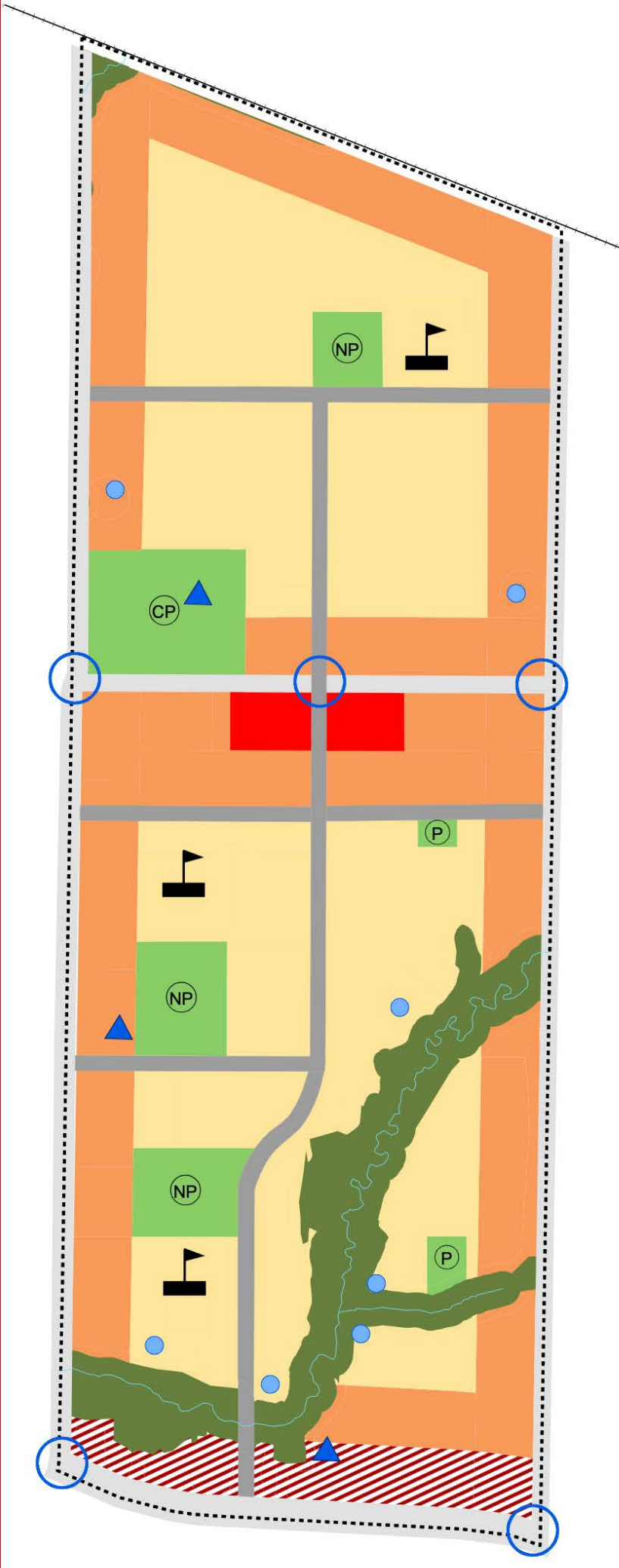
Clarington

Municipality of Clarington
Soper Hills Secondary Plan

Preferred Land Use Alternative Report

August 2024

SGL
Planning & Design Inc.





SGL Planning & Design Inc.

1547 BLOOR STREET WEST
TORONTO, ON
M6P 1A5

info@sglplanning.ca
T (416) 923-6630

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1 Introduction

1.1 Purpose of this Study

The Municipality of Clarington retained SGL Planning and Design Inc. (SGL) and their team of consultants including TYLin, Aquafor Beech, and ASI to undertake a Secondary Plan for the lands known as Soper Hills. The Soper Hills lands are identified in Section 4.6 of the Clarington Official Plan which requires preparation of a Secondary Plan for this area.

1.2 Study Area Boundary

The Study Area is a 193 hectare (ha) area located at the east side of Bowmanville. 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**.

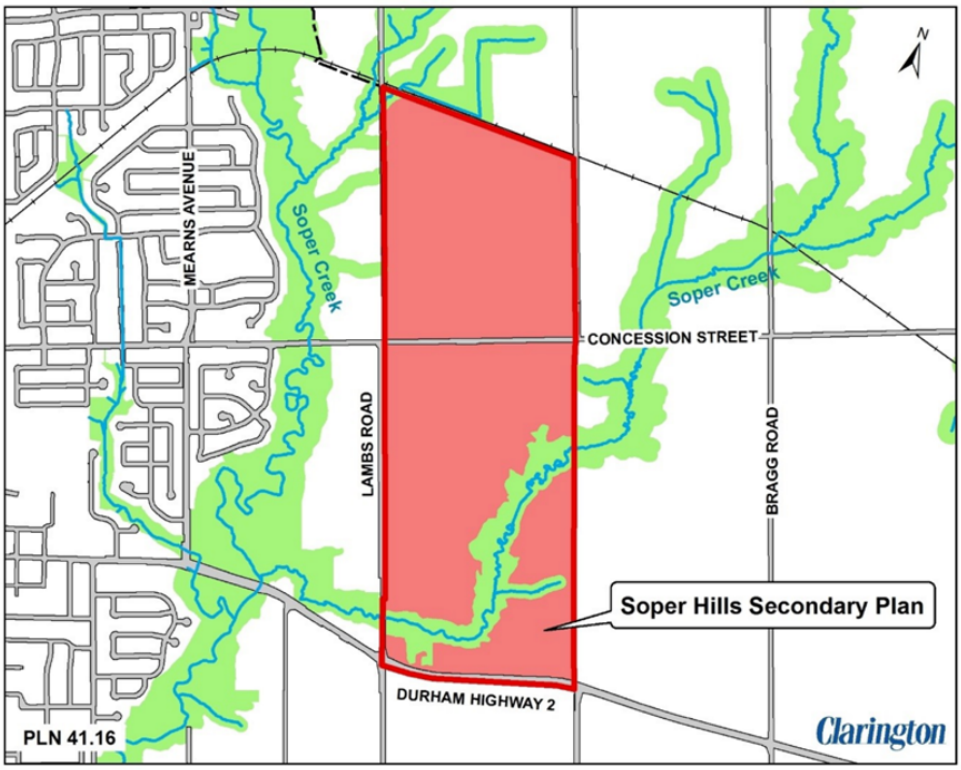


Figure 1: Soper Hills Secondary Plan Area
Source: Municipality of Clarington

1.3 What has been done to date?

In Phase 1, a comprehensive background review and analysis of community engagement, urban design and sustainability principles, functional servicing, transportation, landscape analysis, agricultural impact, archeology, and cultural heritage resources were completed to inform the opportunities and constraints analysis. Presentations were given to the Steering Committee to provide an overview of the Study and seek input. Several Public Information Centres were hosted to introduce the Study to the public and seek input into the Soper Hills Secondary Plan vision and guiding principles. The findings received from the background review and public engagement informed the development of the land use alternatives and the evaluation criteria for the preferred land use plan. The Phase 1 Background and Analysis Summary Report was completed in June 2020.

Phase 2 resulted in the development of draft Vision and Principles for the Secondary Plan as well as three Land Use Alternatives based on the results of the background review and analysis and public and stakeholder feedback. The three Land Use Alternatives were presented in a Land Use Alternative Report which described the elements of each concept in detail. An evaluation of the land use alternatives was completed, and a summary of the Phase 2 engagement was prepared. The Phase 2 Summary Report was completed in December 2022.

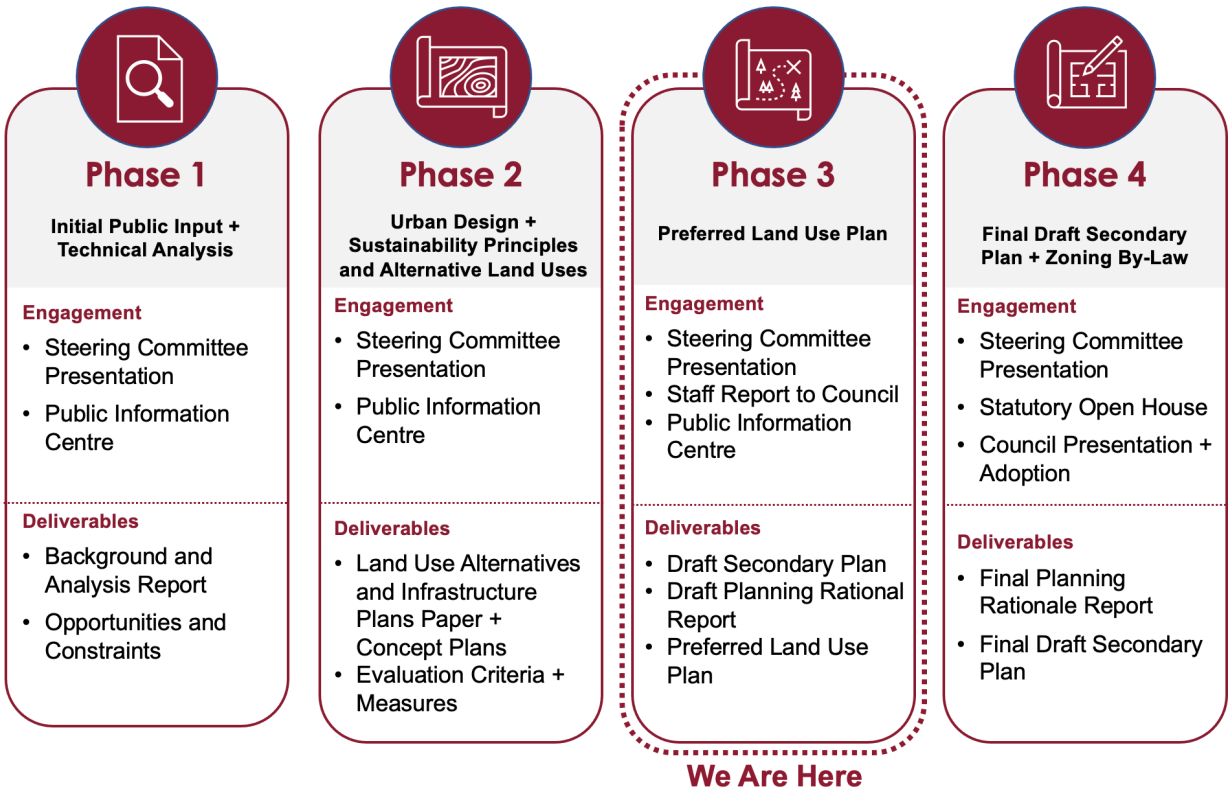


Figure 2: Soper Hills Secondary Plan Phasing Plan

1.4 Purpose of this Paper

This Preferred Land Use Plan Paper describes in detail the preferred elements arising from that evaluation and describes the Preferred Land Use Plan and draft Secondary Plan including the distribution of land uses, location of parks, cultural heritage resources, trails, proposed roads and related policies and how they relate to the Vision and Principles of this plan.

The paper includes the following sections:

Section 2 – Describes the evaluation process for the preferred plan.

Section 3 – Presents the preferred plan and describes each land use element in detail.

Section 4 – Reviews the applicable provincial, regional, and local planning policy framework against the preferred plan for conformity and consistency.

Section 5 – Summarizes the applicable studies prepared in support of this secondary plan.

Section 6 – Provides a Summary of the Report.

2 The Evaluation Process

2.1 Land Use Alternatives

Three land use alternatives were developed in Phase 2 as shown on **Figure 3**.

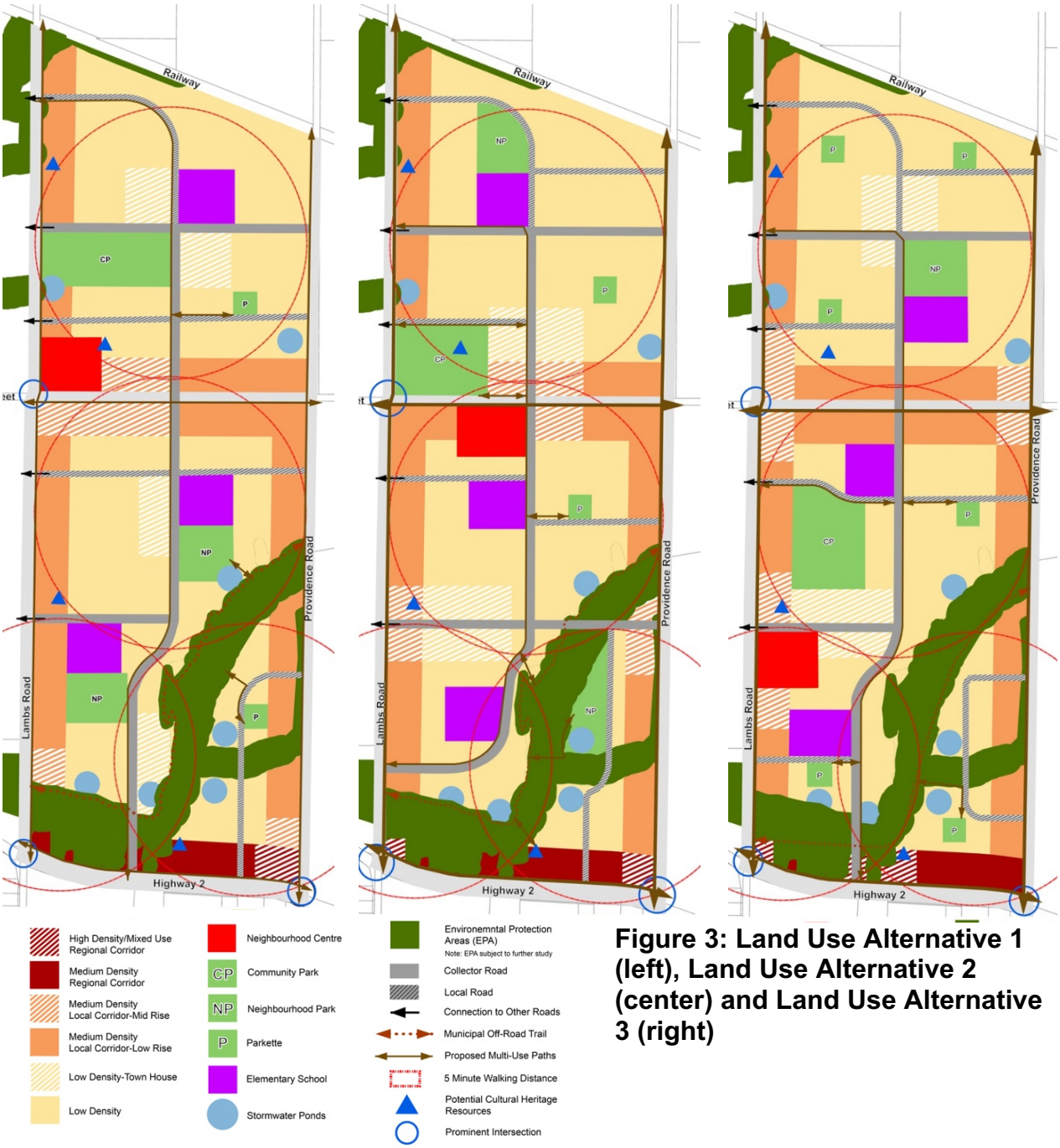


Figure 3: Land Use Alternative 1 (left), Land Use Alternative 2 (center) and Land Use Alternative 3 (right)

The three land use alternatives were presented to Clarington Staff, members of the public and the Steering Committee to inform the development of the preferred plans.

Each land use alternative considered input from public and stakeholder engagement, background review, as well as provincial, regional, and local policies and green initiatives. All three land use alternatives provide a minimum gross density of 50 residents and jobs per hectare and reflect the delineation of the Regional and Local Corridors in the Clarington Official Plan. Other comment elements include creating complete street networks, preserving Environmental Protection Areas (EPA), using stormwater management techniques and Low-Impact Development features, providing similar quantum of park land, and identifying the locations of potential cultural heritage resources. A detailed description of each land use alternative is contained in Section 3 of the Phase 2 Summary Report.

2.2 What We Heard

Section 5 of the Phase 2 Summary Report contains a summary of the Stakeholder engagement on the three land use alternatives and the results of an online survey.

2.3 The Evaluation

An Evaluation Matrix was prepared to inform the preparation of the preferred plan. The Matrix is based on the following:

- The six study principles;
- Phase 1 Background and Analysis Report which included urban design and sustainability, landscape analysis, agricultural, archeology, cultural heritage, transportation, and servicing technical reports;
- Input from online public engagement as well as public information centres; and,
- Discussions with Clarington Staff and the Steering Committee.

The Matrix is organized into six themes, each with a set of criteria and measures that were developed based on the six guiding principles.

The evaluation of the three land use alternatives was based on six themes and six corresponding guiding principles. The themes and principles include:

1. Built Environment;

   Principle: Provide for the efficient use of land through the creation of compact, complete, connected and walkable communities.

2. 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.

3. Natural Environment and Environmental Protection Areas;

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

4. Parks and Open Space;

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

5. Sustainable Servicing and Stormwater Management Infrastructure;

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

6. Cultural Heritage and Archaeology.

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

Evaluation criteria and measures were prepared for each theme/principle, and an evaluation matrix was prepared which evaluates the three land use alternatives against each of the criteria and measures.

The detailed evaluation matrix is contained in Table 5 of the Phase 2 Summary Report. For each measure the land use alternatives are ranked as “Least Preferred”, “Moderately Preferred” and “Most Preferred”. The overall evaluation did not select a specific land use alternative but was used to select the preferred elements that were included as part of the Preferred Plan.

3 The Preferred Plan

The following section outlines each component of the final preferred plan as shown in **Figure 4**.

The Preferred Plan is designed with higher densities and opportunities for transit-oriented development (e.g. High Density Regional Corridor) along Highway 2.

Medium densities are also located along the Local Corridors which are found along the boundary roads (e.g. Lambs Road and Providence Road) as well as along Concession Street.

In terms of parkland, one community park, three Neighbourhood Parks abutting elementary schools and two parkettes are proposed. The Preferred Plan also centrally locates a variety of uses that together will act as a centre for this community including the Neighbourhood Centre, the Community Park, and Medium Density uses along Concession Street.

Multi-Use Paths are also proposed along collector roads and within the Environmental Protection Area (EPA).

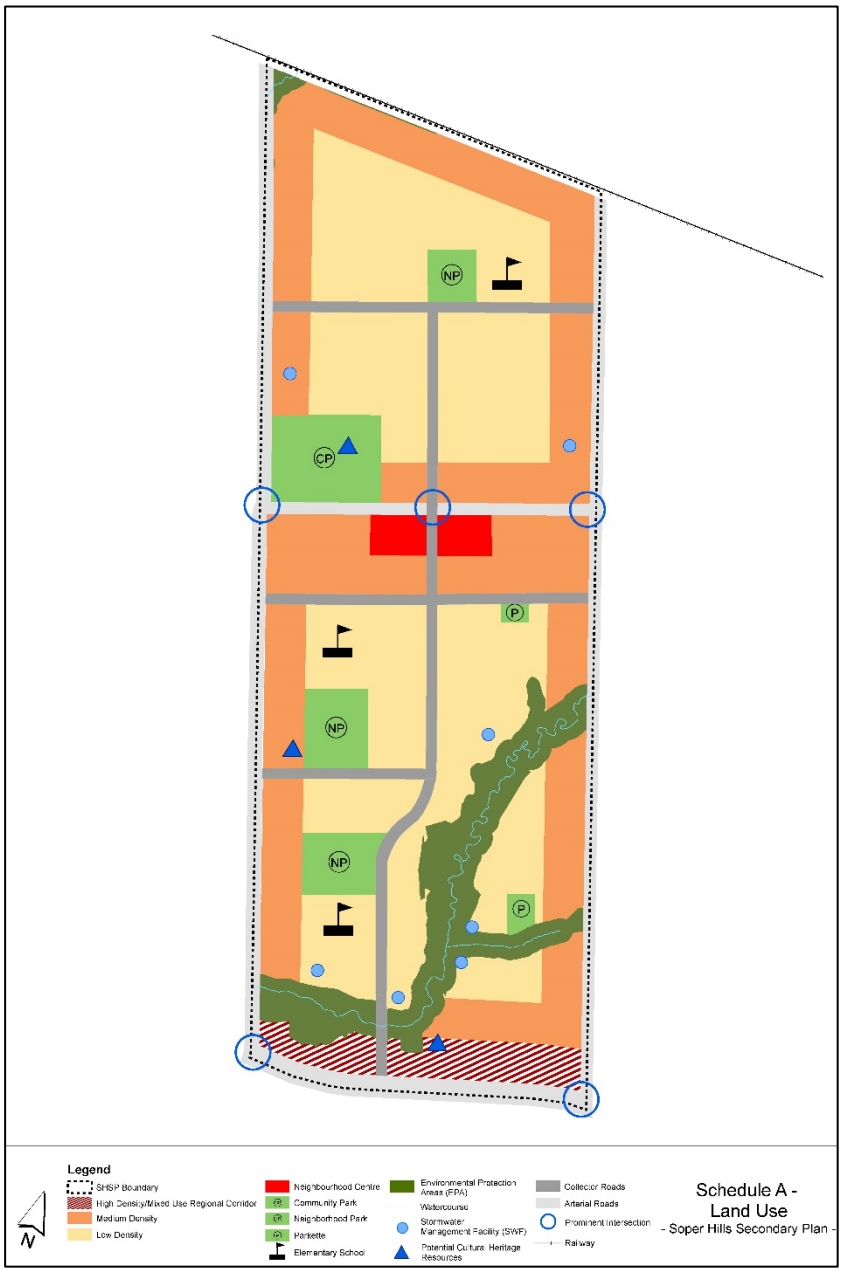
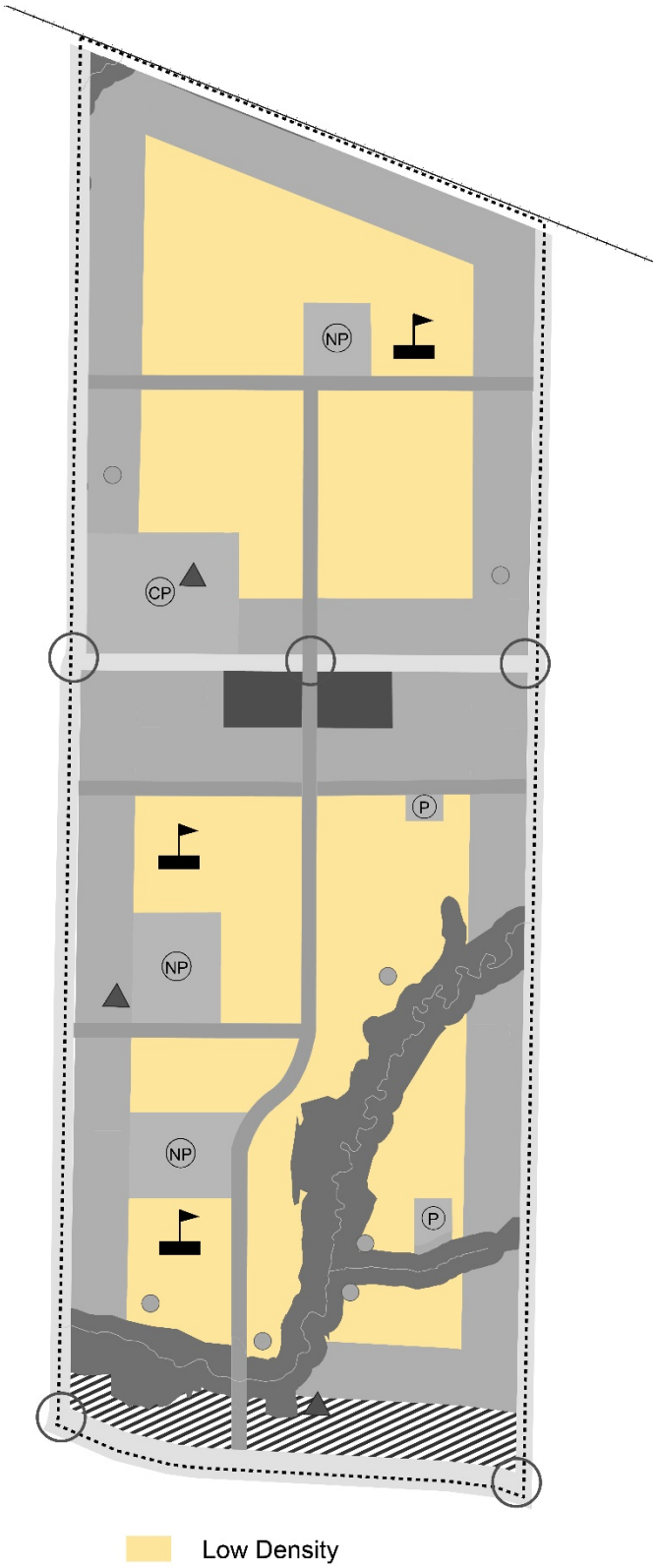


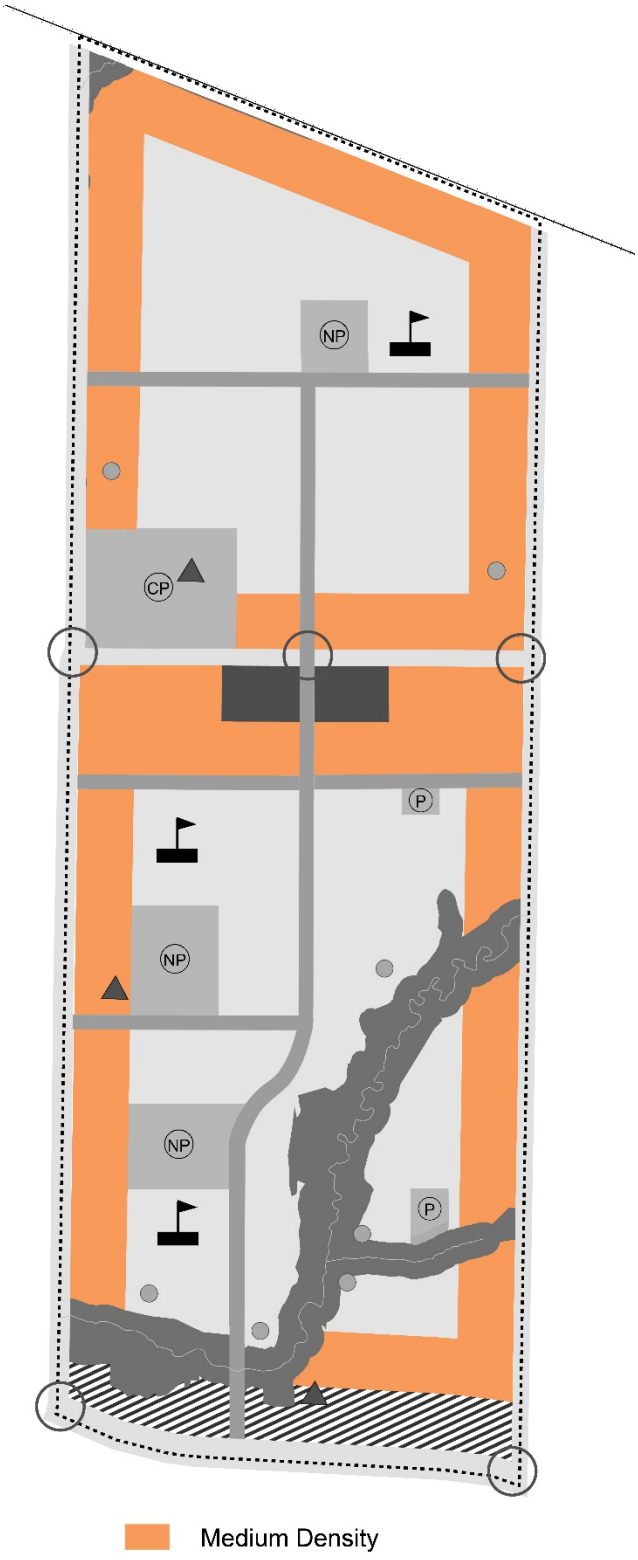
Figure 4: Preferred Plan

3.1 Land Use



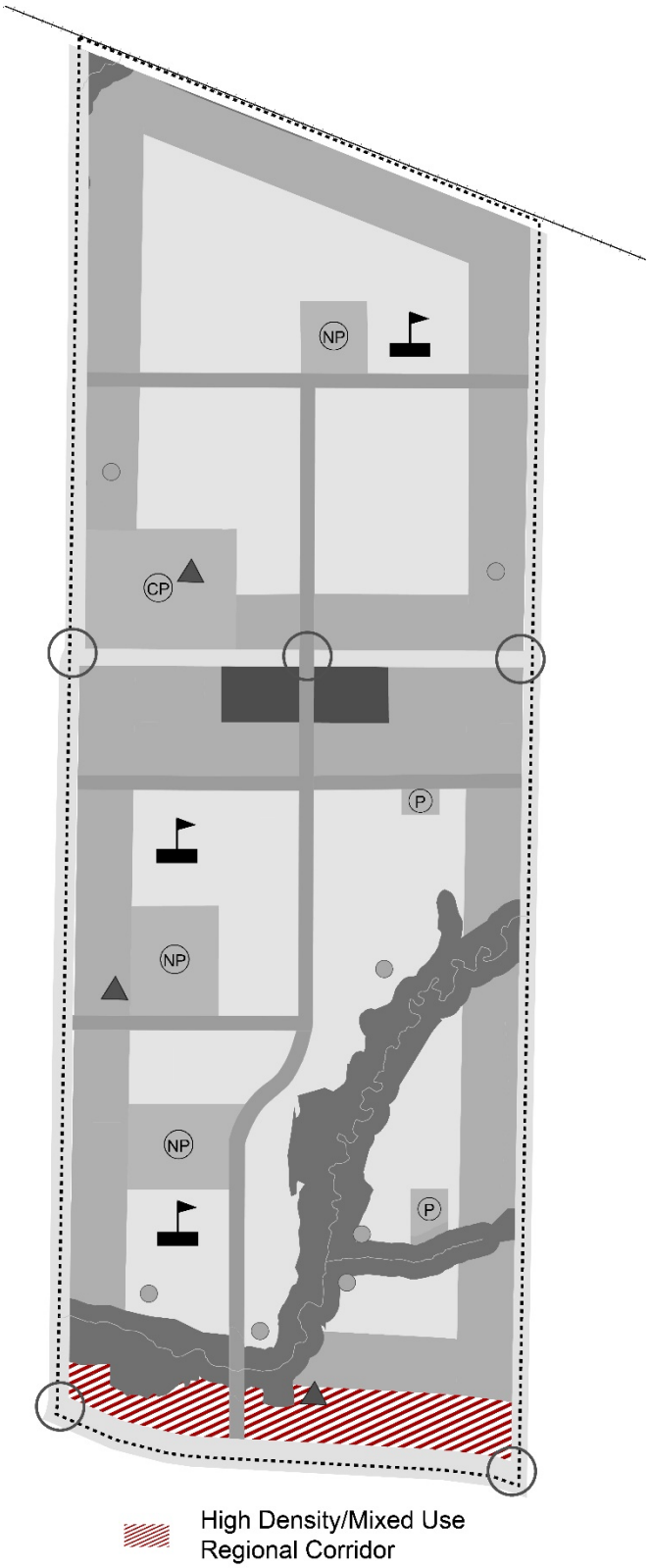
3.1.1 Low Density

Outside the Local and Regional Corridors, most lands are planned for Low Density Residential uses. Low Density designation permits semi-detached, detached houses, and limited townhouses.



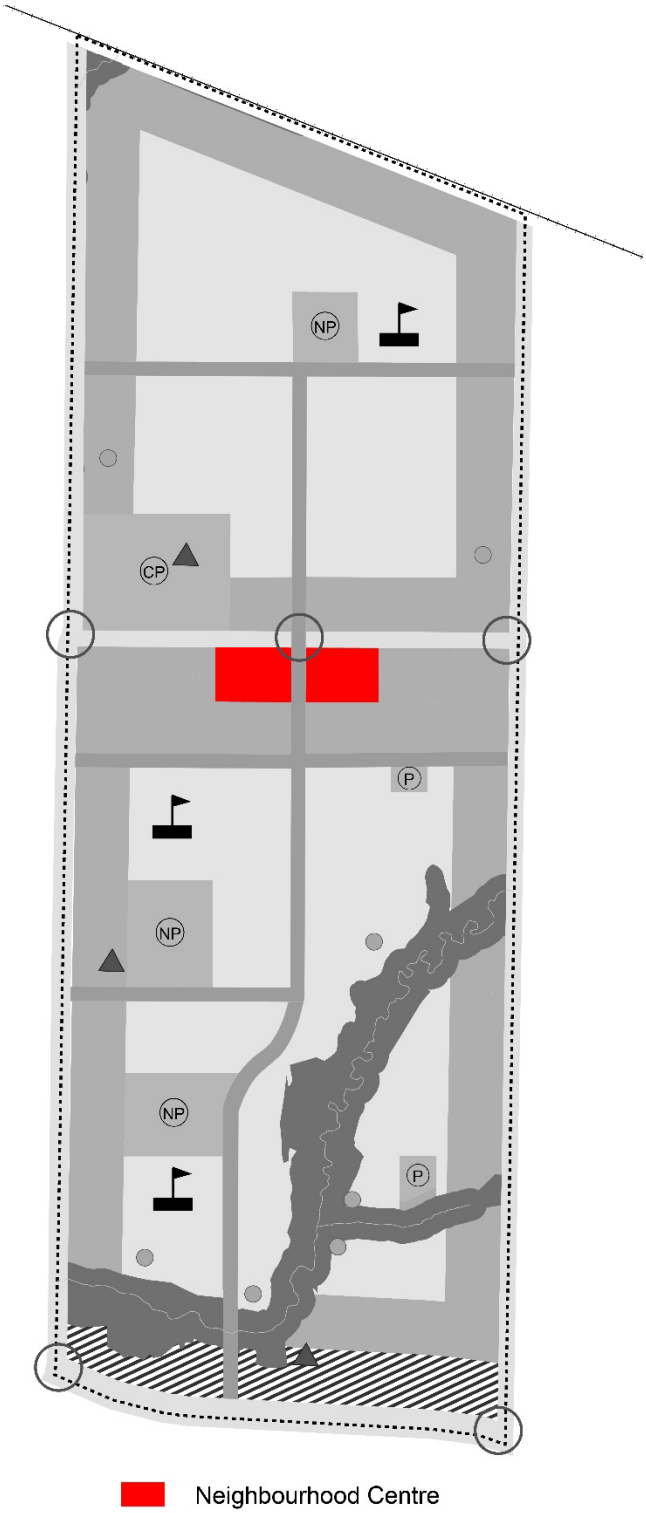
Medium Density The Medium Density designation is located along the Local Corridors of Lambs Road, Providence Road and Concession Street. It also is proposed abutting the railway line to the north and adjacent to the High Density Mixed Use Regional Corridor. Low and mid-rise housing forms are permitted within the designation with heights up to 6 storeys, but a minimum of 5 storeys is required adjacent to the intersections of two arterial roads and adjacent to collector and arterial road intersections.

Dwelling types permitted along the Local Corridor include mixed use buildings, apartments and all forms of townhouse dwellings.



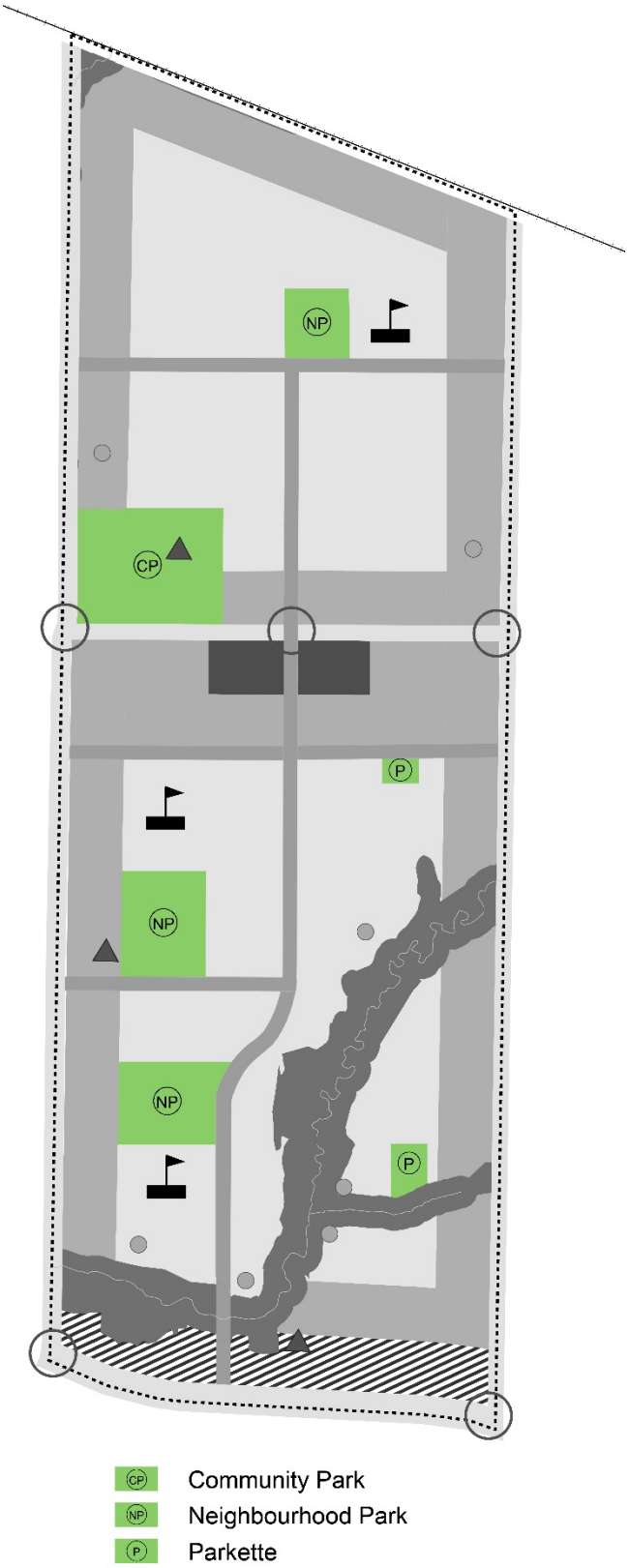
3.1.2 Regional Corridor

The High Density/Mixed Use Regional Corridor designation is proposed entirely along Highway 2. Permitted uses in this designation include mixed use buildings and apartments ranging in height from seven to twelve storeys.



3.1.3 Neighbourhood Centre

The Neighbourhood Centre will be a focal point for the community and is located centrally at the southeast and southwest intersection of the proposed north-south collector road and Concession Street. The location of the Neighbourhood Centre provides access to both the north and south halves of the Secondary Plan. The Neighbourhood Centre will accommodate approximately 5,000 square metres of gross leasable retail floorspace in stand alone or mixed use buildings and also permits apartment buildings up to 6 storeys provided the intent of the designation to act as a focal point for the surrounding neighborhoods is achieved and provided a range of retail and service commercial uses to meetday to day needs of the residents is provided.



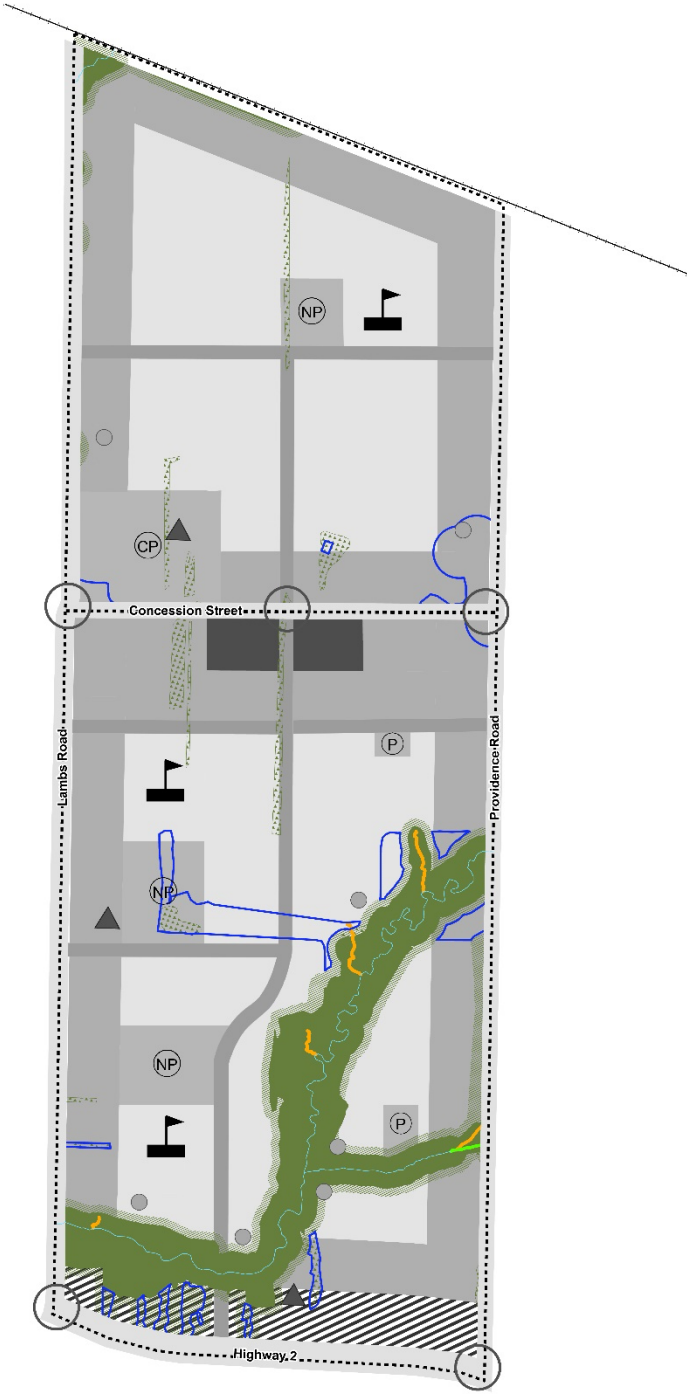
3.1.4 Parks and Open Space

A Community Park is located at the corner of Concession Street and Lambs Road with access to a Multi-Use Path as shown in the Clarington Official Plan. Two Neighbourhood Parks are provided on the west side of the proposed north-south collector road just south of Concession Street and one Neighbourhood Park is provided at the northeast corner of the proposed north-south collector road and the north-most proposed east-west collector road. All three Neighbourhood Parks are co-located adjacent to an elementary school. The central Neighbourhood Park south of Concession Street is located on a knoll to maintain the views offered by the feature.

Two parkettes are also proposed in the Preferred Plan and are located on the east side of the of the proposed north-south collector road just south of Concession Street. Parkettes vary from half a hectare to one hectare, Neighbourhood Parks vary from one and a half to three hectares, and Community Parks vary from six to twelve hectares.

The specific locations of the Neighbourhood parks and parkettes are conceptual. Exact locations will be determined through the draft plan of subdivision process.

3.1.5 Environmental Protection Area



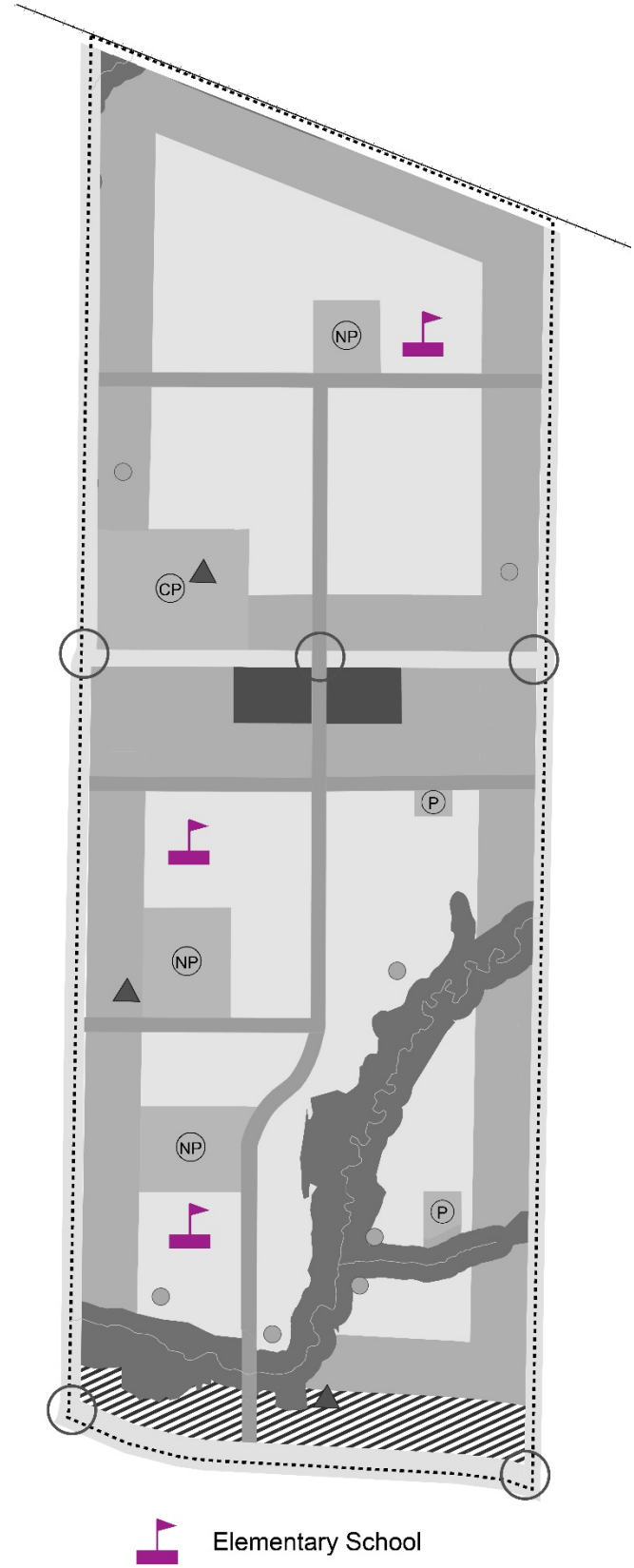
Environmental Protection Area (EPA)
15m Vegetation Protection Zone
Low Environmental Constraint Area
Additional Area of Further Study

Headwater Drainage Features
Protection
Conservation
Watercourse

The Environmental Protection Area (EPA) is primarily made up of natural features with an associated 15 metre vegetation protection zone buffer. The EPA is based on work conducted as part of the Soper Creek Subwatershed Study. No development, with the exceptions of trails, low impact development (LID) and erosion control and stormwater management components will occur in the EPA.

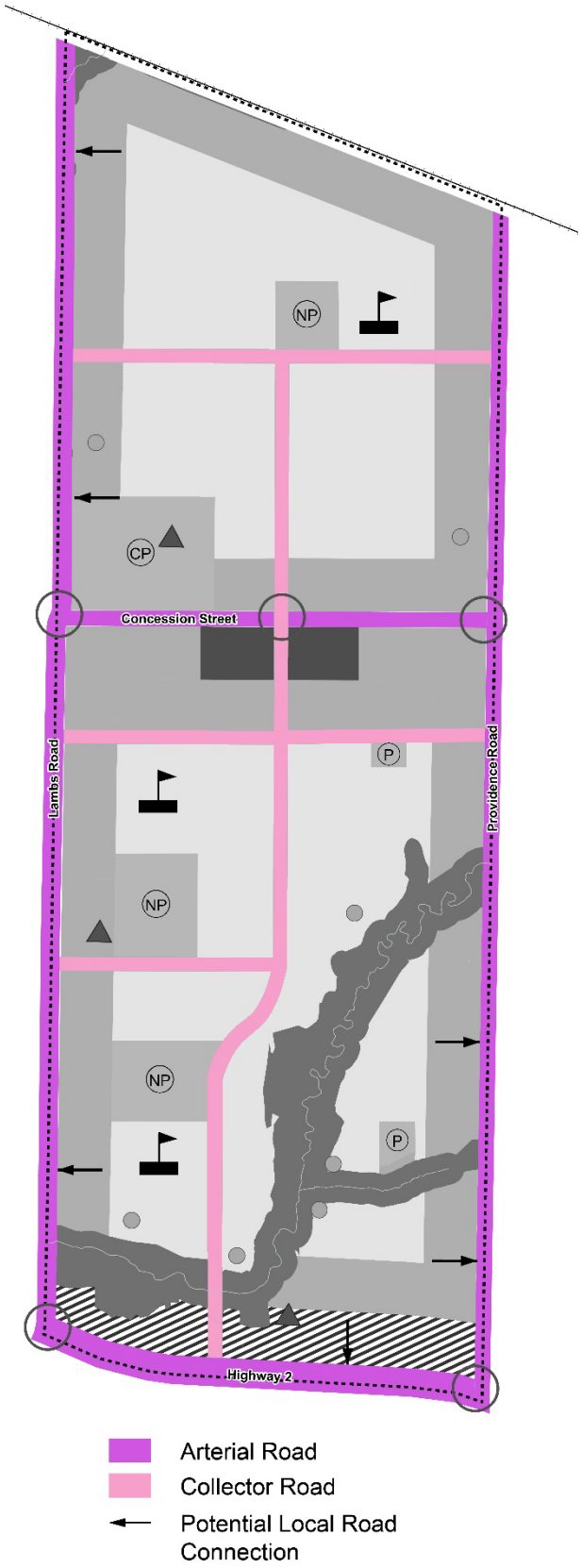
Low Environmental Constraint Areas identified from the Soper Creek Subwatershed Study are shown on the Preferred Plan. Development is not restricted within Low Environmental Constraint Area, but it is encouraged that the features be incorporated into site-level plans to preserve natural cover.

Lands identified for Further Study represent areas providing candidate and/or unconfirmed significant wildlife habitat and potential linkages. Site specific environmental impact studies are required to confirm the presence or absence of such habitat and the extent of sensitivity of the habitat. Land uses within the Additional Area of Further Study are limited to existing lawful permitted uses until completion of the required studies.



3.1.6 Schools

Two elementary schools are proposed on the west side of the proposed north-south collector road just south of Concession Street and one elementary school is proposed at the northeast corner of the proposed north-south collector road and the north-most proposed east-west collector road. All three schools are proposed to be co-located with a Neighbourhood Park.



3.1.7 Transportation and Active Transportation

The hierarchy and road classifications of the proposed arterial roads are consistent with Section 19.6 and Appendix C, Table C-2 of the Clarington Official Plan.

3.1.7.1 Arterial Roads

The Type B Arterial Roads include Lambs Road, Concession Street, and Highway 2 which are designed to move significant volumes of traffic at moderate speeds across Clarington.

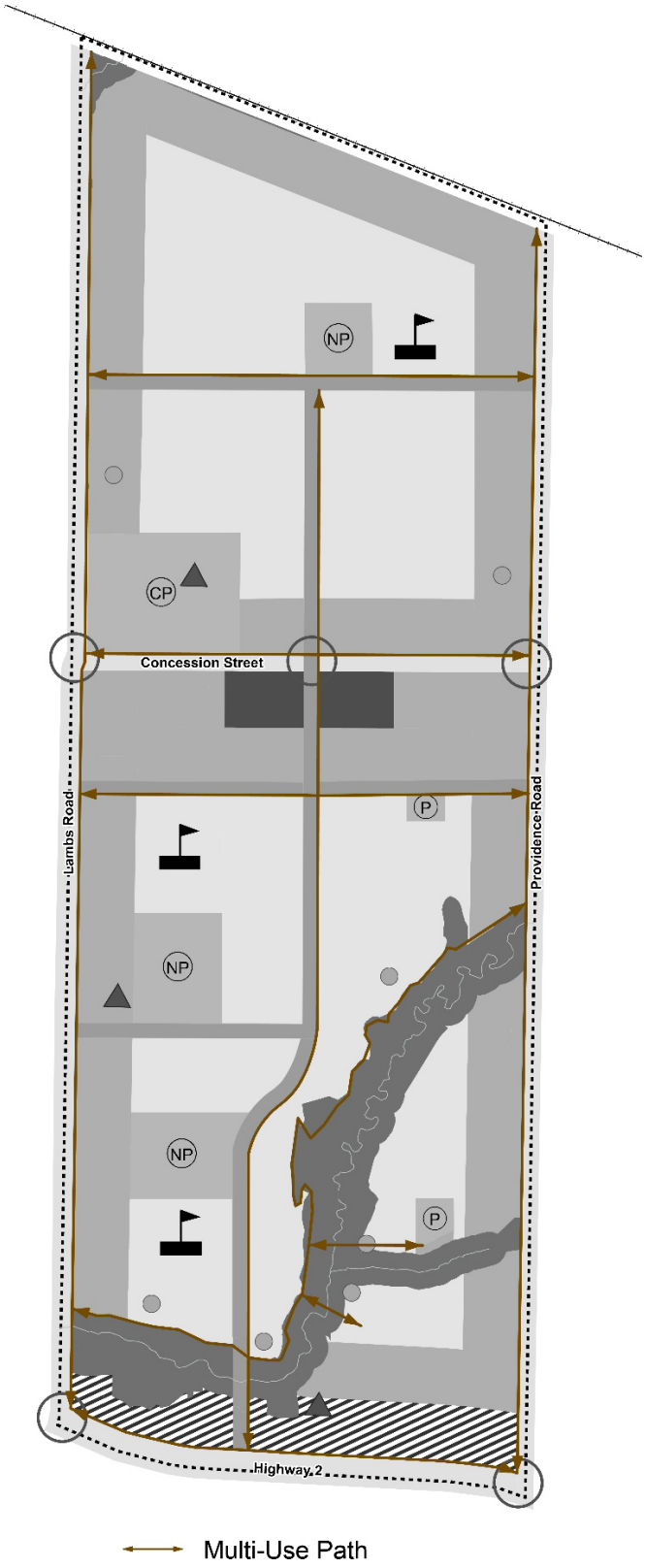
Providence Road is classified as a Type C Arterial Road and is intended to move moderate volumes of traffic at slower speeds for short distances.

3.1.7.2 Collector Roads

A proposed north-south collector road runs through the middle of the Secondary Plan Area and connects to Highway 2 opposite a proposed collector road to the south of Highway 2. Three additional east-west collector roads are also proposed; one connects Lambs Road to Providence Road at the north limit of the proposed north-south collector road, the second collector road connects Lambs Road to Providence Road just south of Concession Street and the final collector road connects Lambs Road east to the proposed north-south collector road halfway between Highway 2 and Concession Street.

3.1.7.3 Trails

Multi-Use Paths are proposed along the north-south collector road, along the two east-west collector roads between Lambs Road and Providence Road, along Providence Road, Lambs Road, Concession Street, Highway 2 and within the Environmental Protection Area (EPA) connecting Lambs Road and Providence Road.



3.2 Density

The Preferred Plan is projected to achieve 62.7 people and jobs per hectare. **Table 1** shows the gross and net area removing local roads, the anticipated density for each designation, the persons per unit (ppu) and the overall population and number of jobs anticipated for the Soper Hills Secondary Plan Area.

Table 1: Preferred Plan Densities

	Area (HA)	Units	People	Retail Floor Area (sq.m.)	Jobs
High Density/Mixed Use Regional Corridor	4.77	426	639	1,800	39
Medium Density	42.27	1,878	2,817	-	-
Medium Density - Intersection	9.34	688	1,032	-	-
Low Density	65.44	1,549	4,863	-	-
Neighbourhood Centre	3.00	73	110	5,000	109
Parks	14.25	-	-	-	-
Public School	7.31	-	-	-	-
Environmental Protection Areas	27.47	-	-	-	-
Stormwater Management Facility	7.44	-	-	-	-
Total	181.29	4,614	9,462	6,800	178

4 Policy Direction



4.1 Planning Act

The Ontario Planning Act mandates how planning should be carried out in the Province of Ontario and requires municipalities to have regard for matters of provincial interest. These matters of provincial interest include but are not limited to the protection and conservation of the environment; the provision of housing, community services and facilities, education, and health facilities; appropriate growth and development; and consideration for public and private interests.

The preferred land use plan has had regard for matters of provincial interest by providing for a variety of housing forms and options including single detached dwellings, townhouses and apartment buildings. Environmental Protection Areas (EPA) within the preferred plan have been preserved based on the findings of the Soper Creek Subwatershed Study. A variety of community services and amenities including schools and parks are also planned within the preferred land use plan.

4.2 Planning Policy Statement (2020)

The Provincial Policy Statement 2020 (PPS 2020) sets out high level policy direction for planning across Ontario related to housing, growth, infrastructure, protecting the environment and public health.

Land Use Mix

Section 1.1 of the PPS promotes an efficient use of land and development patterns to support sustainability by creating healthy, liveable and resilient communities as well as protecting the environment, public health, safety and facilitating economic growth. Section 1.1.1 states that healthy, liveable and safe communities are to be sustained by providing a range and mix of housing options and land uses including but not limited to parks and open space, community services and facilities, commercial and retail uses. Section 1.1.3 on Settlement Areas directs that settlement areas shall be the focus of growth and development and land use patterns shall be based on densities and land uses which efficiently use land and resources including infrastructure and public service facilities.

Consistency
The Soper Hills preferred land use plan proposes a range and mix of residential land use designations including the High Density/Mixed Use Regional Corridor, Medium Density Local Corridor Mid-Rise, Medium Density Local Corridor Low-

Rise, Low Density and Neighbourhood Centre. The High Density/Mixed Use Regional Corridor designation is located along Highway 2 while densities transition towards the Medium Density designations located along the arterial roads and then to the Low Density designation located outside the Local and Regional corridors. The preferred plan also proposes a mix of retail, parks and open space, commercial and institutional uses. Proposed densities in the Secondary Plan range from medium to high-rise built forms in the High Density/Mixed Use Regional Corridor designation to low-rise built forms in the Low Density Residential designation. The maximum height shall not exceed 12 storeys along Highway 2 and provide a transition in height to the adjacent Low Density designations.

Housing

The PPS requires housing to provide for an appropriate range and mix of housing types and densities to meet the needs of current and future residents. New housing developments should promote increased densities and represent an efficient use of existing land, resources and public infrastructure.

Consistency
The proposed Secondary Plan permits a range and mix of dwelling types within the residential designations which includes single detached, semi-detached, townhouses, mixed use buildings and apartment buildings. Mixed use developments will feature at-grade retail and service commercial uses with residential units located above. They will also support transit oriented developments and promote active transport to decrease automobile dependency.

Parks and Open Space, Natural Heritage and Community Facilities

Healthy and active communities require safe and accessible streets, spaces and facilities to foster social interaction and community cohesion while relying on the built and natural settings. Section 2.1 of the PPS encourages the long-term preservation and protection of natural features and recognizing the linkages between natural heritage features and areas, surface water features and ground water features.

Consistency
The Parks and Open Space System of the Soper Hills Secondary Plan consists of Environmental Protection Areas (EPA), parks and stormwater management ponds. All these components provide spaces to support the ecological and hydrological functions of the Secondary Plan Area. Based on the proposed Secondary Plan, parks within Soper Hills will provide a variety of opportunities for passive and active recreation to contribute to the area's sense of identity. One Community Park, three Neighbourhood Parks and two Parkettes are proposed to serve users within a 5-minute walking distance three elementary schools are proposed as shown on **Schedule A** of the proposed Secondary Plan. The final location and size of parks will be determined at the draft plan of subdivision stage.

The EPA delineated from the Soper Creek Subwatershed Study will be maintained and a 15-metre vegetation protection zone buffer was applied to preserve the ecological integrity of the EPA. No development shall be permitted within the EPA designation.

Economic Prosperity

Section 1.7 of the PPS encourages opportunities for long-term economic prosperity through creating a distinct sense of place and character and by relying on existing land, resources, infrastructure and public service facilities.

Consistency
The proposed Secondary Plan provides opportunities for employment as well as economic development through the provision of retail, commercial and service uses integrated within the community and residential areas. The Neighbourhood Centre will be the focal point of the neighbourhood and feature up to 5,000 square metres of gross leasable non-residential floor space for retail and service commercial uses to meet the needs of residents and visitors. Commercial uses are also permitted and encouraged within the Regional and Local Corridors.

4.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan), 2020

The purpose of the Growth Plan for the Greater Golden Horseshoe, 2020 ("Growth Plan") is to guide the development of stronger and more prosperous communities through the management of growth within the Greater Golden Horseshoe. The Growth Plan supports the achievement of complete communities that feature a diverse mix of land uses such as residential uses and sets a framework for how and where the region will grow to year 2051.

Designated Greenfield Areas

Policies for new development within designated greenfield areas direct that they support the achievement of complete communities, supports active transportation and encourages the integration and viability of public transit. The minimum density target established for designated greenfield areas in the Region of Durham is 50 residents and jobs per hectare.

Conformity
The Soper Hills Secondary Plan area is anticipated to experience significant growth and development and the guiding principles for the Secondary Plan Area include providing for the efficient use of land with the creation of a compact, complete, connected and walkable community; reducing personal vehicle dependency; prioritizing active transportation; protecting and enhancing the EPA; designing visible, accessible and usable parks and open space; providing sufficient servicing to new developments and respecting the cultural heritage. The

community structure of the Secondary Plan Area will consist of the Regional Corridor, Local Corridor, Prominent Intersections, Urban Residential areas, Parks and Open Space and Stormwater Management Ponds which will be developed to achieve the principles listed above. The Secondary Plan Area proposes an overall density of 79 people and jobs per hectare which meets the minimum density target of the Growth Plan.

Complete Communities and Housing

Complete communities will be developed as compact, pedestrian oriented and transit supportive areas which feature a diverse mix of land uses with convenient access to community services and facilities. In order to meet the minimum density target of the Growth Plan, a diverse range and mix of housing options and densities will have to be provided.

Conformity
The proposed Secondary Plan establishes a mix of land use designations to create a complete community which promotes pedestrian and transit supportive development with an emphasis on high density mixed use built forms along the Regional Corridor. Soper Hills will contain residential neighbourhoods, a neighbourhood centre, mixed use areas, an interconnected parks and open space system and transportation system to foster a healthy, livable and complete community. High Density/Mixed Uses are located along the Highway 2 Regional Corridor and transitions towards the Medium Density Local Corridor Uses along the other arterial roads with higher densities at the intersections of collector and arterial roads. The interior of the Secondary Plan Area will consist of Low Density Uses and feature a mix of housing types and tenures in low-rise built forms.

Employment

Economic development and competitiveness will be promoted by ensuring a more efficient use of land and better connecting high employment density areas to transit. The Growth Plan directs retail and office uses be located in areas that support active transportation and have existing or planned transit. It also encourages a compact built form and intensification of retail and service uses to support complete communities.

Conformity
The proposed Neighbourhood Centre will be the focal point for the Soper Hills Secondary Plan area and is located at the southeast and southwest intersection of the proposed north-south collector road and Concession Street. It will feature approximately 5,000 square metres of non-residential floor space and contain a mix of retail and commercial uses in stand alone and mixed use formats as well as apartments buildings up to 6 storeys. This hub of activities will be complimented by the adjacent Medium Density Residential uses and promote walkability and transit ridership along the north-south collector road and Concession Street.

Transportation and Transit

Section 3 of the Growth Plan encourage a cost-savings approach to ensure the efficient use of existing infrastructure is optimized before new infrastructure is built and that new infrastructure will be integrated with existing infrastructure. Transportation systems will require a complete streets approach to ensure the connectivity, safety and opportunity for multimodal access for all road users while ensuring sustainability and reducing greenhouse gas emissions.

Conformity
The Secondary Plan Area establishes a street and block pattern by proposing a north-south collector road as well as several east-west collector roads to promote connectivity and walkability within the community. Transit supportive developments in the form of mixed use developments are proposed along the Local and Regional Corridors to encourage active transit and decrease personal vehicle usage. Schools are parks are also co-located for convenience purposes. Multi-Use Paths to support the Secondary Plan Area's connectivity and accessibility are proposed along the arterial and proposed collector roads as shown on **Schedule B** of the proposed Secondary Plan. This connectivity offers opportunities to support active transportation and contributes to the overall pedestrian and cycling networks.

Cultural Heritage Resources

Cultural heritage resources are to be conserved as outlined in Section 4.2.7 of the Growth Plan to foster a sense of place which benefits residents and the community.

Conformity
Three properties of cultural heritage value or interest have been identified within the Secondary Plan Area, and they include 2906 King Street East, 1717 Lambs Road and 2876 Concession Street East. Significant cultural heritage resources will be conserved and enhanced and a Cultural Heritage Evaluation Report prepared. Prior to development on adjacent lands to a cultural heritage resource, a Heritage Impact Assessment will be required and shall include measures to avoid direct impacts and reduce indirect impacts.

4.4 Region of Durham Official Plan (Council Adopted 2023)

The Region of Durham Official Plan, Envision Durham aims to guide long-term growth and development in the Region to foster a complete, healthy, sustainable, diverse and welcoming place to live, learn and thrive for current and future residents of Durham.

The entire secondary plan area is designated 'Community Areas' as shown on Map 1 – Regional Structure and a 'Regional Corridor' is designated along Highway 2 as shown on **Figure 5**. The secondary plan area also contains portions of the 'Regional Natural

Heritage Area' as well as 'Enhancement Opportunity Areas' shown on Map 2a – Regional Natural Heritage System as shown on **Figure 6**.

Community Areas

Community Areas are intended to be developed as complete communities and provide a range of housing, transportation and lifestyle choices, and create opportunities for residents to live, shop, work and access services and amenities within the community. Development within Community Areas greater than 20 hectares shall go through a secondary planning process which includes a mix of diverse and compatible land uses to support complete communities, vibrant neighbourhoods, active transportation and transit use (5.4.9.a)). Transportation needs for all modes, including increasing opportunities for active transportation and public transit uses should also be provided (5.4.9.g)).

Conformity
The proposed Secondary Plan introduces a variety of land uses which foster a complete community including residential, retail, commercial, parks and open space, recreation and institutional uses to serve the needs of future residents of the community.

The preferred land use plan intends to achieve a complete community to support healthy and active living for people of all ages by providing a diverse mix of housing types and options, jobs, retail options, transportation and land uses. Residential, retail, commercial, parks and open space, recreation and institutional uses are proposed to create a complete and vibrant community in Soper Hills. The Secondary Plan Area will be designed based on a modified grid pattern of streets, complemented by multi-use paths and off-road trails to improve connectivity within the Secondary Plan Area and enhance the pedestrian permeability of the area and access to transit.

Designated Greenfield Area

Designated Greenfield Areas should support the implementation of complete communities by encouraging more compact and dense built forms (5.4.6). Large-scale developments in Designated Greenfield Areas should also be informed by a subwatershed plan prior to draft plan of subdivision (5.4.8).

Conformity
The majority of the Secondary Plan Area with the exception of the Regional Corridor along Highway 2 is outside of the Delineated Built Boundary and classified as Designated Greenfield Areas. The proposed land use designations of the Secondary Plan offer a wide range of land uses to support the overall community structure of Soper Hills and create a compact dense built form with a density of 79 persons and jobs per hectare.

A Phase 2 and 3 subwatershed study has been prepared by Aquafor Beech Limited in support of this Secondary Plan to guide development which respects the local natural heritage system, natural hazards and supports long-term environmental sustainability for the Soper Hills Secondary Plan Area.

Regional Corridor

The Regional Corridor is where higher density and more compact built forms of development are encouraged, and the corridor is intended to create key connections between Strategic Growth Areas, other nodes and corridors and certain Employment Areas. Regional Corridors also support the movement of people and goods and the achievement of transit supportive densities. Regional Corridor policies encourage built forms to be higher densities, multi-storey, compact, pedestrian friendly and transit supportive (5.3.7 and 5.3.10).

The Region of Durham sets out long term density and floor space targets for local municipalities and the Regional Corridors should have a planned minimum gross density of 60 units per gross hectare and a floor space index of 2.5 (4.3.7). The minimum net density for Regional Corridors is 85 units per net hectare with heights ranging from 3 to 12 storeys (4.3.9). The built form and mix for Regional Corridors are as follows:

- Low Rise: 3-4 storeys (40%);
- Mid Rise: 5-6 storeys (40%);
- High Rise 7-12 storeys (20%); and
- Includes: Mixed use buildings, apartments.

Conformity
The Regional Corridor has been identified as a priority intensification area as well as a route for future transit service so it will contain the highest densities, tallest buildings and greatest mix of land uses within the Secondary Plan. The High Density/Mixed Use Regional Corridor designation which aligns with the Regional Corridor is located at the south portion of the Secondary Plan Area along Highway 2. Permitted uses in this designation will primarily consist of mid- and high-rise residential built forms combined with retail and service commercial uses, professional office and medical office uses at-grade. The maximum permitted height is 12 storeys and site densities shall be at least 150 units per net hectare to encourage the highest and most dense forms of development within the Regional Corridor.

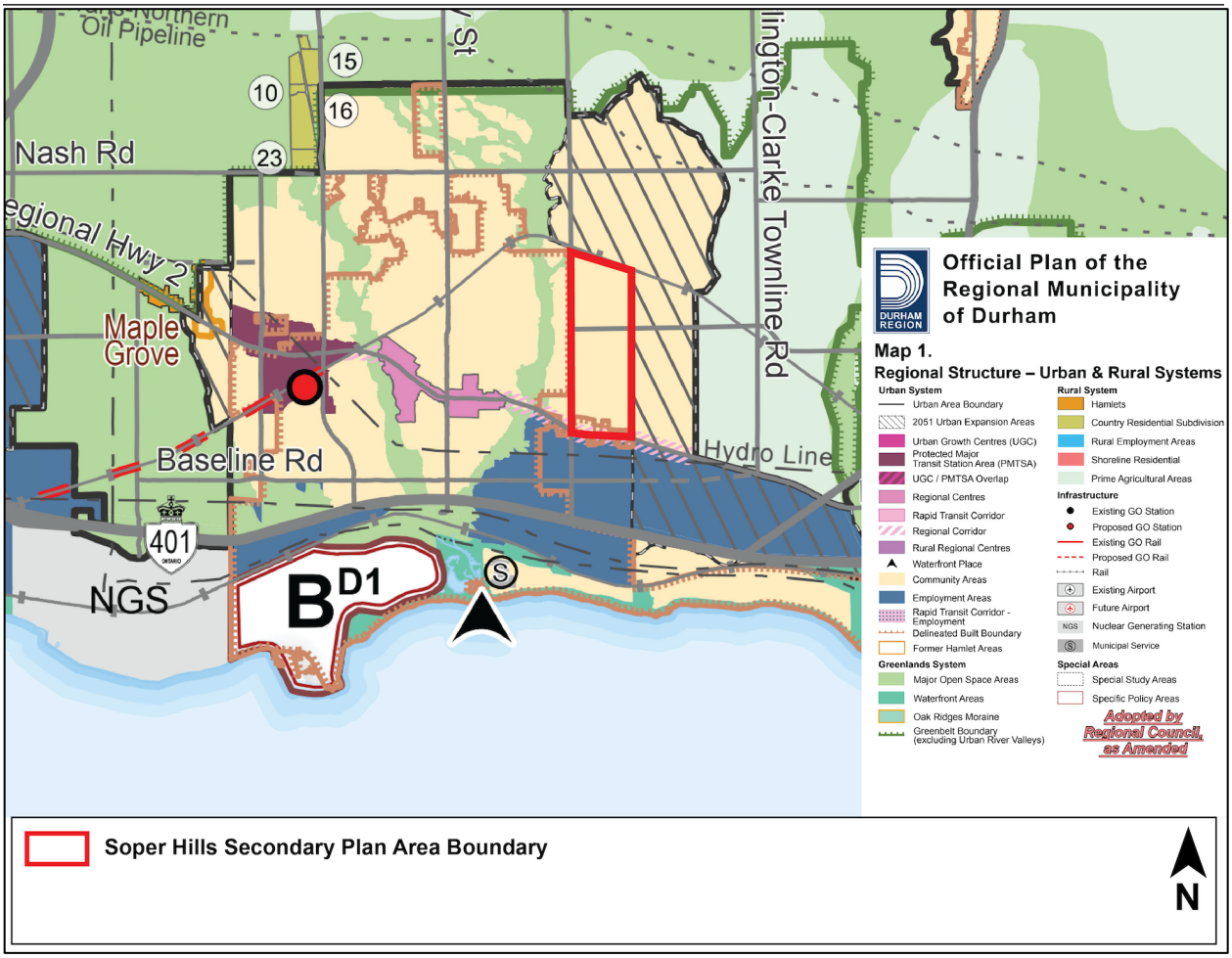


Figure 5 – Region of Durham Official Plan – Map 1. Regional Structure – Urban & Rural System

Regional Natural Heritage System

The secondary plan area contains a portion of the Regional Natural Heritage System as shown on **Figure 6** and policies for this area are to ensure the identification, protection, restoration and enhancement of the Regional Natural Heritage System and its natural heritage and hydrologic features and functions. Regional Official Plan policies prohibit development and site alteration within the Regional Natural Heritage System including key natural heritage features, key hydrologic features and/or vegetation protection zones with the exception of certain uses subject to environmental studies demonstrating no negative impacts (7.4.4 and 7.4.11). Enhancement opportunity areas are subject to refinement by area municipalities and may be added to the Regional Natural Heritage System (7.4.7).

Conformity
No development with the exception of trails, low impact development features and erosion control and stormwater management features are proposed to occur within

the EPA designation. A 15-metre vegetation protection zone buffer is also proposed adjacent to the EPA to preserve its ecological integrity.

Development in the Low Environmental Constraint Areas identified on **Schedule B** is not restricted, but it is encouraged that its features be incorporated into site-level plans to preserve natural cover. Land uses within the Additional Area of Further Study are limited to existing lawful permitted uses until completion of site specific environmental impact studies to confirm the presence or absence of significant wildlife habitats and the extent of sensitivity of the habitat.

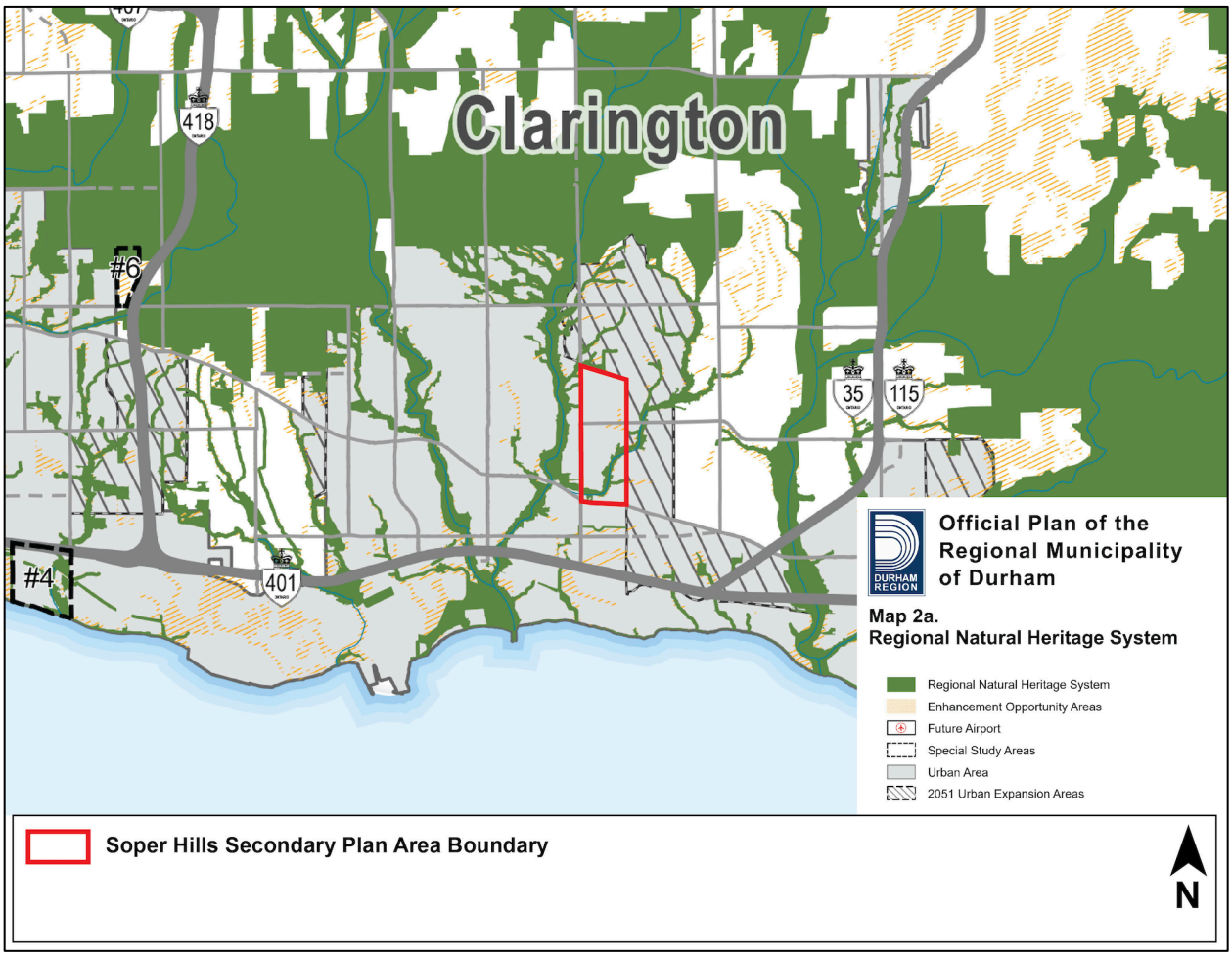


Figure 6 – Region of Durham Official Plan – Map 2a. Regional Natural Heritage System

4.5 Municipality of Clarington Official Plan (2018)

The Municipality of Clarington Official Plan guides and manages development to the year 2031 by fostering economic, environmental, cultural, physical and social well-being of residents. The Official Plan also guides the future form of development while

mitigating land use conflict and evaluating land use opportunities in Clarington by collaboratively working with stakeholders and other levels of government.

The Soper Hills Secondary Plan Area is primarily designated 'Urban Residential' on Map A3 – Land Use Bowmanville Urban Area in the Clarington Official Plan. The remaining areas are designated 'Regional Corridor', 'Community Park' and 'Environmental Protection Area' as shown on **Figure 7**.

Urban Residential

Lands designated Urban Residential primarily permit residential uses as well as other forms of uses such as small scale service and neighborhood retail commercial uses, home-based occupation uses, parks, schools and community facilities subject to its compatibility with residential uses. The majority of the Secondary Plan Area is designated Urban Residential as shown on **Figure 7**.

Conformity
Land use designations proposed for the Secondary Plan Area include High Density/Mixed Use Regional Corridor, Medium Density Local Corridor – Mid Rise, Medium Density Local Corridor – Low Rise, Neighbourhood Centre, Low Density Residential, Parks and Environmental Protection Area designations. These proposed designations permit a wide range of uses compatible with the Urban Residential designation of the Clarington Official Plan and primarily consists of residential uses with some forms of retail, service commercial uses, schools, parks and environmental protection areas.

Housing

Section 6 of the Official Plan encourages housing diversity and the goal of providing housing is to encourage a broad range of housing types, tenure and cost within Settlement Areas to meet the evolving housing needs of people of all ages, abilities and income groups (6.1.1). Section 6.2.2 sets an objective to provide a minimum of 30% of all new housing to be affordable within Urban Areas. Affordable housing is encouraged within Centres and Corridors to promote transit and active transportation.

Conformity
The Soper Hills Secondary Plan will provide a broad range of housing types and built forms consisting of high density mixed uses along the Regional Corridor, medium density uses along the Local Corridors including mid rise buildings and low density residential uses internally within neighbourhoods meeting the varied housing needs of residents.

Affordable housing will be directed towards the Local and Regional Corridors as they offer convenient access to public transit. To further support the provision of affordable housing units, the Municipality may explore incentives for reduced minimum parking requirements, reduced or deferred development charges,

reduced application fees and more to encourage the development of affordable housing units.

Corridors

The secondary plan area is identified as a Greenfield Area and contains both Local and Regional Corridors in Clarington's Urban Structure – Map B. Highway 2 is identified as Regional Corridor and Lambs Road, Concession Street and Providence Road (just south of Concession Street) are identified as Local Corridors. Densities of 50 residents and jobs per hectare are supported within Greenfield Areas and higher densities are directed towards Priority Intensification Areas such as the Regional Corridor. Corridors shall provide for intensification, mixed use development and pedestrian and transit support development (10.6.1). Regional Corridors may contain no more than 3,000 square metres of non-residential uses per site whereas local corridors permit a total no more than 1,500 non-residential uses per site unless detailed policies of a secondary plan are in place and are only permitted within mixed use buildings (10.6.6 and 10.6.7).

Conformity
The proposed High Density/Mixed Use Regional Corridor allows for the greatest concentration of densities and mix of uses along the Highway 2 Regional Corridor and permit apartment buildings, mixed use buildings and townhouse dwellings. Buildings heights will be between 7 to 12 storeys and townhouses associated with a mid rise or high rise building on the same lot to be no more than 3 storeys. The proposed densities also conform to the Clarington Official Plan and require a minimum site density of 150 units per net hectare.

Based on Durham Region targets, local Corridors should have a planned minimum gross density of 30 units per gross hectare and a floor space index of 2.0 (4.3.7). The minimum net density for Local Corridors is 40 units per net hectare with heights ranging from 2 to 6 storeys (4.3.9). The built form and mix for Local Corridors are as follows:

- Low Rise: 2-4 storeys (80%);
- Mid Rise: 5-6 storeys (20%);
- Includes: Mixed use buildings, apartments, townhouses.

Conformity
The proposed Medium Density Local Corridor – Mid Rise and Medium Density Local Corridor – Low Rise designations permit a mix of housing types and tenures in mid and low rise building forms. Apartment buildings, townhouses and mixed use buildings are permitted in both designations and retail and service commercial uses including office uses are permitted on the ground floor of a mixed use building with an entrance and frontage onto an arterial road. Buildings heights range between 5 to 6 storeys for the mid-rise designation and 2 to 4 storeys for the low-rise designation. The proposed densities also conform to the Clarington Official Plan and require a minimum site density of 100 units per net hectare for the mid-rise designation and 60 units per net hectare for the low rise designation.

Environmental Protection Area

The Environmental Protection Area (EPA) is recognized as the most significant component of the Municipality's natural environment. These areas and its ecological function are to be preserved and protected from the effects of human activity (14.4.1). No development shall be permitted on these lands with the exception of low-intensity recreation, forest, fish and wildlife management, erosion control and stormwater management, agricultural, agricultural related and on-farm diversified uses (14.4.5). The extent of the EPA designation is also to include a 30 metre vegetation protection zone (14.4.4).

Conformity
No development with the exception of trails, low impact development features and erosion control and stormwater management features are proposed to occur within the EPAidentified on **Schedule A** of the proposed Secondary Plan to ensure the protection and long-term functioning of the natural heritage system. A 15-metre vegetation protection zone buffer is also proposed adjacent to the EPA to preserve its ecological integrity.

Parks and Trails

The parks system is comprised of Municipal Wide Parks, Community Parks, Neighbourhood Parks, Parkettes, Public Squares and Hamlets. The parks system will include urban design elements and be located as central as possible within the community to be accessible and walkable utilizing trails, bicycle paths, walkways, sidewalks and utility corridors. Community parks are intended to incorporate the functions of Neighbourhood Parks and contain facilities and features which serve adjacent neighbourhoods and the broader community (18.3.4). They provide outdoor and indoor recreational facilities, non-programmed open space and linkages to the Regional and municipal trail system and can range from 6 to 12 hectares in size (18.3.7). Neighbourhood Parks serve the basic recreational needs of surrounding residents and can range from 1.5 to 3 hectares in size (18.3.7). Parkettes are intended to support the recreational, leisure and amenity needs of a neighbourhood but will not contain sports fields and are generally smaller in size. They can range between 0.5 hectares to 1 hectare (18.3.7).

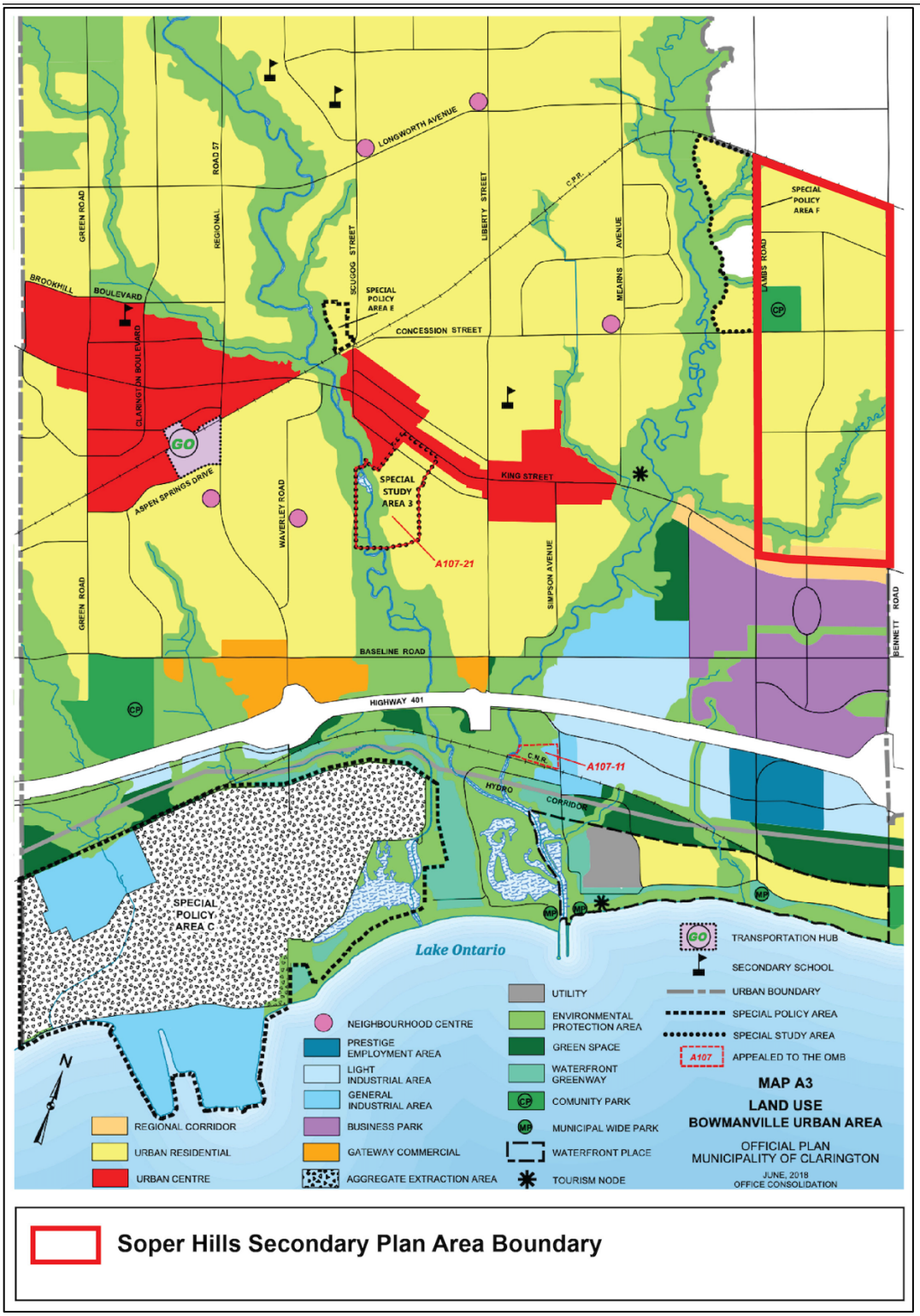
Conformity
A large Community Park with access to a multi-use path is planned at the north east corner of Concession Street and Lambs Road to provide an abundance of active and passive recreation opportunities for residents within and surrounding Soper Hills as shown on **Schedule A** of the proposed Secondary Plan. Two Neighbourhood Parks are proposed on the west side of the proposed north-south collector road, south of Concession Street and one Neighbourhood Park is provided at the northeast corner of the proposed north-south collector road and the north-most proposed east-west collector road. Two parkettes are also proposed on the east side of the of the proposed north-south collector road, south of Concession Street. The specific locations and sizes of the Neighbourhood Parks

and Parkettes are conceptual; exact locations and sizes will be determined through the draft plan of subdivision process.

Schools

Elementary and Secondary Schools are permitted in all residential areas and they should be a minimum of 2.5 hectares for elementary school sites and 8 hectares for secondary school sites (18.5.1). Schools should be located centrally with access to various forms of transportation to and from its planned catchment area; elementary schools should generally be located on collector roads whereas secondary schools should generally be located on arterial roads (18.5.2).

Conformity
Three elementary schools are proposed in the Secondary Plan Area with two schools proposed on the west side of the proposed north-south collector road just south of Concession Street and one is proposed at the northeast corner of the proposed north-south collector road and the north-most proposed east-west collector road. All three schools will be co-located with a Neighbourhood Park and located within the Secondary Plan to promote accessibility and encourage active transit.



5 Figure 7 – Municipality of Clarington Official Plan – Map A3 – Land Use Bowmanville Urban Area

Supporting Studies

5.1 Subwatershed Study

The overall goal of the subwatershed study (SWS) was to develop a management plan that allows sustainable growth, while ensuring maximum benefits to the natural and human environment on a watershed basis. The SWS prepared in support of the Soper Hills Secondary Plan satisfies Phase 1 and 2 of the Municipal Class Environmental Process.

A Phase 1, 2 and 3 subwatershed study was prepared by Aquafor Beech dated May 2023 (Phase 1) and March 2024 (Phase 2 and 3). Phase 1 of the SWS reviewed background information and investigated and inventoried natural resources including natural features and natural hazard lands which could be potentially impacted by future urban development within the study area. The Phase 1 SWS also identified preliminary constraints and opportunities mapping which informed the development of three land use concepts, and ultimately the preferred land use plan for the Soper Hills Secondary Plan area. Phase 2 of the SWS assess potential land use impacts and identifies best management practices and strategies to protect, enhance or restore environmental features and functions. Phase 3 of the SWS develops an implementation plan to support the preferred land use plan and identifies any recommendations for monitoring or contingency to implement the preferred plan and its secondary plan policies.

The Soper Creek Watershed is divided into four subwatersheds namely, Mackie, Soper North, Soper East and Soper Main. The SWS study area as outlined in the Soper Creek Subwatershed Study report focuses on Soper East and Soper Main to evaluate the areas of planned urbanization in the Soper Hills Secondary Plan. Four provincially designated areas are within or directly adjacent to the study area and include the Bowmanville Coastal Wetland Complex/Bowmanville Coastal Marsh and Fen Candidate Life Science, Stephan's Gulch Earth Science ANSI, Soper Valley Life Science ANSI and Greenbelt Lands.

The Soper Creek subwatershed plan addresses and provides recommendations for environmental issues including:

- Surface water flooding, erosion and water quality;
- Groundwater quantity and quality;
- Water budget (groundwater recharge, baseflows and peak flows);
- Terrestrial and aquatic habitat;
- Wetlands and woodlands, including woodlots and forests;
- Stormwater management;
- Species at risk;
- Environmentally sensitive areas; and

- Recreation and aesthetics.

5.2 Transportation Study

A Transportation Assessment Report has been prepared by TYLin for the Soper Hills Secondary Plan area to demonstrate how the secondary plan area can be efficiently sustained and serviced by transportation. The traffic analysis methodology was developed in coordination with the Region of Durham and Municipality of Clarington based on a mutually accepted terms of reference. An existing conditions horizon year of 2023 was utilized in this report and a single future study horizon year of 2033 was selected to align with the Region's 10-year forecast. Initial existing condition analysis was conducted in 2019 and re-collected in 2023 and early 2024. This Transportation Assessment Report is intended to satisfy Phases 1 and 2 of the Municipal Class Environmental Assessment for Schedule C projects outlined in the Transportation Assessment Report.

The objective of this report was to establish the preferred road network for the secondary plan and evaluate how the secondary plan area will affect the traffic generated by future growth with consideration for existing traffic conditions, land use planning alternatives, forecasted traffic growth rates and identifying any shortcomings and recommendations (i.e., improvement to traffic operation, geometric road design, active transportation plan, transit plan and transportation demand management).

The preferred land use plan achieves significant conformity with the evaluation criteria utilized in the assessment of the land use plan alternatives as follows:

- Provides sufficient capacity and connectivity for all travel modes – vehicular, future transit and active transit;
- Minimizes impact on the road network on the environmental protection areas;
- Creates a network of collector roads serving transportation and active transportation needs; and
- Conserves cultural heritage resources in proximity to the Soper Hills Secondary Plan Area.

Road network improvements are recommended to facilitate efficient traffic operations to achieve acceptable vehicular delays and volume-to-capacity ratios along all study intersections. These recommendations include road widening along Highway 2; road widenings at numerous intersections including: Concession Street and Lambs Road, Concession Street and Providence Road, Lambs Road and the proposed central east-west collector road and Lambs Road and the south-most proposed east-west collector road to facilitate additional left turn and right turn lanes; all-way-stops at Concession Street and Providence Road and signalized intersections at Concession Street East & Lambs Road, Highway 2 and Lambs Road and Highway 2 and the proposed north-south collector road. Bus stops are recommended at key intersections and bus routes are recommended along the internal collector road network of the community to ensure higher ridership accessibility and achieving transportation demand management (TDM)

goals to reduce the number of single-occupancy vehicle trips. Additional TDM programs such as promotional material, outreach events, real-time arrival information and more are recommended to further alleviate traffic congestion, promote physical activity, mitigate greenhouse gas emissions and optimize utilization of existing transit infrastructure.

5.3 Functional Servicing Report

A Functional Servicing Study Report (FSSR) has been prepared by TYLin for the Soper Hills Secondary Plan area to demonstrate how the secondary plan area can be efficiently sustained and serviced in terms of water supply and distribution, wastewater and stormwater.

Source water for the Bowmanville Drinking Water System is drawn from Lake Ontario and distributed to residents in the Town of Bowmanville and Municipality of Clarington. There are currently no existing watermains within or adjacent to the Secondary Plan Area. The closest is a 300mm watermain along Haines Road to the south-west and a 600mm watermain on Highway 2, west of Haines Road. The Region of Durham established several future development-related capital projects in 2023, one of which was a 900mm watermain along the west limit of the Secondary Plan Area along Lambs Road going north from the existing watermain in the south-west. The project began in 2023 and will bring water to the Soper Hills Secondary Plan Area.

There are no existing sanitary sewers within or adjacent to the secondary plan area and the nearest one is a 200mm sewer on King Street East/Highway 2, west of Haines Road. A future trunk sanitary sewer is proposed on Lambs Road to convey sewage southward to Baseline Road via Lambs Road. Future alignment of the sewer will have to be discussed with Regional Staff. The nearby Timber Trails Community subdivision accounts for sanitary sewer and servicing of the Soper Hills Secondary Plan area but Regional Staff have expressed intentions to direct a significant portion of the Soper Hills wastewater flows southwards to Baseline Road. The secondary plan area will be serviced with gravity sewers throughout and the internal wastewater servicing will consist of local sanitary sewers ranging from 200mm to 450mm in diameter generally following the proposed road alignments.

Site grading shall adhere to the criteria outlined in the Municipality of Clarington Design Guidelines and Standard Drawings document, updated 2010 including maximum road grades for all roads be 0.5%, maximum road grades for local roads be 4.0%, maximum road grades for collector roads be 5.0% and vertical road grade change in excess of 1.5% shall be designed using vertical curves. Lands within the secondary plan area will be graded towards the proposed stormwater management ponds.

Two new crossing of the Soper Creek tributary will be required due to the proposed north-south collector road and the extension of Providence Road north to Concession Street.

Discussions with the Region confirm that the secondary plan area can be serviced from the 900mm watermain along Lambs Road and the 600mm watermain along Highway 2. Both will be more than adequate to service the new community.

In terms of stormwater management, a combination of dry stormwater facilities and low impact development (LID) measures will be used to achieve the flood control, water quality, erosion control, water balance and thermal mitigation criteria. Four stormwater management facilities on the south half of the secondary plan area are proposed. Stormwater management facilities will be designed in accordance with the Municipality of Clarington Design Guidelines, Technical Guidelines developed by CLOCA (2020), and the MECP Stormwater Management Planning and Design Manual (SWMPDM).

6 Conclusion



The preparation of the draft Secondary Plan and Preferred Land Use Plan Paper represents the completion of Phase 3 for the Soper Hills Secondary Plan Study.

Soper Hills has been designed as a complete, compact, connected and walkable community while integrating the elements of conservation, parks and open space and cultural heritage. The proposed Secondary Plan introduces a range and mix of housing types and land uses including retail, service commercial, parks and open space, recreation and institutional uses and is anticipated to generate approximately 9,500 new residents, 4,600 new residential units and create 180 new jobs.

The highest densities and tallest buildings are concentrated along the Highway 2 Regional Corridor to foster a compact, complete and accessible community with good access to transit and amenities. Medium density built forms are located along the Local Corridors and provide an appropriate transition towards the low density residential neighbourhoods. The proposed land use designations of the Secondary Plan Area provide a diverse mix of residential built forms and densities ranging from low density ground related dwellings to high rise mixed use dwellings as well as non-residential uses which achieves the minimum provincial density target of 50 people and jobs per gross hectare and the needs of future residents of the Secondary Plan Area.

The Secondary Plan Area has also been designed based on a modified grid pattern of streets and multi-use paths to foster connectivity and encourage active transit to local retail services, recreation, parks and open space and other community uses. The Secondary Plan concept also preserves, protects and enhances the natural heritage system by providing connections and linkages to the overall natural heritage system through the provision of parks and trails. One Community Park, three Neighbourhood Parks co-located with three elementary schools and two Parkettes are located to maximize accesibility within the Secondary Plan area.

Through a detailed examination of Provincial, Regional and Local policies, the proposed Soper Hills Secondary Plan is consistent with and conforms to the applicable policies with regards to creating a complete, compact, sustainable, pedestrian oriented and transit supportive community for residents and visitors of all ages.