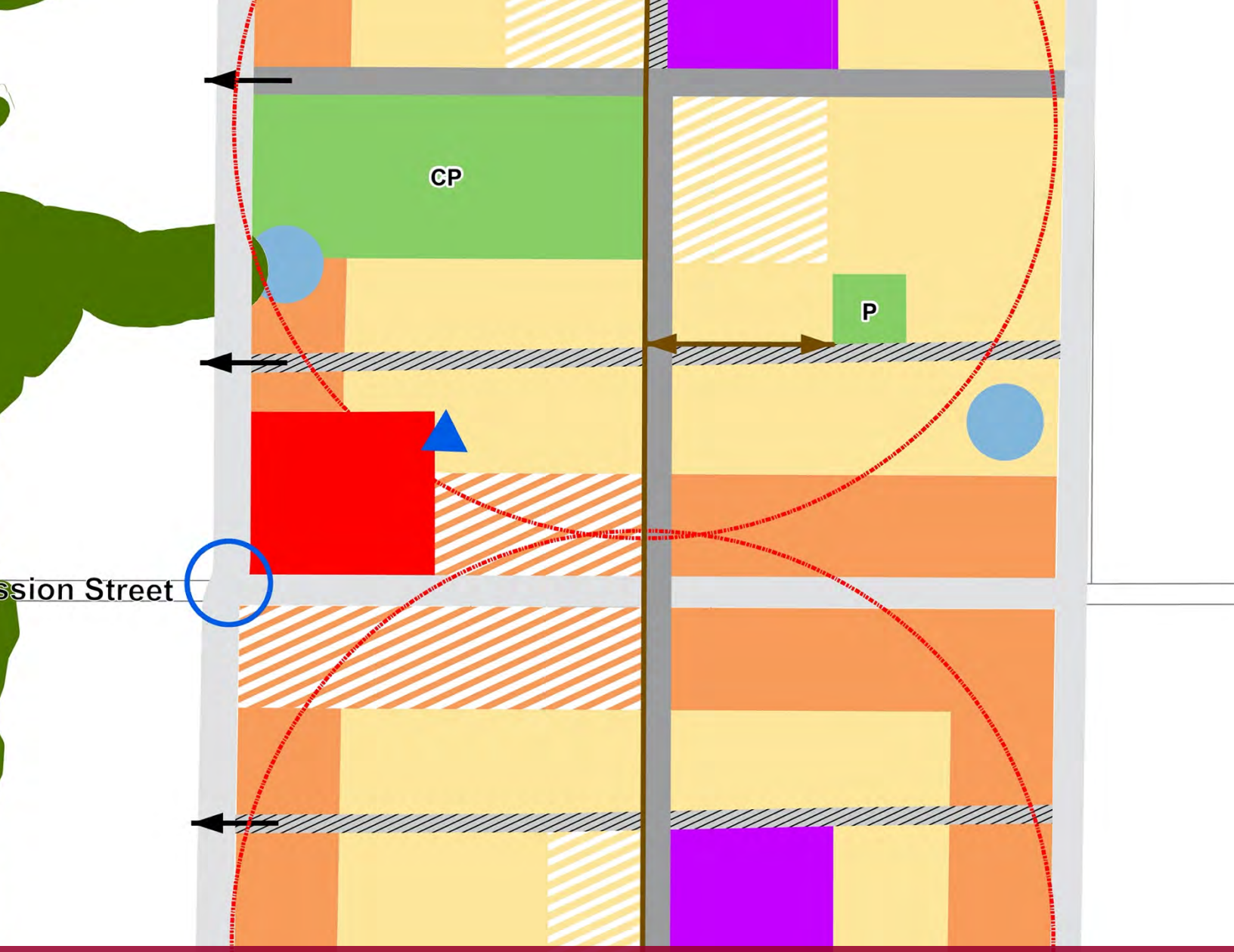

Municipality of Clarington | Soper Hills Secondary Plan

Phase 2 Summary Report

Clarington

DRAFT

December 2022

SGL Planning & Design Inc.

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Acknowledgements

Consultant Team

SGL Planning & Design Inc

Paul Lowes, Principal, Project Manager

Catherine Jay, Design Lead

Shikha Jagwani, Intermediate Urban Planner/ Landscape Designer

TMIG

Steve Hollingworth, Functional Servicing Lead

Brandon Orr, Transportation Planning Lead

Amar Lad, Mobility Planner

ASI

Rebecca Sciarra, Director – Cultural Heritage Division

Annie Veilleux, Cultural Heritage Specialist

Laura Wickett, Cultural Heritage Analyst

AgPlan

Michael Hoffman, Agricultural Specialist

Municipality of Clarington Project Team

Lisa Backus, Manager, Community Planning

Karen Richardson, Manager, Development Engineering

Emily Schaefer, Senior Planner

Steering Committee Members

Paul Lowes, SGL

Catherine Jay, SGL

Lisa Backus, Clarington Planning

Emily Schaefer, Clarington Planning

Julia Pingle, Clarington Planning

Karen Richardson, Clarington Engineering

Valerie Hendry, Durham Planning

Jeff Almeida, Durham Works

Sarem Nejad, Central Lake Ontario Conservation Authority (CLOCA)

Ryan Guetter, Weston Consulting

Jeanette Thompson, Kawartha Pine Ridge District School Board (KPRDSB)

Kevin Hickey, Peterborough, Victoria, Northumberland and Clarington Catholic School Board (PVNCCSB)

1 Introduction

1.1 Purpose of this Study

The Soper Hills Secondary Plan Study Area ("Study Area") is a 184.7 hectare (ha.) area on the east side of Bowmanville in the Municipality of Clarington. It is generally bound by Highway 2 to the south, Lambs Road to the west, the Canadian Pacific Railway to the north and Providence Road and its unopened road allowance to the east as shown in **Figure 1**.

Map C of the Clarington Official Plan identifies this area as requiring the preparation of a Secondary Plan.

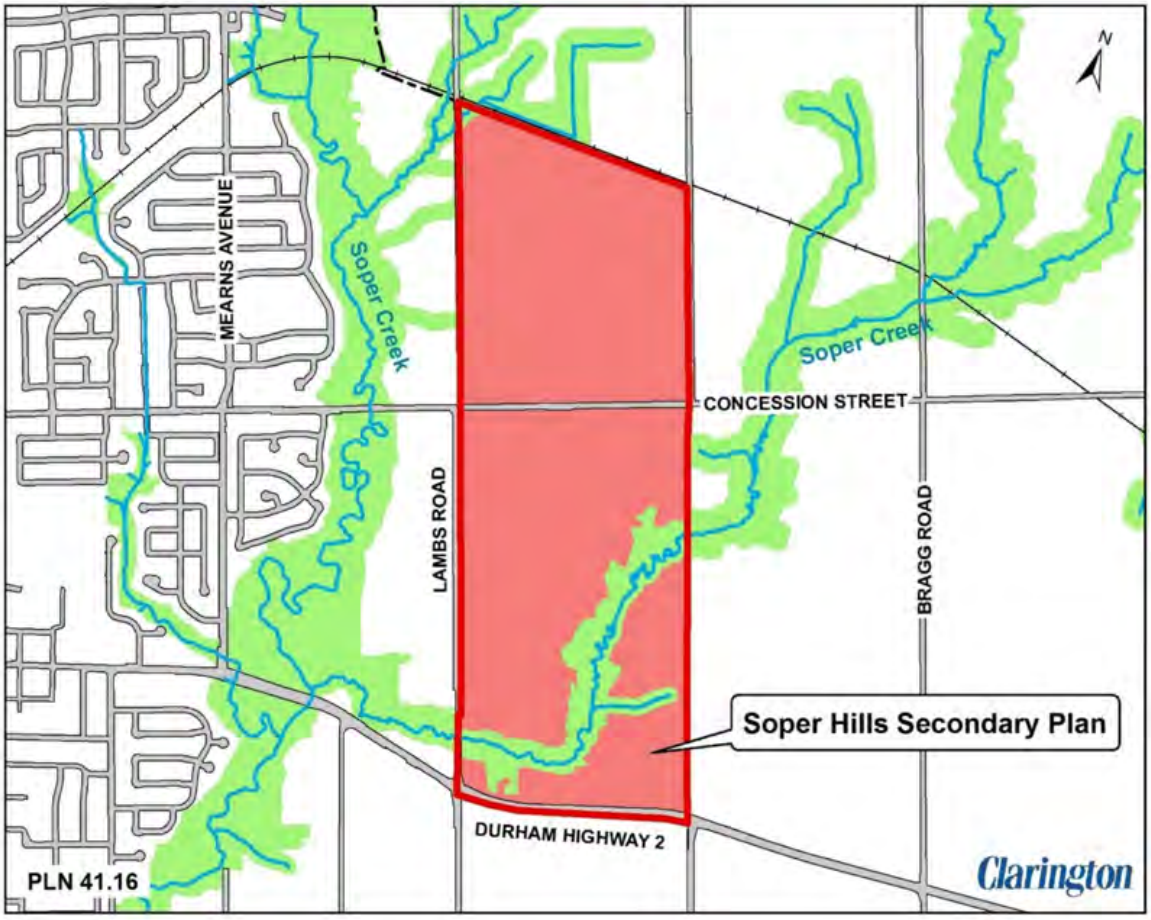


Figure 1: Soper Hills Secondary Plan Area
Source: Municipality of Clarington

1.2 Purpose of this Report and Study Area Boundary

The purpose of this Report is to describe three alternative land use plans (the "land use alternatives") for the Study Area. This Report builds on the work done in Phase 1 of the Soper Hills Secondary Plan Study. The Soper Hills Secondary Plan Study is also part of an Integrated Environmental Assessment (EA) and will satisfy Phases 1 and 2 of the Municipal Class process. For further locational context and background analysis, including policy review, please refer to the Phase 1 reports produced as part of this Study.

In terms of the contents of this Report, Chapter 2 presents the Vision and Principles for the Soper Hills Secondary Plan.

Chapter 3 presents the draft land use alternatives.

Chapter 4 presents the draft evaluation criteria that will be used to evaluate the land use alternatives.

Chapter 5 presents a summary of public comments from Public Information Centres and an online survey.

Chapter 6 describes the next steps in the study.

1.3 What has been done to date?

Phase 1 of the Soper Hills Study included background reports on the following topics:

- Community Engagement;
- Urban Design and Sustainability Principles;
- Functional Servicing;
- Transportation;
- A Landscape Analysis;
- Agricultural Impact Evaluation;
- Archeology; and
- Cultural Heritage Resource Assessment.

The findings from these reports led to the development of an opportunities and constraints analysis. A Background Analysis and Summary Report summarized the eight background reports and included the opportunities and constraints analysis.

Phase 1 also included a Public Information Centre that is summarized in a separate Consultation Summary Report – Public Open House #1. All of these undertakings informed the development of the land use alternatives and the evaluation criteria discussed in this Report.

2 Vision and Principles



2.1 The Vision for the Soper Hills Secondary Plan

Informed by the background work and public input in Phase 1, a vision statement was developed to summarize how the Secondary Plan area should be planned and designed.

The following is the Vision for the Soper Hills Secondary Plan:

> "To develop a community that reflects and enriches the history and character of both the Municipality of Clarington and the Study Area; to create a sense of place for residents and visitors; and to design a sustainable built form that protects the natural environment, promotes alternative modes of transportation and supports a healthy lifestyle for current and future generations."

The draft vision statement helped to facilitate the development of the land use alternatives and will guide the development of the Secondary Plan policies in later phases of this Study.

2.2 Principles for the Soper Hills Secondary Plan

The following outlines the principles developed for the Soper Hills Secondary Plan. These principles were developed based on the work conducted in Phase 1 including public input. These principles are used to frame the criteria found in Section 4 of this Report that will be used to evaluate the land use alternatives found in Section 3 of this Report.

Principle 1: Provide for the efficient use of land with the creation of a compact, complete, connected and walkable community.

Principle 2: Reduce dependence on personal vehicles and prioritize active transportation modes of travel by creating a network that encourages walking and cycling and improve overall health for the residents and community

Principle 3: Protect, enhance and value significant natural features within and adjacent to Environmental Protection Areas (EPA).

Principle 4: Design parks and open spaces that are highly visible, accessible and usable.

Principle 5: Provide for adequate servicing (water and wastewater) to new developments

Principle 6: Respect cultural heritage through conservation and appropriate incorporation into the community.

3 Land Use Alternatives

3.1 Development of the Land Use Alternatives

Three land use alternatives were developed based on the work done in Phase 1, which included input from public and stakeholder engagement, background review, consideration of provincial, regional and Clarington Official Plan policies, and a review of Clarington's green initiatives, including the Clarington Green Community Strategy, Priority Green: Green Development Framework and Implementation Plan and the Municipality of Clarington Green Development Standards as illustrated in **Figure 2**. The land use alternatives are prepared for discussion purposes and to help inform the development of an emerging land use plan.

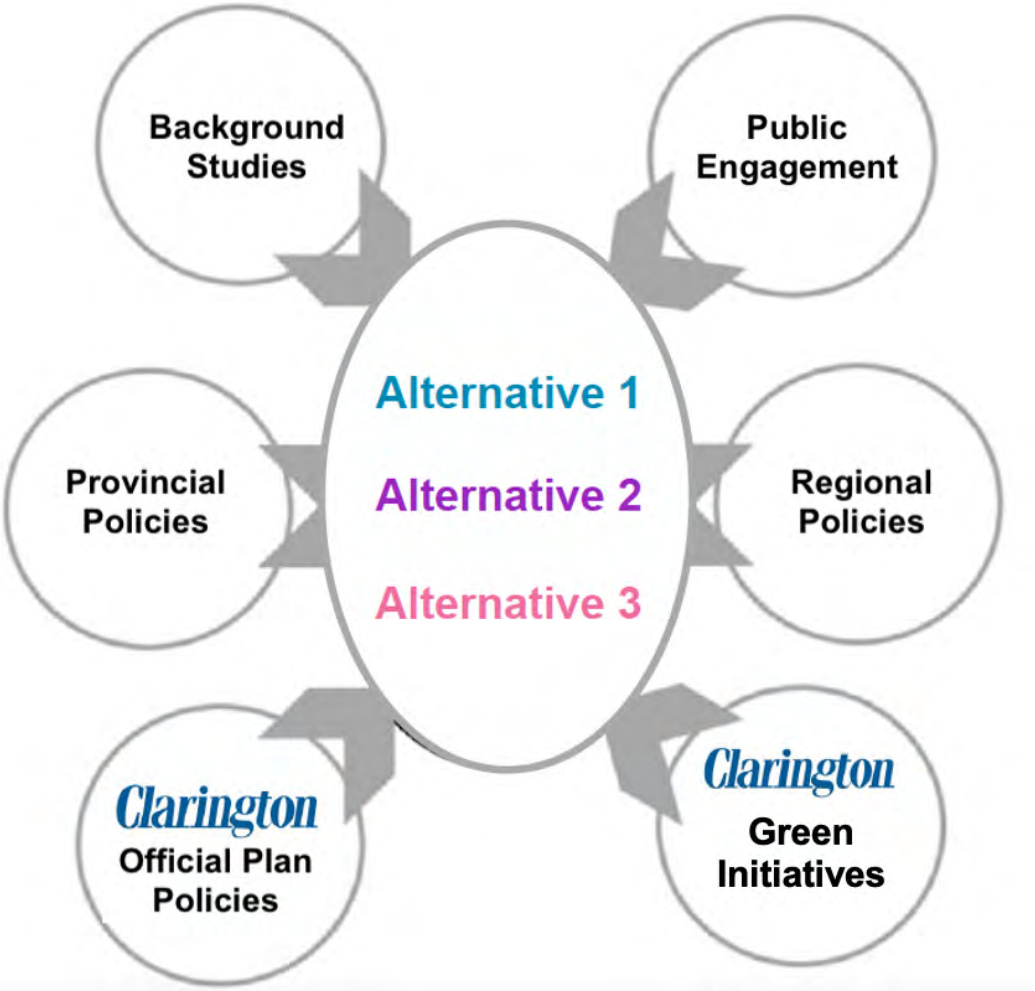


Figure 2: Considerations in the Development of the land use alternatives

3.2 Baseline Assumptions

The baseline assumptions explained in this section were considered in the development of the land use alternatives, which are described in the later portion of Section 3 of this report, as well as in the evaluation criteria described in Section 4.

A number of policy requirements of the Clarington Official Plan and Durham Regional Official Plan were not included in the evaluation criteria because they are baseline assumptions that are applied equally across all three land use alternatives. These policy requirements are addressed in all land use alternatives in order to ensure conformity.

Designated Greenfield Area Density

All land use alternatives provide for a minimum gross density of 50 residents and jobs per hectare as required by Clarington Official Plan policy 23.3.9.a), with very similar overall densities provided in each of the land use designations.



Figure 3: Highway 2 is a Regional Corridor

Corridors

All three land use alternatives reflect the delineation of Regional and Local Corridors in the Clarington Official Plan. Within the Secondary Plan area, Highway 2 is a Regional Corridor and the following are Local Corridors:

- Lambs Road from Highway 2 to the railway;
- Concession Road; and
- The extension of Providence Road between Highway 2 and Concession Road.

Regional and Local Corridors are to provide for residential and mixed-use development with a wide array of uses in order to achieve higher densities and transit-oriented development. They are also to provide for other uses that are complementary to the intended functions of the Corridor (policy 10.6.2).

The Corridors are approximately 100 metres deep on either side of the road allowance in each of the land use alternatives (policy 10.6.5).

Land Use and Compatibility

As per the Clarington Official Plan, the Secondary Plan is planned to be a primarily residential community. As such, the land uses that will be depicted on the land use alternatives are assumed to be compatible with one another and compatibility is not

included in the evaluation. Secondary Plan policy however should address transitions in height and density between different residential built forms.

Roads

Existing roads Highway 2, Lambs Road, Concession Street and Providence Road (including its extension south from Concession Street to Highway 2), are classified as arterial roads in the Clarington Official Plan and are shown in the three land use alternatives. New collector roads are illustrated in different configurations in the land use alternatives. Select local feeder roads have also been identified conceptually to illustrate connectivity within and to the lands abutting the Study Area.

The Transportation policies of the Clarington Official Plan place an emphasis on "complete streets" described as "the roadways and adjacent public areas that are designed to accommodate users of all ages and abilities including pedestrians, cyclists, transit users and motorists". The development of complete streets in Secondary Plan areas shall be context based, designed to allow access to transit, contain short blocks and streets, be accessible and be designed for not only the car, but pedestrians and cyclists as well (policy 19.6.4). Collector roads are also to be designed in accordance with the road classification criteria in Appendix C, Table C-2 (policy 19.6.21). While the overall network is included in the evaluation, the detailed design of the specific roads is not.

The Clarington Official Plan requires that local roads be designed based on a modified grid system and in accordance with the road classification criteria in Appendix C, Table C-2. Local roads are not shown except for a few local roads that provide access to the neighbourhoods for illustrative purposes. As a result, measures regarding local roads, block and street patterns will be addressed through policy and not through the evaluation.

Municipal Council has required that private roads not be provided in low density residential blocks. Since local roads will not be delineated on the land use alternatives, this matter will be addressed in policy and not as part of the evaluation.



Figure 4: The Soper Creek tributary, located on the east side of the Study Area, is part of the EPA

Environmental Protection Areas

The Environmental Protection Areas (EPA), primarily made up of the natural features and their associated buffers, are the same in the three land use alternatives and are based on work conducted as part of the Soper Creek Subwatershed Study. The Subwatershed Study identified natural areas that merit protection from development and which create a natural heritage system. In total, 18 hectares of the Secondary Plan are within Environment Protection Areas, though these areas will be subject to further refinement as the Subwatershed Study progresses. No development, with the exception of trails, will occur in the EPA in the three land use alternatives.

Servicing

All land use alternatives will be serviced to provide sufficient water operating pressures and fire flows, as well as sufficient sanitary network to accommodate future development. Such elements are not evaluated in the criteria. The land use alternatives will, however be evaluated on how alternative servicing networks reduce impacts to the EPA.

Trails

An Urban Trail system is shown on Map K of the Clarington Official Plan and includes a trail generally following the existing stream corridor within the Secondary Plan Area. More detailed matters such as location of trail heads, signage, wayfinding, education on trail use and littering and implications for private landholdings will not be addressed in the evaluation but rather addressed through policies in the Secondary Plan.



Figure 5: LIDs such as bioswales (top) and green roofs (bottom) can reduce the impacts of runoff and flooding for new developments

Stormwater Management

All land use alternatives will include stormwater management techniques and LID features. Stormwater management for all land use alternatives will:

- Consider flood control to reduce the impact of new developments on peak flows and ensure post-development flows are less than or equal to pre-development flows;
- Improve water quality based on existing water quality conditions and ability to provide enhanced water quality as per the MECP requirements;
- Match pre-development annual infiltration volume in all stormwater catchments through infiltration-based Low Impact Development Practices located on private property and municipal property;
- Maintain existing fluvial geomorphic regime or improve erosion conditions within Soper Creek and associated tributaries; and
- Use LIDS to cool runoff as appropriate for a coolwater receiver.

Based on drainage patterns, the optimal location for stormwater management ponds have been conceptually identified. These conceptual locations are shown in similar locations in all three land use alternatives. In terms of the land areas calculations provided with each alternative, stormwater management ponds are assumed to account for approximately 10% of the developable area (non-EPA lands).

Cultural Heritage Resources

As shown in all three land use alternatives, there are four potential cultural heritage resources including three along Lambs Road and one near Highway 2.

Section 8.1.1 of the Clarington Official Plan outline's the municipality's goal to promote a culture of conservation that supports cultural achievements, fosters civic pride and sense of place, strengthens the local economy, and enhances the quality of life for

Clarington residents. New development is to support the conservation of cultural heritage resources, consider incorporation of buildings into new developments, and consider the interests of Indigenous communities in conserving cultural heritage and archaeological resources (policy 8.3.1). These principles would apply equally across the three land use alternatives and thus can be further supported through policies in the Secondary Plan.

Agriculture

No criteria nor measures were developed to address agricultural impacts as the recommendations outlined in the Soper Hills Background Summary Report stated that agricultural impacts should be considered in the draft plan of subdivision stage.

3.3 Land Use Categories

The land uses comprising the three land use alternatives are based on the designations in the Clarington Official Plan and sub-categories created based on the densities, housing forms and built form set out in Tables 4-2 and 4-3.

Low Density

The majority of the Secondary Plan is comprised of the Low Density designation in all three land use alternatives, planned for semi-detached dwellings and detached dwellings, one to three storeys in height. The minimum density for these areas is 13 net units per hectare (uph) and the assumed density is 27 net uph.

The Official Plan permits limited townhouses within the interior of neighbourhoods, and up to 20% of the Low Density is to include townhouses. To reflect that permission, all three options illustrate the potential locations for townhouses within an additional land use category: the Low Density -Townhouse. Across the three land use alternatives, the Low Density-Townhouse represents approximately 10-12% of the low density area. The minimum density for these areas is 40 net uph and the assumed density is 50 net uph.

Regional Corridor

In the land use alternatives, the Regional Corridor is comprised of two land use categories to reflect the built form mix in Table 4-3:

- High Density/ Mixed Use Regional Corridor, consisting of mixed use buildings and apartments, including development of 7-12 storeys in height with a minimum density of 85 net uph and assumed density of 120 net uph; and
- Medium Density Regional Corridor, consisting of mixed use buildings and apartments, including development of 5-6 storeys in height with a minimum density of 85 net uph and assumed density of 85 net uph;

The permitted built forms follow the Official Plan permissions. The High Density/Mixed Use Regional Corridor comprises approximately 28% of the total Regional Corridor in all three land use alternatives.

Local Corridor

Along Local Corridors, non-residential uses are only permitted in mixed use buildings and are not to exceed 1,500 square metres per site (policy 10.6.7). Development in Corridors shall be at least two storeys in height per policy 10.3.5.

The Local Corridors are also comprised of two land use categories:

- Medium Density Local Corridor – Mid Rise, which will permit development of 5-6 storeys (mixed use and apartments) with a minimum density of 40 uph and assumed density of 60 net uph; and
- Medium Density Local Corridor – Low Rise which will permit development of 2-4 storeys (mixed use buildings, apartments, townhouses) with a minimum density of 40 uph and an assumed density of 50 net uph.

The permitted built forms follow the Official Plan permissions. The Medium Density Local Corridor - Mid Rise is planned to occupy approximately 20% of the Corridor in line with table 4-3 of the Clarington Official Plan.

Neighbourhood Centre

A Neighbourhood Centre is proposed in each land use alternative. It is intended to provide a central location for retail and service uses meeting local residents daily needs and permits mix use development. This location provides the opportunity for residents to walk or bike to the node for daily needs and helps to create a more sustainable plan. A maximum of 5,000 square metres of gross leasable floorspace is permitted. All three land use alternatives include a Neighbourhood Centre of 3 hectares in different locations, each which is to accommodate mixed uses, including a maximum of 5,000 sq.m. of retail.

Table 1 summarises the information provided above, by land use.

Table 1: Summary of land use categories

	Height	Min. Density (uph)	Assumed Density (uph)	Built Forms	Proportion
High Density/Mixed Use Regional Corridor	7-12	85	120	Mixed use buildings, apartments	Approximately 10-12% of Regional Corridor
Medium Density Regional Corridor	5-6	85	85	Mixed use buildings, apartments	
Medium Density Local Corridor-Mid Rise	5-6	40	60	Mixed use buildings, apartments,	Approximately 20% of Local Corridor
Medium Density Local Corridor-Low Rise	2-4	40	50	Mixed use buildings, apartments, townhouses	
Low Density-Town House	1-3	40	50	Townhouses	Approximately 10-12% of overall Low Density
Low Density	1-3	13	27	Semi-detached dwellings, detached dwellings	
Neighbourhood Centre				Retail and service uses, including mixed use	

Schools

As part of the background work in Phase 1, the team identified, through discussion with the Simcoe County District School Board, on behalf of the Kawartha Pine Ridge District School Board, and the Peterborough Victoria Northumberland Clarington Catholic District School Board, the need for a total of 3 elementary school sites. Each school site is approximately 2.43 ha.

Parks

The Community Park is planned to be 6 hectares. Community parks are designed to serve the recreational needs of several neighbourhoods, providing outdoor and indoor recreational facilities, non-programmed open space and linkages to the Regional and Municipal trail system.

Neighbourhood parks are to serve the basic active and low intensity recreational needs of the surrounding residents. Neighbourhood parks are to be of a size between 1.5 to 3 hectares depending on the area served and the activities to be provided. In the land use alternatives, neighbourhood parks are planned to be approximately 3 hectares in size.

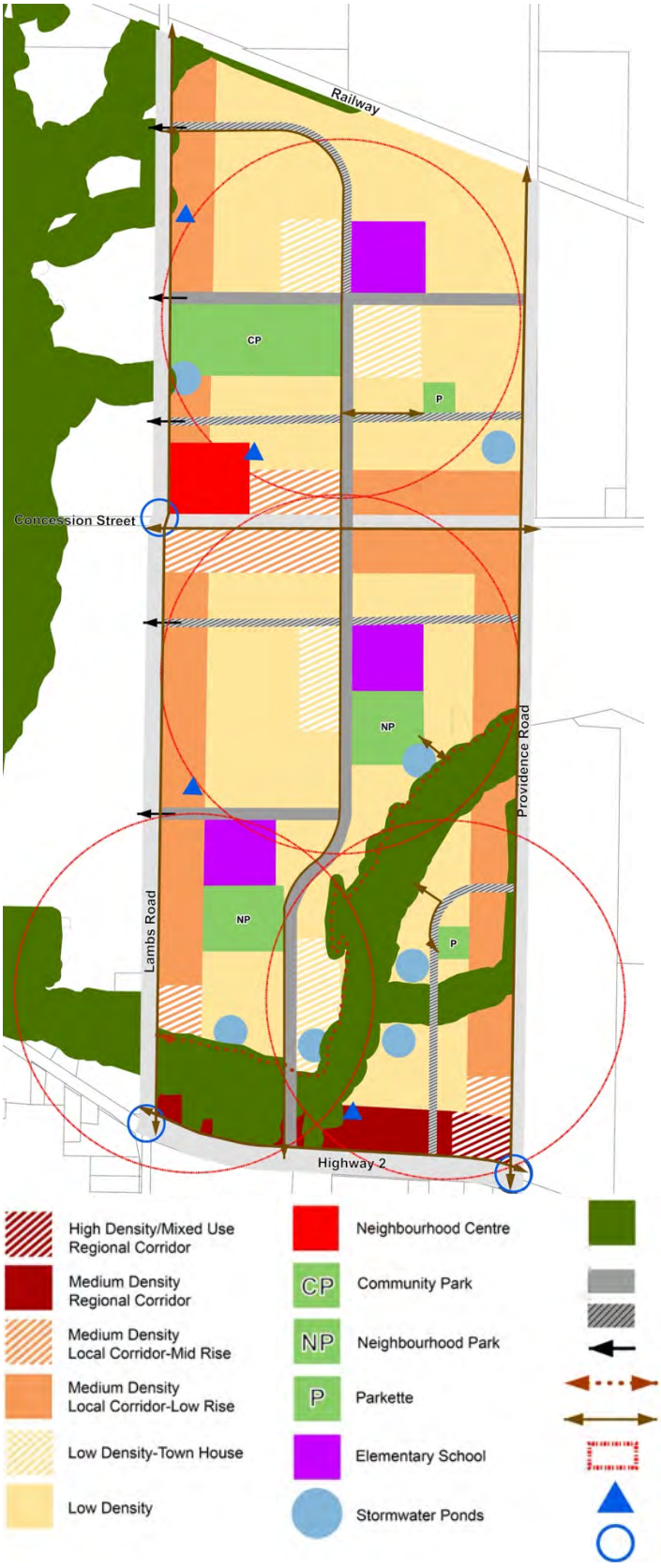
Parkettes are intended to augment the recreation, leisure and amenity needs of a neighbourhood but will not contain sports fields. They are to be between 0.5 ha and 1 ha in size. They are required wherever the Municipality deems it necessary to augment or adjust the park requirements of any neighbourhood (policy 18.3.7). In the land use alternatives, parkettes are planned to be approximately 0.5 hectares in size.

The land use alternatives provide the same overall quantum of park land to be developed as a community park, neighbourhood parks or parkettes totaling 12 hectares, while the location and breakdown of park types differs by land use alternative, as described further under each land use alternative.

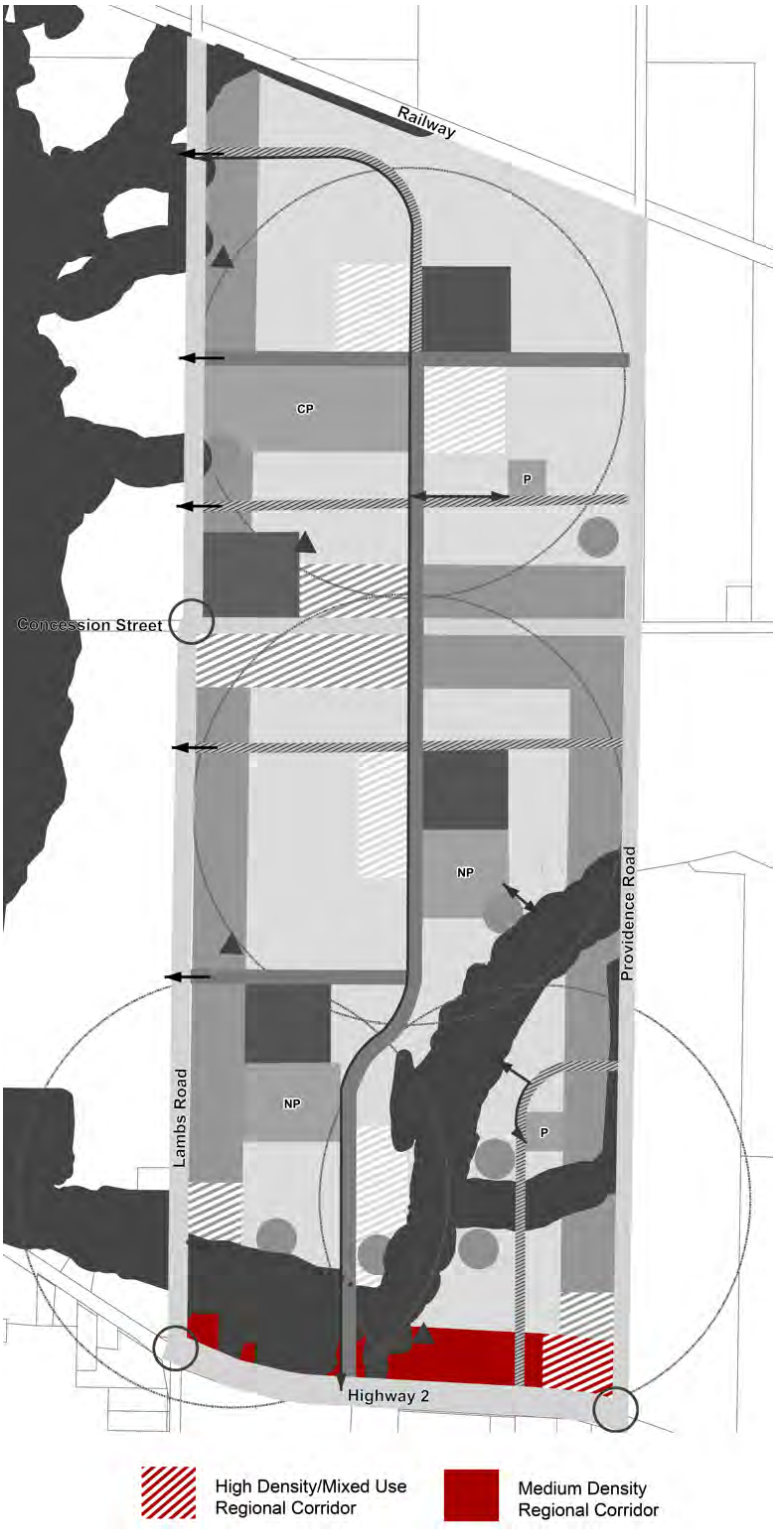
The quantum of Neighbourhood Parks and Parkettes in each of the three land use alternatives totals 6 hectares, which is close to the ratio of 0.8 hectares of non-Community Parks per 1,000 residents required in policy 18.3.3 in the Clarington Official Plan. Further parkland may be added in the preferred plan per further analysis by the Municipality of Clarington on parkland dedication and the recreation needs of the Study Area.

Park design requirements such as maximizing exposure to a public street, minimizing back lotting onto public parks, and enhancing the public realm are matters that will be addressed through the secondary plan policies and will not be addressed through the evaluation as there is not sufficient detail on the land use alternatives to evaluate these matters.

3.4 Alternative 1



Alternative 1 is designed with a north-south focus, with key components of activity and density centrally located along the central north-south collector road.



Regional Corridor

In Alternative 1, the High Density Mixed Use Regional Corridor land use is located at Highway 2 and Providence Road. The Medium Density Regional Corridor land use is located along the remainder of Highway 2.



Local Corridor

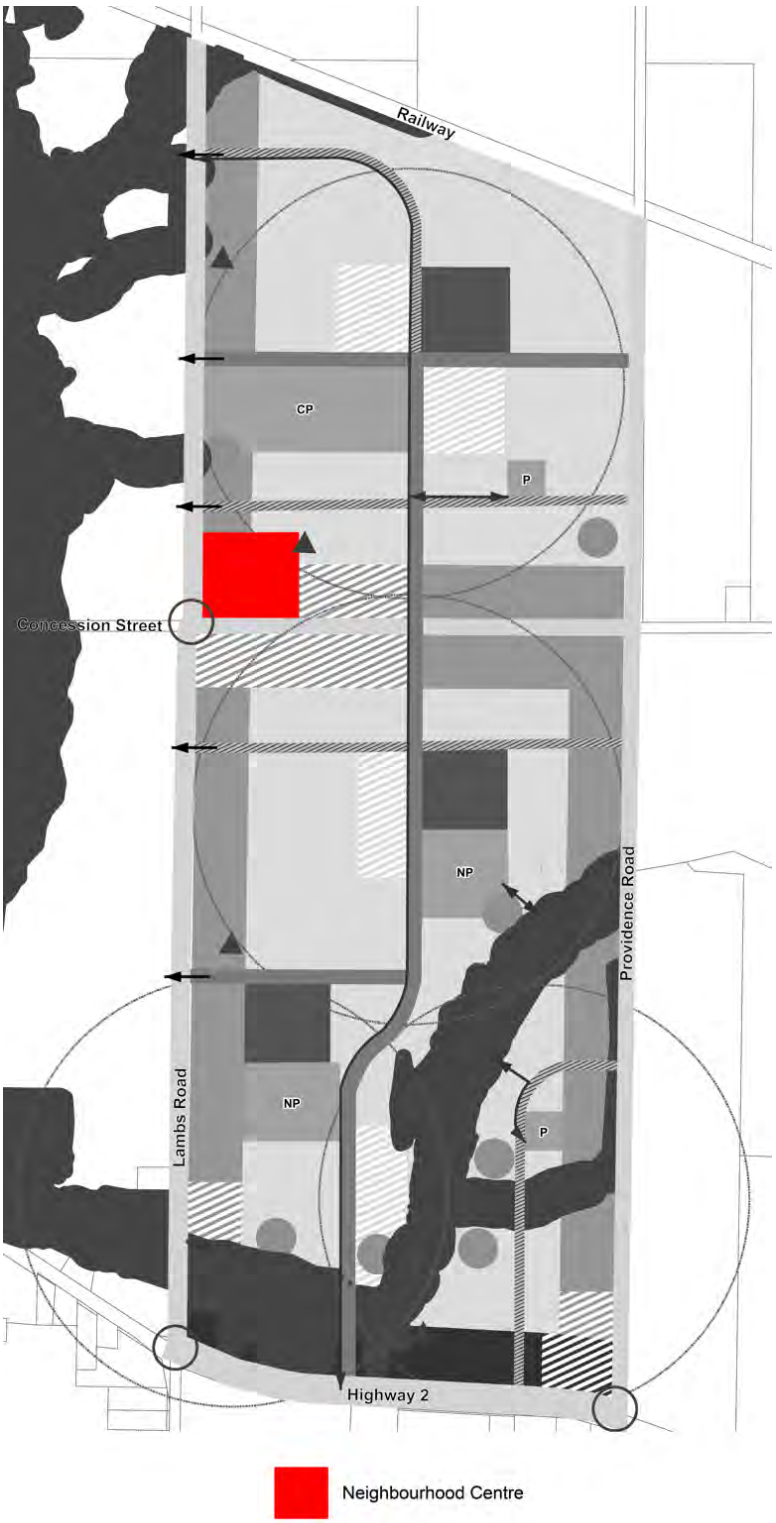
The Medium Density Local Corridor - Mid-Rise is concentrated primarily along Concession Street near the neighbourhood centre, with two small clusters at the southern ends of Lambs Road and Providence Road, in proximity to the Regional Corridor.



Low Density

Outside of the Corridors, the balance of the lands not planned for parks or schools are Low Density.

Townhouses are proposed to be in three pockets along the collector road that runs north-south through the middle of the Study Area.



Neighbourhood Centre

The neighbourhood centre is located at the northeastern intersection of Concession Street opposite an area designated High Density Mixed Use on the Jury Lands (OPA 121).



Schools

Alternative 1 shows three elementary schools located on the proposed collector roads. Two schools are located to the west of the north-south collector road while the other elementary school is located along the southernmost east-west collector road, abutting the Local Corridor.



Parks and Open Space

A community park is located to the north of Concession Street, to the south of the proposed collector road and opposite the Municipal Wide Park in the Jury Lands (OPA 121). Two neighbourhood parks are located adjacent to the two southern most elementary schools. Additionally, there are two small parkettes located where additional parkland will improve walkability in the southeast section of the Study Area and in the northeast.

Walkability

Each 400m neighbourhood includes access to parks and an elementary school within a 5-minute walking distance with the exception of the southeastern node, which has a parkette but no school.

Transportation and Active Transportation



Collector Roads

There is a collector road that runs north-south through the middle of the Study Area, which connects south all the way to Highway 2. There are additionally collector roads that run east-west, though only the northern of the two, connects Lambs Road to Providence Street.

Local Roads

A few local roads are shown to illustrate connectivity within the Study Area and to adjacent areas for illustrative purposes.



Trails

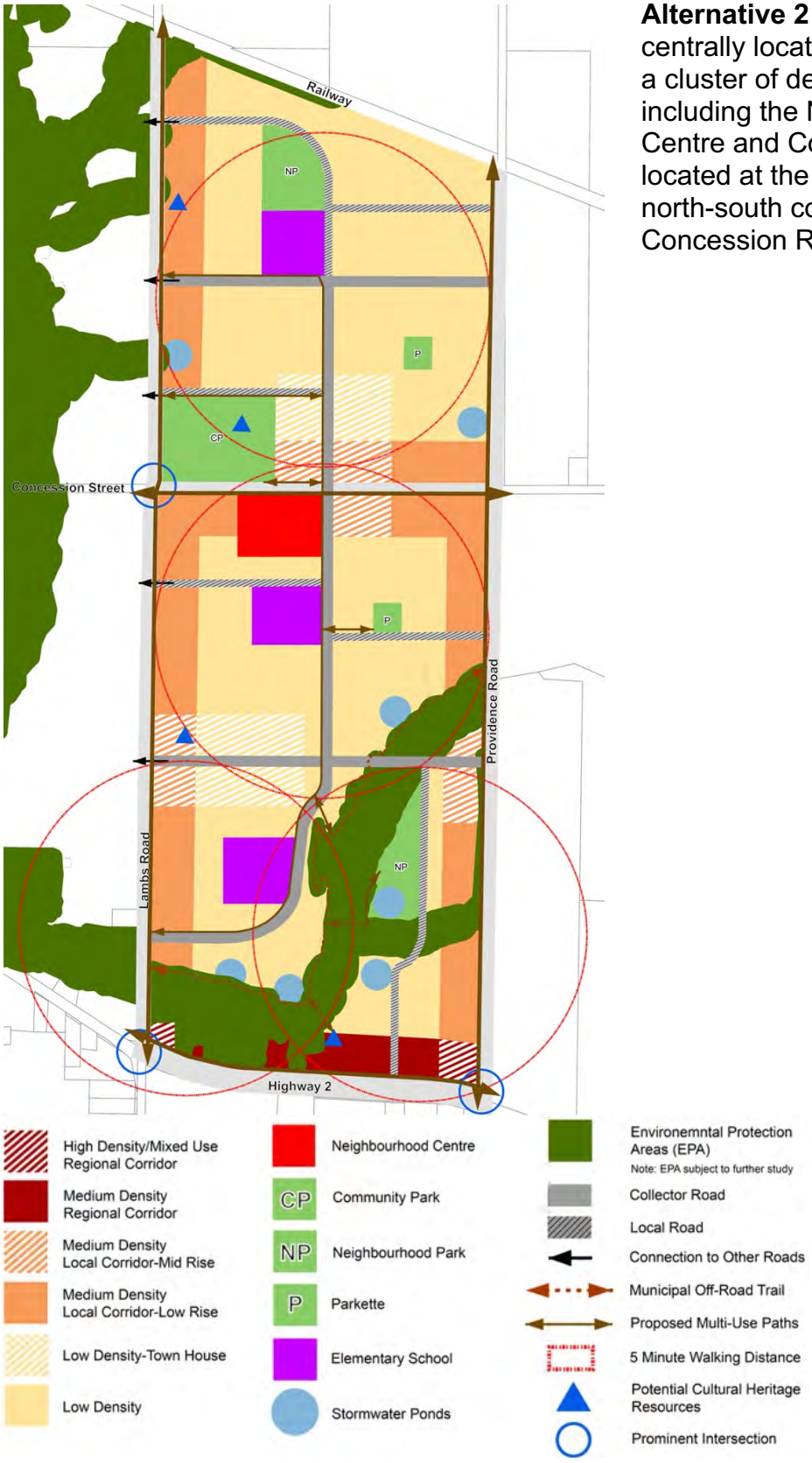
There are several on-road trails between parks, roads and the Environmental Protection Areas. There is also an off-road trail along the western side of the Environmental Protection Areas that connects Providence Street and Lambs Road.

Table 2 describes the land areas and projected units, population and jobs for that could arise from Alternative 1. This Alternative results in a density of 56.2 persons and jobs per hectare.

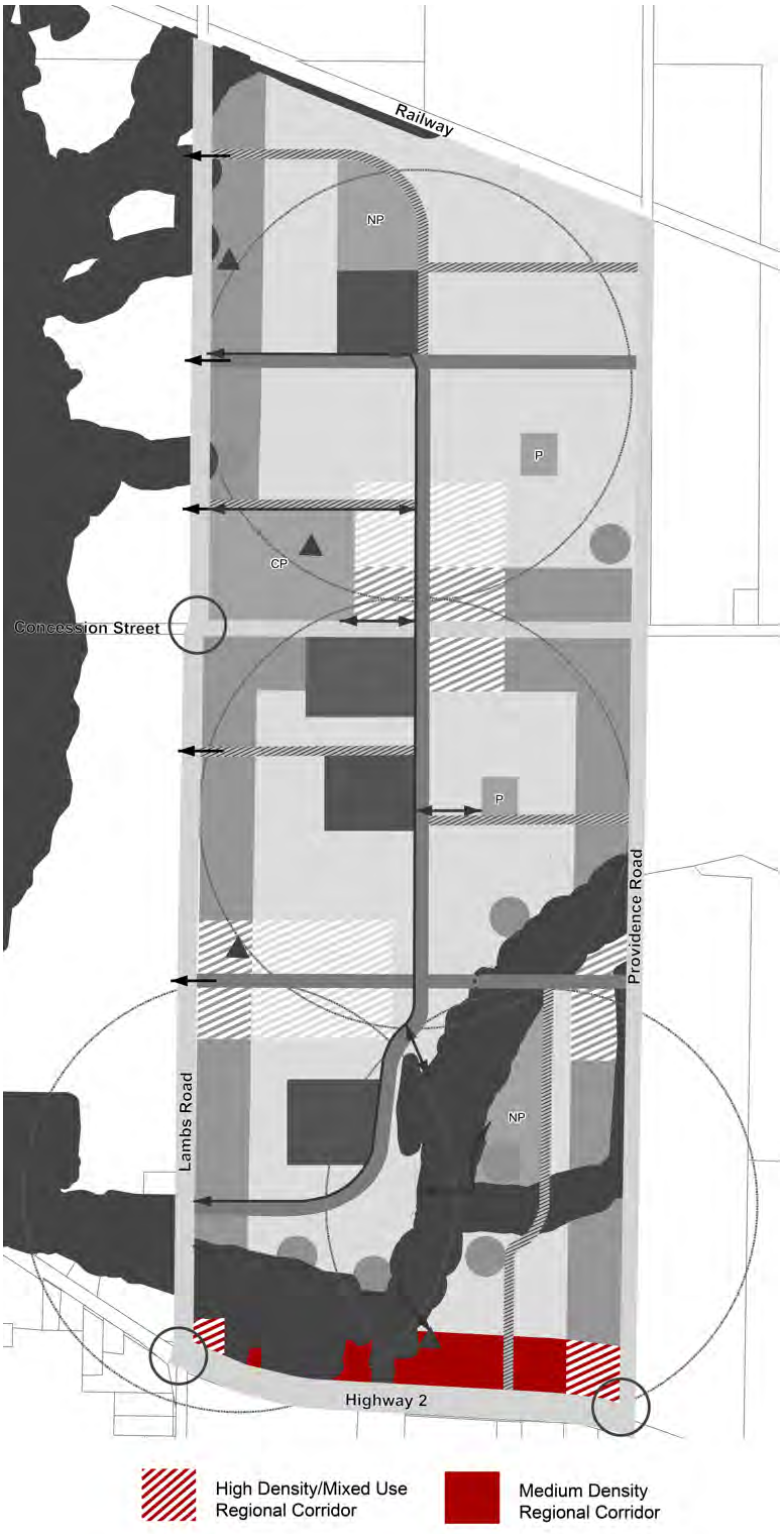
Table 2: Land Area, Units, People, Retail Floor Area and Jobs for Land Use Alternative 1

Land Use Alternative 1					
	Area (HA)	Units	People	Retail Floor Area (sq.m.)	Jobs
High Density/Mixed Use Regional Corridor	1.3	115	173	490	11
Medium Density Regional Corridor	3.4	214	321		
Medium Density Local Corridor-Mid Rise	7.9	351	526		
Medium Density Local Corridor-Low Rise	29.4	1,088	2,643		
Low Density-Town House	6.9	255	620		
Low Density	70	1,399	4,392		
Neighbourhood Centre	3	44	66	5,000	109
School	7.3				30
Parks	12				
Environmental Protection Areas	26.5				
Stormwater Management Pond	17				
Total	184.7	3,466	8,741	5,488	149

3.5 Alternative 2



Alternative 2 is designed with a centrally located hub of uses, with a cluster of density and amenities, including the Neighbourhood Centre and Community Park located at the intersection of the north-south collector road and Concession Road.



Regional Corridor

In Alternative 2, the High Density/Mixed Use Regional Corridor designation is proposed at the corners of Highway 2 and Lambs Road and Highway 2 and Providence Road. The Medium Density Regional Corridor designation is located along the remainder of Highway 2.



Local Corridor

The Medium Density Local Corridor - Mid Rise is located centrally at the intersection of the north-south collector road and Concession Street. The Mid Rise land use is also located along the southerly east-west collector road at the intersection of Lambs Road and Providence Road. The balance of the Local Corridor is Medium Density Local Corridor - Low Rise.



Low Density

The Low Density – Townhouses are proposed in two locations: 1) near the intersection of Concession Street and the north-south collector road and 2) along southerly east-west collector road.



Neighbourhood Centre

The neighbourhood centre is located at the southwestern intersection of Concession Street and the proposed north-south collector road. It provides a central location to both the northern and southern quadrants of the Secondary Plan.



Schools

Alternative 2 shows three elementary schools located on the west side of the proposed north-south collector roads. Only one of which is located adjacent to a neighbourhood park.



Parks and Open Space

The community park is located at the corner of Concession Street and Lambs Road as shown in the Clarington Official Plan. Two neighbourhood parks are proposed; one in the southeast enclave east of the stream adjacent to the Environmental Protection Area and another paired with a school in the northern end of the Study Area. There are also two parkettes on the western portion of the Study Area to enhance walkability to parkland.

Walkability

Each 400m neighbourhood includes access to parks and an elementary school within a 5-minute walking distance, except in the southeastern quadrant of the Study Area, where there is no school.

Transportation and Active Transportation



Collector Roads

There is a collector road that runs north-south in the middle of the Study Area which then curves connecting, to the north and south sides of Lambs Road. There are additionally two other collector roads that run east-west at the north and south sides of the Study Area, connecting Lambs Road to Providence Road.

Local Roads

A few local roads are shown to illustrate connectivity within the Study Area and to adjacent areas for illustrative purposes.



Trails

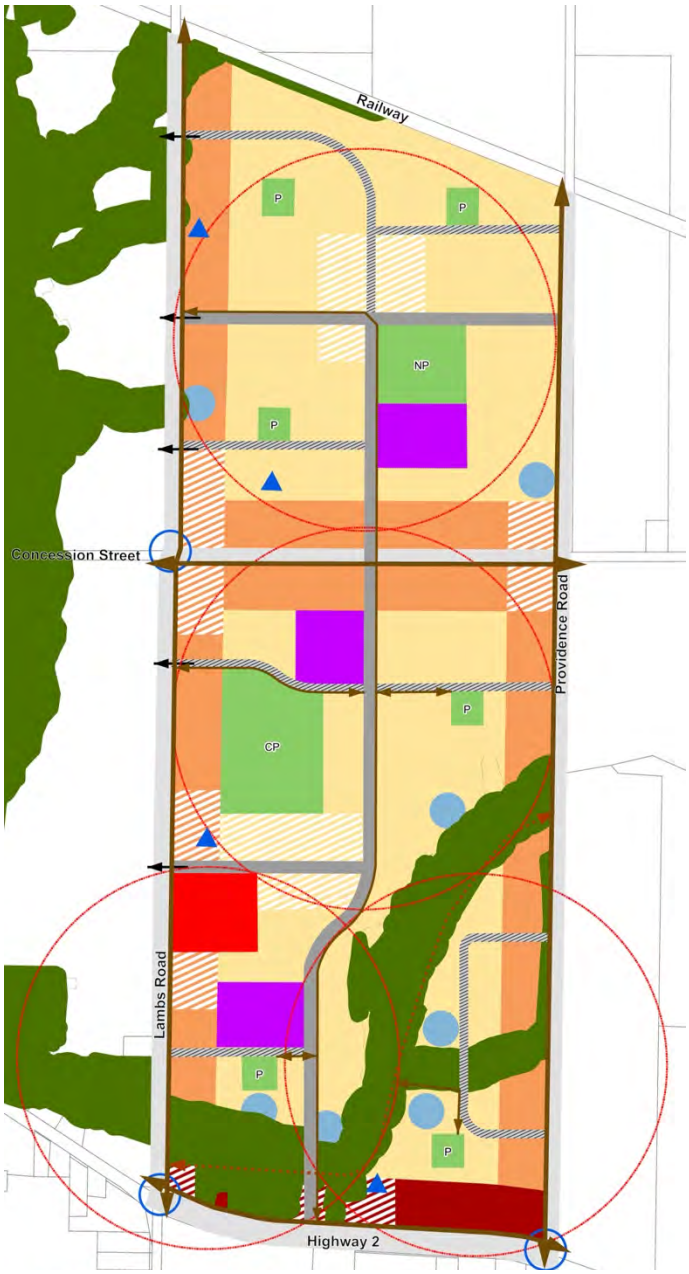
There is also an off-road trail along the Environmental Protection Areas that connects Provence and Lambs Road and several on-road trails that connect to parks.

Table 3 describes the land areas and projected units, population and jobs that could arise from Alternative 2. This Alternative results in a density of 56.3 persons and jobs per hectare.

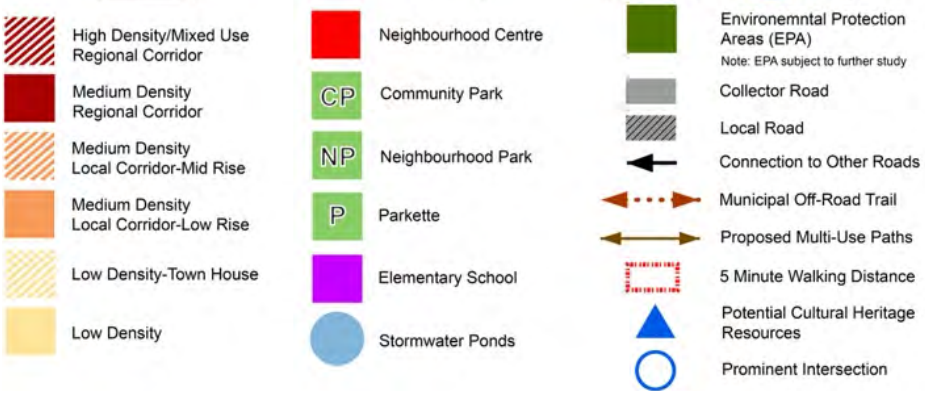
Table 3: Land Area, Units, People, Retail Floor Area and Jobs for Land Use Alternative 2

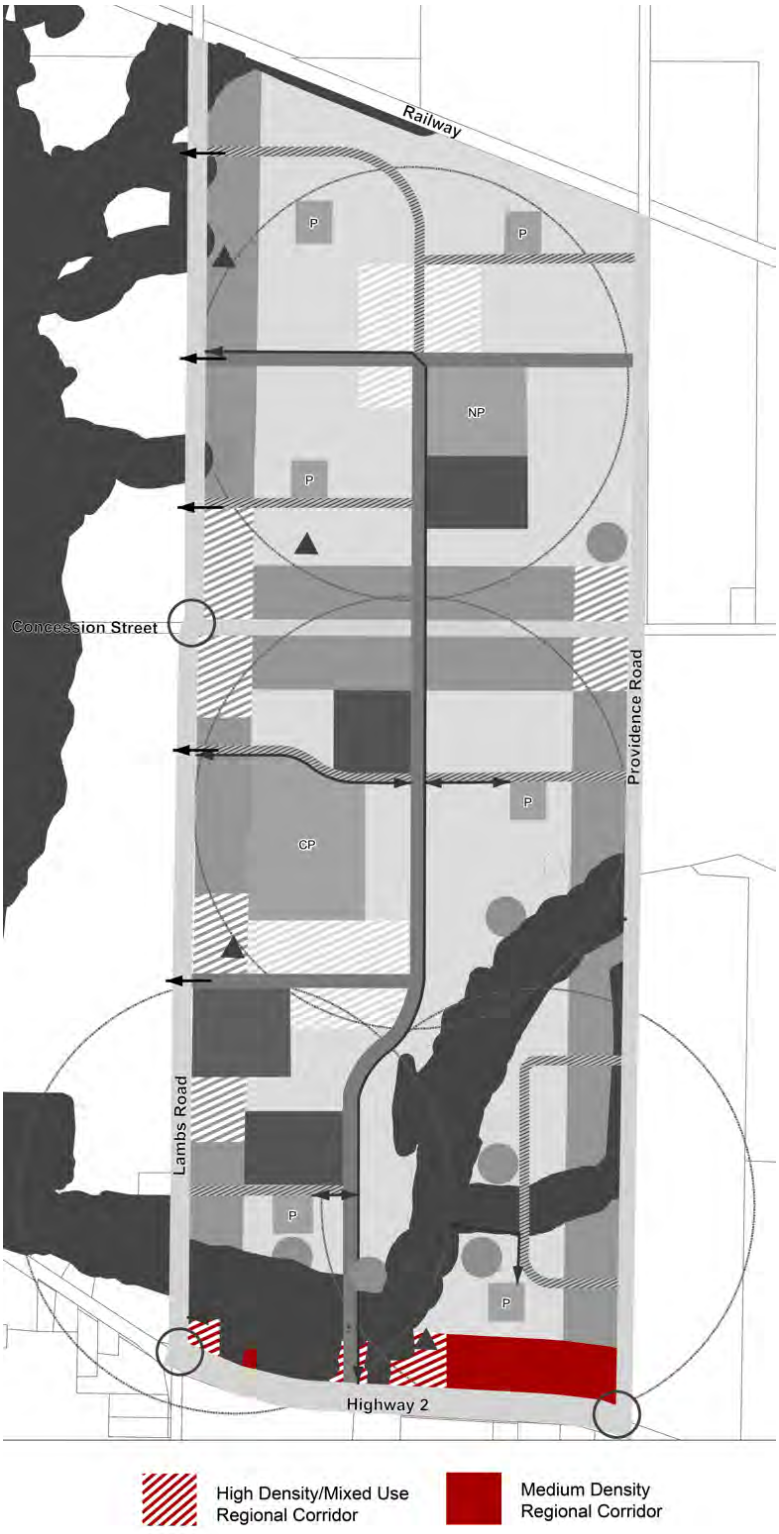
Land Use Alternative 2					
	Area (HA)	Units	People	Retail Floor Area (sq.m.)	Jobs
High Density/Mixed Use Regional Corridor	1.3	115	173	490	11
Medium Density Regional Corridor	3.4	214	321		
Medium Density Local Corridor-Mid Rise	7.4	329	493		
Medium Density Local Corridor-Low Rise	27.9	1,032	2,508		
Low Density-Town House	9.1	337	818		
Low Density	69.8	1,395	4,379		
Neighbourhood Centre	3	44	66	5,000	109
School	7.3				30
Parks	12				
Environmental Protection Areas	26.5				
Stormwater Management Pond	17				
Total	184.7	3,465	8,758	5,488	149

3.6 Alternative 3



Alternative 3 has a southern focus, with the hub of community uses, including the neighbourhood centre, denser uses and Community Park, located in the southwestern quadrant of the site, at Lambs Road and an east-west collector.





Regional Corridor

The High Density/Mixed Use Regional Corridor designation is proposed on the western half of the corridor adjacent to the Environmental Protection Area, with the remainder of the Regional Corridor proposed for Medium Density Local Corridor – Mid Rise.



Local Corridor

The Medium Density Local Corridor - Mid Rise is located at the corners of Concession Street and Lambs Road and Concession Street and Providence Road, as well as along Lambs Road, around the Neighbourhood Centre. The remainder of the Local Corridor is proposed for Medium Density Local Corridor - Low Rise.



Low Density

The Low Density - Town House is located at the southerly east-west collector road adjacent to the Neighbourhood Centre creating a node of higher density residential. A second area is located along the northernly east-west collector opposite the Neighbourhood Park.



Neighbourhood Centre

The neighbourhood centre is proposed at the corner of Lambs Road and the southernmost east-west collector road.



Schools

Alternative 3 shows three elementary schools located along the north-south collector road. There is one school located at the south end at the corner of a local finder road that intersects with Lambs Road, another is located south of Concession Street and the third is located adjacent to the Neighbourhood Park north of Concession Street.



Parks and Open Space

The community park is located in the southern quadrant of the Secondary Plan and is located on a knoll to maintain the views offered by that unique feature. One neighbourhood park is proposed adjacent to the northernmost elementary school. Six parkettes are proposed, spread out across the Study Area, centrally located within residential areas.

Walkability

Each 400m neighbourhood includes access to parks and an elementary school within a 5-minute walking distance, except in the southeastern portion of the Study Area, where there is no school.

Transportation and Active Transportation

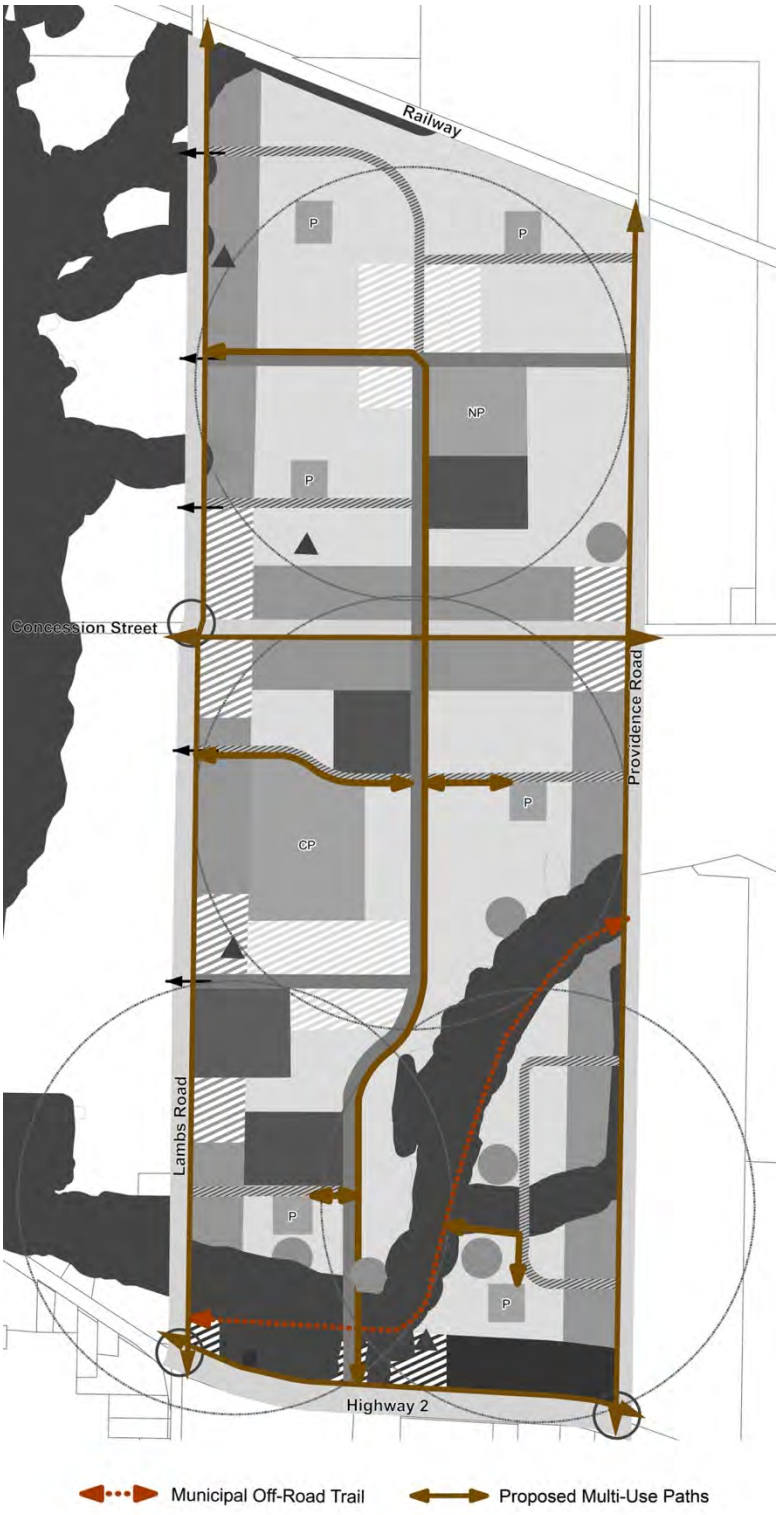


Collector Roads

There is a collector road that runs north-south through the middle of the Study Area, connecting to Highway 2 and a collector road that runs east-west between Lambs Road and Providence Road, north of Concession Street. The other collector road runs from the middle collector Road to Lambs Road, in the southern portion of the Study Area.

Local Roads

A few local roads are shown to illustrate connectivity within the Study Area and to adjacent areas for illustrative purposes.



Trails

There is an off-road trail that runs along the eastern side of the Environmental Protection Areas , as well as on road trails that connect to parks.

Table 4 describes the land areas and projected units, population and jobs that could arise from Alternative 3. This Alternative results in a density of 56.8 persons and jobs per hectare.

Table 4: Land Area, Units, People, Retail Floor Area and Jobs for Land Use Alternative 3

Land Use Alternative 3					
	Area (HA)	Units	People	Retail Floor Area (sq.m.)	Jobs
High Density/Mixed Use Regional Corridor	1.3	115	173	490	11
Medium Density Regional Corridor	3.4	214	321		
Medium Density Local Corridor-Mid Rise	8.3	369	553		
Medium Density Local Corridor-Low Rise	31.2	1,154	2,805		
Low Density-Town House	8.6	318	773		
Low Density	66.1	1,321	4,147		
Neighbourhood Centre	3	44	66	5,000	109
School	7.3				30
Parks	12				
Environmental Protection Areas	26.5				
Stormwater Management Pond	17				
Total	184.7	3,535	8,838	5,488	149

4 Evaluation Criteria and Measures

The purpose of the evaluation criteria and measures is to guide the evaluation of three land use alternatives that will be prepared for the Soper Hills Secondary Plan Study Area. The criteria and measures reflect the findings of the background reports, requirements of official plan policies and consideration of guidelines and best practices. The criteria and measures will be used to determine what elements of each land use alternative are preferred and should be included in the emerging land use plan and Secondary Plan.

An evaluation matrix was prepared to summarize the evaluation of the three land use alternatives against the criteria and measures. The evaluation matrix is provided in Section 4.2 of this report.

The preferred land use plan will not necessarily be one of the three land use alternatives, but rather a combination of the most preferred elements of each of the three and could include additional elements considered through the engagement process.

4.1 Criteria and Measures

The evaluation criteria are organized under key themes and related principles. Themes include: Built Environment, Transportation and Mobility, Natural Environment and Protection Areas, Parks and Open Space, Sustainable Servicing and Stormwater Management Infrastructure, Cultural Heritage and Archaeology.

Under each theme, a series of criteria were developed to evaluate the land use alternatives based on that theme. These criteria are listed below under the themes. For each criteria, specific measures were also developed. The criteria and measures are set out in the evaluation matrix in Table 5.

Theme - Built Environment

Principle: Provide for the efficient use of land with the creation of a compact, complete, connected and walkable community.

Criteria:

- Provide higher density housing within the Corridors to support existing and future transit and encourage active transportation;
- Create a compact, walkable community;
- Provide for a variety of housing types and arrangements such as townhouses, singles and semis, and multi-unit dwellings;

- Foster a sense of place; and
- Land use mix is supportive for people of all ages and incomes.

Theme – Transportation and Mobility

Principle: Reduce dependence on personal vehicles and prioritize active transportation modes of travel by creating a network that encourages walking and cycling and improve overall health for the residents and community

Criteria

- Provide sufficient capacity and connectivity for all travel modes - vehicular, future transit, active transportation;
- Minimize impact of the Road network on the Environmental Protection Areas (EPA); and
- Ability to create a network of Collector Roads serving transportation and active transportation needs.

Theme – Natural Environment and Environmental Protection Areas

Principle: Protect, enhance and value significant natural features within and adjacent to Environmental Protection Areas (EPA).

Criteria:

- Provide trail connections outside areas prone to flooding or significant natural features and that connect to other planned or existing trails; and
- Provide compatible land uses adjacent to the EPA.

Theme - Parks and Open Space

Principle: Design parks and open spaces that are highly visible, accessible and usable.

Criteria:

- Meet park provision requirements for Soper Hills; and
- Establish a sense of place by enhancing views, including landmark buildings, gateway features and public art, and providing opportunities for community gathering.

Theme – Sustainable Servicing and Stormwater Management Infrastructure

Principle: Provide for adequate servicing (water and wastewater) to new development's

Criteria:

- Minimize impact of trunk services on the Environmental Protection Areas (EPA); and
- Ability for new development to be efficiently serviced for stormwater management.

Theme – Cultural Heritage and Archaeology

Principle: Respect cultural heritage through conservation and appropriate incorporation into the community.

Criteria:

- Conserve cultural heritage resources in proximity to the Soper Hills Study Area.

4.2 Land Use Alternatives Evaluation

Table 5 contains the evaluation of the 3 land use alternatives. Under each measure, the ability of an option to address the measure is described. One of the following ranking is provided based on the analysis of the land use alternative's ability to meet the measure:

- Most Preferred
- Moderately Preferred
- Least Preferred

Where appropriate, some criteria may be ranked the same, or all three ranked "Equally preferred".

Table 5 – Evaluation of Measures

	Measure	Alternative 1	Alternative 2	Alternative 3
	Theme - Built Environment Principle: Provide for the efficient use of land with the creation of a compact, complete, connected and walkable community. **Criteria: Provide higher density housing within the Corridors to support existing and future transit and encourage active transportation.**			
1	Measure**:** Do the Regional Corridor land use designations permit higher density housing to support transit and active transportation?	Yes. The High Density Regional Corridor permits 5-12 storey apartments, with the same distribution of High Density/Mixed use (7-12 storey) and Medium Density (5-6 storey) as the other land use alternatives.	Yes. The High Density Regional Corridor permits 5-12 storey apartments, with the same distribution of High Density/Mixed use (7-12 storey) and Medium Density (5-6 storey) as the other land use alternatives.	Yes. The High Density Regional Corridor permits 5-12 storey apartments, with the same distribution of High Density/Mixed use (7-12 storey) and Medium Density (5-6 storey) as the other land use alternatives.

	Measure	Alternative 1	Alternative 2	Alternative 3
		Evaluation: Equally Preferred	Evaluation: Equally Preferred	Evaluation: Equally Preferred
2	Measure: What is the proportion of potential residential units within 400 metres (5 -minute) walking distance of a Regional Corridor?	Approximately 18% of residential units are within 400 metres of the Regional Corridor. Evaluation: Most Preferred (Marginally)	Approximately 17% of residential units are within 400 metres of the Regional Corridor. Evaluation: Moderately Preferred (Marginally)	Approximately 16% of residential units are within 400 metres of the Regional Corridor. Evaluation: Least Preferred (Marginally)
3	Measure**:** Do the Local Corridor land use designations permit a higher density mix use form to support future transit and active transportation?	Yes. The Local Corridor permits 5-6 storeys mixed use and apartment buildings in the Medium Density Local Corridor – Mid Rise. Of the three, land use alternative 1 has the intermediate sized area of Medium Density Local Corridor – Mid Rise at 7.9 ha. Evaluation: Moderately Preferred	Yes. The Local Corridor permits 5-6 storeys mixed use and apartment buildings in the Medium Density Local Corridor – Mid Rise. Of the three, land use alternative 2 has the smallest area of Medium Density Local Corridor – Mid Rise at 7.4 ha. Evaluation: Least Preferred	Yes. The Local Corridor permits 5-6 storeys mixed use and apartment buildings in the Medium Density Local Corridor – Mid Rise. Of the three, land use alternative 3 has the greatest area of Medium Density Local Corridor – Mid Rise at 8.3 ha. Evaluation: Most Preferred
4	Measure: What is the proportion of potential residential units are within 400 metres (5 -minute) walking distance of a Local Corridor?	Approximately 92% of residential units are within 400 metres of the Local Corridor. Evaluation: Most Preferred (Marginally)	Approximately 91% of residential units are within 400 metres of the Local Corridor. Evaluation: Moderately Preferred (Marginally)	Approximately 91% of residential units are within 400 metres of the Local Corridor. Evaluation: Moderately Preferred (Marginally)

	Measure	Alternative 1	Alternative 2	Alternative 3
5	Measure: Is the Neighbourhood Centre located along a Regional or Local Corridor?	Yes. The Neighbourhood Centre is located at the cross section of two Local Corridors, at the intersection of Lambs Road and Concession Street. Evaluation: Most Preferred	Yes. The Neighbourhood Centre is located along Concession Street, centrally located at a north-south collector road which serves the neighbourhoods both to the north and south. Evaluation: Moderately Preferred	Yes. The Neighbourhood Centre is located along Lambs Road. Evaluation: Least Preferred
	Criteria: Create a compact, walkable community.			
6	Measure: What is the proportion of potential residential units within 400 metres walking distance of a park?	Approximately 90% of residential units are located within 400 metres of a park. Evaluation: Least Preferred	Approximately 88% of residential units are located within 400 metres of a park. Evaluation: Least Preferred	Approximately 99% of residential units are located within 400 metres of a park. The use of fewer Neighbourhood Parks and a greater number of Parkettes distributed throughout the Study Area insignificantly increases the access to parks within a 400 metre walking distance of residences. Evaluation: Most Preferred
7	Measure: What is the proportion of potential residential units within 400 metres walking distance of a school?	Approximately 79% of residential units are located within 400 metres of a school. Evaluation: Moderately Preferred	Approximately 86% of residential units are located within 400 metres of a school. Evaluation: Most Preferred	Approximately 77% of residential units are located within 400 metres of a school. Evaluation Least Preferred
8	Measure: What is the proportion of potential residential units	Approximately 30% residential units are located within 400 metres of a	Approximately 40% of residential units are located within 400 metres of a	Approximately 21% of residential units are located within 400 metres

	Measure	Alternative 1	Alternative 2	Alternative 3
	within 400 metres walking distance of a Neighbourhood Centre?	Neighbourhood Centre. Evaluation: Moderately Preferred	Neighbourhood Centre. Evaluation: Most Preferred	of a Neighbourhood Centre. Evaluation: Least Preferred
9	Measure: Do all neighbourhoods have access to a trail (Clarington Official Plan 18.4.1)?	Yes. Each neighbourhood will have access to a trail. Evaluation: Most Preferred	Most neighbourhoods will have access to a trail. There is no trail planned in the northern portion of the Secondary Plan. Evaluation: Moderately Preferred	Most neighbourhoods will have access to a trail. There is no trail planned in the northern portion of the Secondary Plan. Evaluation: Moderately Preferred
	Criteria: Provide for a variety of housing types and arrangements such as townhouses, singles and semis, and multi-unit dwellings.			
10	Measure: Does the land use alternative provide the ability to include a mix of land uses and housing types (Clarington Official Plan 5.2.2)?	Yes. The entirety of the Regional Corridor will consist of apartments and mixed use. Approximately 20% of the Local Corridor permits apartment and mixed use, with the remaining portion of the Local Corridor permitting mixed use, apartment buildings and townhouses. A portion of the Low Density will permit townhouses. Comparing the area of the land uses which permit Townhouses, Mixed Use and Apartments, Alternative 1 has the lowest potential of	Yes. The entirety of the Regional Corridor will consist of apartments and mixed use. Approximately 20% of the Local Corridor permits apartment and mixed use, with the remaining Local Corridor permitting mixed use, apartment buildings and townhouses. A portion of the Low Density will permit townhouses. Comparing the area of the land uses which permit Townhouses, Mixed Use and Apartments, Alternative 2 has the intermediate potential of the three Alternatives for provision of mixed	Yes. The entirety of the Regional Corridor will consist of apartments and mixed use. Approximately 20% of the Local Corridor permits apartment and mixed use, with the remaining Local Corridor permitting mixed use, apartment buildings and townhouses. A portion of the Low Density will permit townhouses. Comparing the area of the land uses which permit Townhouses, Mixed Use and Apartments, Alternative 3 has the greatest potential of the three Alternatives for provision of mixed uses, apartments and townhouses.

	Measure	Alternative 1	Alternative 2	Alternative 3
		the three Alternatives for provision of mixed uses, apartments and townhouses. Evaluation: Least Preferred	uses, apartments and townhouses. Evaluation: Moderately Preferred	 Evaluation: Most Preferred
	Criteria: Foster a sense of place.			
11	Measure: Does the land use alternative optimize existing topographic features in its distribution of land use designations to create views unique to the Study Area?	Not particularly, when compared to Alternative 3 which places the Community Park on a large hill to optimize views from the public space. Evaluation: Least Preferred	Not particularly, when compared to Alternative 3 which places the Community Park on a large hill to optimize views from the public space. Evaluation: Least Preferred	Yes. Alternative 3 places the Community Park on a large hill to optimize views from the public space. Evaluation: Most Preferred
12	Measure: Do the prominent intersections identified in the Official Plan at Highway 2 and Lamb Road, Highway 2 and Providence Road and Lambs Road and Concession Street permit land uses that support the design of a community focal point through massing and building height that emphasize the significance	Yes. The High Density/Mixed Use Regional Corridor permits apartments and mixed use buildings 7-12 storeys in height at the intersection of Hwy 2 and Providence Road. In addition, at the Concession Street and Lambs road, Mid Rise (5-6 storeys in height) is planned to the south of Concession Street, with Neighbourhood Centre planned to the north. 7-12	Yes. The High Density/Mixed Use Regional Corridor permits apartments and mixed use buildings 7-12 storeys in height at the intersections of Hwy 2 and Lamb Road and Hwy 2 and Providence Road. However, Low Rise, as opposed to Mid Rise and a community park area located at the Prominent Intersection at Concession Street and Lambs Road.	Yes. The High Density/Mixed Use Regional Corridor permits apartments and mixed use buildings 7-12 storeys in height at the intersections of Hwy 2 and Lamb Road. In addition, at Concession Street and Lambs Road, Mid Rise (5-6 storeys in height) is planned to the north and south of Concession Street.

	Measure	Alternative 1	Alternative 2	Alternative 3
	of an intersection? (Clarington Official Plan 5.4.10)	storeys as a gateway to Bowmanville at Providence Road may be over powering. Evaluation: Least Preferred	 Evaluation: Least Preferred	 Evaluation: Most Preferred
	Criteria: Land use mix is supportive for people of all ages and incomes.			
13	Measure: Does the land use alternative provide a broad range of housing types to meet the evolving housing needs for people of all ages, abilities and income groups (Clarington Official Plan 6.1.1, 6.3.1)?	Yes. The entirety of the Regional Corridor will permit apartments. Approximately 20% of the Local Corridor permits apartment, with the remaining portion of the Local Corridor permitting townhouse and apartments. A portion of the Low Density will permit townhouses. While all Alternatives permit a range of housing types, of the Alternatives, Alternative 1 has the least potential for providing the range of housing types, based on the largest area planned for Low Density. Evaluation: Least Preferred	Yes. The entirety of the Regional Corridor will permit apartments. Approximately 20% of the Local Corridor permits apartment, with the remaining portion of the Local Corridor permitting townhouse and apartments. A portion of the Low Density will permit townhouses. While all Alternatives permit a range of housing types, of the Alternatives, Alternative 2 has the intermediate potential for providing the range of housing types, based on the moderately sized area, comparatively, planned for Low Density. Evaluation: Moderately Preferred	Yes. The entirety of the Regional Corridor will permit apartments. Approximately 20% of the Local Corridor permits apartment, with the remaining portion of the Local Corridor permitting townhouse and apartments. A portion of the Low Density will permit townhouses. While all Alternatives permit a range of housing types, of the Alternatives, Alternative 3 has the greatest potential for providing the range of housing types, based on the smallest area planned for Low Density. Evaluation: Most Preferred
14	Measure: Does the proposed housing mix	Yes. While there is no guarantee that higher density units	Yes. While there is no guarantee that higher density units will be	Yes. While there is no guarantee that higher density units will be within

	Measure	Alternative 1	Alternative 2	Alternative 3
	provide opportunities to provide 1.5 hectares of affordable housing options, especially along Corridors (Clarington Official Plan 6.3.2)?	will be within an affordable threshold, 12.6 hectares of land uses along the Corridors permit apartment units. This Alternative, like the others, provides more than 1.5 hectares of land use where apartments, the units most likely to be affordable, are permitted. Evaluation: Equally Preferred	within an affordable threshold, 12.1 hectares of land uses along the Corridors permit apartment units. This Alternative, like the others, provides more than 1.5 hectares of land use where apartments, the units most likely to be affordable, are permitted. Evaluation: Equally Preferred	an affordable threshold, 13 hectares of land uses along the Corridors permit apartment units. This Alternative, like the others, provides more than 1.5 hectares of land use where apartments, the units most likely to be affordable, are permitted. Evaluation: Equally Preferred
15	Measure: What proportion of the Study Area's multi-unit housing forms are located along Corridors (Clarington Official Plan 6.3.2)?	Approximately 88% of multi-unit housing forms (townhouses, apartments) in the Study Area are along Corridors. Evaluation: Most Preferred	Approximately 84% of multi-unit housing forms (townhouses, apartments) in the Study Area are along Corridors. Evaluation: Least Preferred	Approximately 86% of multi-unit housing forms (townhouses, apartments) in the Study Area are along Corridors. Evaluation: Moderately Preferred
	Theme – Transportation and Mobility Principle: Reduce dependence on personal vehicles and prioritize active transportation modes of travel by creating a network that encourages walking and cycling and improve overall health for the residents and community **Criteria: Provide sufficient capacity and connectivity for all travel modes - vehicular, future transit, active transportation.**			
16	Measure: Does the proposed collector road network provide sufficient network capacity?	While a fulsome Traffic Impact Study utilizing block densities and trip generation will be confirmed in Phase 3 of this Study, the proposed network is assumed to be	While a fulsome Traffic Impact Study utilizing block densities and trip generation will be confirmed in Phase 3 of this Study, the proposed network is assumed to be sufficient at this based	While a fulsome Traffic Impact Study utilizing block densities and trip generation will be confirmed in Phase 3 of this Study, the proposed network is assumed to be sufficient at this stage

	Measure	Alternative 1	Alternative 2	Alternative 3
		sufficient at this stage based upon the road network alignment. Evaluation: Most Preferred	upon the road network alignment. However, the north-south collector road does not connect to Highway 2 therefore limiting network capacity. Evaluation: Least Preferred	based upon the road network alignment. Evaluation: Most Preferred
17	Measure: Does the proposed collector road network provide the opportunity for an efficient transit system through the secondary plan area?	Yes. Transit can efficiently operate along the central spine road, from Highway 2 to Lambs Road (south of the railway). Evaluation: Most Preferred	No. Transit connectivity to Highway 2 is limited with service likely looping to/from Lambs Road. However, the southeast block is better connected. Evaluation: Least Preferred	Yes. Transit can efficiently serve the Secondary Plan area and connect to higher order transit along Highway 2. However, connectivity to the north block (adjacent to the railway) and southeast block is limited. Evaluation: Moderately Preferred
18	Measure: Can the proposed collector road network create an active transportation spine for the community connecting all parts of the secondary plan area including the residential enclaves (Clarington Official Plan 19.5.4)?	Mostly yes. The proposed road network will create an active transportation grid for most parts of the Secondary Plan area; however the southeast block is disconnected. Evaluation: Moderately Preferred	Yes. The proposed road network will create an active transportation grid for the Secondary Plan area. However user safety around the central school is a concern due to the proposed road alignment. Evaluation: Moderately Preferred	Somewhat. The proposed road network will create an active transportation grid for most parts of the Secondary Plan area; however, the southeast block is disconnected from the network. Also, accessibility from the northern block adjacent to the railway will be limited due to the multi-use path on the collector road terminating at the Neighbourhood Park and not connecting to Lambs. Evaluation: Least Preferred

	Measure	Alternative 1	Alternative 2	Alternative 3
19	Measure: Do trails connect to parks and schools?	Mostly yes. Implementing mixed-use paths along both sides of all collector roads and extending infrastructure to local roads and the boundary road network will better connect all areas to schools and parks. Evaluation: Equally Preferred	Mostly yes. Implementing mixed-use paths along both sides of all collector roads and extending infrastructure to local roads and the boundary road network will better connect all areas to schools and parks. Evaluation: Equally Preferred	Mostly yes. Implementing mixed-use paths along both sides of all collector roads and extending infrastructure to local roads and the boundary road network will better connect all areas to schools and parks. Evaluation: Equally Preferred
	Criteria: Minimize impact of the Road network on the Environmental Protection Areas (EPA).			
20	Measure**:** Does the proposed collector road network limit crossings over watercourses and through the EPA (as measured by the number of stream crossings and length of roads within the EPA).	One collector road crossing is provided. The collector road in the south crosses the EPA for a length of approximately 135 metres. Evaluation: Moderately Preferred	One collector road crossing is provided. The collector road in the south east crosses the EPA for a length of approximately 189 metres. Evaluation: Least Preferred	One collector road crossing is provided. The collector road in the south crosses the EPA for a length of approximately 135 metres. Evaluation: Moderately Preferred
21	Measure: Are the EPA crossings located to minimize impact to the EPA, such as at the least sensitive areas?	Alternatives 1 and 3 both propose crossings of watercourse channels where existing vegetation is narrowest. Evaluation: Most Preferred.	Northern proposed crossing would impact a greater area of existing vegetation within the riparian corridor. Evaluation: Least Preferred.	Alternatives 1 and 3 both propose crossings of watercourse channels where existing vegetation is narrowest. Evaluation: Most Preferred.
	Criteria: Ability to create a network of Collector Roads serving transportation and active transportation needs.			

	Measure	Alternative 1	Alternative 2	Alternative 3
22	Measure: Do the proposed collector roads meet the minimum intersection spacing requirements (Clarington Official Plan Table C-2)?	Mostly yes, however the intersection spacing between the southeast roadway's southern terminus and the intersection of Hwy 2/Providence is too close. Evaluation: Moderately Preferred	Mostly yes, however both the northern and southern ends of the southeast block roadway are too close to Providence Road. Evaluation: Least Preferred	Yes. Intersection spacing is acceptable in this alternative. Only a minor concern regarding the local roadway (in the northeast corner)'s proximity to the railway crossing at Providence Road. Evaluation: Most Preferred
23	Measure: Does the network of collector roads maximize connections to arterial roads?	Yes. All collector roads are well connected to the boundary arterial roads. Evaluation: Most Preferred.	No. The central collector road is not well connected to the Highway 2 major arterial roadway. Evaluation: Least Preferred.	Yes. All collector roads are well connected to the boundary arterial roads. Evaluation: Most Preferred.
24	Measure: Does the collector road network maximize the potential for an integrated active transportation network?	Yes, however the southeast block is largely disconnected from the rest of the community. Evaluation: Moderately Preferred	Yes, however the mis-aligned roadways meeting the school in the centre of the SP area raise a concern for AT user safety. Evaluation: Moderately Preferred	Yes, however the southeast block is disconnected from the rest of the community. Evaluation: Least Preferred
	Theme – Natural Environment and Environmental Protection Areas Principle: Protect, enhance and value significant natural features within and adjacent to Environmental Protection Areas (EPA). **Criteria: Provide trail connections outside areas prone to flooding or significant natural features and that connect to other planned or existing trails**			
25	Measure: Do the location of proposed trail locations link parkland to the EPA?	Yes. The abundance of off-road trails and multi-use paths connect parkland to the EPA. All parks shown connect to a trail that eventually leads to the EPA.	Yes. The off-road trails and multi-use paths connect most parkland to the EPA.	Yes. The off-road trails and multi-use paths connect most parkland to the EPA.

	Measure	Alternative 1	Alternative 2	Alternative 3
		Evaluation: Most Preferred	Evaluation: Moderately Preferred	Evaluation: Moderately Preferred
26	Measure: Does the location of a proposed trail avoid or have minimal impact on significant natural heritage features and natural hazards (Clarington Official Plan 14 3.4)?	No appreciable impacts to natural heritage features or functions associated with proposed trails. Evaluation: Most Preferred.	Two proposed multi-use trail crossings affecting watercourse corridor and riparian habitat. Evaluation: Least Preferred.	No appreciable impacts to natural heritage features or functions associated with proposed trails. Evaluation: Most Preferred.
27	Measure: Does the land use alternative provide the ability to connect new trails to existing and planned trails in the Municipality's trail plans (Clarington Official Plan 18.4.2)?	Yes. There is potential to connect to surrounding trails along arterial roads and the Environmental Protection Area (EPA), should the proposed trail/pedestrian network be expanded. Opportunity for further connections exist. Evaluation: Equally Preferred	Yes. There is potential to connect to surrounding trails along arterial roads and the Environmental Protection Area (EPA), should the proposed trail/pedestrian network be expanded. Opportunity for further connections exist. Evaluation: Equally Preferred	Yes. There is potential to connect to surrounding trails along arterial roads and the Environmental Protection Area (EPA), should the proposed trail/pedestrian network be expanded. Opportunity for further connections exist. Evaluation: Equally Preferred
	Criteria: Provide compatible land uses adjacent to the EPA.			
28	Measure: Are complementary and compatible land uses such as parks located adjacent to the EPA (Clarington	No. Parkland is located in close proximity to the EPA but not adjacent.	Yes. Complementary and compatible parkland is located adjacent to the EPA, in the case of the Neighbourhood Park in the southeast quadrant of the Secondary Plan.	No. Parkland is located in close proximity to the EPA but not adjacent.

	Measure	Alternative 1	Alternative 2	Alternative 3
	Official Plan 3.2.2, 18.3.6)?	Evaluation: Least Preferred	Evaluation: Most Preferred	Evaluation: Least Preferred
29	Measure: Does the adjacent land use protect and enhance the EPA?	All three Alternatives protect the Natural heritage features with buffers. Evaluation: Equally Preferred	All three Alternatives protect the Natural heritage features with buffers. Evaluation: Equally Preferred	All three Alternatives protect the Natural heritage features with buffers. Evaluation: Equally Preferred
	Theme - Parks and Open Space Principle: Design parks and open spaces that are highly visible, accessible and usable. **Criteria: Meet park provision requirements for Soper Hills.**			
30	Measure: Are parks and parkettes sized and distributed within the new community to be able to act as community gathering spaces?	Moderately. Parkland has been sized and distributed across the Study Area to act as community gathering spaces, though there are some smaller pockets of the Secondary Plan where parks are further away. Evaluation: Moderately Preferred	Somewhat. Neighbourhood Parks and Parkettes are distributed across the Study Area to serve the community. However, there is a void of parkland in the southwest portion of the Secondary Plan Area. Evaluation: Least Preferred	Yes. Parkland has been sized and distributed across the Study Area to act as community gathering spaces and parks are located throughout the Study Area. Evaluation: Most Preferred
31	Measure: Are Neighbourhood Parks or Parkettes located as central as possible to the areas which they serve (18.3.6.b)?	Moderately. Parks are fairly centrally located in the areas they serve.	Somewhat Parks are fairly centrally located in the areas they serve, except that there is a void of park in the southwest corner of the Secondary Plan Area	Yes. Neighbourhood Parks and Parkettes are evenly distributed across the Study Area to serve the community and centrally located within the different areas.

	Measure	Alternative 1	Alternative 2	Alternative 3
		Evaluation: Moderately Preferred	Evaluation: Least Preferred	Evaluation: Most Preferred
32	Measure: Is the Community Park centrally located to residents (18.3.6)?	Less so compared to the other Alternatives. The Community Park is located in the northern portion of the Study Area above Concession Street. Evaluation: Least Preferred	Yes. The Community Park is located centrally between Lambs Road and Concession Street, above the Neighbourhood Centre and is generally centrally located within the Secondary Plan Area. Further, as a Regional destination, the location is more centrally located to the broader community when considering the planned development to the west of the subject site. Evaluation: Most Preferred	Yes. The Community Park is located centrally in the Study Area. Evaluation: Most Preferred
	Criteria: Establish a sense of place by enhancing views, including landmark buildings, gateway features and public art, and providing opportunities for community gathering.			
33	Measure: Is there an ability to create or enhance important views to natural features (23.3.9.i)?	Not particularly, compared to the other Alternatives. Evaluation: Least Preferred	Yes. The Neighbourhood Park is adjacent to the EPA. Evaluation: Most Preferred	Moderately. The placement of the Community Park on a hill may facilitate views of the broader EPA and natural features. Evaluation: Moderately Preferred
	Theme – Sustainable Servicing and Stormwater Management Infrastructure Principle: Provide for adequate servicing (water and wastewater) to new development's **Criteria: Minimize impact of trunk services on the Environmental Protection Areas (EPA)**			

	Measure	Alternative 1	Alternative 2	Alternative 3
34	Measure: Does the proposed development pattern limit crossings of watercourses and through the EPA (number of stream crossings and length of services in EPA)?	Servicing crossing occurs under roads. See Measure 20 above. Evaluation: Moderately Preferred	Servicing crossing occurs under roads. See Measure 20 above. Evaluation: Least Preferred	Servicing crossing occurs under roads. See Measure 20 above. Evaluation: Moderately Preferred
35	Measure: Are the service crossings located to minimize impact to the EPA, such as at the least sensitive areas?	Yes. It is anticipated that all service crossings of EPA areas can be integrated into the road crossings. Evaluation: Equally Preferred	Yes. It is anticipated that all service crossings of EPA areas can be integrated into the road crossings. Evaluation: Equally Preferred	Yes. It is anticipated that all service crossings of EPA areas can be integrated into the road crossings. Evaluation: Equally Preferred
	Criteria: Ability for new development to be efficiently serviced for stormwater management			
36	Measure: Does the proposed development pattern limit the number of new stormwater management facilities?	Yes, the number of new stormwater management facilities has been minimized to the extent reasonable, and the total number of new facilities is the same for all Alternatives. Evaluation: Equally Preferred	Yes, the number of new stormwater management facilities has been minimized to the extent reasonable, and the total number of new facilities is the same for all alternatives. Evaluation: Equally Preferred	Yes, the number of new stormwater management facilities has been minimized to the extent reasonable, and the total number of new facilities is the same for all alternatives. Evaluation: Equally Preferred
	Theme – Cultural Heritage and Archaeology Principle: Respect cultural heritage through conservation and appropriate incorporation into the community. **Criteria: Conserve cultural heritage resources in proximity to the Soper Hills Study Area.**			

	Measure	Alternative 1	Alternative 2	Alternative 3
37	Measure: Can a compatible interface be provided to cultural heritage resources within the study area?	Yes. There is opportunity for appropriate interface to heritage buildings to be created. Evaluation: Moderately Preferred	Yes. Should preservation of older buildings in situ be desired, Alternative 2 facilities this for the resource located within the Community Park, northeast of the intersection of Lambs Road and Concessions Street. Evaluation: Most Preferred	Moderately. Should preservation of older buildings in situ be desired, it may be more difficult to create a compatible interface to heritage resources along Highway 2 in the High Density Area. Least Preferred
	Measure: Can the cultural heritage resources be integrated into the new development?	Yes. There is opportunity for heritage buildings to be integrated into new development. Evaluation: Moderately Preferred	Yes. Should preservation of older buildings in situ be desired, Alternative 2 facilities this best for the resources located within the Community Park, northeast of the intersection of Lambs Road and Concessions Street. Evaluation: Most Preferred	Moderately. Should preservation of older buildings in situ be desired, it may be more difficult to integrate the heritage resource along Highway 2 into a High Density Area. Evaluation: Least Preferred
	Measure: Do the proposed land uses appropriately consider and respect the cultural heritage asset on the Jury Lands to the west of the subject site?	Yes. A large Community Park and low rise buildings are proposed adjacent to the Jury Lands. Evaluation: Most Preferred	Yes. Low rise buildings are proposed adjacent to the Jury Lands. Evaluation: Moderately Preferred	Yes. Low rise buildings are proposed adjacent to the Jury Lands. Evaluation: Moderately Preferred

5 Summary of Phase 2 Engagement



This chapter summarizes the public and stakeholder engagement that has occurred as part of Phase 2 of the study. It provides an overview of what we heard from PIC #2, Steering Committee meetings and any comments received to date.

5.1 Stakeholder Engagement

The Steering Committee is made up of members of Clarington Staff, Durham Region staff, CLOCA staff, local School Boards, consultants on behalf of a landowner group, and landowners. A Steering Committee Meeting, conducted virtually on May 31st 2022, presented the three land use alternatives, evaluation criteria, and sought feedback from committee members.

Overall, Steering Committee members supported the design of all three alternatives. The following summarizes additional items discussed during the meeting:

Item 1: Townhouse Density
There was discussion on the approach to density in relation to unit type, where permissions for different types of townhouses that align with density permissions would be preferred.

Item 2: Technical Matters
Engineers representing the landowner group should meet with TYLin staff to discuss technical matters done to date, including servicing work done in relation to lands west of the Study Area.

Item 3: Natural Heritage Areas
Environmental areas and features should be confirmed as some features are separated by roads or railways. Municipal staff agreed that environmental areas will be confirmed at a later date, and that mapping from the SWS will be used to determine environmental areas and buffers.

5.2 Summary of Public Information Centre

As part of Phase 2 of the Soper Hills Secondary Plan, a second Public Information Centre (PIC) was held on June 22nd 2022. The purpose of the Open House was to describe the three proposed land use alternatives, present the evaluation criteria, answer questions, and receive comments from members of the public.



Residents were informed of the Study and PIC#2 through advertisement on social media, on the Municipality of Clarington's webpage, Clarington's E-Update, through mail-out notices to residents within 300 metres of the study area, and newspaper notices. PIC#2 was advertised in the *Clarington This Week* on June 2, 2022, June 9, 2022 and June 16, 2022. PIC #2 was also advertised in the *Orono Times* on June 8, 2022 and June 15, 2022. Refer to **Appendix A** for copies of all notice materials. Refer to **Appendix B** for presentation slides.

Just under 30 people participated in the Open House PIC #2, including some Municipality of Clarington staff. The PIC consisted of an interactive presentation where participants could provide their feedback live, followed by a question-and-answer period facilitated by the project team and municipal staff.

5.3 Interactive Presentation Feedback

The interactive presentation contained forty-two (42) slides and of those, seven (7) slides had survey questions associated with them that participants could submit real-time answers to during the presentation through their personal electronic device.

Eleven (11) of the participants chose to partake in the interactive presentation. It is worth noting that not all questions had eleven (11) responses since people joined late, left early, and/or chose to skip the question(s). The following provides a summary and detailed responses from the interactive slides, listed in order as they appeared within the presentation.

5.3.1 Summary of Presentation Feedback

The primary feedback obtained during PIC #2 found that:

- The majority of participants have a professional interest in the Study Area;

- Participants value “sustainability” in the vision for Soper Hills;
- The Regional Corridor in Alternative 2, and Local Corridor in Alternative 1 are preferred;
- The location of Neighbourhood Centres in Alternatives 1 and 2 are preferred; and
- The location of Parks is most preferred in Alternative 2.

5.3.2 Presentation Feedback

A more detailed overview of presentation responses is provided below.

Slide 9: We would like to know about you – Please select any statements that apply (you can choose more than one)

When asked about themselves, as shown in **Figure 3,** five (5) respondents indicated they had a professional interest in the Study Area (e.g., planner, real estate, architect, engineer), two (2) respondents identified as residents of Clarington, and two (2) respondents identified as owning land in the Study Area. It is noted that respondents could choose as many of the potential responses that applied to them, so a few of the respondents who identified as residents of Clarington may also own land in the Study Area.

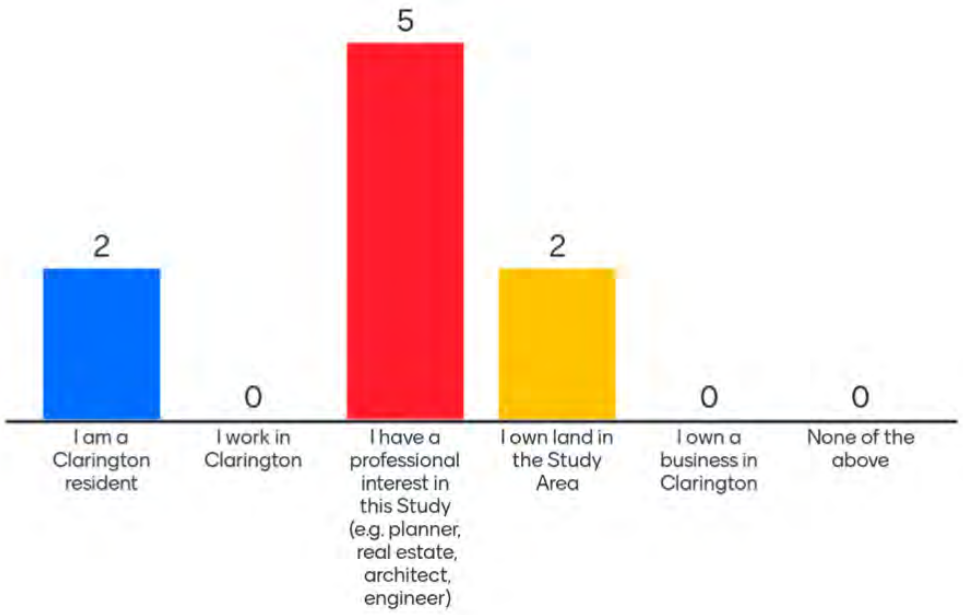


Figure 3: Survey Responses to Slide 9

Slide 11: Is there a specific word or words in the vision that you feel are important or are there any other keywords or concepts that should be added?

The vision statement for the Soper Hills Secondary Plan was presented in the previous slide for participants to review prior to responding to this question and it read:

> "To develop a community that reflects and enriches the history and character of both the Municipality of Clarington and the Study Area; to create a sense of place for residents and visitors; and to design a sustainable built form that protects the natural environment, promotes alternative modes of transportation and supports a healthy lifestyle for current and future generations".

Respondents were able to submit multiple responses on what they liked or thought should be added to the vision, as shown in **Figure 4**.



Figure 4: Survey Responses to Slide 11

It is noted that terms which appear larger in **Figure 4** represented repeated responses from participants. Some of the responses provided include, but were not limited to:

- Sustainable;
- Walkable;
- Community;
- Healthy;
- Mix of housing; and
- Affordable.

Slide 20: Would you like to see the Regional Corridor higher density in the southeast corner (#1), both corners (#2), or more centrally (#3)?

When asked about the location of higher density in the Regional Corridor, as shown in **Figure 5**, the most common response was having the higher density at both corners as

chosen by three (3) respondents. One (1) respondent selected at the southeast corner and another one (1) respondent selected having it more centrally located.

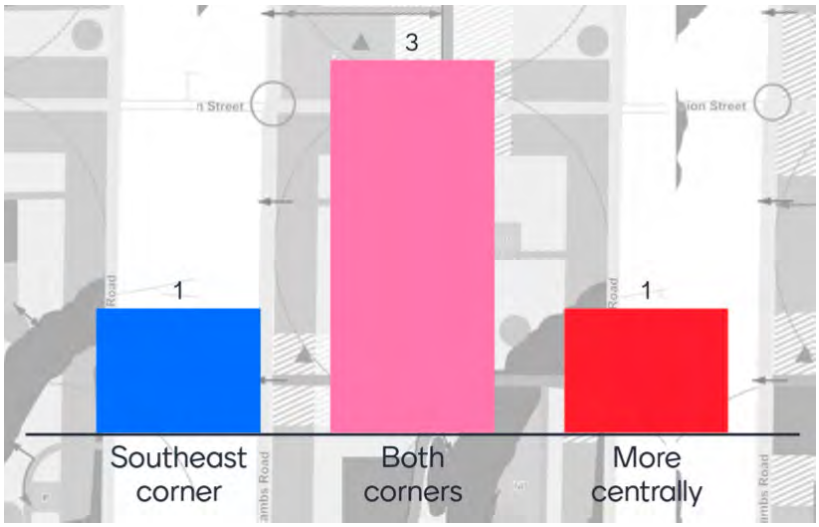


Figure 5: Survey Responses to Slide 20

Slide 23: For the different local corridor options, which alternative do you prefer?

When asked about the configuration of uses in the Local Corridors across the three land use alternative, As shown in **Figure 6**, the most preferred alternative was Alternative 1 from three (3) respondents. Two (2) respondents selected Alternative 3 and one (1) respondent selected Alternative 2.

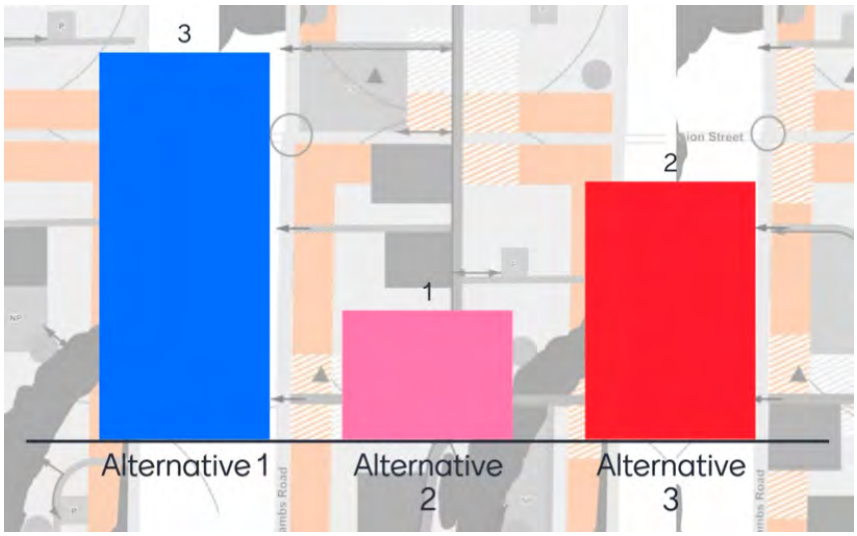


Figure 6: Survey Responses to Slide 23

Slide 26: Do you want to see townhouses grouped together or spread out throughout the low density area of the Study Area?

When asked how townhouses should be organized, as shown in **Figure 7**, five (5) respondents wanted to see townhouses spread out and five (5) respondents wanted to see townhouses both spread out and grouped together.

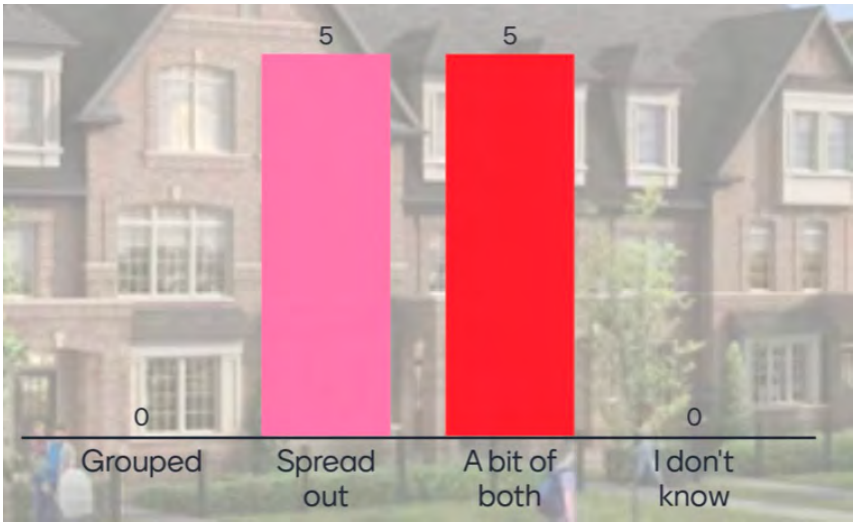


Figure 7: Survey Responses to Slide 26

Slide 29: Which location of the Neighbourhood Centre do you think would best serve the new community?

When asked about the location of the Neighbourhood Centre in the three Land Use alternatives, as shown in **Figure 8**, five (5) respondents preferred having the location of the Neighbourhood Centre shown in Alternative 1, five (5) respondents preferred the location of Alternative 2, and one (1) respondent preferred the location of Alternative 3.

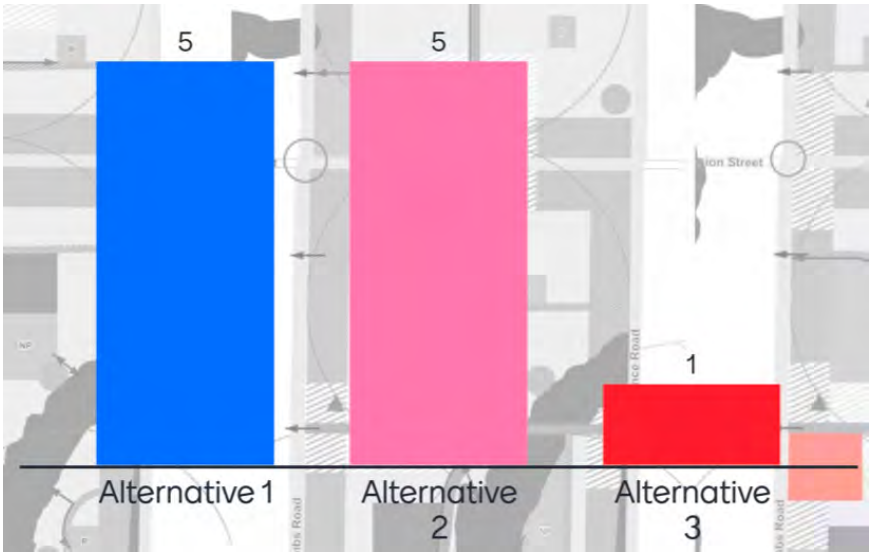


Figure 8: Survey Responses to Slide 29

Slide 32: Which alternative do you prefer for the park locations?

When asked about the location of parks across the three land use alternatives, as shown in **Figure 9**, four (4) respondents preferred the park locations of Alternative 2, two (2) preferred Alternative 1, and two (2) preferred Alternative 3.

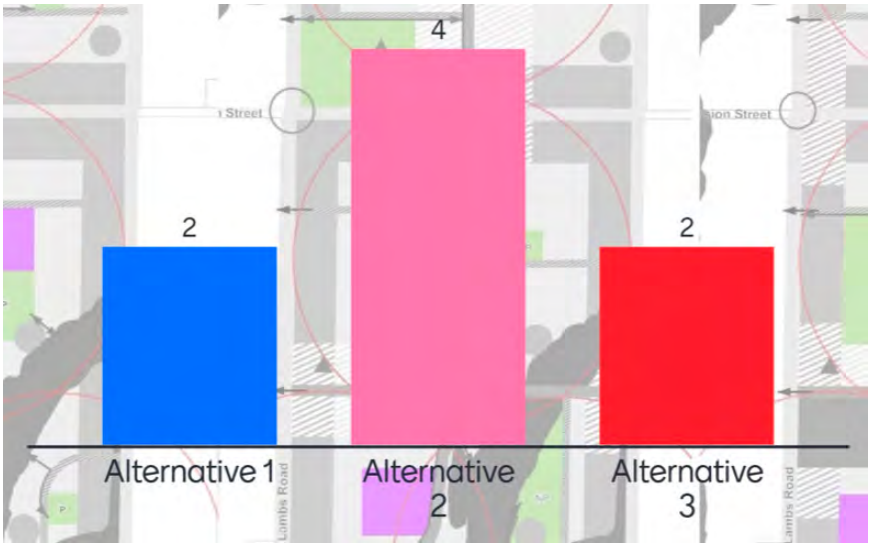


Figure 8: Survey Responses to Slide 32

5.3.3 Questions and Answers Period

The questions and answers period facilitated by the project team and municipal staff took place after the interactive presentation. Participants submitted their questions and comments in the meeting chat and the project team responded. Key topics discussed are summarized below:

- The relationship between parks and schools and instances of co-location;
- The difference between the collector road network and connectivity to Highway 2 across the three land use alternatives;
- Where the proposed active transportation network connects to the existing network;
- Timing of Transportation Master Plan release and impact on this Secondary Plan process;
- Deadline to submit comments;
- An objection by one individual that the proposed neighbourhood park at the south east corner of Alternative 2 is too big and a parkette would be better; and
- Timing related to the extension of Providence Road between Highway 2 and Concession Street.

5.4 Survey Results

To assist in gathering feedback on the Soper Hills Secondary Plan land use alternatives, an online project survey ran on the Municipality of Clarington's website from June 24, 2022 to July 11, 2022. In total, nine (9) respondents took the survey. The following provides a summary and detailed responses of the results by question, listed in order as they appeared within the survey.

5.4.1 Summary of Survey Results

The primary feedback from the survey found that:

- A majority of participants are residents of Clarington;
- Participants value "healthy lifestyle" and "natural environment" in the vision for Soper Hills;
- The Regional Corridor and Local Corridor in Alternative 2 is preferred;
- Participants prefer townhouses to be both grouped together and spread out;
- The location of Neighbourhood Centres in Alternative 2 is preferred; and
- The location of Parks is most preferred in Alternative 2.

5.4.2 Survey Results

A more detailed overview of responses is provided below.

Question 1: Please select any statements that apply (you can choose more than one)

As is shown in **Figure 9**, six (6) of the nine (9) respondents indicated they were residents of Clarington. It is noted that participants were able to check more than one response at a time, so a few of the respondents who identified as residents of Clarington selected other categories as well. Four (4) individuals identified as owning land within the Study Area and three (3) identified as working in Clarington.

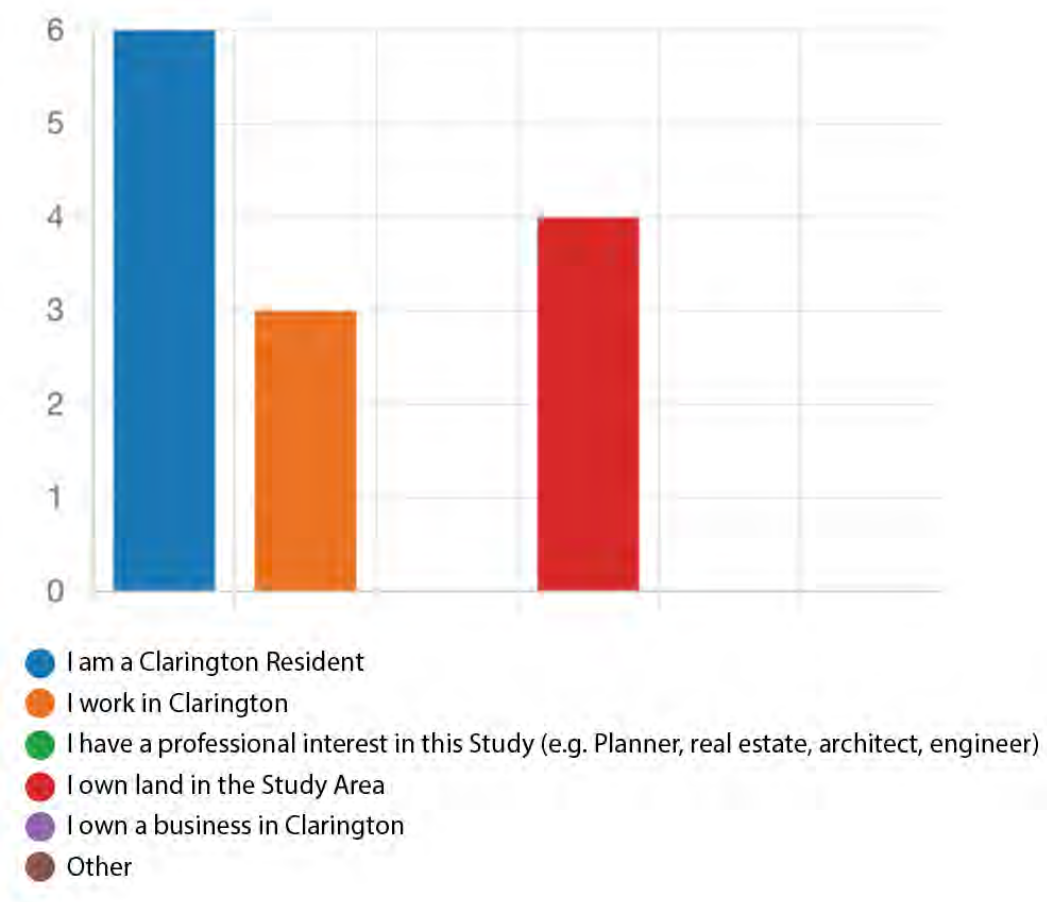


Figure 9: Survey Responses to Question 1

Question 2: Is there a specific word or words in the vision that you feel are important or are there any other keywords or concepts that should be added?

When asked about words they liked or wanted to see in the vision for the Secondary Plan, respondents were able to submit multiple responses, shown in **Figure 10**. It is noted that terms which appear larger in **Figure 10** represented repeated responses from participants. The responses provided include but were not limited to:

- Sense of place;
- Healthy lifestyle; and
- Natural environment.



Figure 10: Survey Responses to Question 2

Question 3: Would you like to see the higher density along the Regional Corridor (shown in red and white stripes) in the southeast corner (#1), both corners (#2), or in the southeast corner and more centrally (#3)?

When asked about the location of higher density in the Regional Corridor across the three land use alternatives, as is shown in **Figure 11**, four (4) of the nine (9) respondents indicated they preferred Alternative 1 (southeast corner), two (2) individuals preferred Alternative 2 (both corners), two (2) individuals preferred Alternative 3 (southwest corner and centrally located), and one (1) individual preferred an alternative location not listed.

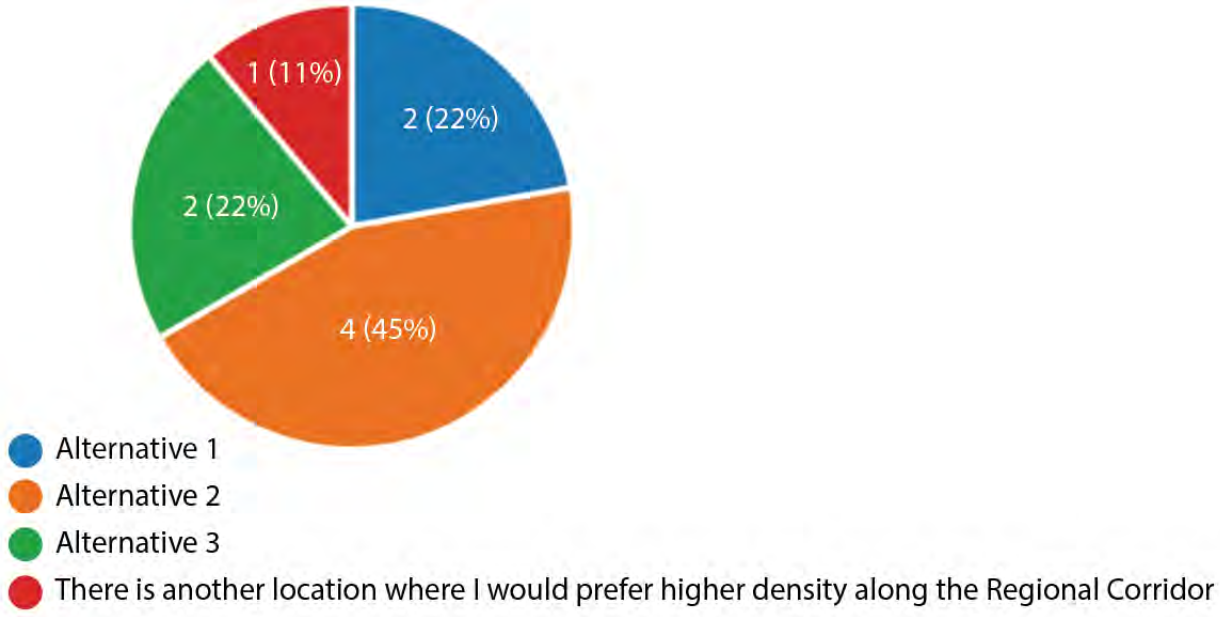


Figure 11: Survey Responses to Question 3

Question 4: If you answered "There is another location where I would prefer higher density along the Regional Corridor" in Question 3, where would you like to see the higher density along the Regional Corridor?

One (1) respondent indicated that they would like to see the higher density along the Regional Corridor in an area that does not destroy wildlife habitat.

Question 5: For the different local corridor options, which alternative do you prefer?

When asked about the configuration of land uses across the three Land use Alternatives, as is shown in **Figure 12**, five (5) of the nine (9) respondents indicated they preferred Alternative 2, two (2) individuals preferred Alternative 1, one (1) individual preferred Alternative 3, and one (1) individual preferred an alternative location not listed.

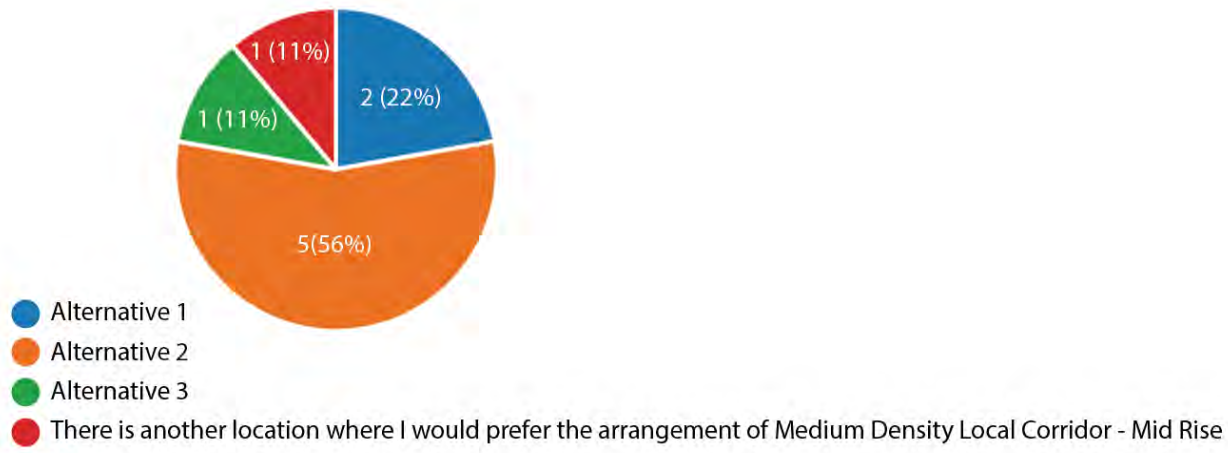


Figure 12: Survey Responses to Question 5

Question 6: If you answered "There is another location where I would prefer the arrangement of Medium Density Local Corridor – Mid Rise" in Question 5, where would you like to see the Medium Density Local Corridor – Mid Rise in the Local Corridor?

One (1) respondent indicated that they would like to see the arrangement of Medium Density Local Corridor – Mid Rise in an area that does not destroy wildlife habitat.

Question 7: Do you want to see townhouses grouped together as shown in the land use alternatives or spread out throughout the low density area of the Study Area.

As is shown in **Figure 13**, six (6) of the nine (9) respondents indicated they preferred the townhouses both grouped and spread out, two (2) individuals preferred them grouped, one (1) individual preferred them spread out, and zero (0) individuals answered, “I don’t know”.

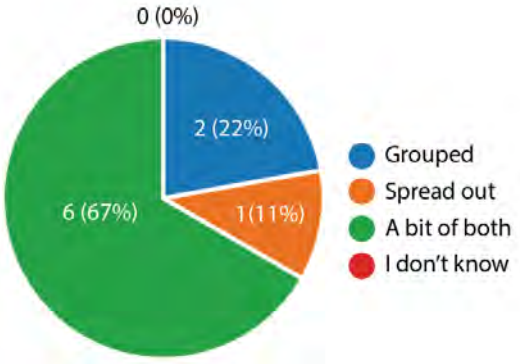


Figure 13: Survey Responses to Question 7

Question 8: If the townhouses are grouped together in certain areas, as shown by the white and yellow stripes, which alternative do you prefer?

As is shown in **Figure 14**, five (5) of the nine (9) respondents indicated they preferred Alternative 2, two (2) individuals preferred Alternative 1, one (1) individual preferred Alternative 3, and one (1) individual preferred an alternative location not listed.

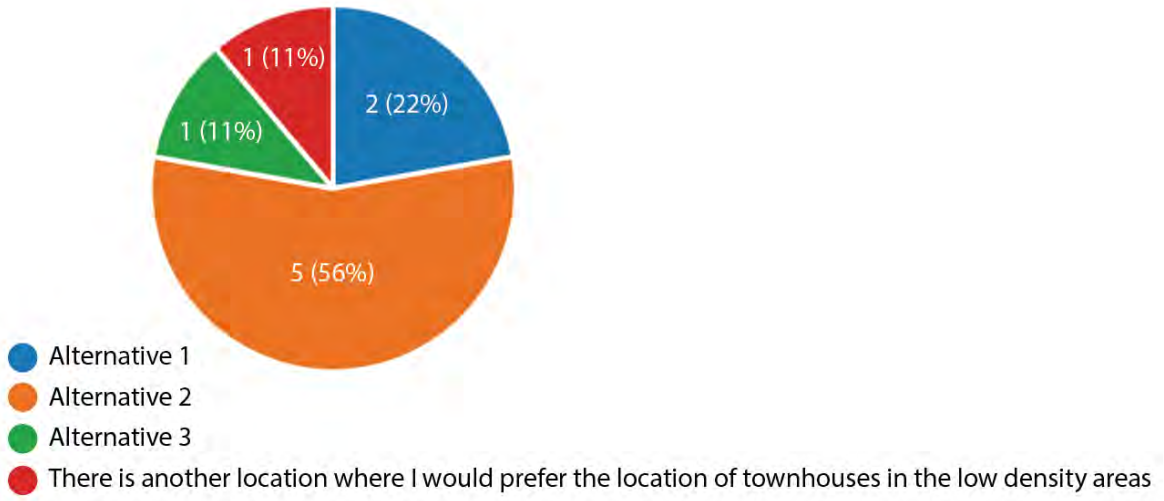


Figure 14: Survey Responses to Question 8

Question 9: If you answered "There is another location where I would prefer the location of townhouses in the low density areas" in Question 8, where would you like to see the townhouses in the low density area?

One (1) respondent indicated that they would like to see the townhouses in the low density area in a location that does not destroy wildlife habitat.

Question 10: Which location of the Neighbourhood Centre (shown in red) do you think would best serve the new community?

As is shown in **Figure 15**, six (6) of the nine (9) respondents indicated they preferred Alternative 2, two (2) individuals preferred Alternative 3, one (1) individual preferred an alternative location not listed, and zero (0) individuals preferred Alternative 1.

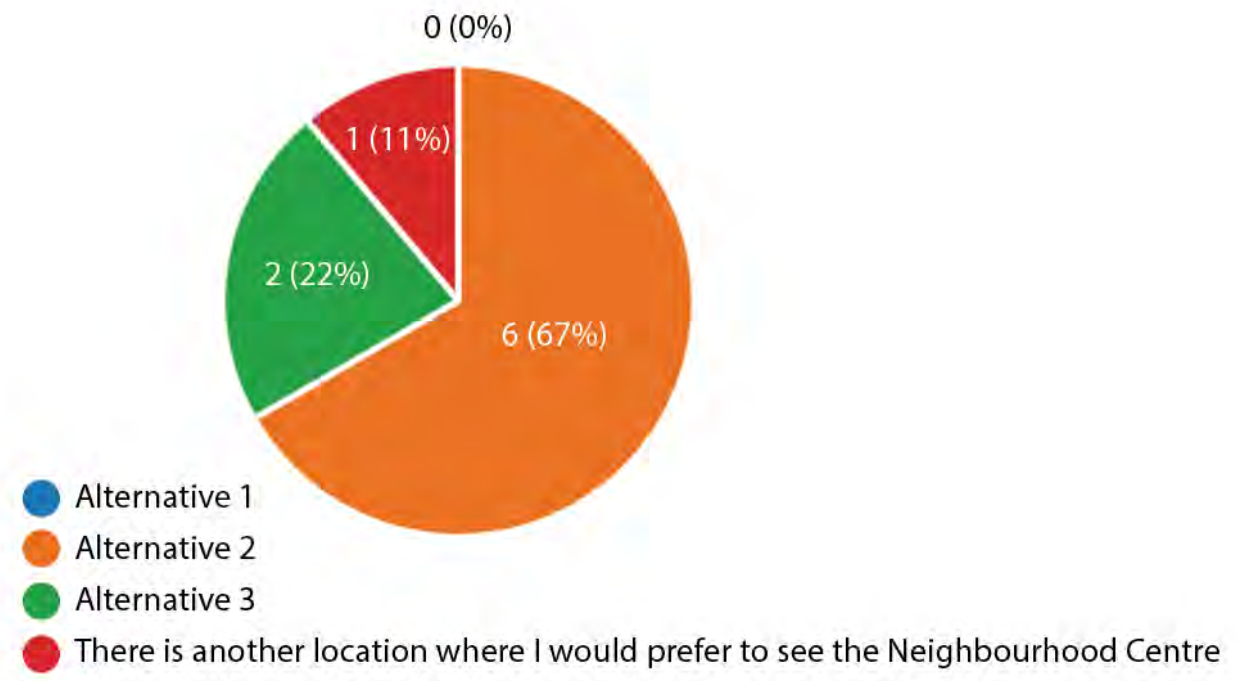


Figure 15: Survey Responses to Question 10

Question 11: If you answered "There is another location where I would prefer to see the Neighbourhood Centre" in Question 10, where would you like to see the Neighbourhood Centre?

One (1) respondent indicated that they would like to see the Neighbourhood Centre in an area that does not destroy wildlife habitat.

Question 12: Which alternative do you prefer for the park locations?

As is shown in **Figure 16**, seven (7) of the nine (9) respondents indicated they preferred Alternative 2, one (1) individual preferred Alternative 1, one (1) individual preferred an alternative location not listed, and zero (0) individuals preferred Alternative 3.

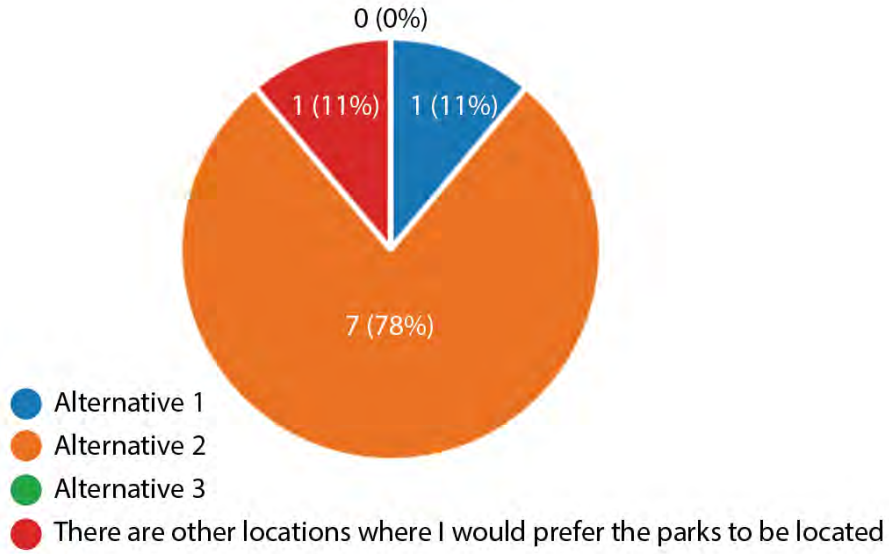


Figure16: Survey Responses to Question 12

Question 13: If you answered, "There are other locations where I would prefer the parks to be located." in Question 12, where would you like to see the parks located instead?

One (1) respondent indicated that they would like to see the parks located in an area that does not destroy wildlife habitat.

Question 14: If you wish to elaborate on any of your survey responses or provide any additional comments, please enter them in the box below. You may also email the project team at soperhills@clarington.net

This question was an optional essay type question answered by two (2) respondents. Some issues were raised and they are summarized below:

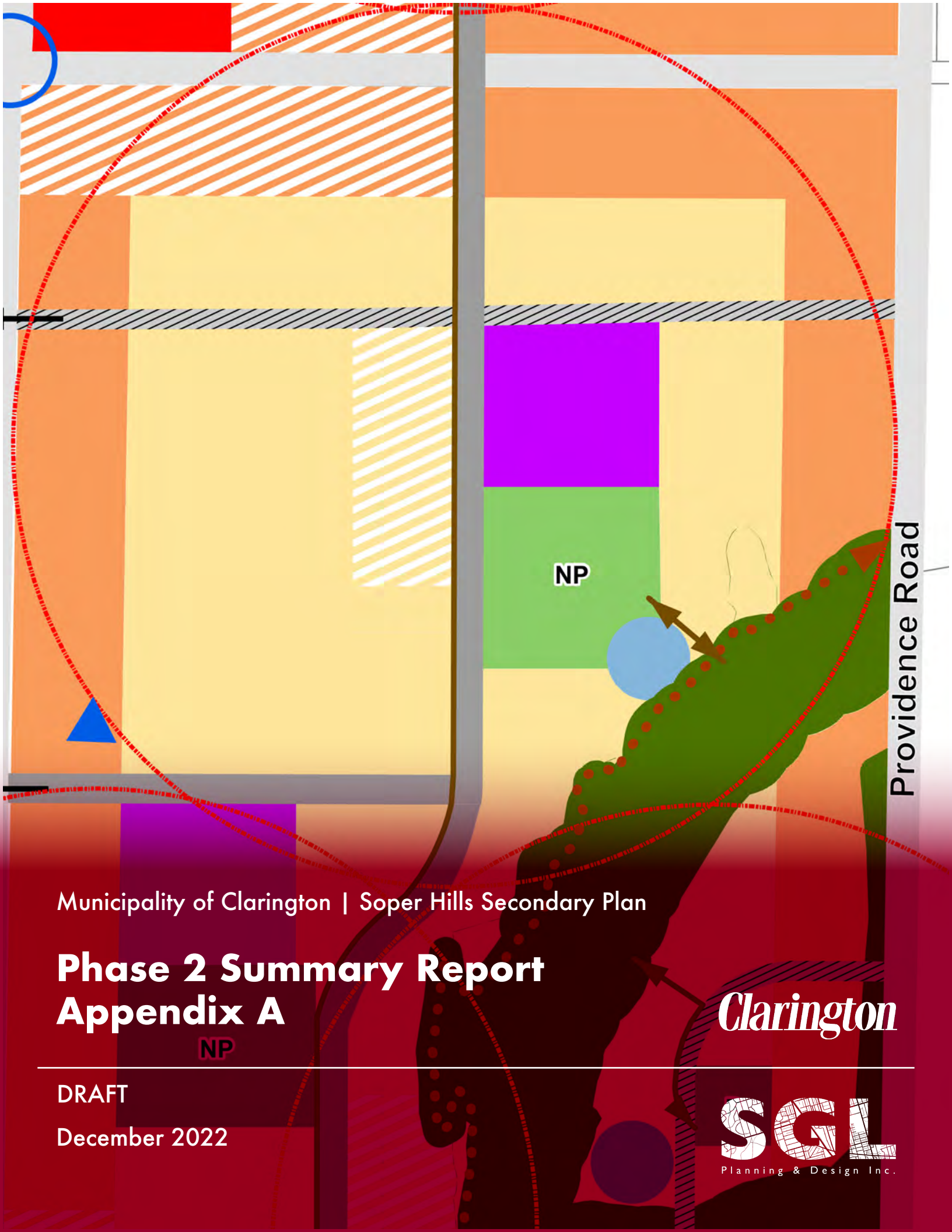
- Prioritizing the environment;
- Preserving habitat and wildlife;
- Not extending Providence Road between Highway 2 and Concession Street due to impacts to the creek; and
- Consult with Interchange Study to relocate interchange from Bennett Road to Lambs Road.

6 Next Steps



The next step in the Study will be to consider the evaluation of the land use alternatives and input received in Phase 2 to prepare an emerging land use plan, which could be a hybrid of the three land use alternatives.

Another public information centre will be held to present the emerging land use plan and gather further public input.



Municipality of Clarington | Soper Hills Secondary Plan

Phase 2 Summary Report
Appendix A

Clarington

DRAFT

December 2022

SGL
Planning & Design Inc.

Soper Hills Secondary Plan

Public Information Centre #2

Soper Hills SECONDARY PLAN CLARINGTON

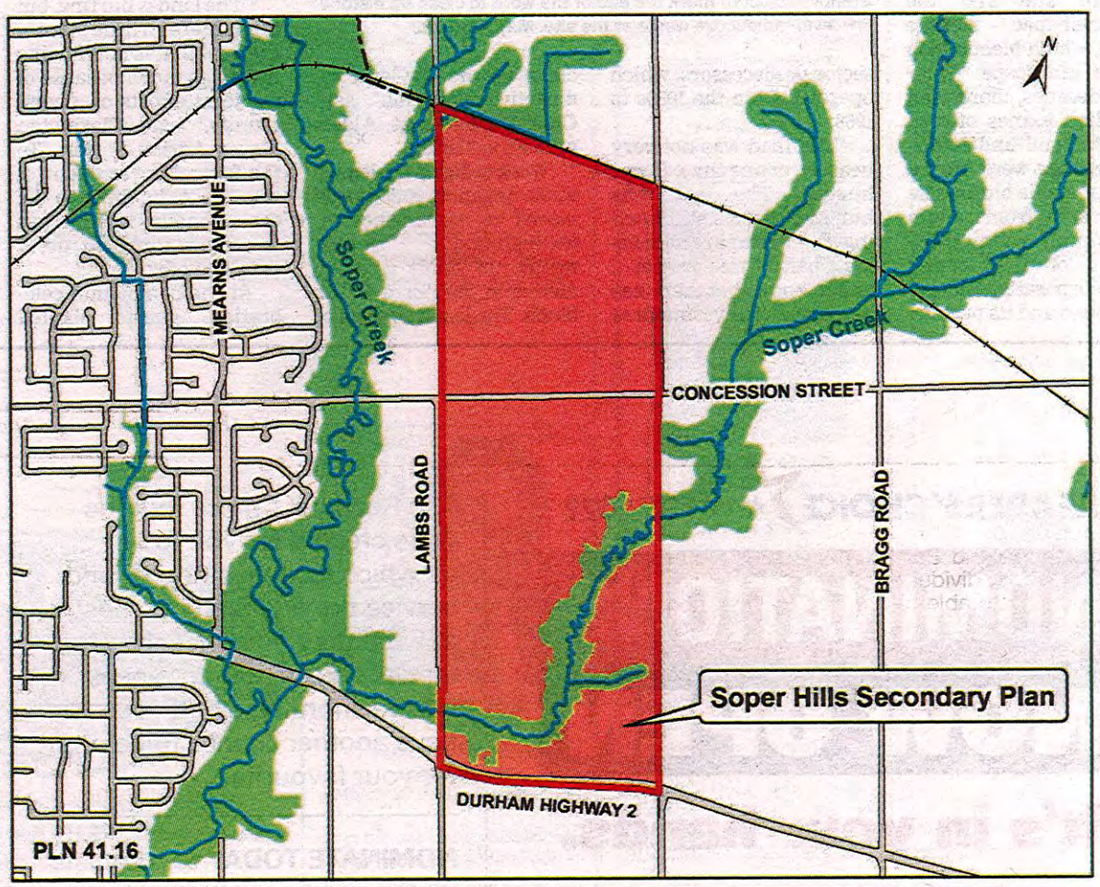
Wednesday, June 22, 2022, at 6:30 p.m.
Join us online or by phone.

Join us at Public Information Centre #2 to learn about the proposed locations for shopping, parks, and different forms of housing. Share your feedback and help shape the design of Soper Hills.

Register in advance of this meeting at www.clarington.net/SoperHills.

The Soper Hills Secondary Plan will create complete neighbourhoods in Bowmanville, with a diverse housing mix within walking distance of shopping, services, schools and amenities. The design will promote healthy lifestyles by integrating a mix of land uses with active transportation connections.

For more information, contact Mark Jull or Lisa Backus at 905-623-3379 or SoperHills@clarington.net.
Follow the project at www.clarington.net/SoperHills.



Integrated Environmental Assessment: *This Secondary Plan will include an Environmental Assessment (EA) for new major infrastructure subject to Schedule 'C' of the Municipal Class EA process. The study will proceed using the 'integrated approach' with the Planning Act, which is an approved process under the Environmental Assessment Act.*

To obtain this information in an alternate format, call 905-623-3379 ext. 2131, TTY: 1-844-790-1599.

Clarington

Soper Hills Secondary Plan

Public Information Centre #2

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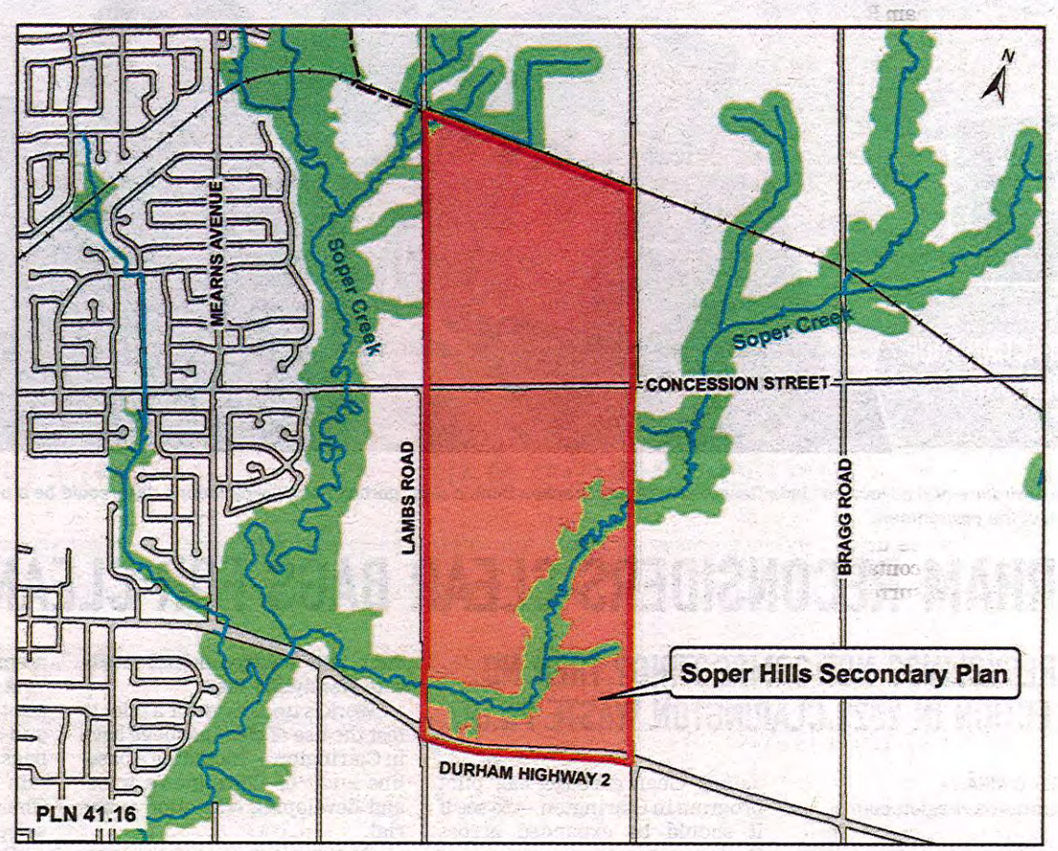

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Clarington

Soper Hills Secondary Plan

Public Information Centre #2

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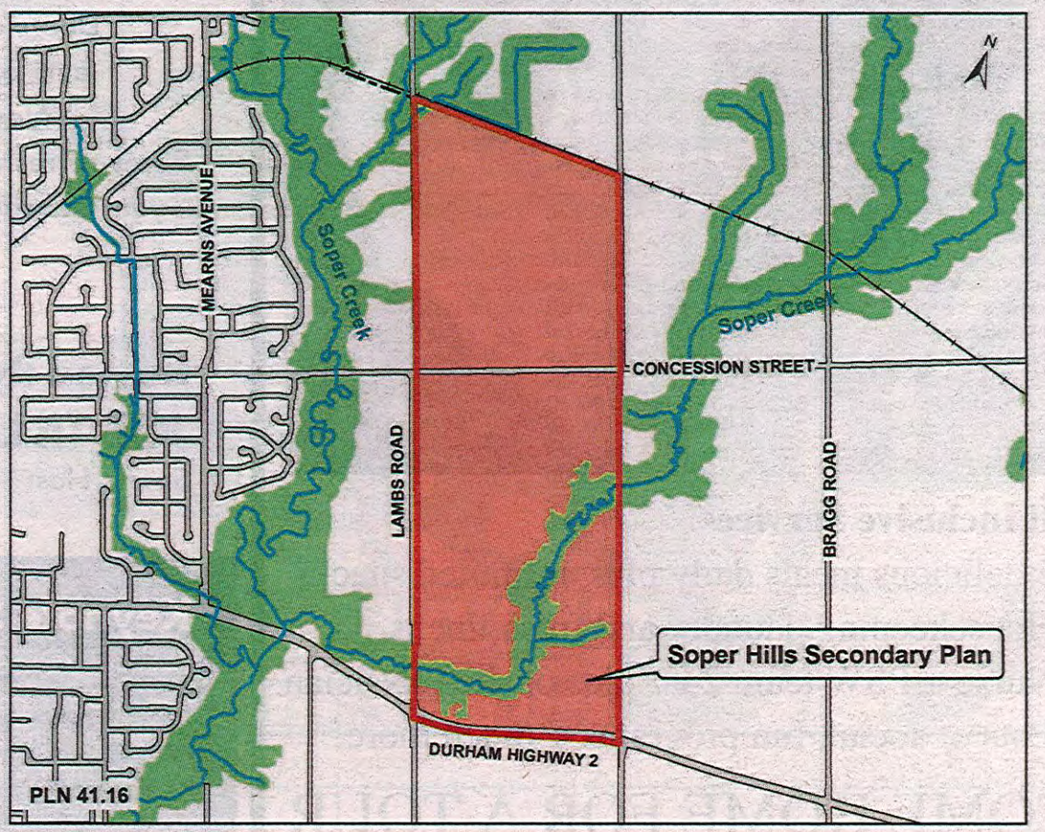

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Clarington

BUSINESS DIRECTORY

Orono Veterinary Hospital
Dr. Derrek de Haan
Dr. Mathew Stephenson
Dr. Kristen Harton
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RCRT, LCRT
Reflexology Association of Canada
Certified Reflexology Therapist & Teacher
905-440-0559
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Soper Hills Secondary Plan

Public Information Centre #2

Soper Hills SECONDARY PLAN CLARINGTON

Wednesday, June 22, 2022, at 6:30 p.m.
Join us online or by phone.

Join us at Public Information Centre #2 to learn about the proposed locations for shopping, parks, and different forms of housing. Share your feedback and help shape the design of Soper Hills.

Register in advance of this meeting at www.clarington.net/SoperHills.

The Soper Hills Secondary Plan proposes to create complete neighbourhoods in Bowmanville, with a diverse housing mix within walking distance of shopping, services, schools and amenities. The design aims to promote healthy lifestyles by integrating a mix of land uses with active transportation connections.

For more information, contact Mark Jull or Lisa Backus at 905-623-3379 or SoperHills@clarington.net.
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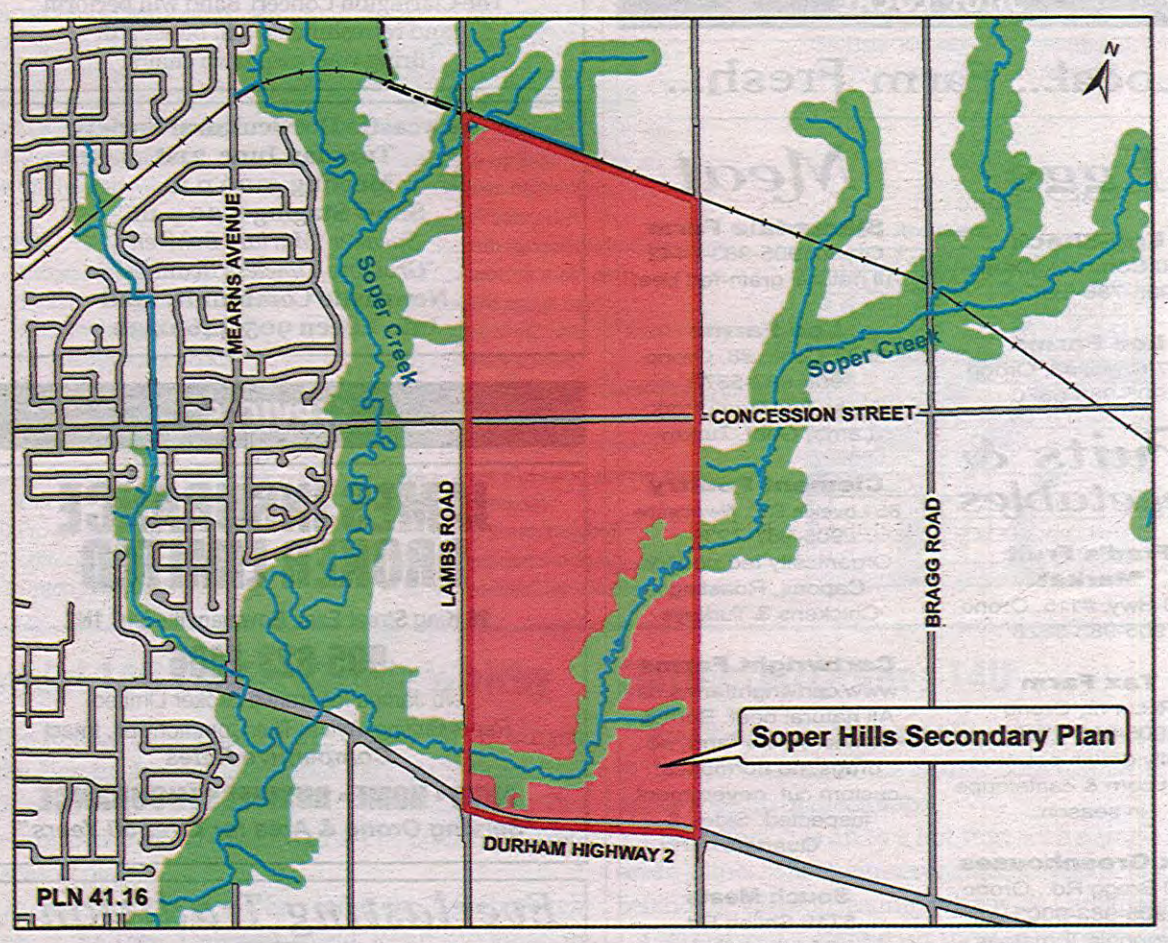

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To obtain this information in an alternate format, call 905-623-3379 ext. 2131, TTY: 1-844-790-1599.

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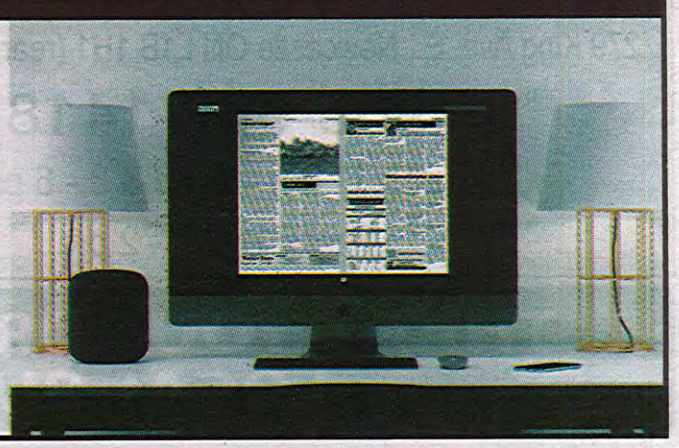

BUSINESS DIRECTORY

Orono Veterinary Hospital
Dr. Derrek de Haan
Dr. Mathew Stephenson
Dr. Kristen Harton
30 Cobbledick St., Orono
L0B 1M0
Tel: 905-983-9010

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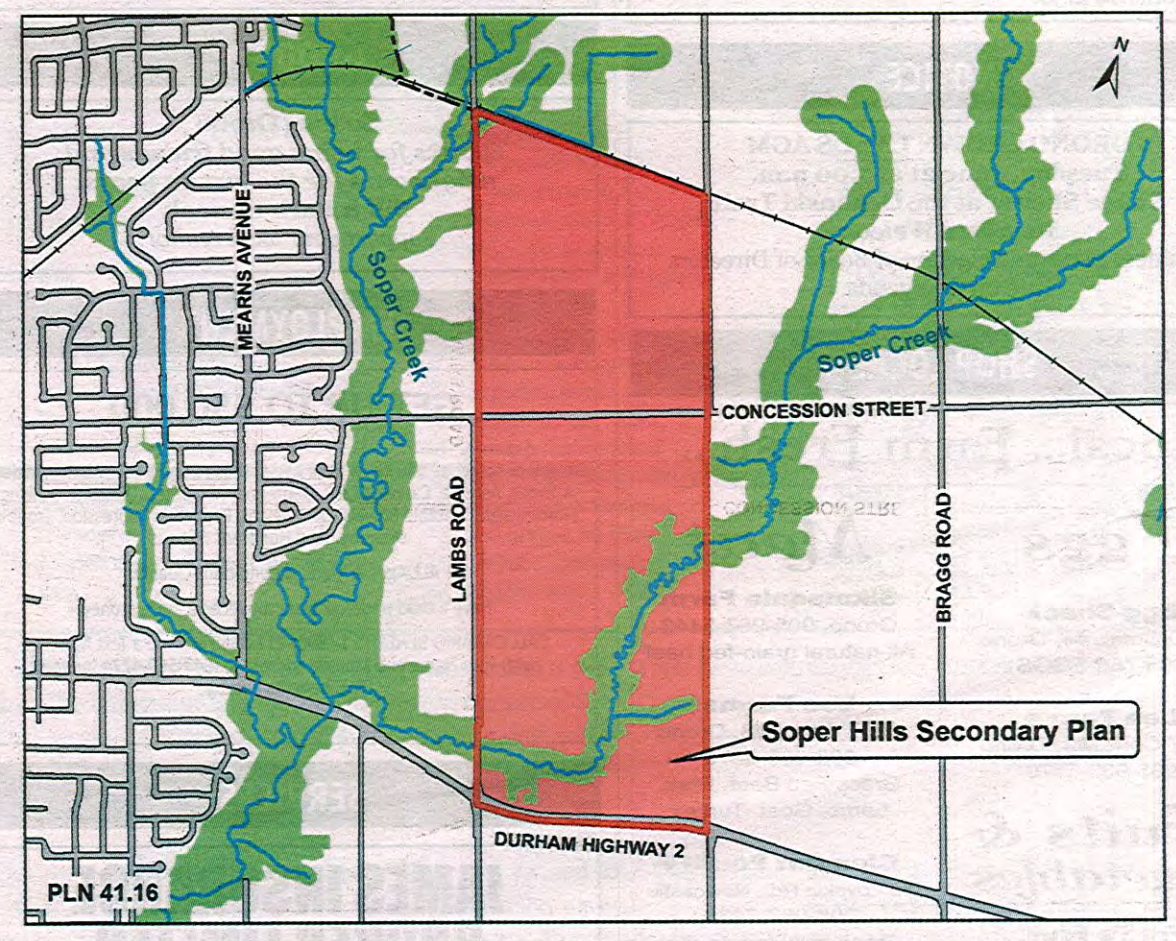

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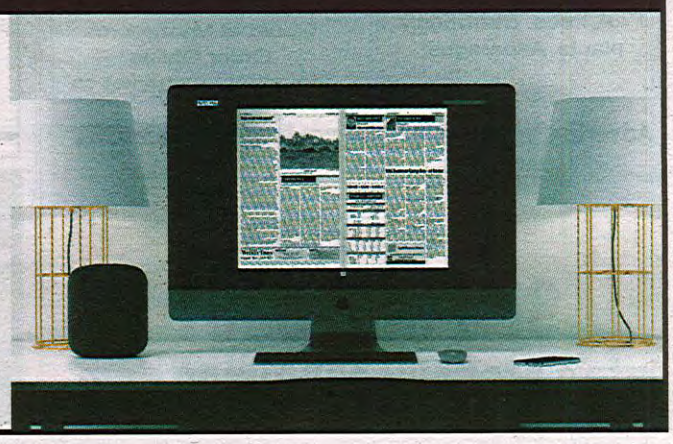

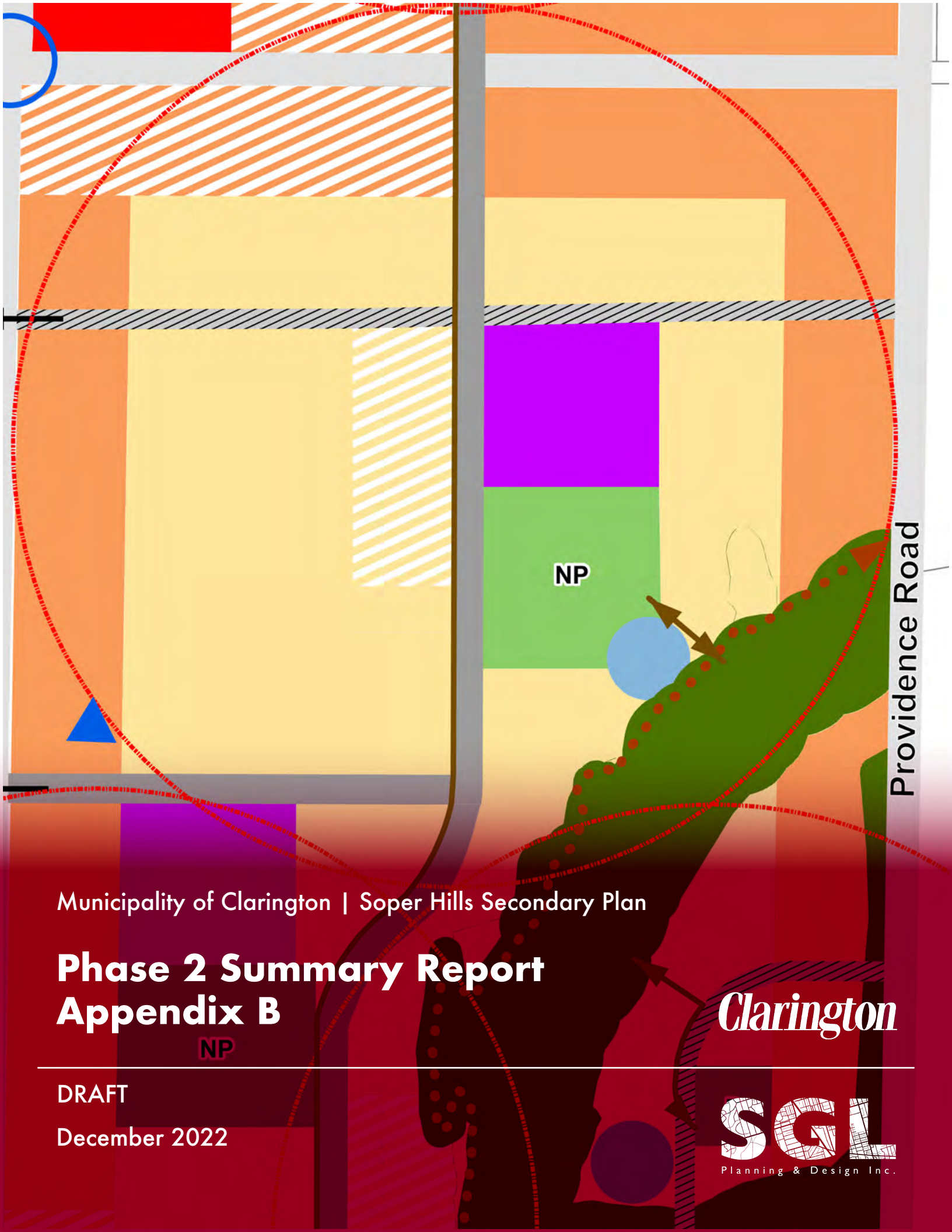

Municipality of Clarington | Soper Hills Secondary Plan

Phase 2 Summary Report
Appendix B

NP

Clarington

DRAFT

December 2022

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Planning & Design Inc.

Public Information Centre #2

Soper Hills Secondary Plan

June 22, 2022

Land Acknowledgement

The Municipality of Clarington is situated within the traditional and treaty territory of the Mississaugas and Chippewas of the Anishinabeg known today as the Williams Treaties First Nations.

Our work on these lands acknowledges their resilience and their longstanding contributions to the area now known as the Municipality of Clarington.

Our Team



Lisa Backus
Manager, Community Planning & Economic Development (Acting)
Clarington



Mark Jull
Senior Planner, Community Planning & Economic Development
Clarington



Karen Richardson
Manager, Development Engineering, Public Works Department
Clarington



Paul Lowes
Project Director
SGL



Susanne MacDonald
Senior Land Use Planner
SGL

Amar Lad
Cassandra Leal

What is the purpose of the Meeting?

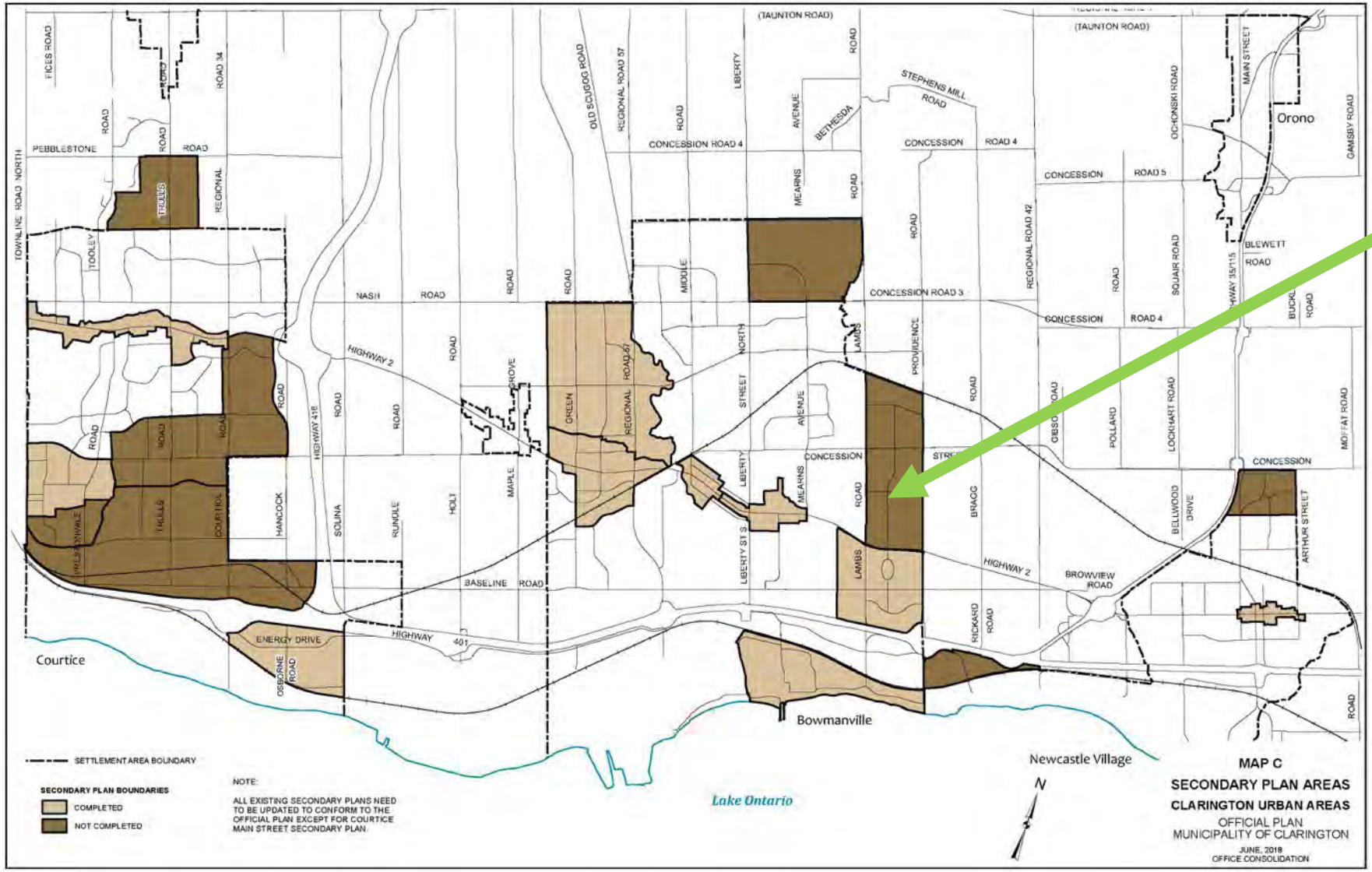
- Describe three land use alternatives
- Present evaluation criteria
- Answer questions and receive comments



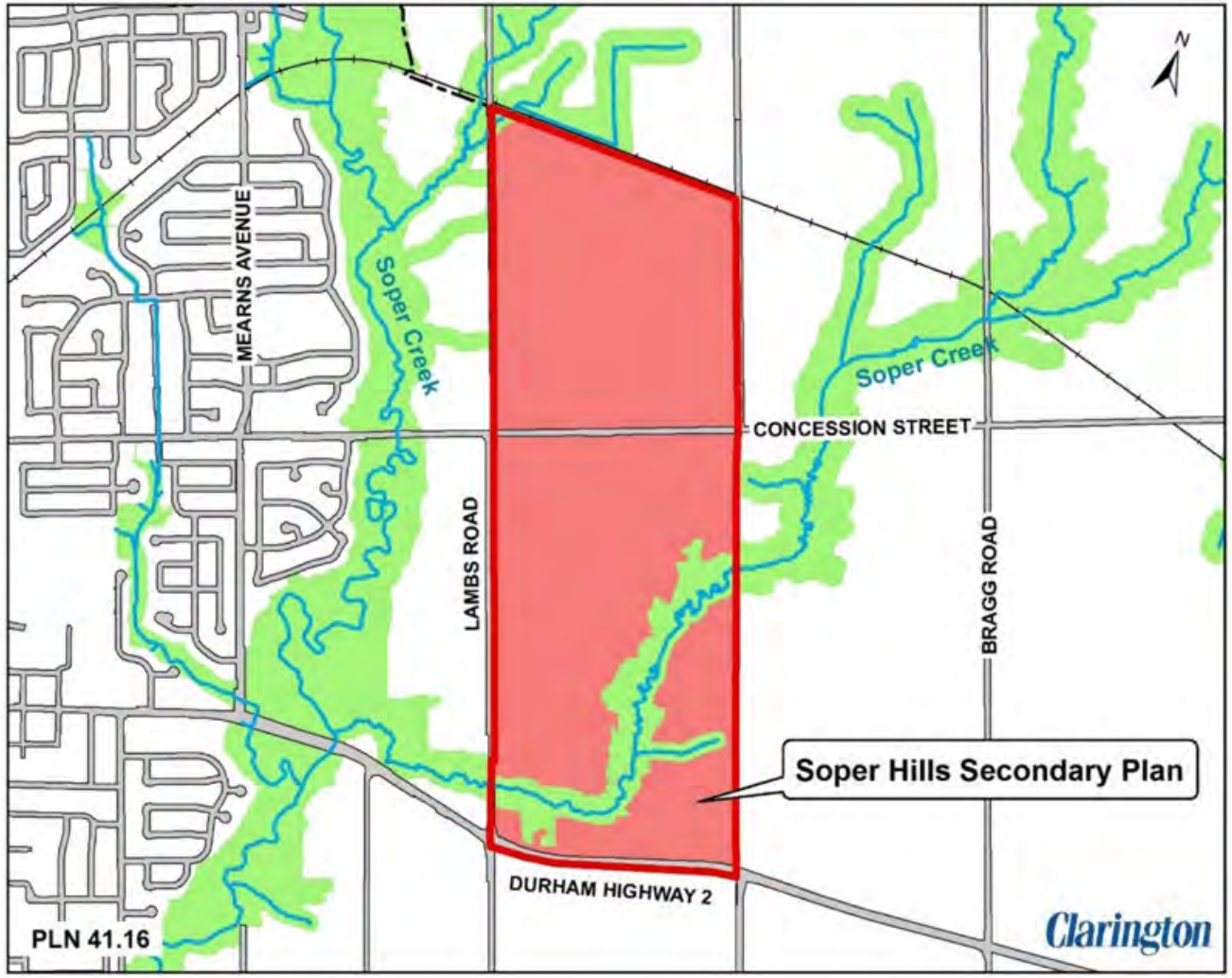
Presentation Outline

1. Context in Clarington
2. Study Area
3. Vision
4. Study Process
5. Land Use Alternatives
6. Evaluation Criteria
7. Next Steps
8. Questions & Answers

Secondary Plan Context in Clarington



Study Area


MEARNS AVENUE
Soper Creek
Soper Creek
CONCESSION STREET
LAMBS ROAD
BRAGG ROAD
Soper Hills Secondary Plan
DURHAM HIGHWAY 2
PLN 41.16
Clarington
N

Share you Ideas: How to Participate

- **Interactive Presentation**
  - During this live presentation, visit www.menti.com
  - Enter in code: **7137 8694**
  - Provide your feedback in real time!

OR

Scan QR Code

LIVE Q&A

Question: We would like to know about you – Please select any statements that apply (you can choose more than one):

Possible Responses:

- I am a Clarington resident
- I work in Clarington
- I have a professional interest in this Study (e.g. planner, real estate, architect, engineer)
- I own land in the Study Area
- I own a business in Clarington
- None of the above

Vision & Principles

The Vision

"To develop a community that reflects and enriches the history and character of both the Municipality of Clarington and the Study Area; to create a sense of place for residents and visitors; and to design a sustainable built form that protects the natural environment, promotes alternative modes of transportation and supports a healthy lifestyle for current and future generations."

LIVE Q&A

Question: Is there a specific word or words in the vision that you feel are important or are there any other keywords or concepts that should be added?

Possible Responses: **open-ended question**

Study Process



The Alternatives

How were they developed?

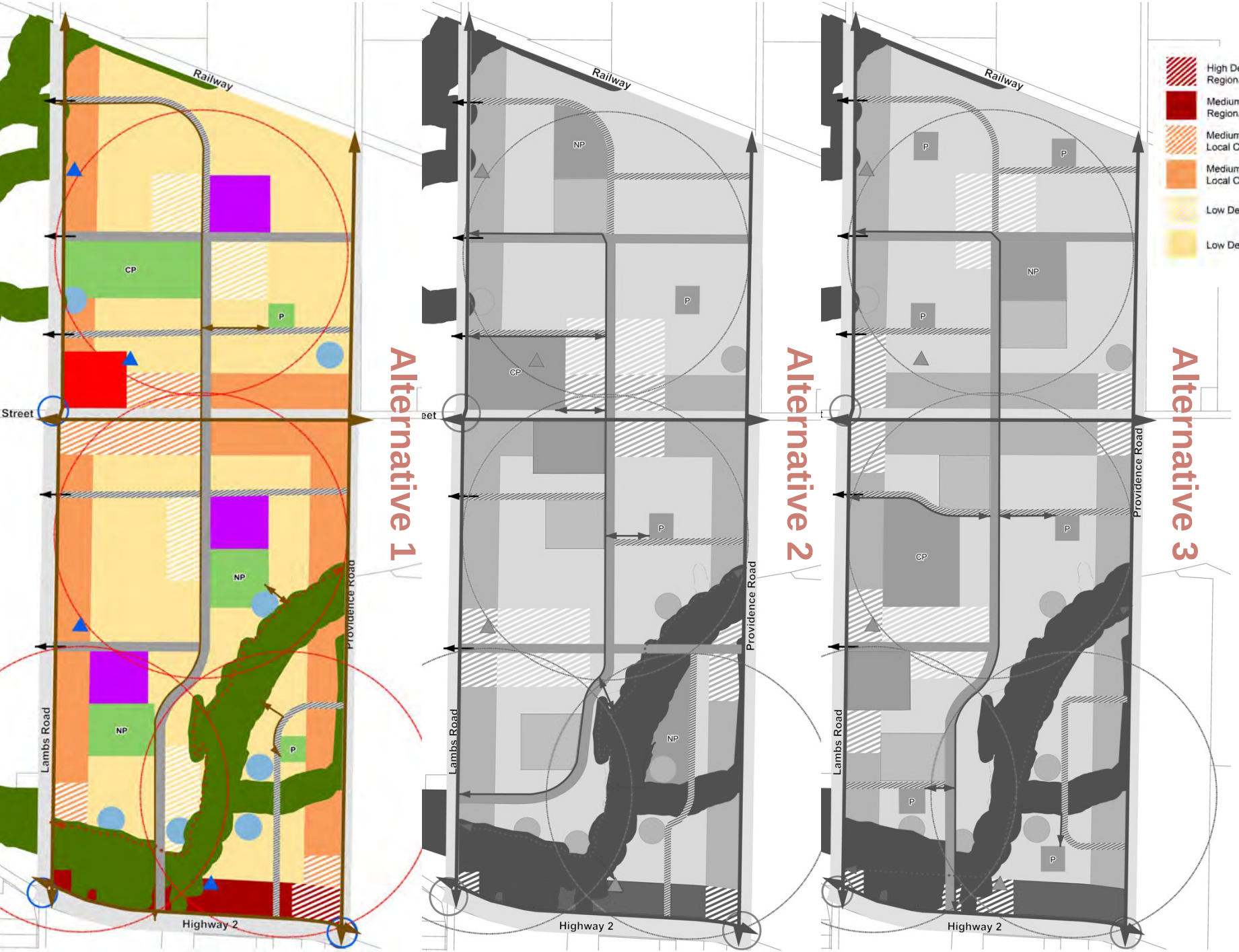


Land Use Alternatives

Common Elements

- Minimum gross density **50** people and jobs per hectare
- Highway 2 as a **Regional Corridor**
- **Local Corridor:**
  - Lambs Road from Highway 2 to the railway
  - Concession Street
  - Extension of Providence Road between Highway 2 and Concession Street
- Conceptual SMW pond locations
- Environmental Protection Areas





Alternative 1

- North-south focus
- Centrally located uses and densities along central N/S collector road

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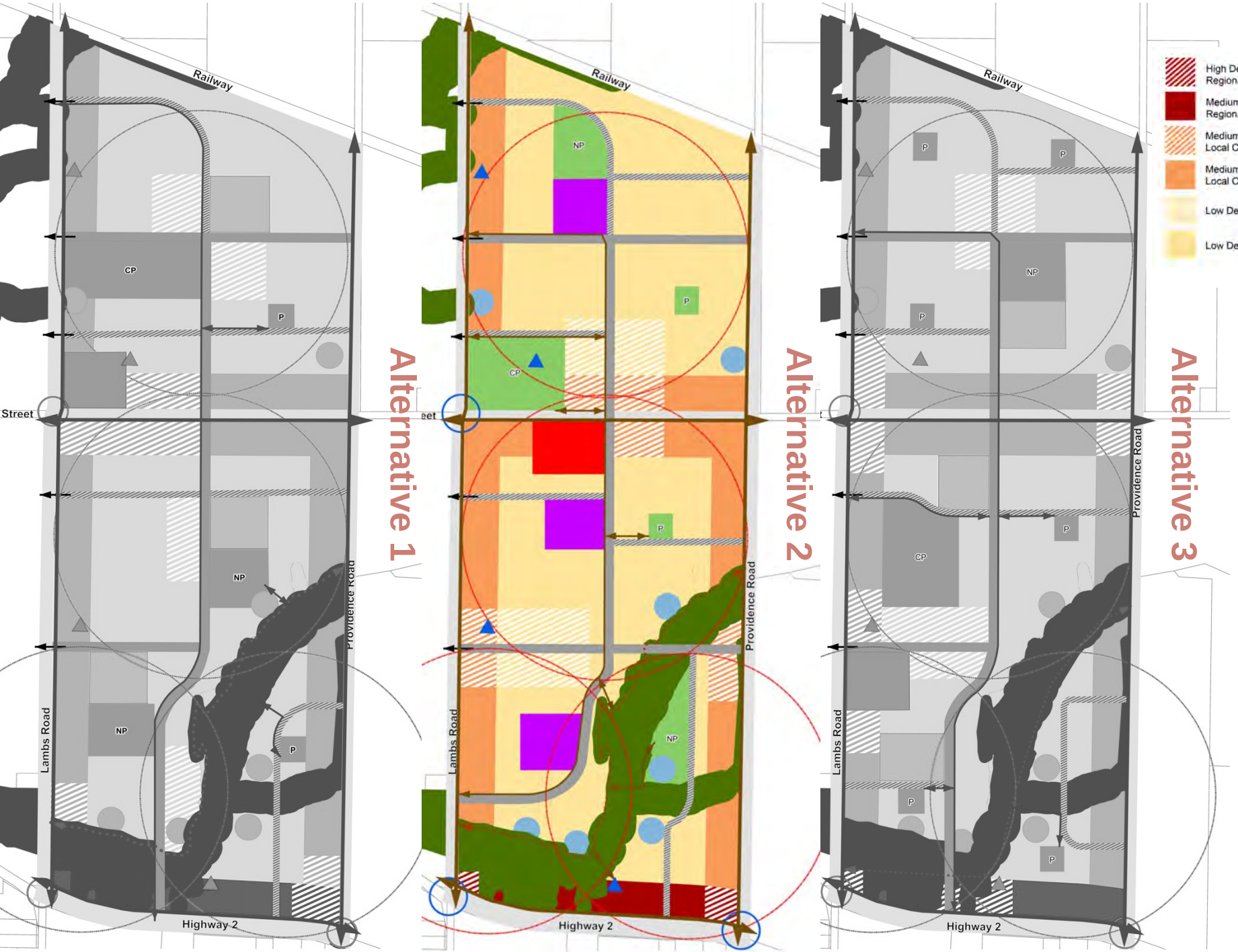

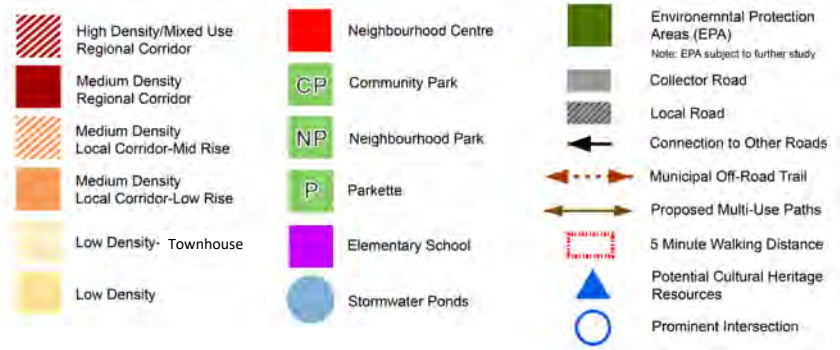

Alternative 2

- Centrally located hub of uses and densities at north-south collector road and Concession Street

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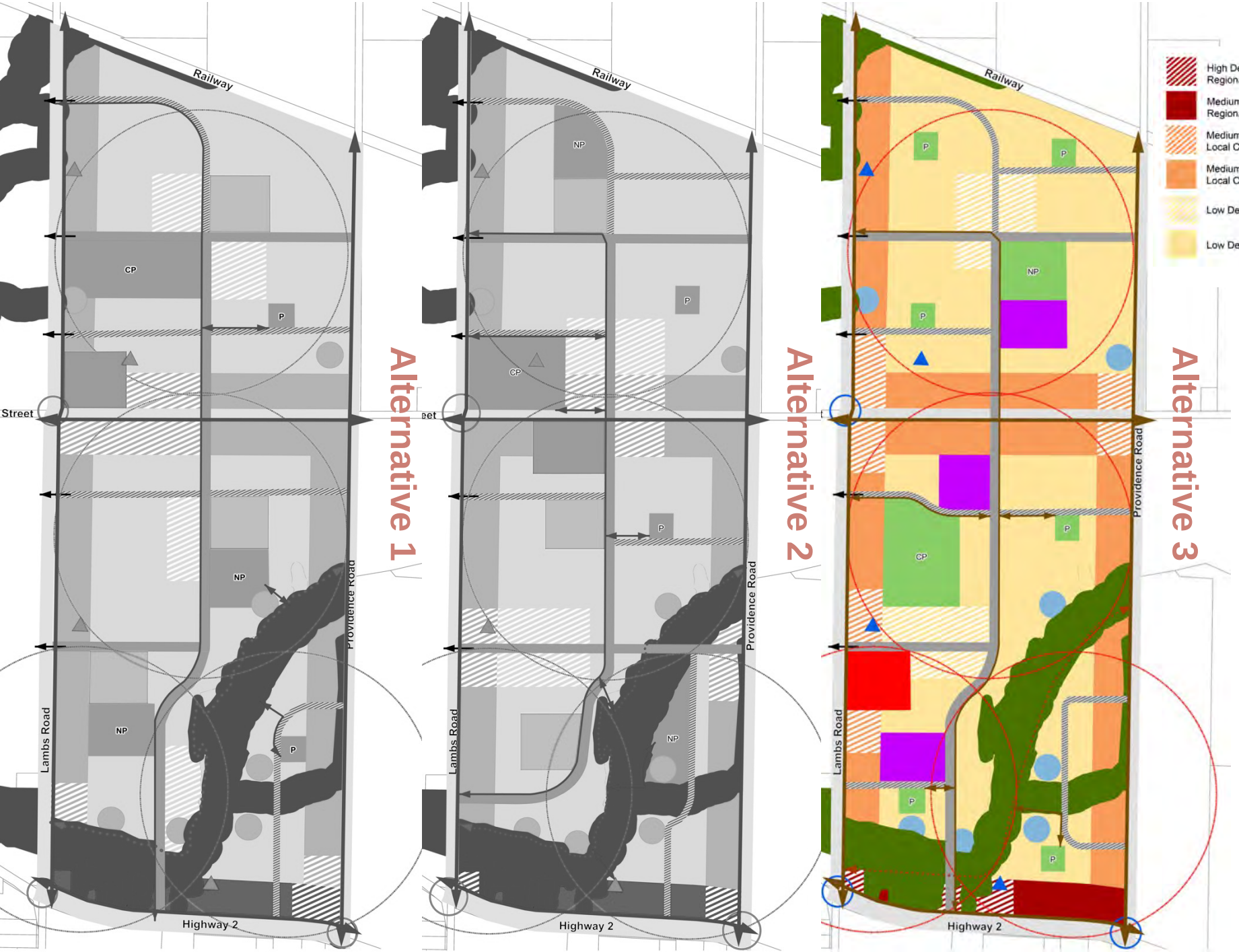

Alternative 3

- Southern focus
- Commercial and higher density along Lambs Road, east-west collector and on edges along Concession Street

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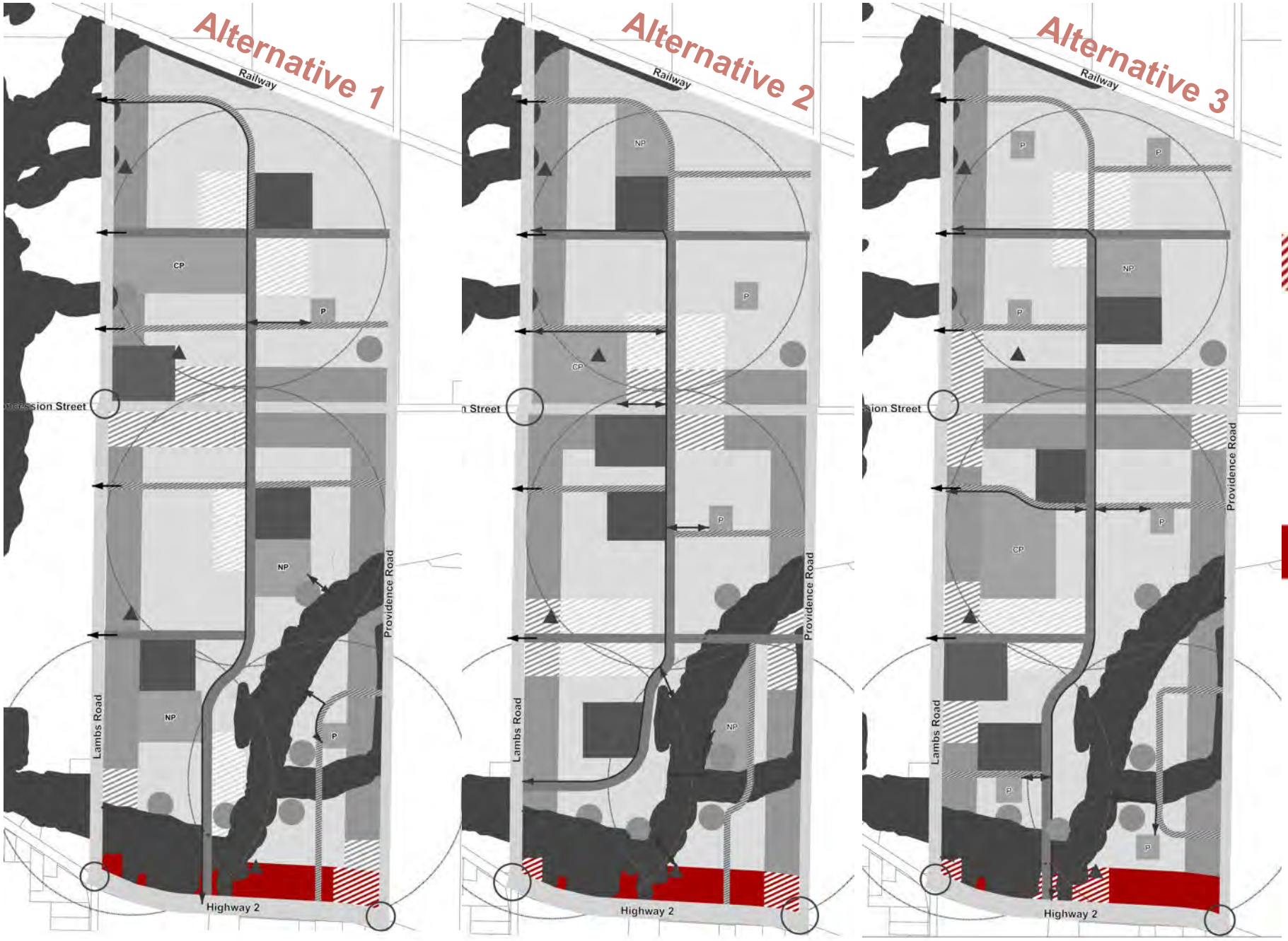

Alternatives
Regional Corridor

High Density/ Mixed Use Regional Corridor

- 7- 12 storeys
- Apartments and mixed use buildings

Medium Density Regional Corridor

- 5-6 storeys
- Apartments and mixed use buildings

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Alternatives

Regional Corridor Concepts



Source: The Founders Residences

High Density/ Mixed Use Regional Corridor



Source: Lector 85

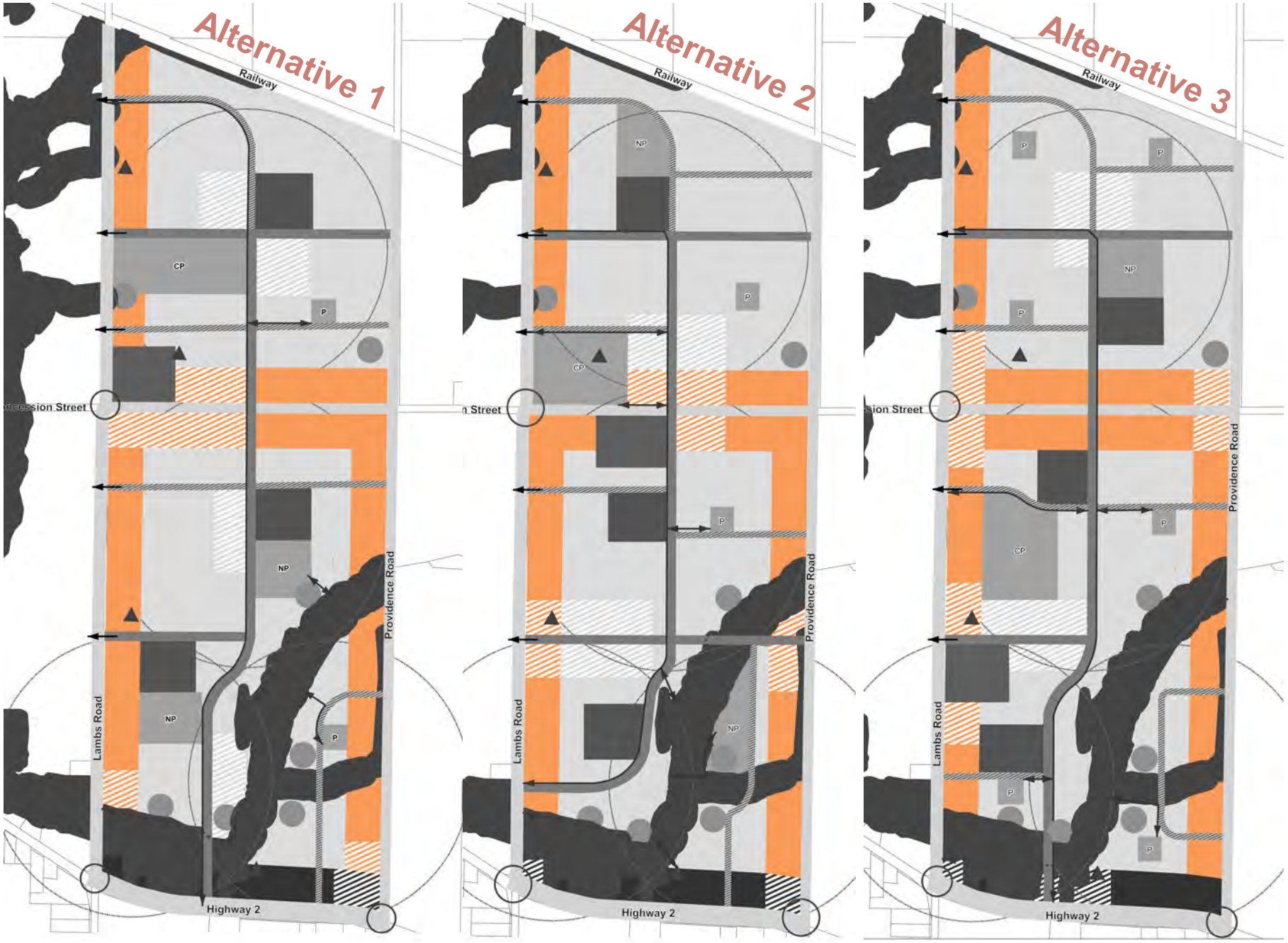
Medium Density Regional Corridor

LIVE Q&A

Question: Would you like to see the Regional Corridor higher density in the southeast corner (#1), both corners (#2), or more centrally (#3)?

Possible Responses (multiple choice):

- Southeast corner
- Both corners
- More centrally



Alternatives
Local Corridor

Medium Density Local Corridor - Mid Rise

- 5-6 storeys
- Mixed use and apartments

Medium Density Local Corridor - Low Rise

- 2-4 storeys
- Townhouses, mixed use, and apartments

Alternatives
Local Corridor Concepts



Source: Fifth Avenue

Medium Density Local Corridor - Mid Rise



Source: Norstar Group

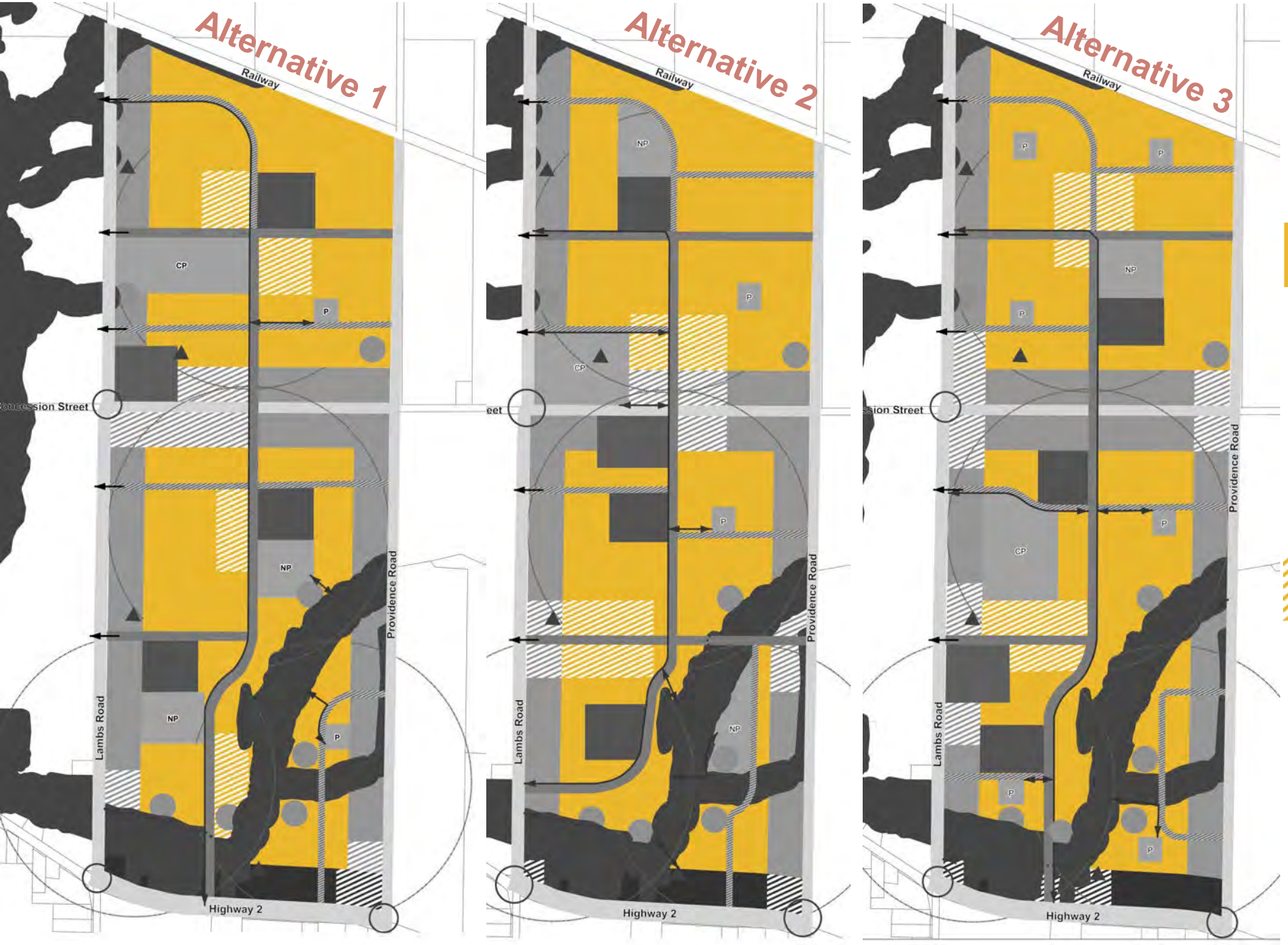
Medium Density Local Corridor - Low Rise

LIVE Q&A

Question: For the different local corridor options, which alternative do you prefer?

Possible Responses (multiple choice):

- Alternative 1
- Alternative 2
- Alternative 3



Alternatives
Low Density

Low Density

- Covers a majority of the Secondary Plan area
- Semi-detached dwellings, detached dwellings

Low Density – Townhouse

- Represents approx. 10-12% of the low density area
- Identifies where townhouses could be located

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Alternatives
Low Density Concepts



Source: rlpmax



Source: Zolo

Low Density



Source: Paradise Developments

Low Density – Townhouse

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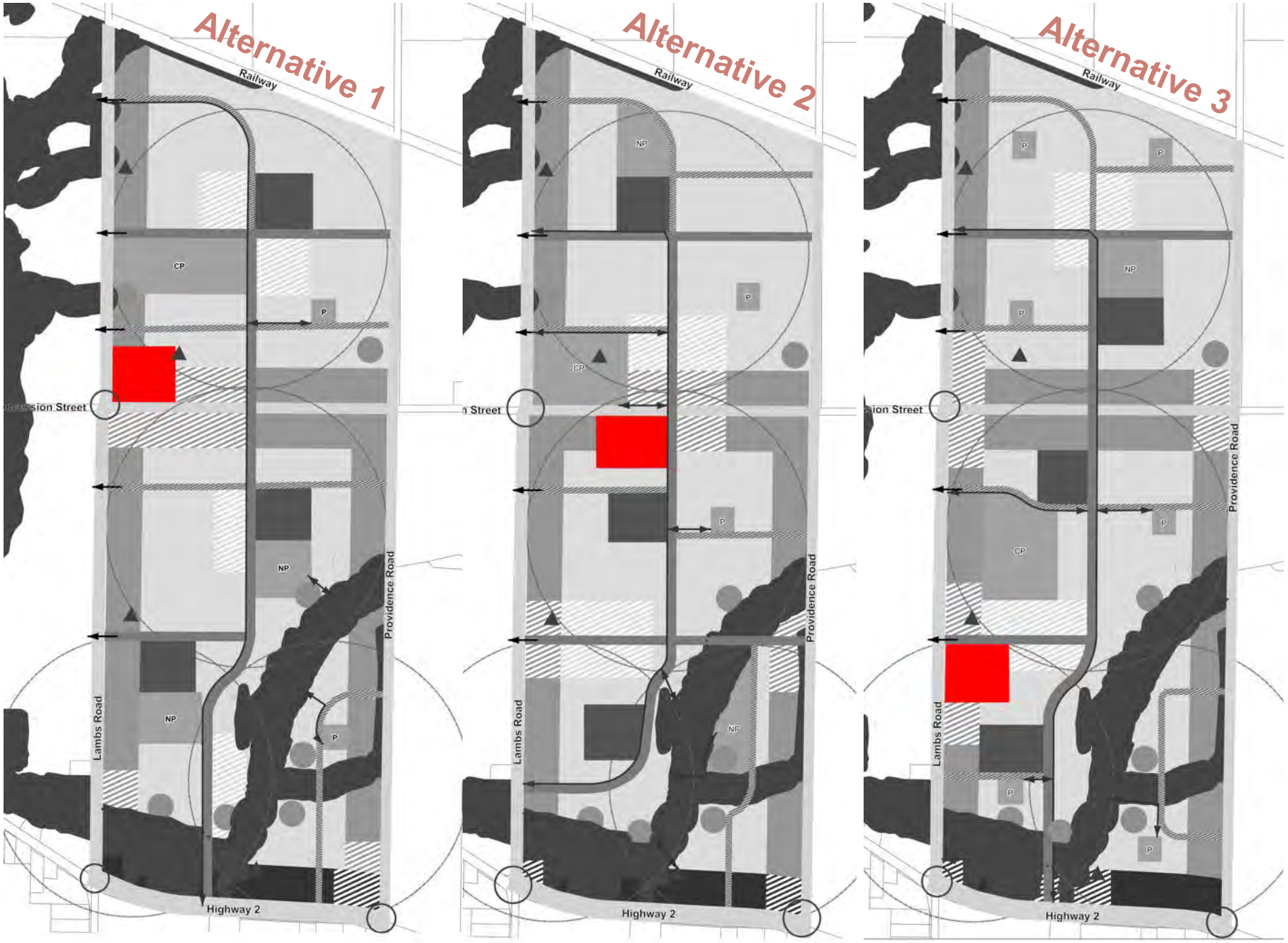
LIVE Q&A

Question: Do you want to see townhouses grouped together or spread out throughout the low density area of the Study Area?

Possible Responses (multiple choice):

- Grouped
- Spread out
- A bit of both
- I don’t know



Alternatives
Neighbourhood Centre

- 3 hectares in all three alternatives
- Accommodate mixed uses, including a maximum of 5,000 sq.m. of retail

Neighbourhood Centre

Alternatives
Neighbourhood Centre



Source: Cranshaw Construction



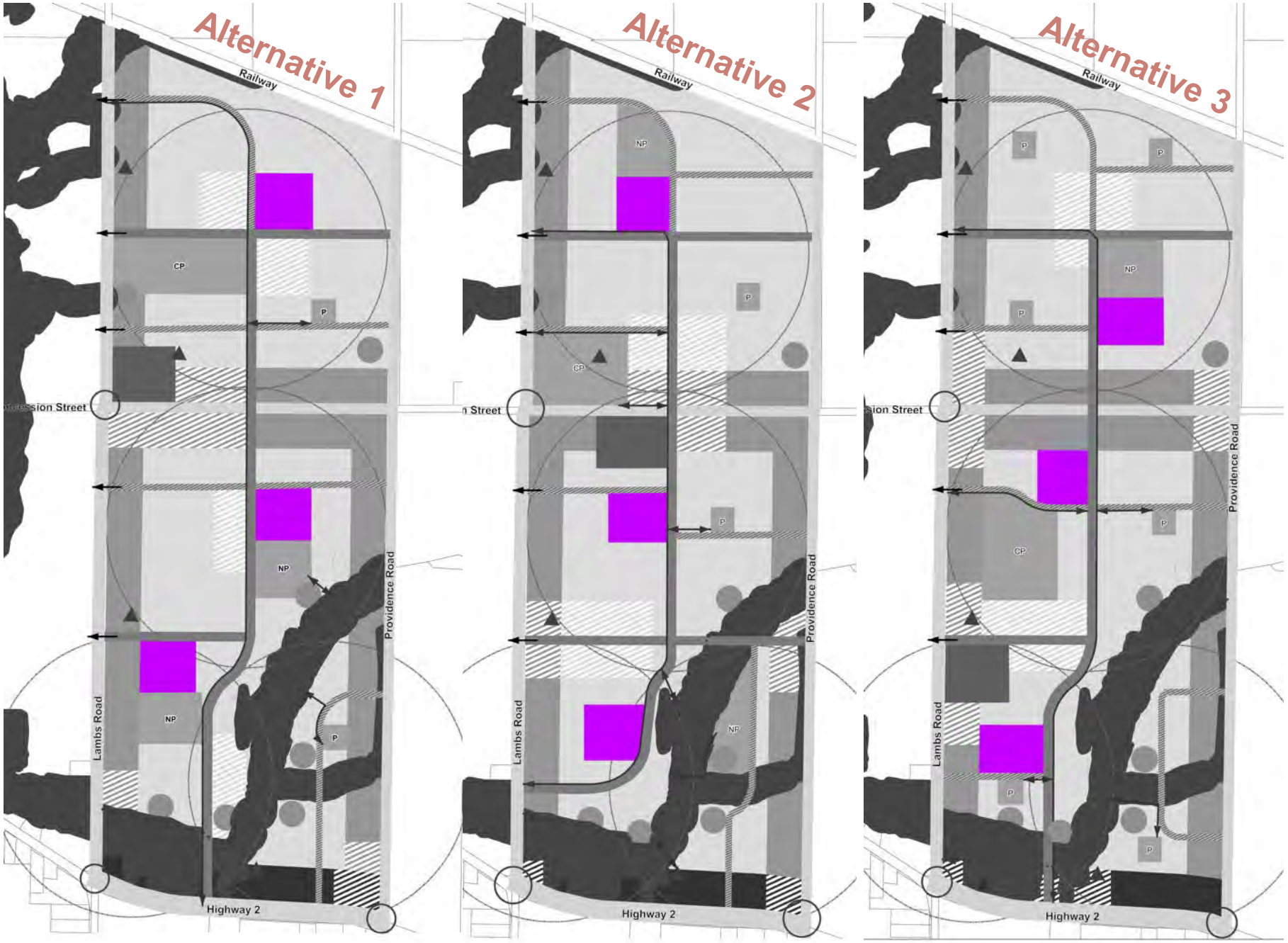
Source: Soil and Structure Consulting Inc.

LIVE Q&A

Question: Which location of the Neighbourhood Centre do you think would best serve the new community?

Possible Responses (multiple choice):

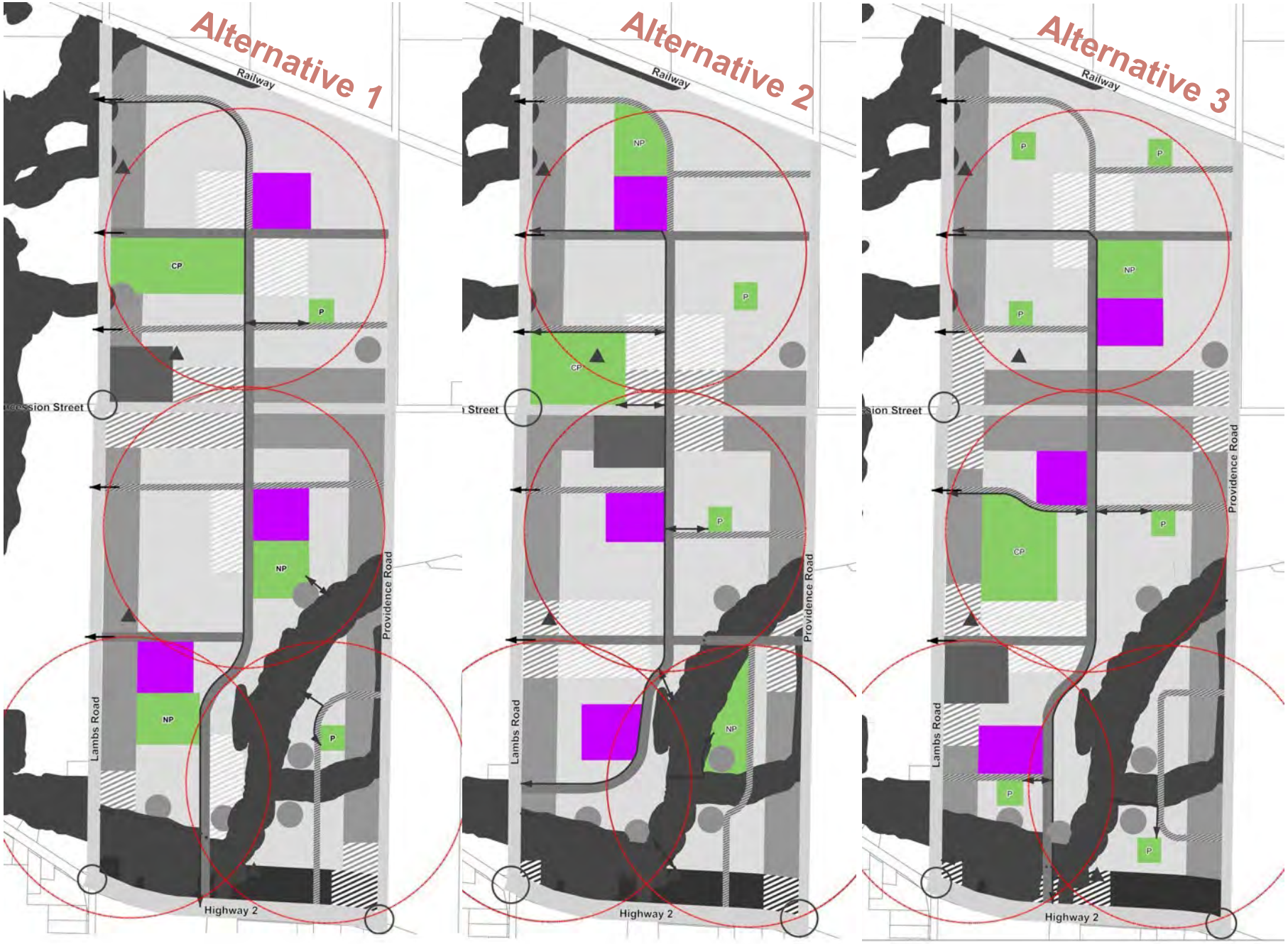
- Alternative 1
- Alternative 2
- Alternative 3



Alternatives
Schools

- 3 elementary schools in all three alternatives
- Each school is approx. 2.43 hectares

Elementary School



Alternatives

Parks and Open Space

- **Total area:** 12 hectares
- Number of Neighbourhood Parks and Parkettes differ among alternatives

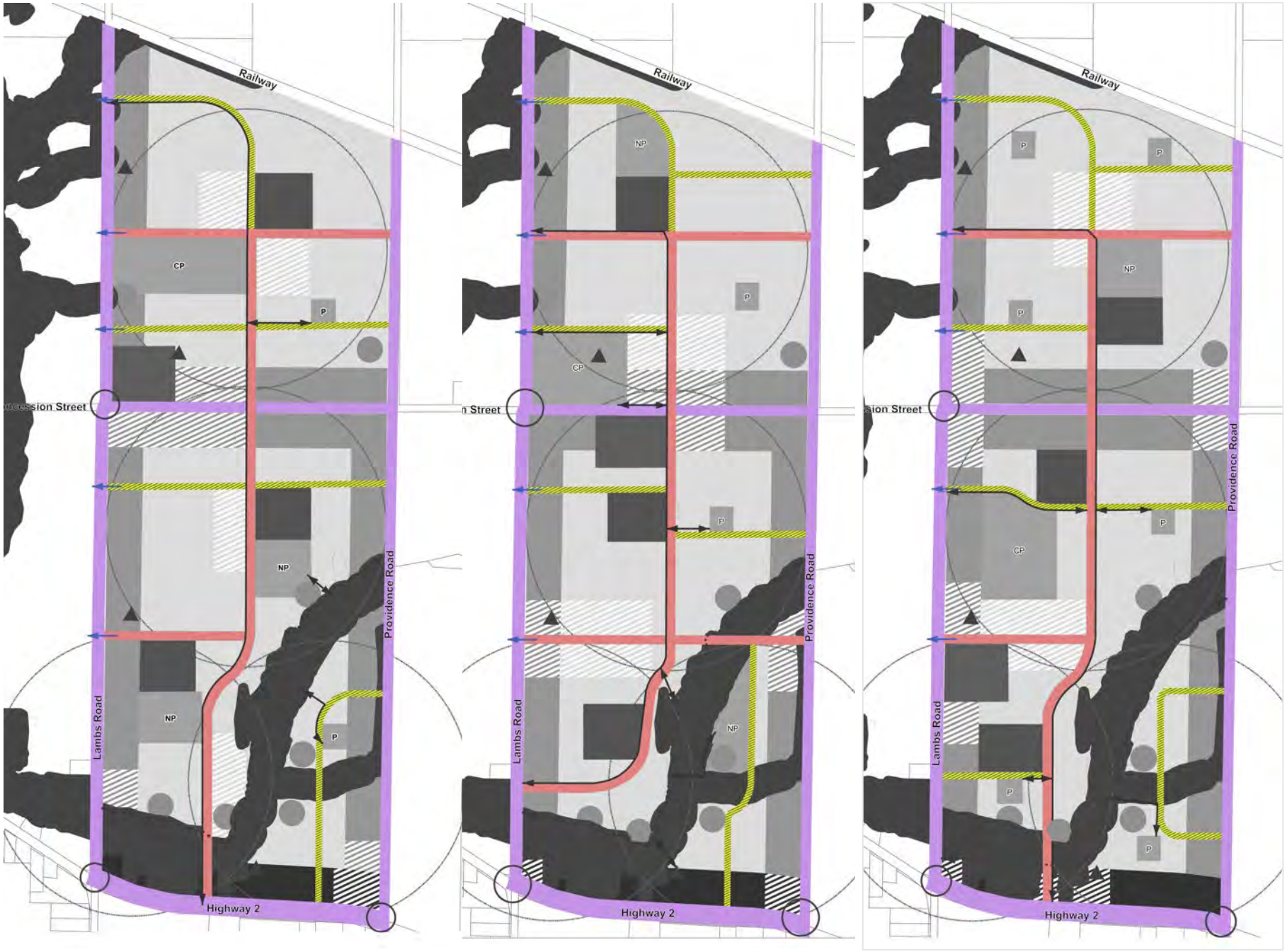
- Park Sizes:
  - CP — **Community Park:** 6 hectares
  - NP — **Neighbourhood Park:** 3 hectares each
  - P — **Parkettes:** 0.5 hectares each

LIVE Q&A

Question: Which alternative do you prefer for the park locations

Possible Responses (multiple choice):

- Alternative 1
- Alternative 2
- Alternative 3



Alternatives
Roads

Arterial Roads

- Existing + extension of Providence Road

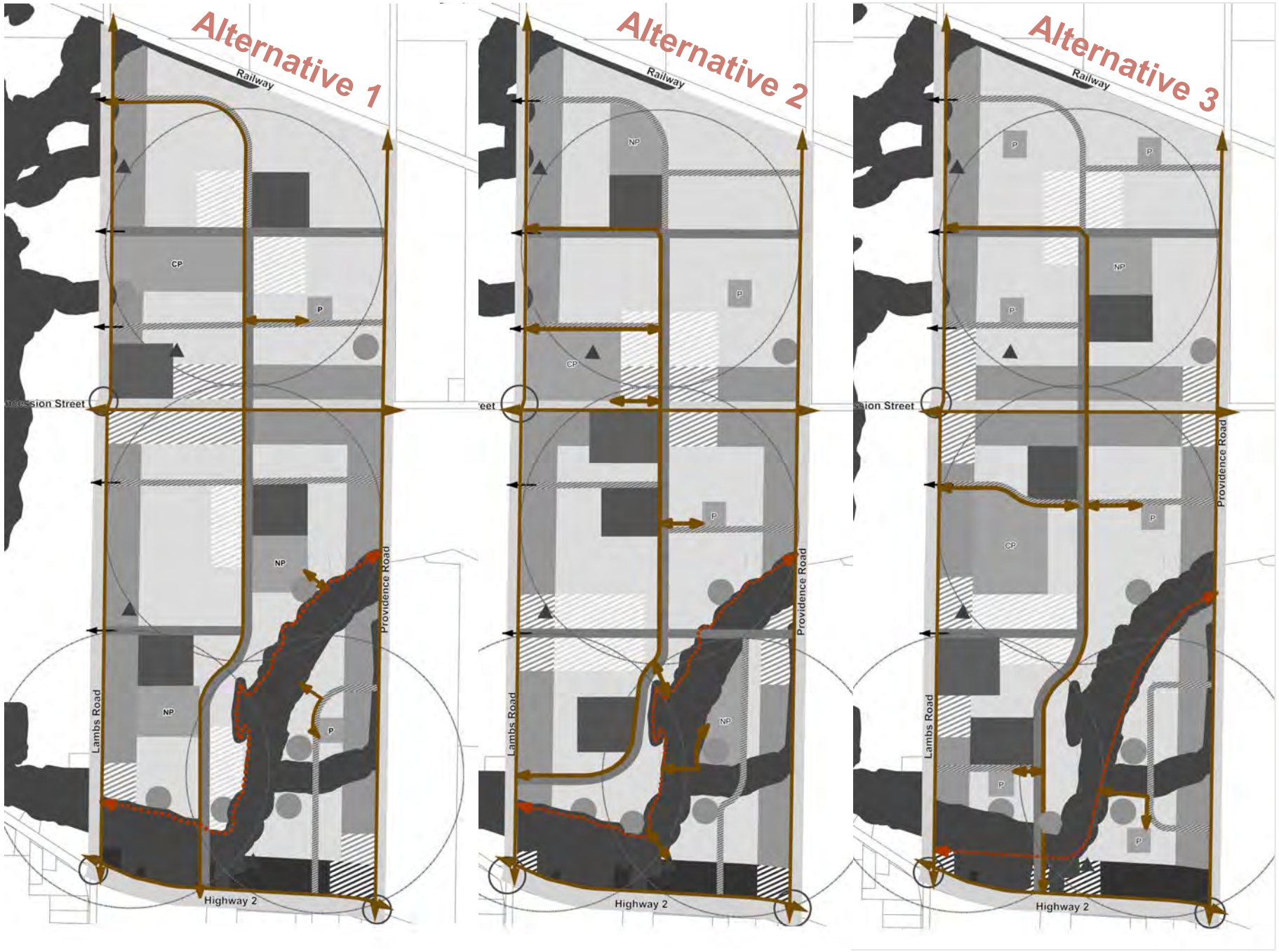
Collector Roads

- Different iterations by Alternative

Local Roads

- Conceptual connection points

Connection to Other Road



Alternatives
Trails

Off-road trails connecting Lambs Road and Providence Road in all three alternatives

Multi-Use Paths beside the road connecting parkland with nearby trail systems



Source: Municipality of Clarington

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Clarington

Super Hills SECONDARY PLAN CLARINGTON

Evaluation Criteria

Built Environment

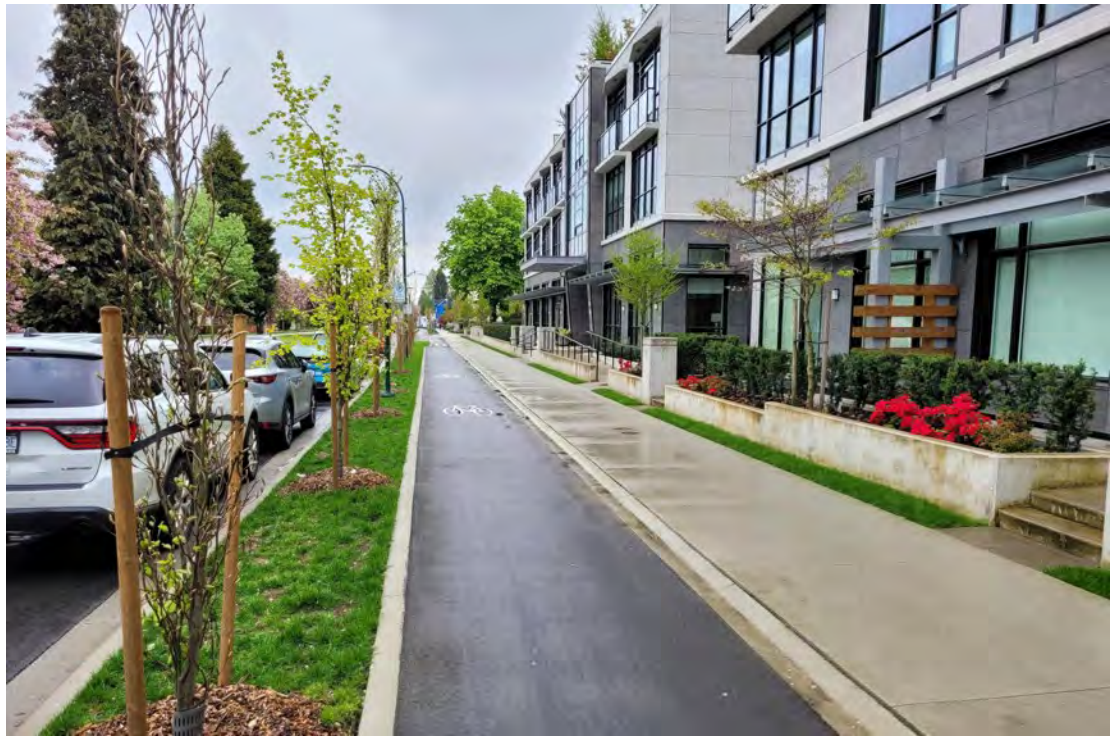
Principle: Provide for the efficient use of land with the creation of a compact, complete, connected and walkable community.



Evaluation Criteria

Transportation and Mobility

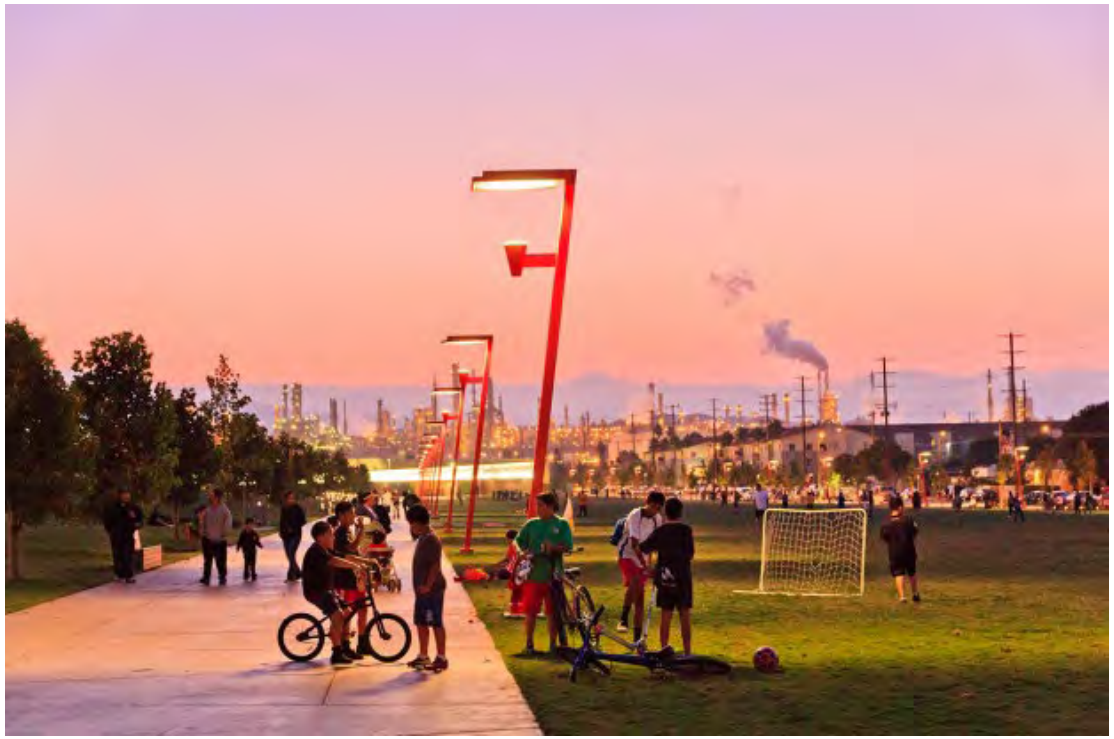
Principle: Reduce dependence on personal vehicles and prioritize active transportation modes of travel by creating a network that encourages walking and cycling and improves overall health for the residents and community.



Evaluation Criteria

Natural Environment and Environmental Protection Area (EPA)

Principle: Protect, enhance and value significant natural features within and adjacent to EPAs.



Parks and Open Space

Principle: Design parks and open spaces that are highly visible, accessible and usable.

Evaluation Criteria

Sustainable Servicing and Stormwater Management Infrastructure

Principle: Provide for adequate servicing (water and wastewater) to new developments.



Cultural Heritage and Archaeology

Principle: Respect cultural heritage through conservation and appropriate incorporation into the community.

Next Steps

- Evaluation of the 3 alternatives
- Preparation of emerging plan





Questions and Answers

Tell us more!

- Participate in our online survey
- Provide comments to the Study team at SoperHills@clarington.net
- Check out: www.Clarington.net/soperhills

Thank You

Email us: SoperHills@clarington.net

Check out: www.Clarington.net/soperhills

