility is located in the Special Park, it shall not occupy more than 20% of the park area, including associated parking.

8.7.3 Community facilities generally shall be:

a) Designed to meet the requirements of the City and public agencies, boards and commissions;

b) Located in highly visible locations with strong pedestrian, cycling and transit connections for convenient access; and

c) Have prominent pedestrian entrances on the main building façade fronting onto a public street.

8.7.4 Community facilities are encouraged, where appropriate, to promote partnerships and optimize the use of space, considering the following measures:

a) Providing for flexible, accessible, multi-purpose spaces that can be programmed in different ways and be adapted over time to meet the varied needs of different user groups;

b) Supporting the creation of community hubs and co-located facilities;

c) Exploring alternative delivery models, such as partnerships with non-profit organizations;

d) Co-locating within mixed-use buildings; and

e) Integrating and coordinating programs.

# 9 Cultural Heritage

## 9.1 Objectives

9.1.1 Recover and protect Indigenous and other *archaeological resources.*

9.1.2 *Conserve* and interpret significant *built heritage resources* and facilitate their integration with surrounding land uses, open spaces and built form.

9.1.3 Ensure opportunities for views and access to sites of cultural significance, as appropriate.

9.1.4 Interpret the area's cultural heritage, including its Indigenous history, within the public realm.

9.1.5 Identify and protect view corridors and vistas to Lake Ontario down streets and from public spaces, where possible.

## 9.2 Policies

9.2.1 The conservation and enhancement of significant *cultural heritage resources* shall be consistent with the policies of the Clarington Official Plan and all relevant Provincial legislation and policy directives.

9.2.2 The Municipality will determine if a Cultural Heritage Evaluation Report is required prior to *development* on or *adjacent* to any properties that are identified on the Municipality of Clarington *Cultural Heritage Resource List*, and any properties that have been identified as having potential cultural heritage value or interest.

9.2.3 A Heritage Impact Assessment shall be conducted prior to *development* on or *adjacent* to properties that are designated under Part IV of the Ontario Heritage Act, or properties for which a Cultural Heritage Evaluation Report has been conducted and determined that the properties meet the criteria for cultural heritage value or interest as prescribed in O. Reg. 9/06, as amended, or any successors thereto.

9.2.4 Cultural Heritage Evaluation Reports and Heritage Impact Assessments shall consider and provide strategies for the conservation and protection of cultural heritage resources.

9.2.5 Public art and/or other interpretive features recalling the area's cultural heritage, including its Indigenous history, shall be integrated into the design of public open spaces. The Municipality will also encourage the integration of public art in publicly visible elements of the private realm.

# 10 Transportation

## 10.1 Objectives

10.1.1 Concentrate a mix of high-density uses close to the future GO Station with direct connections to the station that encourage residents, workers, and visitors to use transit for daily trips.

10.1.2 Line main roads with transit-supportive *development* and pedestrian-friendly streetscapes.

10.1.3 Ensure the road network facilitates and encourages the use of public transit by allowing for efficient transit routes and minimizing walking distances to transit stops.

10.1.4 Ensure roads and municipal services required for any part of the neighbourhood are in place and operative prior to or coincident with *development*.

10.1.5 Ensure engineering and other design standards for the public realm and utilities are applied consistently across CTOC.

10.1.6 Develop an interconnected grid of streets throughout the area wherever possible, directly connected to the larger road network.

10.1.7 Establish an interconnected network of active transportation infrastructure across CTOC linked to networks and trails in surrounding areas.

10.1.8 Minimize surface parking and its impact on the public realm.

10.1.9 Reduce the demand for parking over time.

## 10.2 General Policies

10.2.1 The road network shown in Schedule C identifies the road classifications, key active transportation connections and a zone for transit facilities related to the future Courtice GO Station. The alignments of roads and active transportation connections In Schedule C are approximate. Minor modifications to alignments based on Municipal Class Environmental Assessments and detailed planning and engineering studies shall not require an amendment to this Plan.

10.2.2 Table 1 identifies the classification and intended right-of-way of each road identified in Schedule C.

| Road | Classification | Jurisdiction | ROW Width (m) |
|---|---|---|---|
| Courtice Rd | Type A Arterial | Durham Region | 45 |
| Street H (west of Courtice Rd) | Type B Arterial | MoC | 36 |
| Trulls Rd (north of Street H) | Type B Arterial | MoC | 36 |
| Street H (east of Courtice Rd) | Type C Arterial | MoC | 30 |
| Trulls Rd (south of Street H) | Type C Arterial | MoC | 30 |
| Baseline Rd | Type C Arterial | MoC | 30 |
| Street E (south of Street A) | Special Collector | MoC | 26 |
| Street B | Collector | MoC | 26 |
| Farmington Dr (south of Street B) | Collector | MoC | 26 |
| Farmington Dr (north of Street B) | Collector | MoC | 23 |
| Street C (east of Trulls Rd) | Collector | MoC | 26 |
| Street C (west of Trulls Rd) | Collector | MoC | 23 |
| Granville Dr | Collector | MoC | 23 |
| Street D | Collector | MoC | 23 |
| Street A | Key Local | MoC | 23 |
| Street E (north of Street A) | Key Local | MoC | 20 |
| Street F | Key Local | MoC | 20 |
| Street G | Key Local | MoC | 20 |

**Table 1: CTOC Road Classifications**

10.2.3 In addition to the roads identified in Schedule C, *development* will be structured by an interconnected and grid-like network of Local Roads that facilitate direct pedestrian, cyclist, transit and vehicular movement throughout the community. Context Plans submitted with applications shall demonstrate how *development* will be connected to existing or planned *development* on surrounding lands.

10.2.4 CTOC's network of streets shall be supplemented by landscaped mid-block active transportation connections that break up long blocks to further enhance the pedestrian permeability of the area, the efficiency and variety of pedestrian routes, and access to transit. Mid-block pedestrian connections should have a

minimum width that accommodates a multi-use path with landscaping on both sides to provide a buffer to any adjacent private spaces.

10.2.5 Complete, interconnected pathway networks shall be identified in Context Plans and plans of subdivision, demonstrating how the network will connect with pathway networks on adjacent lands.

10.2.6 The design of roads shall be based on a complete streets approach, in accordance with the transportation master plans, standards and guidelines of the Municipality of Clarington and Regional Municipality of Durham, with further guidance provided in the CTOC Urban Design and Sustainability Guidelines (Appendix A to this Secondary Plan)

10.2.7 The incorporation of low-impact development measures in the design of all streets shall be encouraged.

10.2.8 On-street parking generally shall be accommodated on Collector Roads and Local Roads to provide for anticipated parking needs and to assist in calming traffic movement and thereby enhancing pedestrian safety.

10.2.9 Landscaped, pedestrian-friendly roundabouts may be considered for the Prominent Intersections of Baseline Road and Trulls Road, and Baseline Road and Courtice Road. Roundabouts may be considered elsewhere where two Arterial Roads, two Collector Roads or an Arterial Road and a Collector Road intersect. Roundabouts are generally discouraged along local roads, but small ones may be considered for the purposes of traffic calming.

10.2.10 The conveyance of land consistent with the widening of the rights-of-way identified in this Plan shall be required to permit the *development* of lands adjacent to existing roads. Additional dedication for road widenings may be required, such as for grading, drainage and stormwater management, auxiliary turn lanes, transit facilities and utilities.

### 10.3 Arterial Roads

10.3.1 Arterial Roads will generally be designed in accordance with the standards set out in Appendix C, Table C-2 of the Clarington Official Plan, with further guidance provided in the CTOC Urban Design and Sustainability Guidelines. Arterial Roads shall include the following elements:

a) Separated bike lanes or raised cycle tracks and sidewalks generally shall be accommodated on both sides for the convenience, comfort and safety of pedestrians, cyclists and other active transportation modes. Alternatively, multi-use paths may be considered where sidewalks are not required to support retail and other active ground-floor uses where Arterial Roads travel through mixed-use areas.

b) Landscaped boulevards and building setbacks shall provide a buffer between moving traffic and residential and non-residential land uses on either side of the street.

c) Planting zones shall have sufficient width to accommodate appropriate low-impact development measures.

d) Signalized intersections shall be spaced to provide convenient crossing points for pedestrians and cyclists and help distribute vehicular traffic evenly across CTOC.

e) Turn lanes may be required at intersections. Double turn lanes and channelized right turn lanes shall be avoided.

f) Driveway access from Arterial Roads shall be restricted except where no reasonable alternative is available.

10.3.2 As the rail corridor is upgraded to support the GO Rail Expansion, Trulls Road may be upgraded at the rail corridor. A detailed engineering analysis will be undertaken as part of the Clarington Transportation Master Plan for the Special Study Area identified on Schedules A and C to evaluate the feasibility of a future grade-separated crossing of the rail corridor and its potential impacts on adjacent lands and affected intersections. *Development* on lands adjacent to the rail crossing, and on other lands that may be affected by a future upgrade, may be required to dedicate land and/or incorporate appropriate setbacks to accommodate the upgrades.

### 10.4 Collector Roads

10.4.1 Collector Roads shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan. Collector Roads shall include the following elements:

a) A minimum of two through lanes shall be provided, and turn lanes may be required at intersections;

b) Sidewalks shall be provided on both sides;

c) Cycling shall be accommodated in separated bike lanes within the roadway, in raised lanes (cycle tracks) adjacent to the roadway or on a multi-use path on one or both sides of the road; and

d) Planting and furnishing zones shall be provided on both sides of the roadway and have sufficient width to accommodate appropriate low-impact development measures.

10.4.2 Notwithstanding policy 10.4.1, Street E shall have a 26-metre right-of-way to accommodate a continuous, generous tree-lined multi-use path on one side.

### 10.5 Local Roads and Mews

10.5.1 *Development* will be accessed and serviced by Local Roads generally with right-of-way widths between 18 and 20 metres, except Street A identified in Schedule C, which will require a minimum width of 23 metres. New Local Roads shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan. They shall include the following:

a) Local Roads shall feature sidewalks on both sides and generally shall also have street trees on both sides to enhance the tree canopy and establish a strong green character for CTOC;

b) On-street parking shall generally be accommodated on one side of the right-of-way;

c) A planting and furnishing zone shall be provided on both sides of Local Roads of sufficient width to accommodate appropriate low-impact development measures; and

d) Separated bike lanes or raised cycle tracks shall be accommodated on Street A to support a continuous east west active transportation route across CTOC.

10.5.2 Local Roads generally shall not be permitted to intersect with Arterial Roads, unless the Municipality and Region are satisfied such intersections will not cause an undue safety risk to drivers, pedestrians and cyclists and will not unduly compromise arterial road operations.

10.5.3 Private streets are vehicular connections between public streets that are deemed necessary to enhance vehicular and pedestrian permeability. Private streets may be permitted through the *development* application process provided:

a) They have features common to public streets; and;

b) Meet functional requirements to the satisfaction of the Municipality.

10.5.4 Mews are streets designed primarily for pedestrians and cyclists and may be dedicated full-time or part-time to active transportation but generally also accommodate vehicles. Proposals for public and private mews will be subject to the approval of the Municipality on a case-by-case basis and shall demonstrate that they will support the placemaking objectives of this Plan and will not have a significant adverse impact on the functioning of the larger road network in the area. Mews may or may not include curbs but in all cases shall clearly demarcate zones for pedestrians.

### 10.6 Rear Lanes

10.6.1 Public or private Rear Lanes are strongly encouraged to support safe and attractive streets by providing access to driveways, garages, loading and servicing areas, and other back-of-house uses away from the street-facing frontage. Access to commercial loading areas shall generally be provided from Rear Lanes.

10.6.2 Rear Lanes may be required where *development* fronts onto an Arterial or Collector Road and for townhouse *developments*.

10.6.3 Public utilities may be located within public Rear Lanes subject to functional and design standards established by the Municipality.

10.6.4 Rear Lanes shall be designed in accordance with the road classification criteria in Appendix C, Table C-2. They shall meet the following criteria:

a) Rear Lanes shall allow two-way vehicular travel and incorporate a setback on either side of the right-of-way to the adjacent garage wall or private fence;

b) Rear 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;

c) Rear Lanes shall be clear of overhead obstruction and shall be free from overhanging balconies, trees and other encroachments;

d) Rear Lanes shall intersect with public roads;

e) No municipal services, except for local storm sewers, shall be allowed, unless otherwise accepted by the Manager of Development Engineering;

f) No Regional Municipality of Durham infrastructure shall be permitted;

g) Rear Lanes shall be graded to channelize snow-melt and runoff;

h) The design of Rear Lanes may incorporate appropriate elements of low-impact design, such as permeable paving, where sufficient drainage exists; and

i) Appropriate lighting shall be provided to contribute to the safe function of the roadway for all users, including pedestrians, cyclists, drivers and service/emergency vehicles.

## 10.7 Active Transportation

10.7.1 Key *active transportation* connections shall be implemented in general accordance with Schedule C and will include dedicated cycling lanes or raised cycle tracks, sidewalks, and multi-use paths in public rights-of-way. These will be complemented by multi-use paths within parks and other public open spaces.

10.7.2 Where a multi-use path is located within the right-of-way of a Collector Road, as will be the case with Street E, private driveways crossing the path shall be minimized and generally shall not be permitted for accessing individual dwelling units to avoid conflicts between vehicles and path users. Short blocks that result in frequent Local Roads crossing multi-use paths shall be discouraged for the same reason.

10.7.3 The Municipality will work with the Conservation Authority to develop trail networks within and adjacent to the Robinson Creek and Tooley Creek valleys, as conceptually illustrated in Schedule C. The trail networks shall be accessible from parks and public roads. They shall include Primary and Secondary Trails as defined in Section 18.4 of the Clarington Official Plan.

10.7.4 Trails shall cross Courtice Road only where there are controlled intersections. Where trails intersect with Street H away from controlled intersections, crossings

shall be accommodated in underpasses where feasible and appropriate based on grades and environmental features or with signalized crossings at street-level.

10.7.5 The location, alignment and design of trails shall be subject to the following:

a) Trail design and type will be based on each site's sensitivity to minimize environmental impacts and will be designed to accommodate a range of users and abilities.

b) Trails will be directed outside of sensitive natural areas where possible or to the outer edge of *vegetation protection zones*.

c) Trails located adjacent to natural features and stormwater management facilities should incorporate interpretive signage at various locations to promote understanding and stewardship of the features and functions of the natural environment.

d) Trails should be integrated with the maintenance access route, where feasible, to minimize the impermeable surface area and natural heritage system disturbances.

10.7.6 Proposed trails in or adjacent to Environmental Protection Areas shall be subject to Environmental Impact Studies.

### 10.8 Transit Facilities

10.8.1 The Municipality will ensure that transit facilities are integrated early and appropriately throughout CTOC by including Durham Region Transit in all *development* pre-application meetings and ensuring that transit requirements are addressed through municipal capital works and private *development* applications.

10.8.2 The design of transit stops shall incorporate appropriate amenities, with the following to be considered: transit shelters, seating, tactile paving, bike racks, curb cuts and appropriate lighting. Generally, transit stops at major intersections shall include shelters and seating.

10.8.3 The Transit Facilities Zone identified in Schedule A is the preferred location for transit facilities related to the GO Station, including commuter parking, passenger pick-up and drop-off areas, bus terminals and the GO Station building itself. Such facilities may be standalone but shall be sited and designed to optimize the station area for concurrent or future mixed-use *development* and to accommodate direct pedestrian connections from the station to the public street network and future *development*. The policies in Section 12.2 of this Plan shall also apply.

## 11 Servicing

### 11.1 Objectives

11.1.1 Design buildings, infrastructure and the community to high standards for energy and water conservation.

11.1.2 Design buildings, infrastructure and open spaces to mitigate the impacts of severe storms, flooding, and the broader impacts of climate change.

11.1.3 Ensure servicing infrastructure is located and designed to serve the planned population efficiently while providing capacity for intensification over time.

11.1.4 Ensure roads and municipal services required for any part of the neighbourhood are in place and operative prior to or coincident with *development*.

11.1.5 Ensure engineering and other design standards for the public realm and utilities are applied consistently across CTOC.

11.1.6 Ensure the Municipality's capital budget anticipates infrastructure and community facilities required within CTOC in the long term.

### 11.2 General Policies

11.2.1 All new *development* within the Secondary Plan area will be serviced by municipal water and sewer services and stormwater management facilities. Existing *development* within the Secondary Plan area shall, over time, also be connected to these same services, where appropriate.

11.2.2 New *development* will proceed based on the sequential extension of full municipal services in accordance with the municipal capital works program.

11.2.3 *Development* applications are required to demonstrate there is adequate servicing supply and capacity available to support the proposed level of density in the context of existing and proposed *development* across the Secondary Plan area.

11.2.4 Any Regional infrastructure required to support the *development* of the Secondary Plan area is subject to the annual budget and business planning process.

11.2.5 The Municipality will work with the landowners and the Regional Municipality of Durham to develop a plan for the phasing of extensions to existing services. A phasing plan will be prepared as part of a functional servicing report by *development* proponents at the time an application for draft plan of subdivision is submitted.

11.2.6 Approval of *development* applications shall 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.

11.2.7 *Development* proponents and the Municipality will seek to incorporate infrastructure and utilities in a manner that is sensitive to the quality of the public realm and design of the street network, and which reduces the impact of *development* on hydrologic and ecological systems.

11.2.8 A Master Drainage Plan for CTOC Secondary Plan area shall be completed to the Municipality's satisfaction prior to final draft plan approval for new land uses. The Master Drainage Plan shall address the recommendations of the Robinson and Tooley Creek Flood Mitigation Study (Flood Mitigation Study). Regulatory Storm control may be required and must be designed to the satisfaction of the Conservation Authority and the Municipality of Clarington.

### 11.3 Stormwater Management

11.3.1 Schedule A identifies general locations for stormwater management facilities in CTOC. These locations shall be confirmed by a Master Drainage Plan and Stormwater Management Reports submitted with *development* applications. Areas for stormwater management facilities shall be identified in plans of subdivision. Alternative locations for stormwater management facilities may be approved by the Municipality without amendment to this Plan.

11.3.2 Stormwater management facilities generally shall be located away from arterial roads, wherever possible, to optimize arterial corridors for *development*.

11.3.3 Stormwater management facilities, such as ponds and low-impact development features, shall be used to mitigate the impacts of *development* on water quality and quantity, consistent with the Subwatershed Study and the policies of Section 20 of the Clarington Official Plan.

11.3.4 Stormwater management facilities, with the exception of outfalls, shall not be located within Environmental Protection Areas.

11.3.5 Low impact development features shall not be located within *natural heritage features* but may be permitted within the outer 5 metres of the *vegetation protection zone* provided the intent of the *vegetation protection zone* is maintained and it is supported by an Environmental Impact Study.

11.3.6 The precise siting of stormwater management facilities shall make use of natural drainage patterns to minimize the risk of flooding. Stormwater management facilities will not drain lands located in another *subwatershed*.

11.3.7 Any crossings of valley features, flood plains and water courses shall be required to consider wide open bottom culverts that have the width and height to facilitate floodplain conveyance as well as wildlife crossings for mammals off roads to avoid vehicle and wildlife fatalities.

11.3.8 Future stormwater system updates shall consider the 2051 urban expansion area in upcoming secondary plans and include analysis for Regional release rate targets to verify the flood mitigation strategy and any additional work need to understand the impacts of additional lands upon downstream flooding and stormwater management requirements.

11.3.9 Proposed stormwater management quality, quantity, erosion control and water balance for ground water and natural systems may be assessed during the *development* approval process to determine the impact on the *natural heritage system* and environmental features.

11.3.10 The submission of the following plans and reports, prepared in accordance with the Subwatershed Study, Flood Mitigation Study and Master Drainage Plan, shall be required to determine the impact of stormwater quality/quantity, erosion and water balance of the proposed *development*:

a) Stormwater Management Report and Plan;

b) Erosion and Sediment Control Plan;

c) Servicing Plans;

d) Grading Plans;

e) Geotechnical reports;

f) Hydrogeologic reports; and

g) Other technical reports as deemed necessary.

11.3.11 The Stormwater Management Report and Plan identified in policy 11.3.10 shall explore and consider the feasibility of and opportunities to implement such low-impact development measures as:

a) Permeable hardscaping;

b) Bioretention areas;

c) Exfiltration systems;

d) Bioswales and infiltration trenches;

e) Third pipe systems;

f) Vegetation filter strips;

g) Green roofs (multi-unit buildings);

h) Rainwater harvesting; and

i) Other potential measures.

11.3.12 The Stormwater Management Report and Plan identified in policy 11.3.10 shall demonstrate how the water balance target set in the Subwatershed Study is achieved. If the water balance target is not achieved, a justification shall be submitted for review and acceptance by the Municipality of Clarington.

11.3.13 Stormwater management for all *development* shall be undertaken on a volume control basis and shall demonstrate the maintenance of recharge rates, flow paths and water quality to the greatest extent possible. Peak flow control, off peak storage, water reclamation and/or reuse and the maintenance of pre-*development* water balance shall be demonstrated.

11.3.14 High Volume Recharge Areas shall maintain a pre-*development* water balance.

11.3.15 Stormwater management facilities shall incorporate naturalized landscaping and accommodate trails and seating areas where appropriate.

11.3.16 *Development* of all low- and medium-density dwellings shall demonstrate the use of an adequate volume of amended topsoil or equivalent system to improve surface porosity and permeability over all turf and landscaped areas beyond three metres of a building foundation and beyond tree protection areas.

11.3.17 *Development* is encouraged to promote water conservation and efficiency, including through strategies such as installing rainwater harvesting and recirculation/reuse systems, using water efficient and drought resistant plant materials where appropriate, supporting other agencies with programs related to water conservation and water demand management, and considering technological and other system improvements.

11.3.18 Green roofs, where applicable, shall be designed to help manage stormwater.

11.3.19 The public realm will be designed to manage the quantity and quality of stormwater run-off and mitigate the potential for downstream erosion during storm events.

11.3.20 Xeriscaping using native, drought-tolerant plants as a cost-effective landscape method to conserve water shall be encouraged.

11.3.21 The irrigation of street trees through green infrastructure or other passive means may be considered as part of the broader stormwater management system to improve the resilience of the urban tree canopy.

# 12 Implementation and Interpretation

## 12.1 Objectives

12.1.1 Ensure roads, road improvements, and municipal services required for any part of the neighbourhood are in place and operative prior to or coincident with *development*.

12.1.2 Support the timely delivery of public access to parkland, schools and other community amenities.

12.1.3 Ensure engineering and other design standards for the public realm and utilities are applied consistently across CTOC.

12.1.4 Ensure the Municipality's capital budget anticipates infrastructure and community facilities required within CTOC in the long term.

## 12.2 Policies

12.2.1 A Zoning By-law shall be an essential tool used to implement the policies of this Secondary Plan.

12.2.2 The policies of this Secondary Plan shall be considered when making decisions related to *development* of the lands within the CTOC Secondary Plan Area. The policies of this Secondary Plan shall be implemented by exercising the powers conferred upon the Municipality by the Planning Act, the Municipal Act and any

other applicable statues, and in accordance with the applicable policies of the Clarington Official Plan.

12.2.3 Submission of a Context Plan may be required with applications for rezoning, plan of subdivision or site plan approval.

12.2.4 The purpose of a Context Plan is to demonstrate how proposed *development* will relate and connect to existing or planned development on surrounding lands and guide coordinated implementation of required infrastructure and community facilities. Context Plans will identify the following:

a) The limits of Environmental Protection Areas based on area-specific Environmental Impact Studies;

b) Planned public roads and active transportation connections, including mid-block pathways;

c) Private streets, where appropriate, and other privately-owned connections where a public easement may be required;

d) Existing and planned land uses;

e) Planned parks;

f) Delineated sites planned or reserved for schools and other community facilities;

g) Areas for stormwater management facilities and low-impact development features; and

h) Proposed sites and frontages for retail uses.

12.2.5 The boundaries of Context Plans will be determined by the Municipality and generally will extend to the second Arterial or Collector Road beyond the *development* site. Consultation with landowners within the Context Plan area may be required to ensure the plan accurately reflects intended, proposed and planned *development* in the area.

12.2.6 Alternative development standards for infrastructure may be developed and approved for specific areas or all of CTOC without amendment to this Plan, provided they meet the intent and support the objectives of the Plan.

12.2.7 An existing use of land, building or structure that is lawfully in existence prior to the passage of the implementing Zoning By-law, and which does not conform to this Secondary Plan but continues to be used for such purposes, shall be deemed to be legal non-conforming. Expansions and extensions of legal non-conforming uses will require an application to the Committee of Adjustment and may be permitted provided the expansion or extension continues the non-conforming use.

12.2.8 Non-conforming uses shall be encouraged to relocate or redevelop so that the subject land may be used in conformity with the policies of this Secondary Plan and the provisions of the implementing Zoning By-law.

12.2.9 It is the intent of the Municipality to permit some flexibility in accordance with Clarington Official Plan policy 24.1.5 in the interpretation of the policies, regulations and numerical requirements of this Secondary Plan except those regarding minimum densities and minimum and maximum heights, where this Secondary Plan is intended to be prescriptive.

12.2.10 The Urban Design and Sustainability Guidelines appended to this Secondary Plan as Appendix A provide specific guidelines for both the public and private realms. They clarify the Municipality's expectations with respect to the form, character and qualities of *development* in the CTOC area.

12.2.11 The Municipality encourages 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 Plan area.

12.2.12 All new *development* within the Secondary Plan area shall proceed on the basis of the sequential extension of full municipal services through the Regional and Municipal capital works programs and plans of subdivision.

12.2.13 *Development* applications for lands abutting existing Arterial Roads and Collector Roads may require the dedication of land for road widenings or road upgrades, as determined by the Municipality or Region.

12.2.14 Approval of *development* applications shall be conditional upon commitments from the appropriate authorities and the proponents of *development* to the timing and funding of required infrastructure and community facilities, including roads, sanitary sewers, water services, stormwater management facilities, parks, schools and other community facilities. These works shall be provided for in the subdivision and site plan agreements. Phasing of *development*, based on the completion of the external public works, may be required by the Municipality.

12.2.15 The Secondary Plan recognizes that comprehensive planning requires the equitable sharing amongst landowners of the 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, or registration of phase thereof, applicants/landowners shall have entered into appropriate cost sharing agreements that establish the means by which the costs of developing the property, which may include parks, roads, road improvements, external services, stormwater management facilities, public/private utilities, schools, and all related community costs, are to be shared. The Municipality will require, as a condition of draft approval or site plan approval, that a clearance letter be provided to the Municipality from the trustee named in the cost sharing agreement that landowners have met their obligations under the relevant cost sharing agreements prior to registration of a plan of subdivision or site plan approval.

12.2.16 Landowners are encouraged to enter into a Master Parkland Agreement with the Municipality prior to the approval of any draft plan of subdivision or site plan. The Master Parkland Agreement shall identify the minimum size and

general location of parks that shall be provided and dedicated in accordance with Schedule A.

12.2.17 The Municipality will require, as a condition of draft approval or site plan approval, that proof be provided to the Municipality that landowners have satisfied all their parkland obligations with respect to the Master Parkland Agreement, if applicable, prior to registration of a plan of subdivision or site plan approval.

12.2.18 In accordance with Provincial legislation and regulations, Council may seek to implement a transit station charge to pay for costs related to the construction of the GO Transit Station.

12.2.19 *Development* applications shall include the following information:

a) Net residential density by land use designation;

b) Identification of total area of non-residential land uses;

c) Number and type of units by land use designation;

d) Total *development* application unit count;

e) Estimated population;

f) Amount/type of non-residential space and number of jobs; and

g) Number of purpose-built *additional dwelling units.*

12.2.20 All policies of the Clarington Official Plan shall apply to this Secondary Plan Area. Policies that cite specific Clarington Official Plan policies have been provided for convenience only.

12.2.21 The CTOC Secondary Plan has been prepared to align with the policies of the Clarington Official Plan and Region of Durham Official Plan. The policies, maps and appendices shall be read and interpreted in conjunction with the policies of the Clarington Official Plan.

12.2.22 In the event of a conflict between the Clarington Official Plan and this Secondary Plan, the policies of the Secondary Plan shall prevail, including density and intensification policies.

12.2.23 Where examples of permitted uses are listed under any specific land use designation, they are intended to provide examples of possible uses. Other similar uses may be permitted provided they conform to the intent and all applicable provisions of this Secondary Plan.

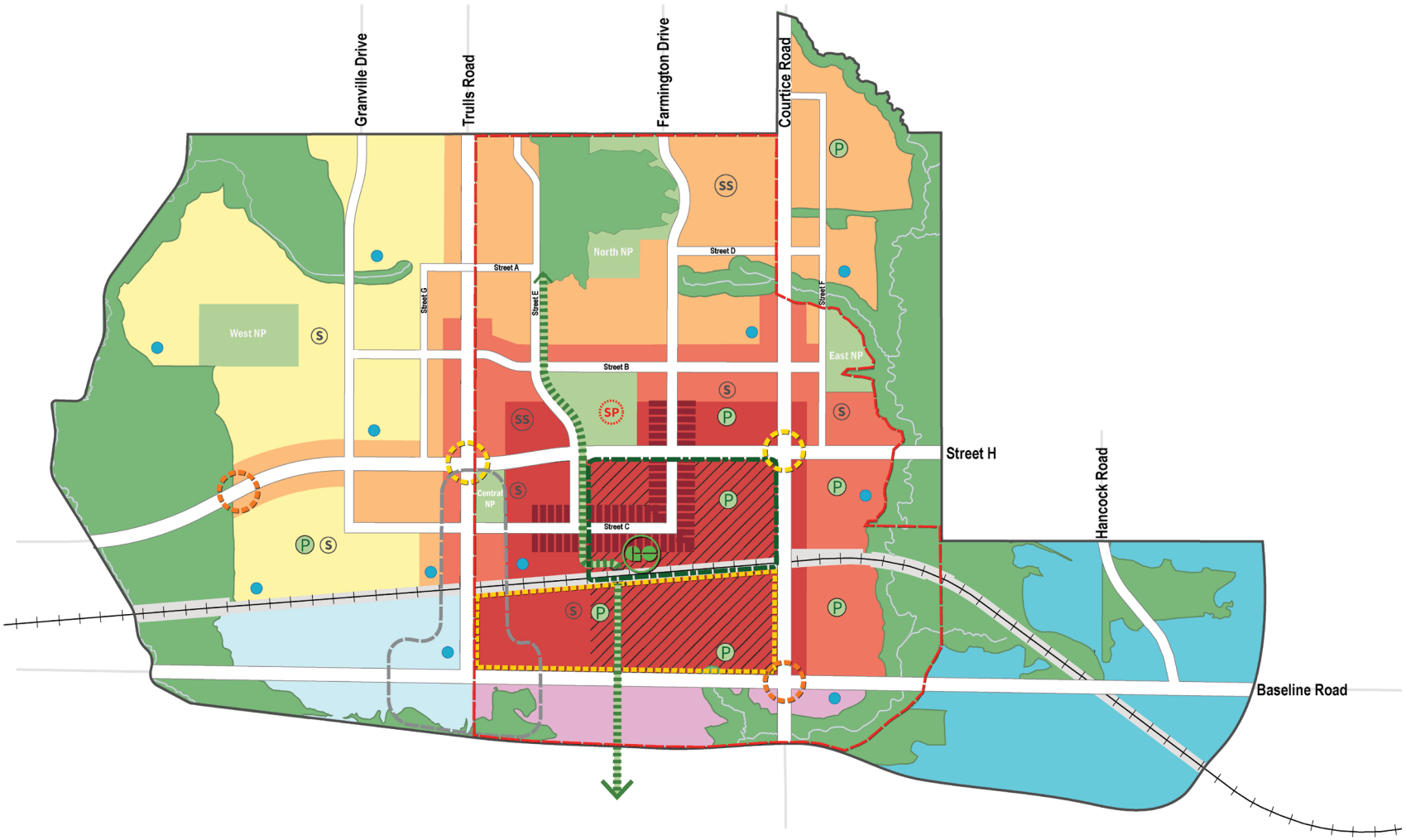
12.2.24 The Municipality recognizes the need for a degree of flexibility and allow for well-designed buildings that respond appropriately to the conditions of their site and its surroundings and are consistent with the principles of this Plan and meet the general intent of its policies. Where “generally” is used to qualify a built form policy found in Section 6 of this Plan, it is expected the requirement will be met except where an applicant has demonstrated to the Municipality’s satisfaction that site-specific conditions warrant the consideration of alternatives, and that the proposed alternative built form parameters meet the general intent of

the policy. Such exceptions shall not require an amendment to this Secondary Plan.

12.2.25 The Municipality will monitor the policies of this Secondary Plan and propose updates as deemed necessary.

# Courtice Transit-Oriented Community Secondary Plan

## Schedule A - Land Use Plan

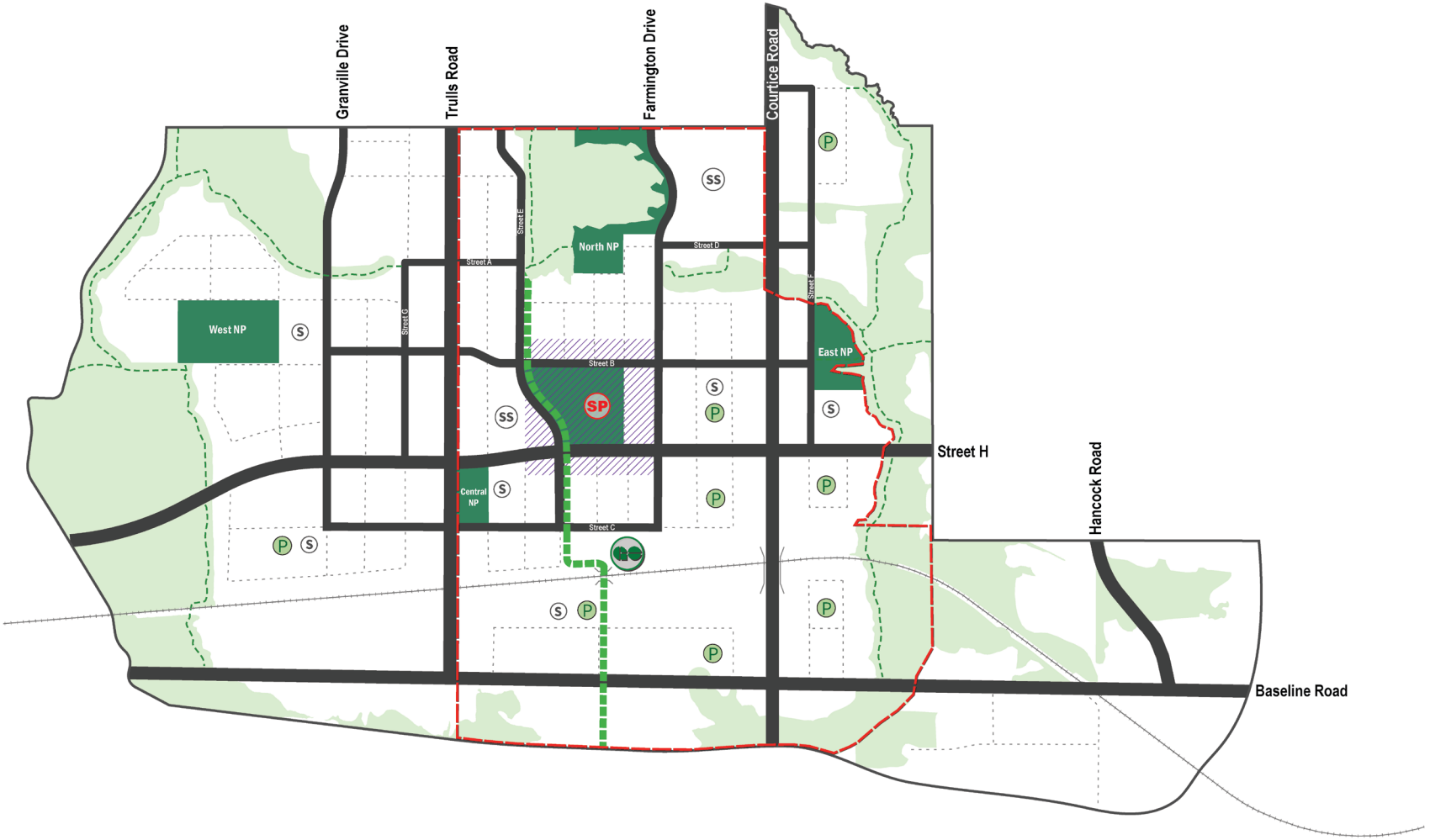



**LEGEND**

- Environmental Protection Area
- Mixed Use Core
- Mixed Use Transition Area
- Medium Density Residential
- Low Density Residential
- Business District
- Light Industrial
- General Industrial
- Utility
- Commercial Frontage
- Transit Facilities Zone
- Areas Where Office Uses Required
- North-South Active Transportation Corridor
- NP Neighbourhood Park
- P Other Neighbourhood Parks or Parkettes
- Stormwater Management Facilities
- S Elementary School
- SS Secondary School
- SP Special Park
- Gateway
- Prominent Intersection
- GO Courtice GO Station
- Protected Major Transit Station Area
- South Core Redevelopment Area
- Special Study Area
- Secondary Plan Boundary

0 1 km

# Courtice Transit-Oriented Community Secondary Plan
# Schedule B - Parks and Community Facilities



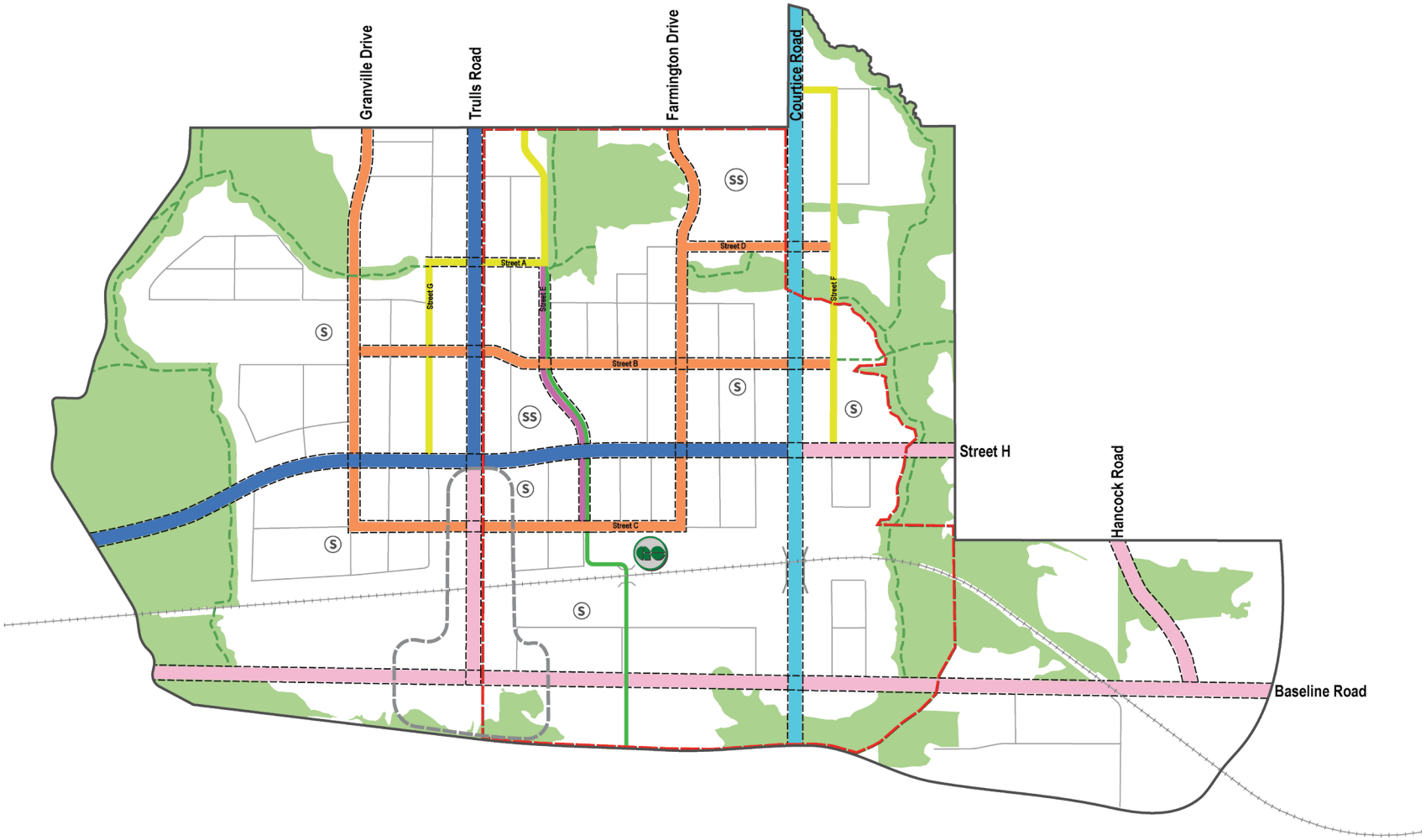

## LEGEND

- Environmental Protection Areas
- Special Park
- Major Neighbourhood Parks
- Other Neighbourhood Parks or Parkettes
- North-South Active Transportation Corridor
- Trails
- Elementary School Site
- Secondary School Site
- Preferred Location for Other Central Community Facilities
- Courtice GO Station
- Arterial Roads
- Collector Roads
- Key Local Roads
- Other Local Roads (Conceptual)
- Protected Major Transit Station Area
- Secondary Plan Boundary

0 1 km

# Courtice Transit-Oriented Community Secondary Plan

## Schedule C - Roads and Active Transportation Network




**LEGEND**

- Type A Arterial Road (Dedicated cycling facilities)
- Type B Arterial Roads (Dedicated cycling facilities)
- Type C Arterial Roads (Dedicated cycling facilities)
- Collector Roads (Dedicated cycling facilities)
- Special Collector Road (Dedicated cycling facilities)
- Key Local Road (Dedicated cycling facilities)
- Key Local Roads (Shared roadway)
- Other Local Roads (Conceptual)
- North-South Active Transportation Corridor
- Trails
- Courtice GO Station
- Environmental Protection Area
- Protected Major Transit Station Area
- Secondary Plan Boundary
- Special Study Area

0 1 km