

Appendix A

Courtice Waterfront **URBAN DESIGN & SUSTAINABILITY GUIDELINES**

JANUARY 2026



Clarington

**URBAN
STRATEGIES
INC .**

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1. INTRODUCTION

1.1. OVERVIEW & PURPOSE

The Courtice Waterfront Secondary Plan Area, comprising 102 hectares, is bounded by Darlington Provincial Park to the west, Courtice Shores Drive to the east, Darlington Park Road to the north and Lake Ontario to the south (see Figure 1). The planned population for the area is approximately 5,000 occupying approximately 2,500 units of housing. Development is also expected to generate approximately 550 jobs.

Bordering the Clarington Energy Business Park and located immediately south of the Courtice Transit-Oriented Community, north of Highway 401, the Courtice Waterfront is intended to complement the neighbouring areas by accommodating a mix of housing and commercial businesses and providing access to a range of recreation opportunities on the Lake Ontario waterfront and in the Tooley Creek valley. Residential, mixed-use and commercial development, together with new streets, pedestrian connections and open spaces, will extend the Courtice community to the lake.

The Courtice Waterfront will feature a variety of low-rise, mid-rise and potentially high-rise residential buildings. Restaurants, shops and destination commercial uses, some in mixed-use buildings, will serve residents and draw visitors and Energy Park employees to the area. A municipal wide park intended for all residents of Clarington, will protect significant natural features, provide public access to and along Lake Ontario, and accommodate a range of recreation and cultural activities year-round.

These guidelines build on the policies of the Courtice Waterfront Secondary Plan as well as Priority Green Clarington, which promotes sustainable community design. Sustainable communities begin with conservation and sensitive integration of significant environmental features. Various aspects of community design are also fundamental to sustainability, including: street networks and block patterns that encourage walking and cycling; an interconnected system of parks and open spaces that supports healthy lifestyles and social wellbeing; and compact development that uses land and infrastructure efficiently. The Secondary Plan provides a policy framework for the development of the Courtice Waterfront to a high standard of urban design and sustainability. The Guidelines provide further direction on how this is to be achieved.



Figure 1: Secondary Plan areas

1.2. STRUCTURE OF THE GUIDELINES

This document contains five main sections:

Section 1 summarizes important background information and explains the purpose of the Guidelines.

Section 2 describes the overall physical vision for the community, highlights structuring elements and explains how the Guidelines will be implemented.

Section 3 contains Guidelines applicable to the private realm, addressing site design, built form, parking and other matters. They are organized based on the land use designations of the Secondary Plan.

Section 4 contains the Public Realm Guidelines, which will apply to the design of the street network, individual streets, streetscapes, parks and other open spaces, and Environmental Protection Areas.

Section 5 provides guidance for how development can promote environmental sustainability through measures related to energy efficiency, water conservation and stormwater management.

1.3. INTERPRETATION AND IMPLEMENTATION OF THE GUIDELINES

The Courtice Waterfront Urban Design and Sustainability Guidelines are intended to help implement the policies of the Official Plan and Courtice Waterfront Secondary Plan and provide greater clarity on policy intentions respecting overall urban design, streetscapes, built form and environmental sustainability. The Guidelines are to be read in conjunction with the policies of the Official Plan – in particular Chapter 5, Creating Vibrant and Sustainable Urban Places, and Chapter 9, Livable Neighbourhoods – and the policies of the Secondary Plan – in particular the chapters on Land Use and Built Form (5), Urban Design (6), Parks and Community Facilities (8) and Transportation (10).

The Guidelines also should be read in conjunction with the Clarington Zoning By-law as it applies to the Courtice Waterfront and the Clarington General Architectural Design Guidelines, Landscape Design Guidelines for Site Planning, Lighting Guidelines, and Amenity Guidelines for Medium and High Density Residences. The Guidelines build on zoning provisions with more detailed guidance respecting such matters as building setbacks and heights. Where there is conflict between these Guidelines and the General Architectural Design Guidelines, these Guidelines shall prevail.

The Guidelines, in concert with Official Plan policies, Secondary Plan policies, the implementing Zoning By-law and the General Architectural Design Guidelines, will be used to evaluate development applications to ensure that a high level of urban design and sustainability is achieved.

2. VISION AND COMMUNITY STRUCTURE

2.1. COMMUNITY VISION

The following components comprise the physical vision for the community:

- **Highly visible, accessible and protected natural heritage features.** Development and infrastructure will respect and enhance existing natural heritage features and topography. Residents will enjoy parks and trail networks that provide increased access to natural heritage features while being environmentally sensitive.
- **Accessible public spaces and other amenities for people of all ages and abilities.** The open space network will comprise a 15-hectare waterfront park, environmental areas, stormwater management ponds, and other green spaces centred on the Tooley Creek valley. Overlooking Lake Ontario, the Courtice Waterfront Park will accommodate a range of recreational and cultural activities.
- **Stormwater management features integrated into the open space network.** The open space network will incorporate a naturalized stormwater management system by integrating a mix of low impact development features and ponds adjacent to the Tooley Creek valley.
- **An interconnected, pedestrian-oriented mobility network.** The grid-like network of streets and active transportation connections planned for the Courtice Waterfront will maintain views toward the lake and convenient access to the Waterfront Park. The development sites defined by streets will have the flexibility to accommodate a range of housing types. Streets and multi-use paths will also help connect residents to other community amenities within and outside the Courtice Waterfront.

- **A diversity of housing forms and building typologies.** The Courtice Waterfront community will develop with a diversity of housing choices to accommodate residents of all ages and households of all sizes. Attention to good urban design will ensure the desired range of housing types, from detached houses to apartment buildings, are integrated seamlessly to create a cohesive community with a distinct identity. The Courtice Waterfront will consist of low-rise, mid-rise and potentially high-rise buildings reflecting a variety of architectural styles.
- **Streetscapes defined by street trees, other landscaping and buildings that contribute to an inviting public realm.** Streetscapes in the Courtice Waterfront will be designed to a high standard, incorporating complete street principles to provide safe and comfortable space for pedestrians, cyclists, transit users and drivers. The facades of buildings and landscaped front yards will be dominant streetscape features.
- **Commercial uses that meet the needs of residents and attract visitors.** Restaurants and shops on the ground floor of mixed-use buildings and unique standalone destination uses will complement the Waterfront Park, contributing to a complete community and drawing visitors from across the region.

2.2. COMMUNITY CHARACTER STATEMENT

The Courtice Waterfront Secondary Plan envisions a diverse and inclusive community distinguished by a broad mix of land uses, housing forms, and business and employment opportunities; an interconnected green network of natural features, parkland and tree-lined streets; and a unique waterfront park with views and physical access to Lake Ontario and places to play and gather.

2.3. COMMUNITY STRUCTURE

The Courtice Waterfront Secondary Plan provides a framework for future development based on the following high-level structuring elements:

Waterfront Park, Natural Areas and Other Open Spaces:

Green spaces will be a dominant feature of the Secondary Plan Area. The Tooley Creek valley and adjacent woodlands are a central feature that both separates and joins the Courtice Waterfront and the Energy Park, while the Lake Ontario shoreline defines the area's southern boundary. These features will be protected and enhanced as the Waterfront Park is developed as a destination for recreation, community gatherings and passive enjoyment. Waterfront Greenway lands will complete the open space system, accommodating trails, land use buffers and stormwater management facilities.

Transportation Network: The historic CN Rail corridor plays an important role in separating a planned highway-oriented commercial area from a pedestrian-oriented, mixed-use neighbourhood. The planned network of streets, multi-use paths and other active transportation infrastructure will help define development sites, establish views to Lake Ontario and other natural features, and ensure easy access by all travel modes to and through the area.

Residential, Mixed-Use and Commercial Areas: North of the Waterfront Park, areas for low-, medium- and high-density housing in a variety of forms will comprise the Courtice Waterfront neighbourhood. Commercial uses facing the Waterfront Park and potentially a north-south main street will be integrated with housing to create a more complete community and destination. Commercial uses north of the rail corridor will serve travelers on Highway 401 as well as locals.

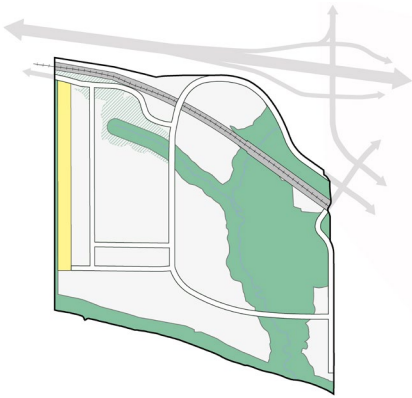


Figure 2: Land Use Plan

3.

PRIVATE REALM GUIDELINES

While the public and private realms often overlap and intersect, the private realm typically includes places and spaces to which access is controlled and/or restricted and lands which are not owned by the Municipality or another public agency.



3.1. LOW DENSITY RESIDENTIAL DEVELOPMENT

Buildings in the Low Density Residential Area, namely single detached dwellings, semi-detached dwellings, and townhouses will contribute to a diversity of housing in the Courtice Waterfront and provide a transition from denser development farther east to Darlington Provincial Park. The guidelines below focus on massing and the relationship of development to streets and open spaces, with the intention of ensuring development contributes to an attractive, comfortable and safe public realm.

3.1.1. GENERAL SITE AND BUILDING DESIGN

The following guidelines should be applied in conjunction with the zoning provisions applicable to Low Density Residential Areas and should not conflict with them.

- A.** The height and massing should be consistent within a building type to create a unified character for the community.
- B.** A variety of architectural expression among publicly exposed elevations is encouraged, including variation in roof lines, architectural styles, and material articulation.
- C.** There should be a variety of lot widths and dwelling sizes on each block.
- D.** Detached and semi-detached houses and townhouses generally should have a front setback of 4-5.5 metres to the front wall of the house. Front garages should have a minimum front setback of 6 metres.
- E.** Front yard setbacks along a street should be consistent.
- F.** Building projections, such as covered porches, balconies and stairs are encouraged and may project into the front yard setback.
- G.** The base of the porch and stair shall be enclosed with material that suitably complements the exterior cladding of the dwelling unit.
- H.** The entrance to homes may be emphasized through stone porticos, two-storey porches and built-over porticos.
- I.** Dwellings on a corner lot, including townhouses, should have side elevations that include windows and details consistent with the front elevation. Front porches should wrap around the corner of the house.
- J.** There should be no more than six attached townhouses in a row where the garages are accessed from a Rear Lane or where front garages face a local street.
- K.** The separation between rows of attached townhouses should be a minimum of 2.4 metres to allow for landscaping, fencing and outdoor storage screened from view. Where the separation between rows will also provide shared access and pedestrian circulation, the separation distance should be a minimum of 3 metres.
- L.** Front driveways and garages for townhouses fronting Street A, Street C and Street D will not be permitted to prioritize these streets for pedestrians.
- M.** Development adjacent to Darlington Provincial Park should seek to carefully control public exposure, lighting, and access to the Provincial Park.
- N.** Properties backing onto Darlington Provincial Park should have deep rear yards. The back of rear yards should be planted with deciduous and coniferous trees, and a solid wood fence 2.4 metres high should be built.



Detached houses with living space located above the garage



House on a corner lot addressing both streets

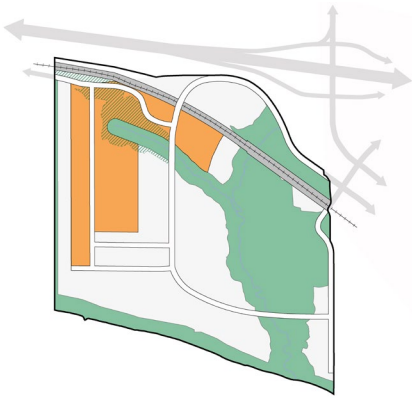
3.1.2. GARAGE AND DRIVEWAY DESIGN GUIDELINES

- A.** Attached front garages should not dominate the massing of the dwelling from the front.
- B.** Garages generally should occupy a maximum of 50-60% of the lot frontage, depending on the width of the lot.
- C.** Front garages are encouraged to be expressed as two-storey structures with usable space above to better integrate the garage into the overall design of the dwelling unit.
- D.** Front garages are encouraged to be recessed from the front wall of the house by a minimum of 0.5 metres where the lot frontage is greater than 7.5 metres.
- E.** Attached front yard garages should have materials, design elements and colour consistent with the architecture of the primary dwelling unit.
- F.** The width of a driveway generally should correspond with the width of the garage, although in the case of single garages, a wider driveway is allowed where it does not prevent a minimum of 30% of the front yard being used for the purpose of landscaped open space.
- G.** Front double-car garages are encouraged to have two separate openings and two doors. Single doors for double car garages should be articulated vertically and horizontally to give the appearance of two doors. Windows are encouraged to avoid a blank-wall effect.

- H.** Driveways should be buffered from side property lines by a landscape strip.
- I.** Lots serviced by a Rear Lane should locate garages or parking pads at the rear of the property.
- J.** Garages fronting onto Rear Lanes should be carefully arranged in groupings for an attractive visual environment. Garages should be sited to allow for access and drainage from the rear yard of the unit to the Rear Lane.
- K.** Both parking pads and garages accessed from a Rear Lane shall be set back from the lot line separating the rear yard from the Rear Lanes. Setbacks should consider the need for visitor parking, snow storage, and space for garbage and recycling bins.

3.1.3. LANDSCAPING, GARBAGE/RECYCLING AND UTILITIES GUIDELINES

- A.** On lots not serviced by a Rear Lane and with a lot frontage greater than 9 metres, a minimum of approximately half of the front yard should consist of soft landscaping including an attractive combination of foundation landscaping, trees, and deciduous and coniferous ornamental planting. Other than the permitted driveway, paving in the front yard generally should be limited to walkways.
- B.** Rear yards on corner lots should be screened from public view from the flanking street with a minimum 1.5-metre high fence made of durable, attractive wood or a hedge. Builders shall be encouraged to provide such screening.
- C.** Utility box locations should be planned to minimize their visual impact on the public realm.

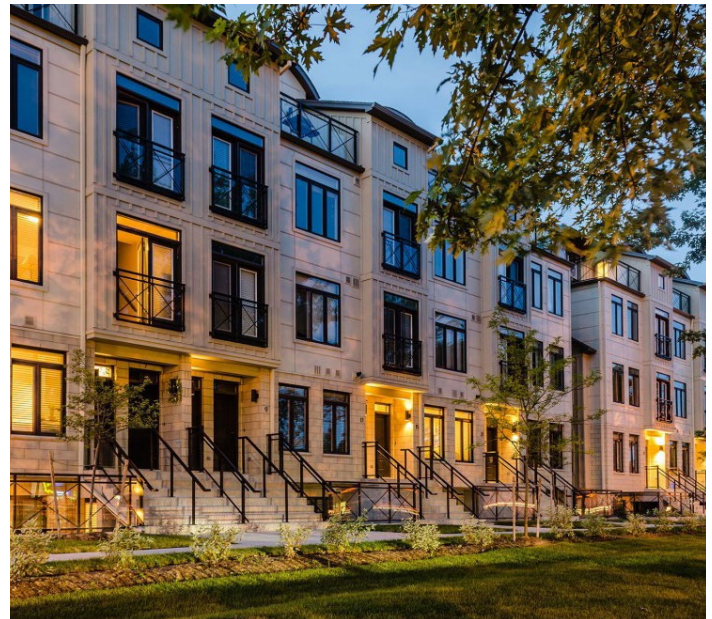


3.2. MEDIUM DENSITY RESIDENTIAL DEVELOPMENT

A range of low-rise and mid-rise housing, from street townhouses to 6-storey apartment buildings, are planned in the Medium Density Residential Area (the maximum height over much of the area is 4 storeys, but a portion adjacent to the Mixed-Use Area has a maximum height of 6 storeys). Lot sizes may vary to accommodate a variety of housing forms within a porous pattern of streets and blocks that encourages walking and cycling. The guidelines below apply primarily to multiplex and multi-unit developments (i.e., stacked and back-to-back townhouses and apartment buildings). Where street townhouses are proposed, the guidelines in Section 3.1 will apply.

3.2.1. GENERAL SITE AND BUILDING DESIGN

- A.** Buildings should be oriented to streets and help to frame them. Front setbacks generally should be 3 to 5 metres to accommodate front yard landscaping and, where appropriate, porches, front patios and stairs.
- B.** Front yard setbacks along a street should be consistent.
- C.** External side yard setbacks should be 3-5 metres.
- D.** All buildings on corner lots shall address both edges with articulated facades and windows. Blank walls visible from streets or public spaces should be avoided.
- E.** Buildings should be articulated with high-quality, sustainable materials and finishes to promote design excellence, innovation and building longevity.
- F.** Architectural variation, texture, and materiality should be incorporated into the design of buildings to establish community identity and enhance visual interest.
- G.** Front driveways and garages for townhouses fronting Street A, Street C and Street D will not be permitted to prioritize these streets for pedestrians.



Stacked townhouses fronting an open space

3.2.2. GUIDELINES FOR APARTMENT BUILDINGS AND STACKED TOWNHOUSES

Stacked townhouses and low-rise apartment buildings are permitted throughout the Medium Density Residential Area, and apartment buildings up to six storeys are permitted in an area between Street A and Street B. The following guidelines apply to such developments.

- A.** Apartment buildings should be articulated with vertical recesses or other architectural elements to reduce their perceived mass and provide visual interest.
- B.** Mid-rise buildings of 6 storeys fronting a Local Road should incorporate a minimum stepback of 3 metres at the sixth storey to mitigate shadow impacts on the pedestrian realm and ensure compatibility with low-rise buildings in the area.
- C.** Building façades should incorporate bird-friendly design elements, such as sunshades or louvers, visual markers within large glazed areas, and non-reflective glazing, to minimize the potential for bird collisions.
- D.** Apartment building lobbies should occupy a prominent location along the street and should exhibit architectural elements such as porticos, canopies or other weather protection elements.
- E.** Ground-floor units in apartment buildings are encouraged to have their entrances facing the street or a landscaped yard. Front patios for ground-floor units may encroach in the setback zone but not closer than 2



Pedestrian pathway between facing blocks of townhouses

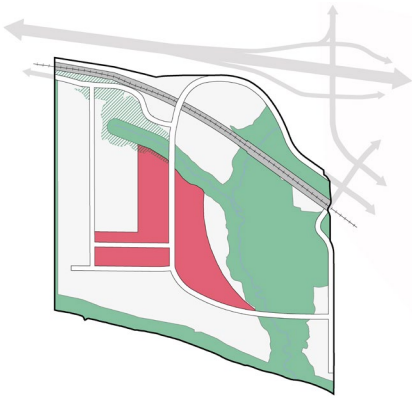


Low-rise apartment building with partially inset balconies and buffered patios

metres from the street. Front patios should be elevated 0.6-1.0 metre from the street and partially screened from public view with a low wall or decorative fence and coniferous landscaping, although some patios may be located at grade for accessibility.

- F.** Landscape design should incorporate trees and a mix of soft and hard landscaping. Existing mature trees should be retained, where possible.
- G.** Clear, direct and accessible walkways should be provided from the sidewalk to the main entrance of buildings or units.
- H.** Private outdoor amenity spaces should generally be provided in the rear; however, balconies and terraces may be provided at the front. Screening elements, including landscaping and fencing, should be provided between the private outdoor amenity spaces or rear yards of neighbouring units.
- I.** Balconies on apartment buildings should be integrated into the overall design of the building façade and wholly or partially recessed a minimum of 1.5 metres. They may project 1.5 metres into the building setback zone.
- J.** The wrapping of balconies around the corners of an apartment building is encouraged.
- K.** Mechanical and electrical equipment, satellite dishes, and communications apparatuses on the roof of an apartment building should be screened with durable materials integrated with the design of the building.

- L.** Underground parking for apartment buildings and back-to-back stacked townhouses is strongly encouraged. Parking may be located at the rear of buildings and is not permitted in the front or exterior side yard.
- M.** Entrances to underground parking should be integrated with the building design, located away from building corners and with minimal interruption of walkways and sidewalks.
- N.** Shared driveways between adjacent developments to access parking at the rear of buildings is strongly encouraged.
- O.** Pick-up and drop-off access should be provided at the rear of apartment buildings, or in layby zones within the on-street parking lane, where provided.
- P.** Garbage and recycling storage for apartment buildings should be located within the structure. Garbage and recycling storage for stacked townhouses should be located in the shared Rear Lane, screened from public view, or in underground parking areas.
- Q.** Loading and service areas should be integrated into the building design or placed away from street frontages and screened from view by walls or solid panel fencing.
- R.** Long-term bicycle parking and storage should be provided in secure spaces within apartment buildings or within underground parking garages.
- S.** Utility meters, transformers and HVAC equipment for individual units should be located in compliance with utility authority requirements and located away from public view and/or screened with low walls and landscaping.



3.3. DEVELOPMENT IN MIXED USE AREAS

The Mixed Use Area in the Courtice Waterfront is intended to be a predominantly residential area with a wide mix of housing types, from street townhouses to 6-storey mid-rise buildings. Taller buildings up to 15 storeys may be permitted where it is demonstrated they will be compatible with industrial uses to the east, be supported by planned transportation and servicing capacity, and contribute to diverse and affordable housing stock. The area will also accommodate commercial amenities for waterfront residents and visitors and employees in the Energy Park. It also may accommodate standalone commercial uses with a regional draw.

The guidelines below apply primarily to buildings not permitted in Low and Medium Density Residential Areas, including mixed-use buildings, mid-rise residential buildings of 7-10 storeys, high-rise buildings of 11-15 storeys, and standalone commercial buildings. Street townhouses will be subject to the guidelines in Section 3.1, and residential buildings of 4-6 storeys will be subject to the guidelines in Section 3.2.

3.3.1. GENERAL SITE AND BUILDING DESIGN

- A.** Buildings should be oriented towards streets and open spaces to frame the public realm and support pedestrian-friendly environments.
- B.** Residential buildings should have a consistent setback along the street between 3 and 5 metres to provide space for front yard landscaping and, where appropriate, porches, elevated patios and stairs.
- C.** Mixed-use and standalone commercial buildings should have a consistent setback along the street between 2 and 4 metres to accommodate a generous pedestrian zone, restaurant patios and retail displays.
- D.** Buildings should be articulated with high-quality, sustainable materials and finishes to promote design excellence, innovation and building longevity.



Low-rise mixed-use building on the Halifax waterfront

- E.** Architectural variation, texture, and materiality should be incorporated into the design of buildings to establish community identity and enhance visual interest.
- F.** Building façades should incorporate bird-friendly design elements, such as sunshades or louvers, visual markers within large glazed areas and non-reflective glazing to minimize the potential for bird collisions.
- G.** Vehicular access and loading/servicing areas should be located away from streets and major open spaces to maintain a pedestrian-friendly public realm.
- H.** Where high-rise or mid-rise buildings are adjacent to lower-scale buildings, transitions in the form of separation and/or stepped massing should be provided to maintain privacy and mitigate the potential for overlook and shadowing.
- I.** Building frontages should be articulated, and where appropriate, breaks should be introduced along the streetwall to help break up the perceived mass of longer buildings and to mitigate wind impacts.
- J.** The ground floor height of mixed-use buildings should be at least 4 metres to maintain flexibility to accommodate a range of active uses over the life of the building.
- K.** Building façades visible from the public realm should be well-articulated and incorporate a rhythm of transparent glass and solid materials, while avoiding blank walls.



Tall building with a 2-storey podium and commercial uses on the ground floor



Tall buildings with townhouses in the podium

- L.** Principal entrances to commercial units should be designed to be oriented towards and highly visible from the public realm and located at the same level as the sidewalk.
- M.** Ground-floor units in apartment buildings are encouraged to have their entrances facing the street or a landscaped yard. Front patios for ground-floor units may encroach in the setback zone, but not closer than 2 metres from the street. Front patios should be elevated 0.6-1.0 metre from the street and partially screened from public view with a low wall or decorative fence and coniferous landscaping, although some patios may be located at grade for accessibility.
- N.** Balconies and other projections should be architecturally integrated into the structure and detailing of apartment buildings. Generally, balconies should be partially or wholly recessed to avoid being a dominant architectural feature and mitigate the visual impact of balconies used for private storage on the public realm. Balcony railings made entirely of transparent glass should be avoided.

3.3.2. MASSING OF MID-RISE BUILDINGS

- A.** Mid-rise buildings greater than 6 storeys should incorporate setbacks to maintain a consistent streetwall of 3-5 storeys or 4-7 storeys, depending on the street:

- i.** Buildings fronting a Local Road should incorporate a minimum 3-metre setback at the sixth storey.
- ii.** Buildings fronting a Collector Road should incorporate a minimum 3-metre setback at the eighth storey.
- B.** Long mid-rise buildings should break up their mass with offset facades, vertical recesses and/or changes in material or colour. Generally, mid-rise buildings should not exceed 70 metres in length.

3.3.3. MASSING OF HIGH-RISE BUILDINGS

- A.** High-rise buildings should be architecturally interesting and create a cohesive design composition through their proportion, scale, massing and building materials. These building forms typically feature a defined base or podium that can support and frame the public realm, helping to create an inviting and comfortable pedestrian environment; a middle section, or tower, that can mitigate the perception of bulk and impacts on the public realm; and a top section that creates an interesting skyline.
- B.** Podiums should have a minimum height of 2 storeys and a maximum height of 4 storeys. Above the building base, setbacks should generally be incorporated to distinguish the tower from the building base.

- C. The building tower should be designed to ensure access to sky views and daylight, mitigate shadows and adverse microclimate conditions on the public realm and private amenity areas, and maintain privacy for occupants. Measures should include:
 - iii. Staggering towers on a block and across blocks wherever possible.
 - iv. Floorplates should not exceed 850 square metres.
 - v. Towers facing one another, partially or entirely, including projections, should be separated by a minimum of 30 metres. Staggered towers should be a minimum of 25 metres apart.

3.3.4. ROOFTOP ELEMENTS, MECHANICAL EQUIPMENT AND UTILITIES

- A. Rooftop mechanical or telecommunications equipment, signage, and amenity space, where appropriate, should be integrated into the design and massing of the upper floors of the building and should be screened with durable materials integrated with the design of the building.
- B. Mechanical systems and utilities, such as drainage pipes, vents and meters, should be architecturally integrated into the façade and building design and screened from public view.

3.3.5. PEDESTRIAN CIRCULATION, LANDSCAPING AND AMENITY SPACE

- A. Landscape design should incorporate trees and a mix of soft and hard landscaping. Existing mature trees should be retained, where possible.
- B. Clear, direct and accessible walkways should be provided from the sidewalk to the main entrance of buildings.
- C. Shared private outdoor amenity space should be provided within residential building sites, located at grade and/or on building rooftops.
- D. Common amenity spaces should be designed to maximize access to sunlight, minimize noise and air quality impacts from site servicing and mechanical equipment, and include elements that facilitate use year-round for people of all ages and abilities.
- E. The following features should be considered in the design of common amenity space: high-quality, universally accessible, and environmentally sustainable materials; four-season landscaping; seating; pedestrian-scale lighting; trees and other vegetation; shade structures; weather protection; privacy screening; children's play structures; and barbecue equipment.



Mid-rise apartment building with upper floors stepped back

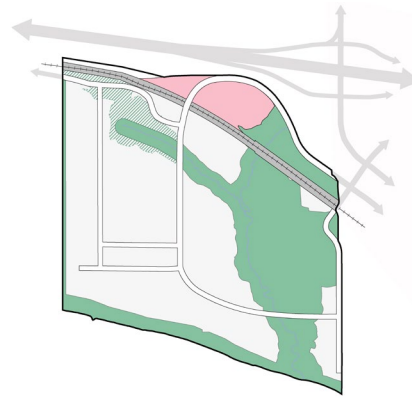
- F. Where possible, interior amenity spaces should be located adjacent to shared outdoor amenity areas and provide windows and doors for direct physical and visual access between these spaces.
- G. Places for pet runs either at the rear or side of the building at-grade or on a shared rooftop space are encouraged.
- H. In residential or mixed-use developments, family-sized units should have access to secure outdoor play space and equipment, and should be located with windows and balconies overlooking outdoor play areas.

3.3.6. VEHICULAR CIRCULATION, PARKING, LOADING AND SERVICING

- A. Vehicular entrance locations should be minimized in width and consolidated and shared, where possible, in order to reduce the extent of curb cuts in the streetscape, maximize opportunities for soft landscaping, and reduce potential conflicts with pedestrians along the sidewalk.
- B. Where possible, vehicular access ramps should be provided from a secondary Local Road or Rear Laneway.
- C. Underground parking is strongly encouraged, with driveway entrances integrated into the building design and envelope.



Private amenity space in the courtyard of a residential development



3.4. DEVELOPMENT IN THE GATEWAY COMMERCIAL AREA

The Gateway Commercial Area is planned for commercial uses catering to the travelling public, while also serving residents of the Courtice Waterfront and employees in the Energy Park. The guidelines below are intended to ensure development in the area contributes to a distinct identity for Courtice Waterfront and invites visitors.

3.4.1. GENERAL SITE AND BUILDING DESIGN GUIDELINES

- D.** Surface parking may be located at the rear of buildings and is not permitted in the front or side yard of buildings, with the exception of accessible parking spaces, which may be located in a side yard.
- E.** Above-ground structured parking should be wrapped with residential units or active uses or otherwise integrated into the design of a building to separate parking areas from the public realm.
- F.** Waste and recycling collection areas should be located within the building structure.
- G.** Loading and service areas should be integrated into the building envelope or placed away and screened from any street, park, amenity space or public open space by a wall or solid panel fencing.
- H.** Utility meters, transformers and mechanical equipment should be located in compliance with utility authority requirements and should be located away from public view and/or screened with a decorative wall and landscaping.
- A.** Multi-storey buildings accommodating two-storey commercial uses and/or office space on upper floors are strongly encouraged.
- B.** The siting and massing of buildings should provide a consistent relationship, continuity, and enclosure to adjacent public roads.
- C.** Restaurant patios may be located at the front or side of a building.
- D.** Where located at a corner, buildings shall be designed to address both street frontages and be massed towards the corner location for visibility and visual interest.
- E.** Primary entrances to buildings should be clearly visible and located on a public road or onto public open spaces. Secondary doors, such as those that face the parking area, emergency exits, or service doors should be designed to blend in with the building façade.
- F.** Access from sidewalks and public open space areas to primary building entrances should be convenient and direct, with minimal changes in grade.
- G.** A minimum of 50% of the street-level façade should be glazed.
- H.** Bird friendly glazing should be used on all windows in every new building.



Restaurant built to a 2-storey height and oriented to a street

3.4.2. ACCESS, PARKING AND SERVICING AREAS

- A.** Driveways shared between adjacent developments are encouraged.
- B.** Parking for retail, restaurants, financial institutions and service commercial uses is encouraged to be located at the side or rear of buildings. Two rows of parking may be permitted in the front yard provided it is buffered from the street with soft landscaping to a minimum depth of three metres.
- C.** Driveways to service stations should be separated by landscape islands with a minimum depth of 3 metres.
- D.** Servicing and loading areas should be located at the rear of buildings and be screened from public view as much as possible by walls and/or landscaping.
- E.** Waste storage facilities within an external structure should be consistent in design, colour, and materials to that of the main dwelling and should be located to the rear of the building in a prominent location.

4.

PUBLIC REALM GUIDELINES

The public realm comprises publicly owned places and spaces that belong to and are accessible by everyone. The public realm includes municipal streets, active transportation facilities, streetscape elements, parks and other open space, multi-use paths and trails, Environmental Protection Areas and stormwater management facilities.

4.1. STREETS

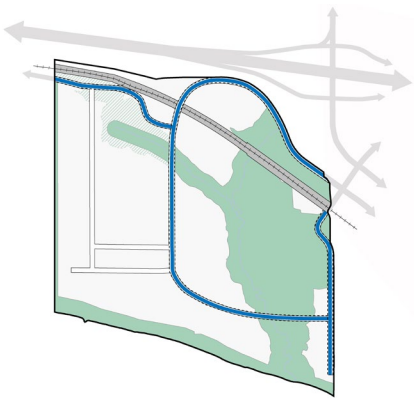
In addition to serving as infrastructure for access and circulation for various modes of urban transportation, streets play a vital role as social spaces and in supporting economic activity. Their design also contributes to the identity and character of places.

4.1.1. GENERAL GUIDELINES

- A.** All roads will be planned and designed to facilitate the movement of pedestrians, cyclists and vehicles. Arterial and Collector Roads will be designed to accommodate transit vehicles. All roads in the Energy Park will be designed to accommodate large trucks.
- B.** The network of streets serving the Courtice Waterfront should be highly inter-connected for the efficient movement of pedestrians, cyclists and vehicles, respecting existing natural features and topography.
- C.** North-south Local Roads in the Courtice Waterfront should establish view corridors to the Waterfront Park and Lake Ontario wherever possible, and east-west Local Roads should provide views to natural features associated with the Tooley Creek valley. The conceptual alignment of Local Roads shown in Schedule C of the Secondary Plan should guide the layout of streets; however, it is not intended to be prescriptive.
- D.** Future Local Roads in the Energy Park should contribute to a grid network and support a pattern of lots that can accommodate a range of employment uses over time.
- E.** Block lengths in the Courtice Waterfront generally should be no more than 250 metres. Where block lengths exceed 200 metres, mid-block pedestrian connections should be considered.
- F.** Cul-de-sacs are discouraged since they reduce connectivity, increase walking distances and typically result in streetscapes dominated by driveways and garages.
- G.** Rear Lanes are encouraged throughout the Courtice Waterfront to minimize the need for driveways on public streets. Rear Lanes may be required on blocks where medium or high density forms of housing are dominant, to prevent driveways from limiting landscaping in front yards and the street right-of-ways.



Figure 3: Road and Active Transportation Network (Secondary Plan - Schedule C)



4.1.2. COLLECTOR ROADS

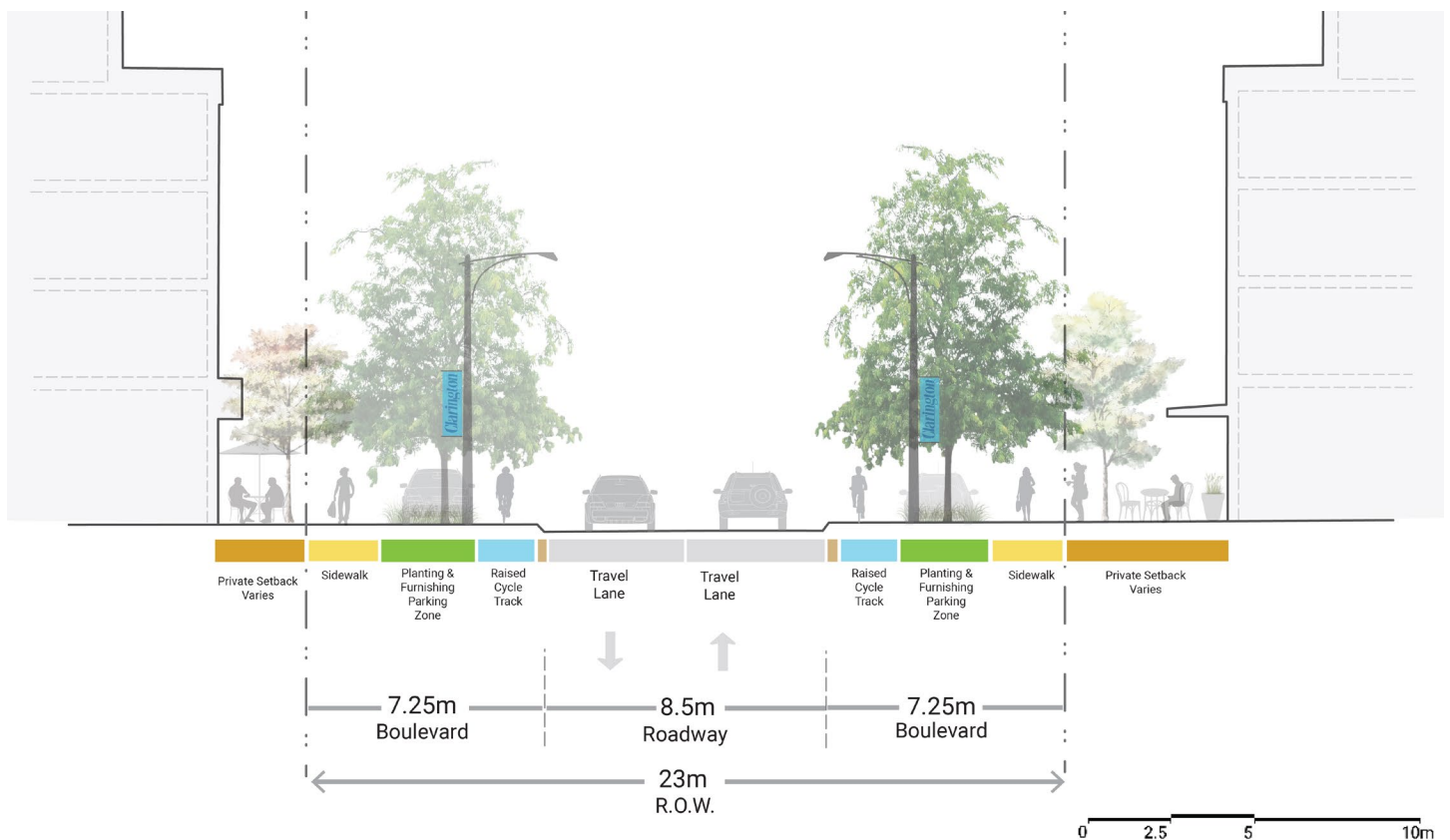
Darlington Park Road, which may be re-aligned, will function as a Collector Road and be designed as such based on the Municipality's Engineering Standards. It should have a right-of-way of 23 metres and accommodate a multi-use path.

Street A and Courtice Shores Drive will also function as Collector Roads and have 23-metre right-of-ways. The cross-sections below identify the appropriate roadway width and boulevard features for these roads

STREET A – NORTH OF STREET D

Street A is expected to become the main entry to the Courtice Waterfront community for drivers and at a minimum will form part of a critical active transportation connection between the Courtice Transit-Oriented Community north of Highway 401 and the Waterfront Park in the long term.

The cross-section below illustrates the preferred approach to accommodating cyclists and pedestrians and shows the option to accommodate on-street parking bays. This cross-section would support commercial uses along Street A, notably in the vicinity of Streets C and D, where such uses will be required. Building setbacks will provide additional space for pedestrians, restaurant patios and retail displays. Benches and waste/recycling bins should be provided in the furnishing zone.



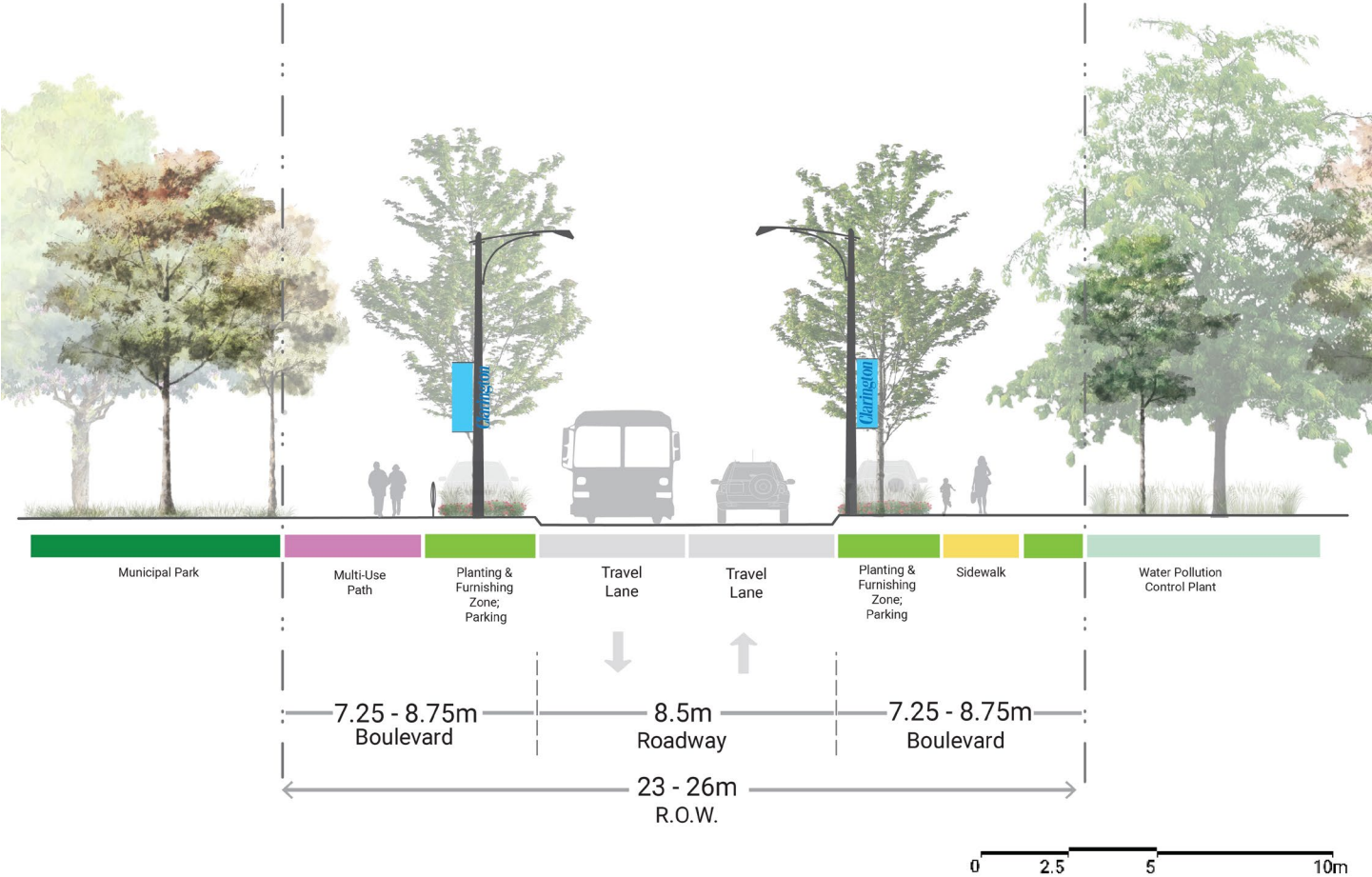
STREET A – ADJACENT TO WATERFRONT PARK

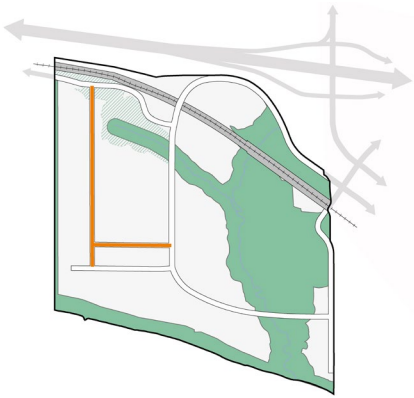
Street A between Street D and Courtice Shores Drive will define the north edge of the Waterfront Park. The road should have a single travel lane in each direction, a sidewalk on the north side and a multi-use path on the south side, although there is the potential for the path to be located partly or entirely within the park. Parking bays should be located on one or both sides of the street, and angled parking on the south side may be considered through the design process for the park. Traffic calming measures, such as speed humps and pedestrian crossings may be appropriate to ensure traffic moves slowly and pedestrians can cross safely away from intersections. Benches and waste/recycling bins should be provided in the furnishing zone.



COURTICE SHORES DRIVE

Courtice Shores Drive will serve as a Primary Access Route to the waterfront for cyclists and pedestrians, and a Primary or Secondary Entry Road for vehicles. It should have two travel lanes, a sidewalk on the east side and a multi-use path on the west side, although the path may be located partly or entirely within the adjacent public open space. Parking on one or both sides should be accommodated for visitors to the green space of the Tooley Creek valley and along the waterfront.



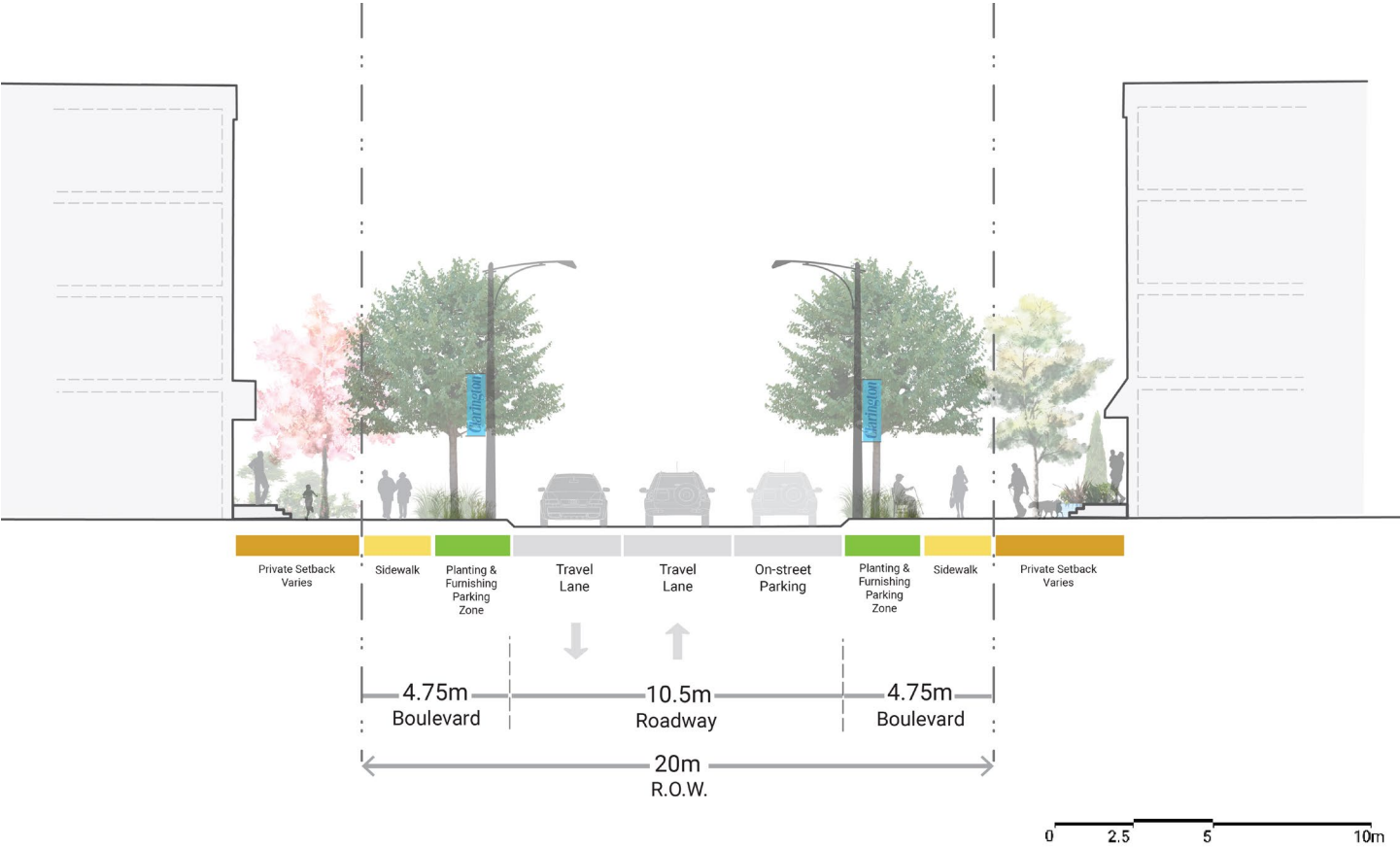


4.1.3. KEY LOCAL ROADS

Key Local Roads identified in the Secondary Plan are those intended to play a critical role in terms of access and circulation, forming development sites, and/or supporting economic and social activity. As such, their locations are prescribed. The design of two Key Local Roads planned in the Courtice Waterfront should vary from typical standards, as described and illustrated below.

STREET B

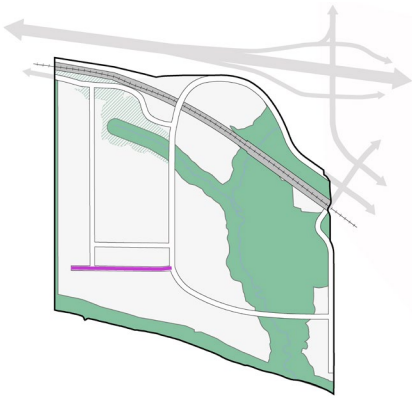
Street B will provide a secondary entry to the waterfront and therefore will carry more traffic than other Local Roads. It is expected to be lined with traditional and stacked townhousing and potentially low-rise apartment buildings with landscaped front yards. Sidewalks should be provided on both sides, and driveways to individual units will be limited to allow for continuous rows of street trees on both sides. The roadway should be 10.5 metres to accommodate parking on one side. Traffic calming measures, such as speed humps and bump-outs, should be considered for the safety and comfort of pedestrians, cyclists and children at play.



STREET C

Street C will play an important role in linking Street A to Street B and has the potential to become a mixed-use street with small-scale, neighbourhood-oriented commercial uses located on the ground floors of apartment buildings. Sidewalks of at least 2.5 metres, lined with street trees, should be located on both sides to ensure ample space for pedestrians. Parking should be provided in bays on one or both sides of a two-lane roadway.





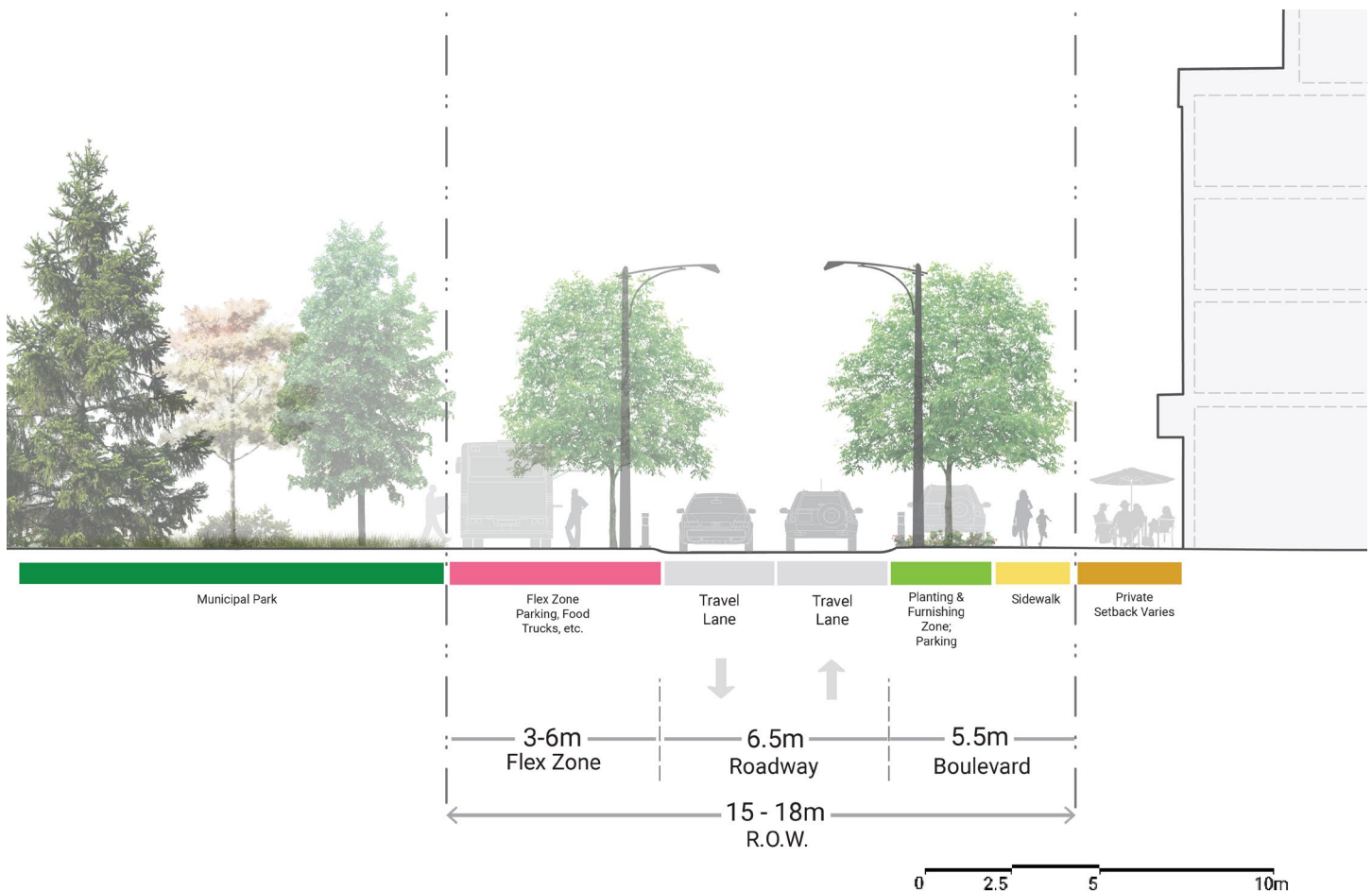
4.1.4. STREET D - SPECIAL LOCAL ROAD

Street D will border the Waterfront Park and creates an opportunity for a unique right-of-way of 15-18 metres. The street will function like a mews for all travel modes when the waterfront has a limited number of visitors due to weather or time of day and can be closed to vehicles at other times to effectively extend the public space of the park on weekends and for special activities or events.

The roadway should be no wider than 6.5 metres, its edges defined by rolled curbs or no curbs and by a combination of bollards and planters for the safety of pedestrians. The

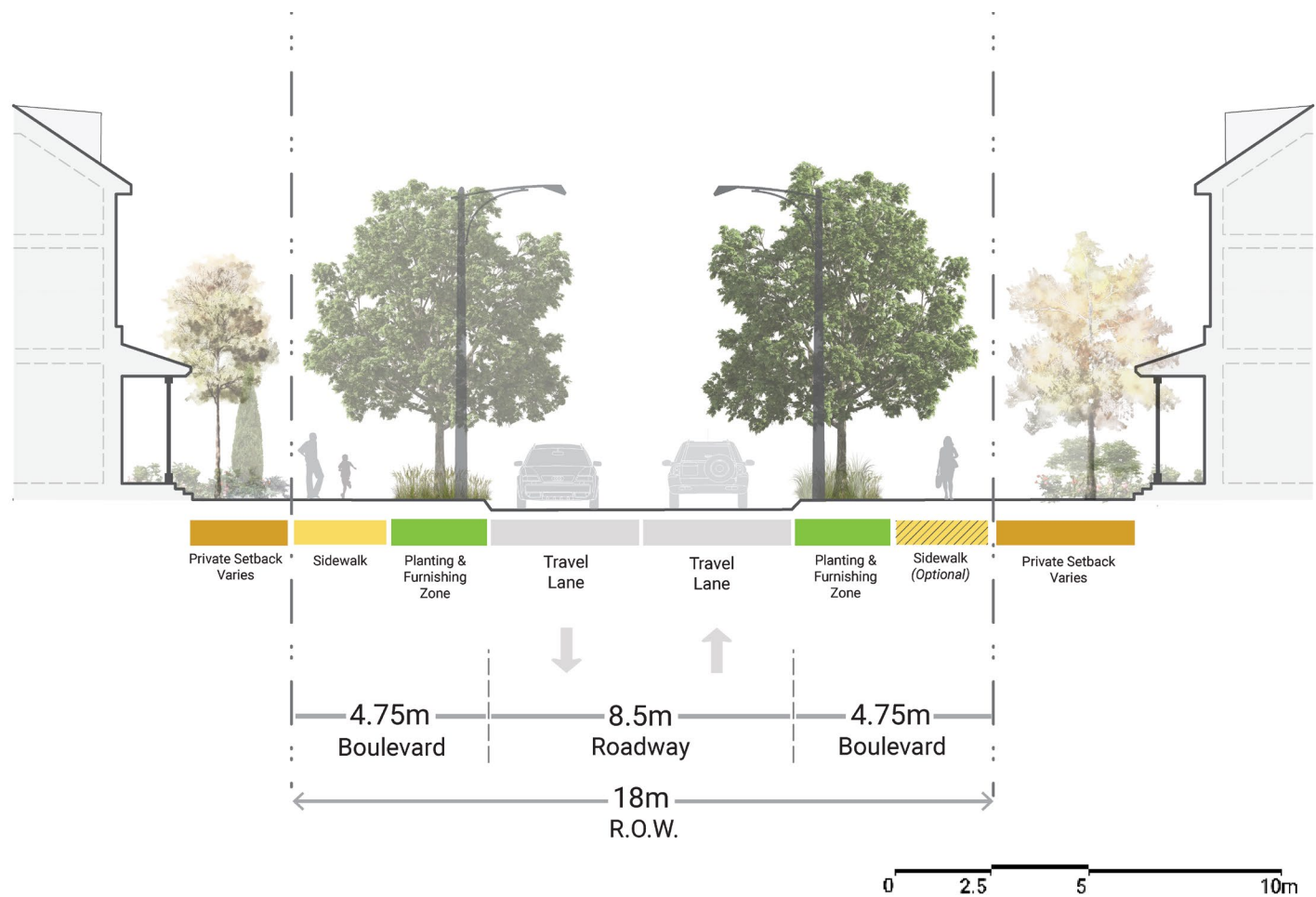
pedestrian realm on the north side should be landscaped and designed in anticipation of commercial uses on the ground floor of buildings spilling out. Benches should be included in the landscaping. The design and function of the south side should be considered in conjunction with the design of the park. It will have the potential to accommodate parking, food trucks, other vendors and other park amenities.

The cross-section illustrated below anticipates a straight alignment of Street D. The right-of-way has the potential, however, to accommodate a roadway with curves, in which case the widths of the boulevard on the north side and the flex zone on the south side may deviate from the widths shown, provided the boulevard on the north side has a minimum width of 2.5 metres for pedestrians.



4.1.5. TYPICAL LOCAL ROADS

All other Local Roads in the Courtice Waterfront generally should have a right-of-way of 18 metres, except where on-street parking for visitors is appropriate on both sides, in which case 20 metres will be required. Given the population density anticipated in the community (medium to high) and the proximity of the Waterfront Park, which will encourage walking, sidewalks should be located on both sides of the street. Cyclists will share a minimum 8.5-metre roadway with vehicles.





Rear lane providing access to servicing at the rear of a mid-rise building



Roundabout at the intersection of two collector roads

4.1.6. MID-BLOCK PEDESTRIAN CONNECTIONS

Mid-block pedestrian connections will be used to break up long blocks and shorten walking distances. They should have a minimum width of 6 metres to accommodate a 3-metre wide multi-use path and landscaping on both sides. Pedestrian-scale lighting should be provided.

4.1.7. REAR LANES

Rear Lanes are encouraged throughout the Courtice Waterfront community since they result in more pedestrian-friendly streetscapes. They are strongly encouraged through blocks where medium density forms of housing are dominant, to prevent front driveways from limiting landscaping in front yards and the street right-of-way. Rear Lanes may be required where development fronts Street A or a Key Local Road, where driveways to individual units will not be permitted.

Rear Lanes, whether public or private, should have a minimum right-of-way of 8.5 metres to accommodate a roadway of 6.5 metres and one-metre verges on both sides for lighting and a buffer to garages or parking pads.

4.1.8. ROUNDABOUTS

Roundabouts may be used as an alternative to traditional intersections with stop signs or traffic signals. They can help to calm traffic while also marking gateways and contributing to community identity through landscaping.

- A.** The size and configuration of roundabouts shall meet Regional and Municipal standards.
- B.** Landscape elements within roundabouts must not impede critical sightlines.
- C.** Roundabouts should feature decorative paving and soft landscaping designed to a high standard and with durable, low-maintenance materials.
- D.** The size of roundabouts should be minimized to avoid diverting and lengthening pedestrian routes through the intersection, and pedestrian crossings should be clearly marked.
- E.** Public art should be considered in designing roundabouts.

4.2. STREETSCAPES

Streets are not just for moving people and goods but are also places for social interaction, and their design contributes fundamentally to the character of a community. The Guidelines below apply primarily to the boulevards of streets to ensure the public realm of the Courtice Waterfront is optimized for residents, employees and visitors.

- A.** Sidewalks should be designed to provide fully accessible, barrier-free connectivity throughout the community, as per Regional and Municipal standards.
- B.** Sidewalks generally should have a minimum width of 1.8 metres unless prescribed to be wider in the guidelines under Section 4.1.
- C.** The space between the sidewalk and the curb should be reserved for street trees, grass or other ground cover, street lighting and, where appropriate, transit shelters, seating and bicycle parking.
- D.** Transit shelters, seating and wayfinding should be provided at all transit stops.
- E.** Curb extensions (bump-outs) may be considered at intersections and mid-block locations to expand the pedestrian zone, accommodate transit shelters and seating, and shorten roadway crossings.
- F.** Street trees should be large canopy species tolerant of droughts and salt and primarily native, non-invasive species that maximize biodiversity. Pollinator species are encouraged.
- G.** Ornamental or flowering trees should be considered for key entry streets.
- H.** Trees of the same species should be planted on both sides of the street, but tree monocultures are to be avoided.
- I.** Adequate soil volumes, good soil structure, proper drainage and, where possible, irrigation should be provided to support the long-term health of street trees. The bridging of soil rooting areas below adjacent hard surfaces is encouraged.
- J.** Street lighting will be guided by Municipal standards and should focus illumination downward to minimize light pollution and support dark night skies.
- K.** The integration of public art into streetscape elements, such as benches, transit shelters and paving, should be considered.
- L.** Utilities, such as gas, hydro, cable and telecommunications should be located underground, where feasible.
- M.** Above-ground utilities should be integrated into the streetscape and be located so as to minimize conflicts with street tree planting. Alternative methods of screening or integrating utility services may be considered, including covers, wraps or public art features, in compliance with utility authority requirements.



Streetscape with generous pedestrian zone, patio and street trees

4.3. PARKS AND OPEN SPACE

The Courtice Waterfront has a wealth of open space, including the environmentally significant natural spaces associated with the Lake Ontario shoreline and the Tooley Creek valley and tributaries. Adjacent to these are open fields and other green spaces designated "Waterfront Greenway." To these spaces will be added a new Municipal-wide Waterfront Park between Darlington Provincial Park and Courtice Shores Drive as an amenity for all Clarington residents.

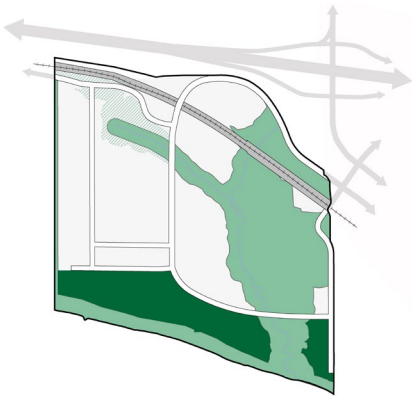
This section provides guidelines for the future Waterfront Park and Waterfront Greenway, as well as spaces and facilities that will enhance connectivity within the open space system. Section 4.4 addresses Environmental Protection Areas.



Trillium Park, Toronto



Figure 4: Open Space System



4.3.1. COURTICE WATERFRONT PARK DESIGN GUIDELINES

The Courtice Waterfront Park will be a major new addition to the open space network along the north shore of Lake Ontario. The 15-hectare park will be an amenity for local residents and serve all of Clarington with a range of recreational and cultural opportunities and as a place to access the lake. It also has the potential to draw visitors from across the region.

The guidelines below are intended to ensure the design and programming of the Waterfront Park meets the needs and desires of Clarington residents while protecting valued natural features.

- A.** Facilities in the park should complement those in other areas of the Clarington Waterfront.
- B.** Programming in the Waterfront Park should facilitate a range of active and passive recreational uses. As per Clarington's Parks, Recreation and Culture Master Plan, features and amenities should consider seasonality, year-round use, and existing features and amenities in nearby parks and facilities.
- C.** The park should include a playground and splash pad with shade structures.
- D.** Large playing fields are not an appropriate use in the park. However, lawn areas should accommodate pick-up sports and may be used for temporary fields.
- E.** Courts for basketball, tennis, pickle ball and/or bocce should be considered.
- F.** Facilities to encourage winter use of the park, such as fire pits, should be considered.
- G.** The park should accommodate permanent or seasonal kiosks for food and beverage vendors and equipment rentals.
- H.** Facilities for cultural programming, such as an open pavilion and covered stage, should be considered.
- I.** The design and potential programming of Street D should be integrated into the design of the park.
- J.** Multi-use paths within the Waterfront Park should follow desire lines between intersections and destinations within and beyond the park, including lookouts and trailheads within the Environmental Protection Areas.



Kiosk cafe in a park

- K.** Multi-use paths should clearly delineate between zones for pedestrians and cyclists through markings, different paving or landscaping.
- L.** Secure bicycle parking should be provided in and around the park.
- M.** Facilities for easy access to the beach, including the transporting of kayaks and canoes, should be provided at the foot of Courtice Shores Drive.
- N.** Public washrooms should be provided at the east end of the park, near the access to the beach, and in a central location, close to play areas.
- O.** Plantings should generally consist of hardy, native species and provide a transition between park greenspace and natural areas.
- P.** The park should include furnishings such as benches, other seating and tables. Picnic shelters should also be included. These elements should be coordinated in their design and built of durable, low-maintenance materials.
- Q.** Public art should be integrated into the design of park facilities or landscape features. Public art that celebrates and/or interprets the area's natural and cultural history is encouraged.
- R.** Facilities for outdoor educational programming should be considered adjacent to significant environmental features.
- S.** Utility infrastructure such as gas, hydro, cable, and telecommunications should be located away from the park and its edges and open space frontages.



Trail rest area with navigation and other information



Nature-based playground

- T.** Alternative methods of screening or integrating utility services may be considered, including covers, wraps or public art features, in compliance with utility authority requirements.
- U.** On-street parking adjacent to the park should be maximized to minimize the need for parking lots in the park. Parking lots, where required, should be small and landscaped.
- V.** An operations yard for the park should be located away from active areas, preferably at the west end of the park, where it can provide a buffer to Darlington Provincial Park.

4.3.2. WATERFRONT GREENWAY

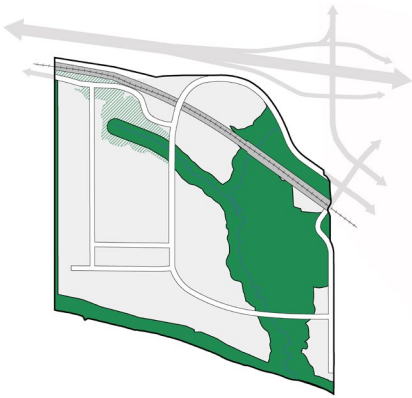
The Waterfront Greenway lands comprise a mix of public and private lands, including farmland. The public lands, except the landscape buffer surrounding the Courtice Water Pollution Control Plant, are publicly accessible but largely unprogrammed, with the exception of trails.

- A.** Ongoing naturalization of Waterfront Greenway lands should be encouraged.
- B.** Trails should be planned in public Waterfront Greenway lands adjacent to the Tooley Creek valley to provide and manage public access.
- C.** Benches or other seating and shade structures should be located at rest stops or lookouts along trails and multi-use paths.
- D.** Where permitted, stormwater management facilities on Waterfront Greenway lands should incorporate naturalized landscaping.

4.3.3. MULTI-USE PATHS AND TRAILS

The trail network provides a network of connections for pedestrians and cyclists and can be both a safe option for travelling to and from local destinations and for recreational activities.

- A.** The trail network should prioritize connecting key destinations in the Waterfront Park and larger community.
- B.** Multi-use paths in road boulevards and open spaces will generally be at least 3 metres wide. Paint or contrasting paving materials and signage should be used to delineate between zones for walking and cycling/rolling.
- C.** The design of trails should be sensitive to nearby natural features.
- D.** As an important part of the larger mobility network, access points to trails and paths should be highlighted along streets and in open spaces with signage and lighting. Trail heads should include navigation aids.



4.4. ENVIRONMENTAL PROTECTION AREAS

The Courtice Waterfront contains an extensive natural heritage system largely centered on the Tooley Creek and related valley lands. The Environmental Protection Areas identified in Figure 3: Open Space System will prioritize preserving ecological diversity, promoting environmental sustainability, and ensuring recreational uses are compatible.

4.4.1. GENERAL GUIDELINES

- A.** Developments adjacent to Environmental Protection Areas should optimize public exposure and views to them through the provision and incorporation of parks and trails which provide access and additional linkages to the natural heritage system.
- B.** While connectivity with Environmental Protection Areas is encouraged, trails should be directed outside of natural areas, or to the outer edge of buffer areas, and creek crossings should be minimized.
- C.** Where parks, trails and adjacent development connect to Environmental Protection Areas, their interface, access, and usage should be managed in a way that preserves the area's ecological integrity and adheres to the policies and guidelines of the Central Lake Ontario Conservation Authority (CLOCA).
- D.** The integration of parks, trails and infrastructure adjacent to an Environmental Protection Area should enhance natural features and functions. Encroachments into the natural feature should be avoided. Where encroachments cannot be avoided, compensation may be required.
- E.** Trail and drainage infrastructure should incorporate the natural topography and drainage patterns.
- F.** Development, including the road network, will consider drainage patterns and topography around Environmental Protection Areas. Watercourse crossings should be limited.



Courtice Waterfront shoreline

- G.** The interface of the Environmental Protection Area with residential lots should consist of fencing that meets Central Lake Ontario Conservation Authority standards. Gates to the adjacent Environmental Protection Area are not permitted.

4.4.2. LAKE ONTARIO SHORELINE GUIDELINES

- A.** Where appropriate, opportunities for passive recreation along the Lake Ontario Shoreline should be provided, along with trail connections to the future Waterfront Park, Waterfront Greenway and larger Courtice Waterfront.
- B.** The naturalization and restoration of the function of the Lake Ontario shoreline should be pursued where possible.
- C.** Shoreline protection and enhancement measures, such as groynes, piers and/or breakwalls, may be considered, subject to environmental assessments.
- D.** Access to the Lake Ontario shoreline shall only be provided where it has been determined that there will be no long-term adverse impact on the ecological function of these areas.



Tooley Creek

4.4.3. WOODLANDS AND VALLEYLANDS

- A.** Where appropriate, opportunities for passive recreation along the Tooley Creek Valleylands should be provided, along with trail connections to the future Courtice Waterfront Park and the planned Waterfront community.
- B.** The naturalization, replanting and restoration of the function of woodlands and valleylands should be pursued where possible.
- C.** Existing tree cover shall be preserved and expanded to connect and buffer protected woodlands and other natural areas and provide shade to the public realm.
- D.** Direct access from private properties backing onto woodlands will not be permitted.
- E.** Access to woodlands and valleylands shall only be provided where it has been determined that there will be no significant long-term impact on the ecological function of the areas.

5.

GREEN DESIGN GUIDELINES

The overall design of Courtice Waterfront is intended to support environmental sustainability by protecting and enhancing natural features and including interconnected pedestrian and trail networks that encourage walking and cycling. Making progress toward the ultimate goal of a zero carbon community will also depend on a “green design” approach to infrastructure, buildings and landscapes that follows the guidelines in this section.

5.1. ENERGY AND WATER CONSERVATION

- A.** Energy efficiency should be promoted through site and building designs that provide opportunities for passive design strategies and maximize the potential for passive solar and natural ventilation.
- B.** Buildings should incorporate energy saving measures such as window shading, daylight design, daylight sensors, heat recovery ventilation, high efficiency mechanical equipment, and energy efficient appliances and lighting.
- C.** The use of renewable energy sources for all or some of a building's energy, heat and cooling needs is encouraged. If not used, provisions for future installations should be considered.
- D.** Renewable energy technologies should be integrated into the design of building façades and roofs as well as outdoor spaces.
- E.** Green roofs should be considered for commercial and multi-unit residential buildings. Where green roofs are not provided, reflective or light-coloured roofs should be incorporated to reduce solar heat absorption and energy demand.
- F.** Solar panels on rooftops are also encouraged. South facing roofs should be designed to accommodate solar panels by maximizing flat expanses of roof with no penetrations or articulated rooflines.
- G.** Buildings should be located and oriented to maximize energy efficiency, natural ventilation and sunlight penetration and minimize shadow and wind impacts on the public realm and surrounding properties.
- H.** Building design should include environmental controls such as canopies, awnings, extended eaves and louvers to regulate sun and wind exposure.
- I.** Water collection and storage are encouraged, and all buildings should be designed to use water efficiently through such measures as ultra-low flow fixtures, waterless urinals, dual flush toilets, and grey-water recycling.
- J.** Buildings should be designed with high performance envelopes.
- K.** Low-carbon and sustainable material alternatives should be considered for the proposed structure or envelope of buildings.
- L.** Green building material standards should be considered to reduce the impact on the environment and ensure materials are purchased/obtained from responsible ethical sources; and, where possible, materials should be sourced from certified local businesses.
- M.** Buildings should use electric sources of hot water heating, as well as water heat recovery technologies.
- N.** Renewable energy use to reduce electric energy supply in the public realm, such as solar-powered lighting for trails, parks and open spaces, is encouraged.



Green roof

5.2. LANDSCAPES AND STORMWATER MANAGEMENT

Development in the Courtice Waterfront will be designed to manage stormwater through Low Impact Development techniques such as, but not limited to, bioswales, rainwater harvesting systems, infiltration trenches, the use of permeable surface materials, and naturalized stormwater management ponds.

- A.** Landscaping should feature native and adaptive, non-invasive non-native species that are drought-tolerant and require little or no irrigation.
- B.** The use of permeable surface materials should be considered within driveways to minimize run-off. The use of permeable paving and other pervious surface materials for hard landscaping and on-site parking is encouraged to maximize water infiltration.
- C.** Rainwater harvesting systems for collecting rainwater and storing it for later use are encouraged.
- D.** Rain gardens are encouraged to detain, infiltrate and filter runoff discharge from roof leaders.
- E.** Rain gardens should be designed to complement the landscape, on a base of granular material and with tolerant plant material. They should be installed in areas where soil permeability is high.
- F.** Vegetated Filter Strips, which are gently sloping and densely vegetated areas designed to treat runoff as sheet flow from adjacent impervious surfaces by slowing runoff velocities and filtering out sediments and other pollutants, are encouraged where feasible. They are best suited to treating runoff from roads, roof downspouts and low traffic parking areas, and can be used for snow storage.
- G.** Stormwater management ponds should be developed as naturalized ponds, incorporating native planting, creating natural habitat for pollinator species, and enhancing biodiversity.
- H.** Stormwater management ponds should integrate safe public access into their design through trails and seating. Fencing should be avoided and railings or densely planted areas should be used to discourage direct access.
- I.** Stormwater management facilities should incorporate low impact development measures, including but not limited to, vegetated swales and planters, trees, shrubs and porous paving materials.
- J.** Soil amendments, soakaway pits, infiltration trenches and chambers are encouraged on medium density, multi-family lots, with green roofs and rainwater harvesting as additional measures on mixed use blocks.



Bioretention area along a local street



