Secondary Plans

Soper Hills Secondary Plan

Municipality of Clarington Official Plan
May 2026

Table of Contents

1 Introduction 1

2 Vision and Principles 2

2.1 Vision 2

2.2 Principles for the Soper Hills Secondary Plan 2

3 Community Structure 3

3.1 Regional Corridor 3

3.2 Local Corridor 4

3.3 Prominent Intersections 4

3.4 Urban Residential 4

3.5 Parks and Open Space System 5

4 Land Use 7

4.1 Objectives 7

4.2 General Policies 7

4.3 High Density / Mixed Use Regional Corridor 8

4.4 Medium Density Residential 9

4.5 Neighbourhood Centre 10

4.6 Low Density Residential 11

5 Urban Design 13

5.1 General Policies 13

5.2 Placemaking 13

5.3 Prominent Intersections 14

5.4 Building Siting and Design 14

5.5 Mixed Use Buildings 15

5.6 Parking, Servicing and Loading 15

6 Natural Heritage 17

6.1 Objectives 17

6.2 General Policies 17

6.3 Environmental Protection Area 18

6.4 Environmental Constraint Overlays 19

7 Parks and Community Facilities 21

7.1 Objectives 21

7.2 Parks 21

7.3 Elementary Schools 22

8 Community Culture and Heritage 23

9 Transportation 24

9.1 Objectives 24

9.2 Transportation Network 24

9.3 Road Network 25

9.4 Public Transit 26

9.5 Active Transportation 27

10 Housing 28

10.1 Objectives 28

10.2 General Policies 28

11 Infrastructure, Stormwater Management and Sustainability 30

11.1 Objectives 30

11.2 Infrastructure and Utilities 30

11.3 Stormwater Management and Low Impact Development 30

11.4 Urban Forest and Native Plantings 32

11.5 Sustainability 32

12 Implementation and Interpretation 34

12.1 Implementation 34

12.2 Interpretation 36

SCHEDULES AND APPENDICES

Schedule A – Land Use
Schedule B – Environmental Constraint and Transportation

Appendix A – Urban Design and Sustainability Guidelines

1 Introduction

The Soper Hills Secondary Plan Area (the “Secondary Plan Area”) is approximately 193 hectares in size and is located on the east side of Bowmanville. The Secondary Plan Area is generally bound by Regional 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.

Prominent features within and around the Secondary Plan Area include Soper Creek and the Bowmanville community to the west, Highway 401 to the south, and agricultural fields and natural areas to the north and east.

The area’s topography is relatively flat; however, three knolls and a tributary of Soper Creek are located within the Secondary Plan Area. One knoll is located on the west side of the Secondary Plan Area, just south of Concession Street East, the second knoll is at the southeast corner of the Secondary Plan Area, and the third knoll is at the northeast corner. The Soper Creek tributary runs through the southern portion of the Secondary Plan Area, creating a gentle valley feature.

The Secondary Plan Area is anticipated to undergo significant growth and *development* with an estimated population of 13,000 residents and 5,900 *dwelling units*. The purpose of the Soper Hills Secondary Plan (the “Secondary Plan” is to establish objectives and policies to guide *development* within the Secondary Plan Area, as it is implemented through subdivision, zoning and *site* plan control.

2 Vision and Principles

2.1 Vision

The Soper Hills Secondary Plan will reflect and enrich the history and character of both the Municipality of Clarington and the Secondary Plan Area creating a sense of place for residents and visitors and leading to a *sustainable* built form that protects the natural *environment*, promotes alternative modes of transportation, and supports a healthy lifestyle for current and future generations.

2.2 Principles for the Soper Hills Secondary Plan

The following principles have been developed to achieve the vision of the Secondary Plan:

2.2.1 Provide for the efficient use of land with the creation of a compact, complete, connected, age-friendly and walkable community.

2.2.2 Reduce dependence on personal vehicles and prioritize *active transportation* modes of travel by creating an *active transportation* network that encourages walking and cycling and improve overall health for the residents and community.

2.2.3 Protect and, where possible, enhance *significant* natural features within Environmental Protection Areas (EPA) based on recommendations from the Soper Creek *Subwatershed* Study.

2.2.4 Design *parks* and open spaces that are highly visible, accessible and usable.

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

3 Community Structure

The Community Structure for the Soper Hills Secondary Plan establishes a distribution of uses and intensities of *development* to achieve the principles identified in Section 2 of this Secondary Plan. The components of the Soper Hills Secondary Plan that define its Community Structure are identified below.

3.1 Regional Corridor

3.1.1 Lands along Regional Highway 2 are identified as Regional *Corridors* on Map B of the Clarington Official Plan (the "Official Plan"). Regional *Corridors* are Priority Intensification Areas and the intended routes for future transit service and shall be subject to Section 10.6 of the Official Plan except where greater detail is provided in this Secondary Plan.

3.1.2 Regional *Corridors* align with the High Density/Mixed Use Regional Corridor designation shown on Schedule A.

3.1.3 Regional *Corridors* shall be the location of the highest densities, tallest buildings and greatest mixing of uses in the Secondary Plan, in order to concentrate population in areas with good access to transit and amenities.

3.1.4 Regional *Corridors* shall be the location of commercial, *retail uses* and *service uses* to serve the community. Commercial, *retail uses* and *service uses* shall be concentrated to reinforce community focal points, while ensuring a good level of amenity within walking distance of all residential areas.

3.1.5 The Highway 2 Regional *Corridor* is the principal transportation route in Secondary Plan Area. It will feature the highest frequency and most direct transit connecting the area to the rest of Clarington and Durham Region.

3.1.6 Consolidation of small parcels is encouraged as well as shared access from side streets where available and feasible. As *development* occurs, access management shall prioritize shared access and cross-access easements.

3.1.7 Due to the close location of the Soper Creek tributary, continued individual access from Regional Highway 2 may be required.

3.1.8 Given volumes of vehicular traffic, particular care shall be given to creating an *environment* that is safe, comfortable, attractive and efficient for users of *active transportation*.

3.1.9 Within Regional *Corridors*, the public right-of-way and private built form shall be designed to create important and inviting public spaces which contribute significantly to the identity of the area and serve as community focal points as described in the Soper Hills Urban Design and Sustainability Guidelines ("UDSG").

3.2 Local Corridor

3.2.1 Lands along Lambs Road, Concession Street East and Providence Road are shown as Local *Corridors* on Map B of the Official Plan. Local *Corridors* provide for *intensification*, *mixed use development* and pedestrian and *transit-supportive development* as set out in Section 10.6 of the Official Plan except where greater detail is provided in this Secondary Plan.

3.2.2 Local *Corridors* are generally designated Medium Density Residential as shown on Schedule A.

3.3 Prominent Intersections

3.3.1 Prominent Intersections are located at:

- Lambs Road and Concession Street East;
- Concession Street East and the new north-south collector road;
- Providence Road and Concession Street East;
- Lambs Road and Regional Highway 2; and
- Providence Road and Regional Highway 2.

3.3.2 Prominent Intersections serve as community focal points, both visually in terms of building height, *massing* and orientation; architectural treatment and materials; and landscaping, and functionally in terms of destination uses and public spaces and amenities. These amenities can include street furniture, public art, or similar features in accordance with the Official Plan.

3.3.3 *Mixed use developments* at the intersection of Concession Street East and the new north-south Collector Road, if provided, shall also contribute to the Prominent Intersection.

3.4 Urban Residential

3.4.1 Urban Residential areas are the residential areas outside of the Regional and Local *Corridors*, which will feature a built form of lower density and height in ground-related units. Urban Residential areas correspond with the Low Density Residential and Medium Density Residential designation shown on Schedule A.

3.4.2 A Neighbourhood Centre is located central to the Secondary Plan Area on Concession Street East providing neighbourhood *retail* commercial uses in stand-alone or a *mixed use format*.

3.4.3 Urban Residential areas shall combine with other elements of the Community Structure to create neighbourhoods at a walkable scale which contain a mix of land uses and housing types, provide access to local *retail* uses and *service uses*, and are within a 5 minute walking distance to a Neighbourhood *Park* and/or a Parkette.

3.5 Parks and Open Space System

3.5.1 The *parks* and open space system is comprised of Environmental Protection Areas, *parks*, and *stormwater management ponds.* Together, they provide spaces that support the ecological and *hydrological functions* of the area, serve as venues for outdoor community and recreational life, and through trails, contribute to pedestrian and cycling networks.

Environmental Protection Areas and Associated Areas

3.5.2 Environmental Protection Areas are the primary component of the *parks* and open space system. The conservation and enhancement of Environmental Protection Areas will bring the imprint of the area's natural features and original geography into the *development* of the Soper Hills Secondary Plan Area in a way that defines Community Structure and identity.

3.5.3 The features of the Soper Creek systems contribute strongly to Community Structure and connect to a broader *natural heritage system* beyond the Secondary Plan Area boundaries.

3.5.4 Access to Environmental Protection Areas through the *development* of public trails will be undertaken in a manner which conserves their *ecological integrity.*

Parks

3.5.5 *Parks* are vital public spaces connecting to a broader public realm network. A quantity and quality of *park* space shall be provided that meets the needs of residents and enables a variety of opportunities for passive and active *recreation* to the satisfaction of the Municipality.

3.5.6 *Parks* shall be located to achieve a number of objectives:

a) create larger open spaces and realize co-benefits in terms of amenities by locating adjacent to other outdoor civic uses like school sites and *stormwater management ponds* provided they are central to the neighbourhoods being served by the *park*;
b) ensure that the entire community has good access to *parks* within a 5 minute walking distance of their homes; and
c) ensure good visibility from public streets.

Stormwater Management Ponds

3.5.7 Where appropriate, *stormwater management ponds* will be treated as public assets and part of the *parks* and open space system. Their amenity and *ecological value* will be realized as:

a) areas of passive *recreation* through the inclusion of trails where appropriate;

b) areas of *ecological value* as enhanced *wildlife habitat* through appropriate planting; and
c) visual extensions of other components of the *parks* and open space system.

4 Land Use

4.1 Objectives

4.1.1 Realize efficient and *transit-supportive* urban densities by achieving a minimum density target of 60 people and jobs per gross hectare.

4.1.2 Feature a mix and range of uses and a variety of locations that enable residents to access services and needs within walking distance.

4.1.3 Locate the highest intensity of *development* and greatest mix of uses along the Highway 2 Regional *Corridor* to foster access to transit.

4.1.4 To create a central Neighbourhood Centre providing a range of commercial uses to support the residents of the Secondary Plan Area.

4.2 General Policies

4.2.1 The following land use designations apply within the Secondary Plan Area as shown on Schedule A:

a) High Density/Mixed Use Regional Corridor;
b) Medium Density Residential;
c) Neighbourhood Centre;
d) Low Density Residential;
e) Parks (See Section 7); and
f) Environmental Protection Areas (See Section 6).

4.2.2 Schedule B identifies three overlays that establish areas where further study is required before *development,* as per the underlying designation, may be permitted:

a) Environmental Constraint: Low Constraint Area Overlay;
b) Environmental Constraint: *Vegetation Protection Zone* Overlay; and
c) Environmental Constraint: Additional Area of Further Study Overlay.

4.2.3 New *development* shall provide a range of residential unit sizes, in terms of number of bedrooms, within multiple-unit buildings.

4.2.4 Drive-through facilities are not a permitted use in any land use designation.

4.2.5 Service stations are not a permitted use in any land use designation.

4.3 High Density / Mixed Use Regional Corridor

4.3.1 Lands designated as High Density/Mixed Use Regional Corridor are located within the Regional *Corridor*.

4.3.2 The High Density/Mixed Use Regional Corridor designation allows for the greatest concentration of density and mix of uses in the Secondary Plan Area along the Highway 2 Regional *Corridor*.

Permitted Uses

4.3.3 The predominant use of lands within the High Density/Mixed Use Regional Corridor designation is residential combined with concentrations of *retail uses*, *service uses* and office uses.

4.3.4 Permitted built form shall include:

a) Apartment buildings;
b) *Dwelling units* within a *mixed use building*; and
c) Townhouses and stacked townhouses and other ground-related multiple unit buildings in association with non-ground related apartment buildings and *mixed use buildings* on the same *site* provided:
   i) a minimum of 75% of the *dwelling units* are located in non-ground-related buildings; and
   ii) the non-ground-related buildings are built prior to or at the same time as the ground related multiple unit buildings;
   iii) the non-ground-related buildings front onto Regional Highway 2 with the ground-related, multiple-unit buildings constructed to the rear; and
   iv) ground-related buildings are defined as buildings up to 3 *storeys* in height

4.3.5 The High Density/Mixed Use Regional Corridor designation supports *mixed use buildings* with commercial uses located within a building podium base and/or at-grade.

4.3.6 No restrictions on the amount of non-residential floor space shall apply in a *mixed use building.*

4.3.7 Stand-alone *retail uses*, *service uses* or office uses are not permitted within this designation.

4.3.8 All buildings located adjacent to the intersection of two arterial roads, or the intersection of a collector and arterial road shall provide for ground floor commercial uses.

4.3.9 A compatibility study may be required for any residential *development* within this designation to address potential noise and air quality nuisances from the employment area to the south of Regional Highway 2 and recommend

mitigation measures to be incorporated in the design of the residential *development* to ensure compatibility with the employment area and any established individual industries.

Height and Density

4.3.10 Building heights shall be a minimum of 7 *storeys* and a maximum of 12 *storeys*, except that townhouses or stacked townhouses secondary to a non-ground-related building on the same *lot* shall be a minimum height of 3 *storeys*.

4.3.11 *Development* on lands designated High Density/Mixed Use Regional Corridor shall have a minimum *site* density of 150 units per net hectare.

4.3.12 Notwithstanding Policy 4.3.10, an additional two *storeys* are permitted if *affordable* housing units are provided.

4.3.13 The highest and most dense forms of *development* shall be located fronting the Regional *Corridor*. *Development* shall provide a transition, locating less dense and lower-scale buildings in locations adjacent to lower density designations.

4.4 Medium Density Residential

4.4.1 Lands designated as Medium Density Residential are generally located along the Local *Corridors* as well as adjacent to the railway and adjacent to High Density/ Mixed Use Regional Corridor.

Permitted Uses

4.4.2 The predominant use of lands within the Medium Density Residential designation is residential in a mix of housing types and tenures.

4.4.3 *Retail uses, service uses* and office uses shall be permitted at the intersections of collector and arterial roads to provide access to local amenities within walking distance for residents of the surrounding areas.

4.4.4 Permitted built forms shall include:

a) Apartment buildings;
b) All forms of townhouses;
c) Mixed use building; and
d) Other built forms that provide housing at the same or higher densities as those above.

4.4.5 Within *mixed use buildings*, only *retail uses*, *service uses* and office uses, as well as residential lobbies and building services shall be permitted on the ground floor of a *mixed use building* with an entrance and frontage onto an arterial road.

4.4.6 The implementing Zoning By-law shall identify sites adjacent to the intersections of collector and arterial roads where *mixed use buildings* are permitted.

Height and Density

4.4.7 Building heights shall be a minimum of 3 *storeys* and a maximum of 6 *storeys*. However, street townhouses and buildings adjacent to Low Density Residential designations shall be a minimum of 2 *storeys*.

4.4.8 Notwithstanding Policy 4.4.7, the highest and densest forms are encouraged to be located at collector and arterial road intersections along the Local *Corridors* to provide built form and housing type variety along the Local *Corridors*. As such, a minimum of 4 *storeys* shall be required adjacent to the intersection of two arterial roads and the intersection of collector and arterial roads subject to a compatible transition to *adjacent cultural heritage resources* and Low Density Residential designations.

4.4.9 *Development* within the Medium Density Residential designation shall have a minimum *site* density of 60 units per net hectare.

4.4.10 Notwithstanding Policy 4.4.9, a minimum of *site* density of 100 units per net hectare shall be required adjacent to the intersection of two arterial roads and adjacent to the intersection of collector and arterial roads.

4.4.11 The highest and most dense forms of *development* shall be located fronting the Local *Corridor*. *Development* shall provide a transition, locating less dense and lower-scale buildings in locations adjacent to the Low Density Residential designation within the Urban Residential area.

4.5 Neighbourhood Centre

4.5.1 Lands designated as Neighbourhood Centre are located on Concession Street East at the intersection with the north-south collector road.

4.5.2 The Neighbourhood Centre shall be developed in accordance with the policies of Section 10.5 of the Official Plan and the additional policies of this Secondary Plan.

4.5.3 The Neighbourhood Centre will be the focal point of the neighbourhood, a hub of activity with a concentration of and mix of *retail uses, service uses,* office uses and residential uses in a pedestrian-oriented main street format along the north-south collector road, complemented by adjacent Medium Density Residential uses.

4.5.4 On street parking adjacent to the Neighbourhood Centre is encouraged.

Permitted Uses

4.5.5 The predominant use of lands within the Neighbourhood Centre designation is a mix of *retail uses*, *service uses*, residential and office uses serving the day-to-day needs of residents in the Secondary Plan Area as set out in Section 10.5 of the Official Plan.

4.5.6 The permitted *retail uses*, *service uses* and office uses may be developed as a stand-alone commercial *development* or in a *mixed use* format with residential uses above the commercial uses or in live-work units.

4.5.7 Residential uses shall be permitted in *mixed use buildings* in conjunction with permitted non-residential uses.

4.5.8 Stand-alone residential buildings containing the dwelling types set out in Policy 4.4.4 may be permitted within the Neighbourhood Centre, provided that, at the time of development application submission, it is demonstrated, to the satisfaction of the Municipality, that a range of *retail uses*, *service uses* and / or office uses intended to meet day to day needs are planned to be, or have been, achieved within the Neighbourhood Centre. Such demonstration may be provided:

a) on the same site as the stand-alone residential development; or

b) through a coordinated development application submission with other lands within the Neighbourhood Centre.

4.5.9 Notwithstanding Section 10.5 of the Official Plan, no individual store maximum area shall apply.

4.5.10 Buildings will generally be located close to the *lot* line to frame the street. *Retail uses*, *service uses* and office uses will have active frontages along Concession Street East and the north-south collector road.

Height and Density

4.5.11 Residential and *mixed use building* heights shall be a minimum of 3 *storeys* and a maximum of 6 *storeys*.

4.5.12 Residential *development* within the Neighbourhood Centre designation shall have a minimum *site* density of 100 units per net hectare, except on sites that include permitted non-residential uses, which shall have a minimum density of 60 units per net hectare.

4.5.13 Taller buildings up to the maximum permitted in Policy 4.5.11 are encouraged to frame the intersections as part of the Prominent Intersection.

4.6 Low Density Residential

Permitted Uses

4.6.1 The predominant use of lands within the Low Density Residential designation is residential with a mix of housing types and tenures in low-rise building forms.

4.6.2 The following residential built form are permitted:

a) Detached dwellings;
b) Semi-detached dwellings;
c) All forms of townhouses; and
d) Low-rise apartments;

4.6.3 Detached and semi-detached *dwelling units* shall account for a minimum of 80 percent of the total number of units in the Low Density Residential designation, with various forms of townhouses and apartments accounting for the remainder.

4.6.4 Permitted townhouses and low-rise apartments shall generally be located adjacent to collector roads, with higher-density townhouse forms and apartments clustered near intersections of collector roads, adjacent to Neighbourhood *Parks*, and adjacent to the Medium Density Residential designation.

4.6.5 Other uses, including small-scale *service uses*, neighbourhood *retail uses*, and community amenities, which are supportive of and compatible with residential uses, are also permitted in accordance with Section 9 and 18 of the Official Plan.

Height and Density

4.6.6 Buildings within the Low Density Residential designation shall not exceed 3 *storeys* in height.

4.6.7 *Development* on lands designated Low Density Residential shall have a minimum density of 20 units per net hectare.

5 Urban Design

5.1 General Policies

5.1.1 The Soper Hills community shall be developed in accordance with the urban design policies of Section 5 of the Official Plan, additional policies of this section and the Soper Hills UDSG. The Soper Hills UDSG provide guidance on the implementation of the Secondary Plan but should not be construed as policies.

5.1.2 The Secondary Plan Area shall be developed based on a modified grid pattern of streets and complemented by multi-use paths and trails. This is to establish a well-connected pedestrian network throughout all parts of the Secondary Plan Area and, where appropriate, to surrounding areas.

5.1.3 The network of streets may be supplemented by mid-block pedestrian connections to break up long blocks (generally blocks longer than 250 metres) and to further enhance the pedestrian permeability of the area and access to transit.

5.1.4 Views to key landmarks such as *parks*, schools, Prominent Intersections, and *natural heritage features* shall be maintained through the location of open space and the layout of the street network wherever feasible.

5.1.5 *Development* shall have appropriate regard for the Municipality's General Architectural Design Guidelines, where applicable.

5.1.6 The Soper Hills UDSG, appended to this Secondary Plan as Appendix A, provide specific guidelines for the public and private realms. These Guidelines clarify the Municipality's expectations with respect to the form, character and qualities of *development* in the Secondary Plan Area. If there is conflict between a Secondary Plan policy and the UDSG, the Secondary Plan policy prevails.

5.1.7 The Soper Hills UDSG contains a Demonstration Plan which illustrates the planning principles that are inherent to the Secondary Plan. This Demonstration Plan is one example of how the Secondary Plan might be implemented within the Secondary Plan Area.

5.1.8 Development may be required to undertake technical studies including a wind study and/or sun/shadow study which demonstrate mitigation of potential shadow or wind impacts on existing or proposed pedestrian routes, public spaces and adjacent development to the satisfaction of the Municipality.

5.2 Placemaking

5.2.1 Public art should be incorporated into the public realm, especially at Prominent Intersections, to contribute to the neighbourhood's sense of identity.

5.2.2 Tree canopy coverage in the road allowance should be extensive enough to create a comfortable walking *environment* for pedestrians and to enhance the pedestrian experience of the community.

5.2.3 Streets and the adjacent built form should be designed to animate the street through *retail use* being located close to the front lot line and with transparent ground floor glazing, where retail uses are proposed, and through outdoor amenity areas and street furniture within the public right of way.

5.2.4 Buildings should animate the frontage and flankage of streets through the location of building entrances, outdoor *amenity areas* and street facing windows.

5.2.5 In order to maximize the amount of tree planting and to minimize the removal of in-situ trees, the co-location of *utilities* is encouraged.

5.3 Prominent Intersections

5.3.1 For Prominent Intersections, buildings should respond to their prominent location, framing and orienting views towards adjacent streets to signify points of entry and exit. *Streetscape* design elements within the public right-of-way should be coordinated with and enhance private *development sites* adjacent to the gateway location, to create a distinctive identity.

5.3.2 Built form policies in Section 5.4 of the Official Plan transparent glass and location of public entrances shall only apply where commercial or *mixed use buildings* are proposed adjacent to the Prominent Intersection.

5.3.3 Privately owned, publicly accessible open spaces shall be located at Prominent Intersections to contribute to their visual prominence, reinforce their role as community focal points, improve the relationship of built form to the public right-of-way, and contribute to the area's identity. Alternative locations that provide a similar level of amenity may be considered to satisfy this requirement.

5.3.4 Land conveyances will not be required to achieve the Prominent Intersection policies although urban squares or privately owned publicly accessible open spaces are encouraged at Prominent Intersections.

5.4 Building Siting and Design

5.4.1 Built form shall be massed and sited to frame streets and public spaces in a consistent manner.

5.4.2 High-rise buildings should have a clear base, middle and top to provide articulation and high quality design.

5.4.3 The Soper Hills UDSG and the implementing zoning by-law shall provide direction on building stepbacks for mid-rise and high-rise buildings.

5.4.4 *Development* shall provide a transition between areas of different heights and density within the Secondary Plan Area through separation, step-backs and intervening land uses, intervening local roads or other similar means.

5.4.5 Site buildings to avoid front-to-back and/or overlook conditions. Where this cannot be achieved, impacts should be minimized with appropriate screening through architectural or landscape treatment.

5.4.6 Reverse frontage *development* generally shall not be permitted within the Secondary Plan Area.

5.4.7 Street townhouses shall generally not comprise more than 6 attached units.

5.4.8 Corner *lots* should have a high level of design with equal and prominent design for both building elevations which face the street.

5.4.9 Porches are encouraged for all ground-oriented dwellings.

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

5.4.11 Rooftop mechanical structures and fixtures shall be screened including, without limitation satellite dishes and communications antenna, and where feasible integrate within the design of the building. Parapets may be utilized to accommodate such screening.

5.5 Mixed Use Buildings

5.5.1 *Development* will have a consistent street wall and active street frontages.

5.5.2 The public realm adjacent to *mixed use buildings* will support a high level of pedestrian activity and may include wider sidewalks and street furniture.

5.5.3 The Soper Hills UDSG and the implementing zoning by-law shall provide direction on minimum ground floor height for non-residential uses in support of larger display windows and signage area as well as direction on awnings, lighting, and other facade enhancements.

5.5.4 Direct access from at-grade *retail uses* and *service uses* to the street shall be provided.

5.6 Parking, Servicing and Loading

5.6.1 Outdoor parking and loading facilities should be located at the side or rear of commercial, *mixed use* and apartment buildings to promote an attractive public realm and encourage pedestrian activity.

5.6.2 On-street parking should be provided along collector roads.

5.6.3 The visual impact of garages in Low Density Residential areas should be reduced by:

a) Encouraging parking via laneways;
b) Recessing garages located at the front of the building facing a street;
c) Limiting driveways widths so that they do not exceed the width of the garage;
d) Minimizing the garages' appearance and area on a building façade so that windows, doors, and active elements of a residential building's façade take visual primacy; and
e) Other similar means to reduce the visual impact of garages to the satisfaction of the municipality.

5.6.4 The visual impact of off-street parking areas should be reduced by:

a) Screening parking *lots* from view of the public realm where possible;
b) Encouraging joint access to parking *lots* on adjoining properties; and
c) Using hard and soft landscaping within the parking area; and
d) Where appropriate, providing a visual *buffer* between parking areas and adjacent residential properties.

5.6.5 Loading, servicing and other functional elements are encouraged to be integrated within the building envelope. Where this is not possible, these elements shall not be located adjacent to public spaces and shall be screened from view to avoid visual impact to the public realm or surrounding residential areas.

5.6.6 Garbage and recycling facilities shall be integrated within the building envelope where possible.

5.6.7 The visual impact of garage doors that lead to below-grade structured parking should be minimized by such design actions as locating them discreetly away from main pedestrian entrances and primary frontages, where feasible, accessed from a lane, and / or screening from view.

5.6.8 Above-grade structured parking adjacent to a public street(s) should be lined with residential and/ or non-residential uses.

5.6.9 The Municipality may consider in the Zoning By-law reduced parking standards where the land use density and built form supports *active transportation* and public transit.

6 Natural Heritage

6.1 Objectives

6.1.1 Protect, maintain and enhance the *natural heritage system*, including its *ecological integrity* and function.

6.1.2 Protect *natural heritage features* and functions from incompatible *development*.

6.1.3 Incorporate the *natural heritage system* into the *parks* and open space system.

6.1.4 Use the landscape to contribute to a sense of place and integrate the *natural heritage system* in a manner which defines community identity.

6.1.5 Where appropriate, provide access to the *natural heritage system* through low-intensity *recreation* and pedestrian permeability through trails and *linkages*.

6.1.6 Maintain *ecological functions* while integrating the *natural heritage system* with the stormwater management system.

6.1.7 Protect public health and safety and property from natural hazards.

6.2 General Policies

6.2.1 All *development* within and *adjacent* to the Environmental Protection Area designation shall adhere to the policies of the Clarington Official Plan, as it pertains to the policy areas of the Natural Heritage System in Section 3.4, the Watershed and Subwatershed Plans policies in Section 3.5, the Hazards policies in Section 3.7 and the Environmental Protection Areas policies in Section 14.4 and the policies of this Section and shall have appropriate regard for the recommendations of the Soper Creek *Subwatershed* Study. A more detailed study shall prevail over the Soper Creek *Subwatershed* Study provided the more detailed study is to the satisfaction of the Municipality.

6.2.2 In addition to these policies, the Soper Creek *Subwatershed* Study shall form the basis for any study undertaken regarding the *natural heritage system* and natural hazards. *Site*-specific studies may refine and/or confirm *development* limits as well as the presence of features on a *site* by *site* basis based on the recommendations from the Soper Creek *Subwatershed* Study. These site specific studies must adhere to the recommendations outline in the Soper Creek *Subwatershed* Study and address all issues identified within.

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

6.2.4 Revegetation of *riparian corridors* that are less than 30 metres wide is encouraged using native plantings.

6.3 Environmental Protection Area

6.3.1 Lands designated Environmental Protection Area are shown on Schedule A.

6.3.2 Environmental Protection Areas include *natural heritage features*, *hydrologically sensitive features*, lands within the *regulatory flood plain* of a watercourse, headwater drainage features with a “Protection” classification and hazard lands associated with valley systems, including slope and erosion hazards. Areas associated with Environmental Protection Areas support their *ecological integrity* and include *Vegetation Protection Zones* and other natural heritage areas.

6.3.3 The *Vegetation Protection Zone* is currently not designated as part of the Environmental Protection Area on Schedule A. However, once the *Vegetation Protection Zone* is determined through *site* specific study, it will be considered part of the Environmental Protection Area and zoned accordingly.

6.3.4 *Stormwater management ponds* except for the outfall, shall not be permitted to be developed in lands designated Environmental Protection Area or within the *Vegetation Protection Zones* to an Environmental Protection Area.

6.3.5 Low Impact *Development* features may be permitted in the outer 5 metres of the *Vegetation Protection Zone* provided:

a) the *Vegetation Protection Zone* has not been reduced below that required in Table 3-1 of the Official Plan;

b) filling and/or grading to facilitate construction of the Low Impact Development feature does not extend more than 5 metres into the *Vegetation Protection Zone*; and

c) it is supported by the findings of the appropriate studies including the Soper Creek *Subwatershed* Study.

6.3.6 The boundary of lands designated as Environmental Protection Area on Schedule A is approximate and shall be detailed through site-specific studies prepared as part of the review of *development* applications in accordance with the policies of this Secondary Plan and the Clarington Official Plan.

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

6.3.8 Access to Environmental Protection Areas through the *development* of public trails will be undertaken in a manner which conserves their *ecological integrity* as determined through an Environmental Impact Study.

6.3.9 The Soper Creek *Subwatershed* Study identified and assessed a number of Headwater Drainage Features. Those identified in the *Subwatershed* Study as "protection" are included in the Environmental Protection Area designation and are to be protected in situ unless demonstrated otherwise by further ***site***-specific environmental studies.

6.3.10 For those Headwater Drainage Features identified in the *Subwatershed* Study as "conservation" and located outside of an Environmental Protection Area designation, applications for *development* shall:

a) Maintain and enhance or relocate and enhance drainage features and its *riparian corridor*;

b) If catchment drainage has been previously removed or will be removed due to diversion of stormwater flows, restore lost functions through enhanced *lot* level controls (i.e., restore original catchment using clean roof drainage), as feasible;

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

d) Maintain or replace external flows;

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

f) Ensure that the drainage feature is connected to downstream; and

g) Apply an appropriate *Vegetation Protection Zone* to either side of the drainage feature.

6.3.11 Headwater Drainage Features that have been relocated and the associated *riparian corridors* established by permissions in Policy 6.3.9 shall be designated Environmental Protection Area and shall be zoned appropriately to prohibit *development*.

6.4 Environmental Constraint Overlays

6.4.1 Environmental Constraints shown as an overlay on Schedule B Environmental Constraint Overlays are not land use designations, they identify lands identified in the Soper Creek *Subwatershed* Study as requiring additional levels of study prior to *development*.

6.4.2 The three types of *Environment* Constraint Overlays shown on Schedule B include *Vegetation Protection Zone*, Additional Area of Further Study, and Low Constraint Area.

6.4.3 Environmental Constraint: *Vegetation Protection Zone* Overlay represents the lands identified as a *Vegetation Protection Zone* based on the findings of the Soper Creek *Subwatershed* Study. An Environmental Impact Study prepared in support of *development* applications shall confirm the extent of the *Vegetation Protection Zone* based on the sensitivity of the adjacent feature and in accordance with minimum *Vegetation Protection Zone* requirements of the Official Plan. Refinements to the Environmental Constraint: *Vegetation Protection Zone* will not require an amendment to this Plan.

6.4.4 Environmental Constraint: Additional Area of Further Study Overlay represents areas providing candidate and / or unconfirmed *significant wildlife habitat* or potential wildlife *linkages* identified in the Soper Creek *Subwatershed* Study. An Environmental Impact Study prepared in support of *development* applications shall confirm the presence or absence of the *habitat* and /or *linkage* and the extent of sensitivity of the *habitat*, in accordance with the policies of the Official Plan to the satisfaction of the municipality.

6.4.5 Environmental Constraint: Low Constraint Area Overlay identified in the Soper Creek *Subwatershed* Study comprise features in which removal or *development* intrusion is not restricted by existing policies and regulations. It is encouraged that these features be incorporated into *site* level plans where possible to avoid net loss of natural cover. Should net loss of natural cover not be avoidable, in certain circumstances, appropriate compensation opportunities within other areas of the Secondary Plan Area may be considered where appropriate.

6.4.6 Until the Environmental impact studies required in this Section 6.4 have been completed, land uses within the Environmental Constraint Overlays shall be limited to existing lawfully permitted uses.

6.4.7 Following the completion of the required studies to the satisfaction of the Municipality, *development* may be permitted in the Environmental Constraint Overlays as deemed appropriate by the study, without amendment to this Plan, and the underlying land use designation in Schedule A will apply. Where *development* in an Environmental Constraint Overlay is determined not to be appropriate, or the limits of the *Vegetation Protection Zone* is confirmed, the Environmental Constraint Overlay will be deemed to part of the Environmental Protection Area designation.

6.4.8 The Zoning By-law shall be amended as appropriate following the completion of the required studies to implement new land use permissions for the environmental constraint overlay area.

7 Parks and Community Facilities

7.1 Objectives

7.1.1 Provide a quantity and quality of *park* space that meets the needs of residents and enables a variety of opportunities for passive and active *recreation*.

7.1.2 Use the design of *parks* and open spaces to create unique places that contribute to the area's sense of identity.

7.1.3 Integrate *parks* into a broader open space and public realm networks.

7.1.4 Provide appropriate levels of service in terms of schools and community facilities.

7.1.5 Locate schools, *parks* and other community amenities to promote safe and convenient access by walking and cycling.

7.2 Parks

7.2.1 *Parks* are symbolically illustrated in Schedule A. The final location and size of *parks* shall be determined at the draft plan of subdivision stage.

7.2.2 *Parks* within the Soper Hills Secondary Plan shall provide a variety of opportunities for passive and active *recreation* and be comprised of well-designed spaces that contribute to the area's sense of identity.

7.2.3 The following types of *parks* are included in the Parks designation:

a) Neighbourhood *Park*; and
b) Parkettes.

7.2.4 The functions and sizes for the *parks* listed in Policy 7.2.3 are set out in Section 18.3 of the Official Plan except that the Neighbourhood Park south of Concession Street East shall be larger than 3 hectares.

7.2.5 The locations of the Neighbourhood *Parks* and Parkettes are shown on Schedule A. The precise size and location of Neighbourhood *Parks* and Parkettes shall be determined at the time of *development* review and approval, based on the parkland dedication requirements of the Planning Act. In the event that a *park* is determined not to be required, the land use surrounding the symbol will be the applicable land use designation.

7.2.6 *Parks* shall be designed to be accessible and shall have street frontage on not less than 30% of the *park* perimeter. Backing of residential and commercial uses onto *parks* shall be minimized with flankage of *lots* preferred. The

municipality may consider a lesser percentage, at its sole discretion, where the park is flanked by other public lands which ensures public access and visibility.

7.2.7 Areas conveyed for parkland purposes will be programmable lands. However, to protect the views from the knoll east of Lambs Road and south of Concession Street East, portions of this Neighbourhood *Park* may not be programmable.

7.2.8 Environmental Protection Areas, associated *Vegetation Protection Zones* and *stormwater management ponds* shall not be conveyed to satisfy parkland dedication requirements under the Planning Act.

7.2.9 Privately owned and publicly accessible open spaces shall be encouraged within the Secondary Plan Area but shall not contribute to required parkland dedication.

7.3 Elementary Schools

7.3.1 School sites are shown symbolically on Schedule A and shall be further delineated through the *development* review process. In the event an Elementary School is not required, the land use surrounding the symbol will be the applicable land use designation.

7.3.2 School sites will be developed in accordance with the relevant policies of Section 18.5 of the Clarington Official Plan.

7.3.3 Elementary school sites shall be located to promote accessibility by walking and, where feasible, adjacent to planned Neighbourhood *Park* sites.

7.3.4 Where a school site adjoins a Neighbourhood *Park*, the respective School Board will consider opportunities for joint use with the Municipality, and the site will be designed accordingly.

7.3.5 When selecting school sites, consideration will be given to locating schools in joint-use facilities shared with co-terminus boards, the Municipality, local community organizations and/or other third party partners.

7.3.6 The size and configuration of each school site shall be to the satisfaction of the School Board and the Municipality. If a school site includes a child care centre, the site shall be appropriately sized and configured to address the needs of the school and the child care centre.

8 Community Culture and Heritage

8.1.1 The conservation and enhancement of significant *cultural heritage resources* shall be consistent with the provisions of Section 8 of the Clarington Official Plan and all relevant Provincial legislation and policy directives.

8.1.2 The following properties of cultural heritage value or interest have been identified within the Secondary Plan Area and are shown on **Schedule A**:

a) 2906 Regional Highway 2;

b) 1717 Lambs Road; and

c) 2876 Concession Street East.

8.1.3 A Cultural Heritage Evaluation Report will be required for each property listed in Policy 8.1.2 as part of a development application.

8.1.4 A Heritage Impact Assessment that includes measures to avoid direct impacts, and actions to avoid or reduce indirect impacts to the *heritage attributes* of a *cultural heritage resource* shall be conducted prior to *development* on or *adjacent* to properties for which a Cultural Heritage Evaluation Report has been conducted and determined that the properties meet the criteria for cultural heritage value or interest as prescribed in O. Reg. 9/06.

8.1.5 The naming and design of *parks* and public spaces and the naming of public streets shall have regard for local heritage or natural influences including historic names, interpretive features, vernacular building elements, and plantings.

9 Transportation

9.1 Objectives

9.1.1 Foster a community where walking, cycling and transit are viable and attractive alternatives to travel by automobile.

9.1.2 Establish a street and block pattern that creates fine-grained *connectivity* throughout the community.

9.1.3 Create routes for *active transportation* that are direct and efficient and offer high levels of *connectivity* with multiple choice of routes.

9.1.4 Establish a network that connects the interior lower density neighbourhoods and the higher density along Local and Regional *Corridors* where transit will be most frequent and direct.

9.1.5 Use mid-block connections and trails to augment the network established by streets to improve permeability for users of *active transportation* where appropriate.

9.1.6 Design streets as *complete streets* to ensure that all kinds of traffic can use them in a safe and comfortable manner: motorists, transit users, cyclists, pedestrians and people with accessibility challenges. Prioritize active modes of transportation and the needs of the most vulnerable users.

9.1.7 Design streets as important public places. Create *environments* which are safe, inviting, comfortable and visually pleasing for pedestrians and other forms of *active transportation*.

9.2 Transportation Network

9.2.1 The transportation network in the Soper Hills Secondary Plan Area facilitates the movement of people and goods through an integrated, efficient, comfortable, safe, and accessible transportation system.

9.2.2 The transportation network in the Soper Hills Secondary Plan Area shall be developed in accordance with Schedule B Environmental Constraint and Transportation and the policies of this Secondary Plan, with further guidance provided in the UDSG and the Soper Hills Transportation Report.

9.2.3 New roads shall be designed to create a rectilinear grid pattern of roads that defines *development* blocks and establishes a highly interconnected and permeable network that supports *active transportation* and maximizes accessibility and support for transit. The rectilinear grid pattern may be modified to accommodate natural heritage areas and other constraints. *Connectivity* by *active transportation* throughout the Secondary Plan Area and to surrounding

areas may be further enhanced by mid-block connections and trails through and across Environmental Protection Areas where appropriate and feasible

9.2.4 Where the road network includes a stream crossing in the Environmental Protection Area, the stream crossing shall be designed to allow for appropriate wildlife crossing where feasible.

9.2.5 Residential buildings shall be set back 30 metres from any adjacent railway corridor.

9.3 Road Network

9.3.1 The road network set out on Schedule B serves as the primary framework for all forms of mobility and *connectivity* in the Soper Hills Secondary Plan Area. The road network includes a hierarchy of road types which is consistent with the hierarchy and road classifications in the Official Plan and the road classification criteria in Appendix C, Table C-2 of the Official Plan.

9.3.2 The collector road network shown in Schedule B has been confirmed through Phases 1 and 2 of the Class C *Environmental Assessment process*. Further refinements will be considered through Phases 3 and 4 conducted during the draft plan of subdivision process without amendment to the Secondary Plan. Arterial road intersection locations shown on Schedule B may be refined through draft plan of subdivision and transportation studies to address sight distance criteria, without amendment to this Secondary Plan.

9.3.3 The Municipality may consider *development* on private roads outside of the Low Density Residential designation.

9.3.4 Jogs in the arterial road network at Lambs Road and Concession Street East, Providence Road and Concession Street East and future Providence Road and Regional Highway 2 shall be eliminated when adjacent *development* occurs.

9.3.5 On-street parking shall be permitted on all local roads and collector roads.

9.3.6 Cul-de-sacs are generally discouraged but may be permitted when demonstrated that an alternative alignment is not available.

9.3.7 Notwithstanding Policies 9.2.2, 9.3.1 and 9.3.2, if the collector road connection to Highway 2 is delayed due to property acquisition or construction delays, an alternative connection to Lambs Road may be provided subject to a comprehensive transportation study to the satisfaction of the Municipality and the Region of Durham that demonstrates that transportation capacity can be accommodated by other collector roads in the Secondary Plan area; active transportation and future transit connections to Highway 2 and the future development to the south can be provided through other road network connections; the requirements of the Municipal Class Environmental

Assessment are satisfied; and that protection is provided for an ultimate connection to Highway 2.

9.3.8 Notwithstanding Policies 9.2.2, 9.3.1 and 9.3.2, the east-west collector road south of Concession Road connecting to Providence Road may be considered for removal without amendment to this Secondary Plan subject to a comprehensive transportation study to the satisfaction of the Municipality and the Region of Durham that demonstrates that transportation capacity can be accommodated by other collector roads in the Secondary Plan area and active transportation and future transit connections to Providence Road and the future development to the east can be provided through other road network connections.

9.3.9 As *development* occurs along arterial and collector road corridors, access management shall prioritize consolidated and shared access, cross-access easements, and, where appropriate, rear lane access.

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

9.4 Public Transit

9.4.1 The Municipality should encourage that transit facilities are integrated early and appropriately within and adjacent to the Soper Hills Secondary Plan Area and ensure that transit requirements are addressed through municipal capital works and private *development* applications.

9.4.2 The design of transit stops shall incorporate appropriate amenities and shall consider transit shelters, seating, bike racks and appropriate lighting.

9.4.3 To facilitate the creation of a *transit-supportive* urban structure, in addition to Section 19.4 of the Official Plan, the following measures shall be reflected in *development* proposals, including the subdivision of land:

a) *Transit-supportive* densities provided on lands within the Local and Regional *Corridors* in keeping with municipal density targets;
b) An *active transportation* network that promotes direct pedestrian access to transit routes and stops;
c) Transit stops located in close proximity to activity nodes and building entrances;
d) Provision for transit stops and incorporation of bus-bays where appropriate into road design requirements; and
e) Where feasible, the integration of transit waiting areas in buildings located adjacent to transit stops.

9.5 Active Transportation

9.5.1 The policies of the Soper Hills Secondary Plan are an extension of the *Active Transportation* policies of Section 19.5 of the Official Plan and are intended to ensure the local provision and ongoing *development* of an *active transportation* network within the Secondary Plan Area.

9.5.2 The *active transportation* network within the Soper Hills Secondary Plan Area includes off-street facilities including trails and multi-use paths for pedestrians and cyclists. Some elements of the *Active Transportation* System are shown on Schedule B of this plan.

9.5.3 Collector roads shall incorporate a multi-use path on one side and a sidewalk on the other. Local roads shall incorporate a sidewalk on one side.

9.5.4 *Active transportation* connections across barriers (natural and related to *infrastructure)* shall be planned to occur at signalized intersections, roundabouts, or controlled mid-block locations wherever feasible and at appropriate walking/cycling intervals to reduce barriers between areas and increase accessibility for all ages and abilities.

9.5.5 To support increased network *connectivity*, mid-block connections may be established throughout the Secondary Plan Area and in particular through high and medium density blocks within the Regional *Corridor*.

9.5.6 Destinations such as the Environmental Protection Area, *parks*, schools, and stores and connections to surrounding neighbourhoods will be integrated through the off-street *active transportation* network including off-street bike lanes and multi-use trails.

9.5.7 All collector and local roads shall also be planned to include a vibrant and healthy tree canopy, consisting of primarily native plantings. The tree canopy will provide shade and enhance and establish a vibrant urban *environment*. A tree canopy plan shall be prepared for each plan of subdivision as part of the required landscape architectural plans.

10 Housing

10.1 Objectives

10.1.1 Encourage a variety of housing forms, sizes and tenures, that allow households of various sizes and incomes to find a home within the Soper Hills Secondary Plan Area.

10.1.2 Encourage the provision of *affordable* housing and rental housing.

10.1.3 Foster aging in place by encouraging a range of housing that can meet the needs of residents during all phases of life.

10.2 General Policies

10.2.1 A variety of housing forms, sizes and tenures shall be provided in the Soper Hills Secondary Plan Area to meet the needs of a diverse population and households of various sizes, incomes and age compositions. This housing mix is encouraged to include purpose built rental and seniors housing.

10.2.2 *Additional dwelling units* are encouraged in all new single, semi-detached and townhouse dwellings.

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

10.2.4 *Affordable* housing is encouraged within the Local and Regional *Corridors* to provide residents with close access to public transit.

10.2.5 Collaboration with the Region of Durham and public and non-profit community housing providers is encouraged to support a supply of subsidized non-market housing units to be included within the housing mix in the Secondary Plan Area.

10.2.6 To support the provision of *affordable* housing units, the Municipality will explore potential incentives such as reduced or deferred *development charges*, reduced application fees, grants and loans, to encourage the *development* of *affordable* housing units. The Municipality will also encourage Durham Region, the Provincial government and the Federal government (as applicable) to consider further increasing financial incentives for *affordable* housing.

10.2.7 As an incentive for the provision of *affordable* housing, reductions in the minimum parking requirement under the Zoning By-law may be considered by the Municipality on a *site*-by-*site* basis where *affordable* housing or purpose-built rental housing is provided as part of a *development* proposal.

10.2.8 The Municipality will give priority to *development* applications that include *affordable* housing units and purpose-built rental units that are being funded by federal and provincial government programs, community housing providers other non-profit groups, the Region of Durham and the private sector.

10.2.9 A range of unit sizes are encouraged within apartment and multi-unit buildings, including those suitable for single people and larger households and families.

11 Infrastructure, Stormwater Management and Sustainability

11.1 Objectives

11.1.1 Reduce the impact of *development* on hydrologic and ecological systems through the use of the principles of Low Impact *Development* and *Green Infrastructure.*

11.1.2 Encourage native plantings, which include a diversity of tree species that contribute to the *urban forest* and a vibrant and healthy tree canopy.

11.1.3 Promote the use of technologies and methods which improve the environmental performance of *development*.

11.2 Infrastructure and Utilities

11.2.1 *Infrastructure* and *utilities* should be developed in accordance with the policies of Section 21 of the Official Plan.

11.2.2 In addition, super mailboxes shall not be located in a municipally owned *park* but may be located adjacent to the *park*.

11.3 Stormwater Management and Low Impact Development

11.3.1 Stormwater management facilities, such as ponds and Low Impact *Development* features, shall be incorporated in the Secondary Plan Area to mitigate the impacts of *development* on water quality and quantity consistent with the Soper Creek *Subwatershed* Study, the policies of Section 20 of the Official Plan, and the policies of this Section. Wherever feasible *stormwater management ponds* should be located in Low Density Residential designations.

11.3.2 Stormwater management facilities shown on Schedule A are illustrative and final location and sizing shall be determined through the *development* application process. An amendment to the Secondary Plan is not required for changes to the location of stormwater management facilities.

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

11.3.4 A Master Drainage Plan shall be completed for the Secondary Plan Area to the satisfaction of the Municipality prior to approval of the first *development* application within the Secondary Plan Area.

11.3.5 Stormwater Management Reports shall be prepared for each draft plan of subdivision application building on the recommendations of the Soper Creek *Subwatershed* Study and the Master Drainage Plan/ Master Environmental Servicing Plan. As recommended by the Soper Creek *Subwatershed* Study, the required Stormwater Management Report and Plan shall incorporate:

a) Infiltration-based *L*ow Impact *Development* ("*LID*") practices located on private property and municipal property;
b) Evaluation of erosion risks to receiving watercourses; and
c) A site-specific water budget.

11.3.6 The submission of the additional plans and reports shall be required to determine the impact of stormwater quality/quantity, erosion and water balance of the proposed *development*. A Master Drainage Plan shall first be prepared in accordance with the Soper Creek *Subwatershed* Study and further studies shall be required where not addressed in the Master Drainage Plan at the draft plan of subdivision stage including:

a) Functional Servicing Report;
b) Stormwater Management Report;
c) Erosion and Sediment Control Plan;
d) Servicing Plans;
e) Grading Plans;
f) Geotechnical reports;
g) Hydrogeologic reports; and
h) Other technical reports as deemed necessary.

11.3.7 The Stormwater Management Report identified in Policy 11.3.6 shall apply a range of stormwater management practices including *LID* techniques to ensure water quality control, baseflow management, water temperature control and the protection of aquatic *habitat* consistent with municipal guidance and Central Lake Ontario Conservation Authority ("CLOCA") guidelines.

11.3.8 Stormwater management plans shall demonstrate how the water balance target set in the Soper Creek *Subwatershed* Study is achieved.

11.3.9 The establishment of new flood control facilities to accommodate *development* within this Secondary Plan are not encouraged and will only be considered once all other reasonable alternatives have been fully exhausted in accordance with the Soper Creek *Subwatershed* Study or an update or addenda to that study to the satisfaction of the Municipality of Clarington and CLOCA. Other alternatives to flood control facilities could include *infrastructure* improvements such as relief culverts, road crossings or land acquisition

11.3.10 Stormwater management for all *development* shall be undertaken on a volume control basis and shall demonstrate the maintenance of recharge rates, flow

paths and water quality to the greatest extent possible. Peak flow control and the maintenance of pre-development water balance and prevention of erosion shall be demonstrated to the satisfaction of the Municipality of Clarington in consultation with CLOCA.

11.3.11 *Development* of all detached, semi-detached and townhouse dwellings shall demonstrate the use of an adequate volume of amended topsoil or equivalent system to improve surface porosity and permeability over all turf and landscaped areas beyond 3 metres of a building foundation and beyond tree protection areas.

11.4 Urban Forest and Native Plantings

11.4.1 Together, new *development* and public realm improvements shall establish an urban tree canopy throughout the Secondary Plan Area to minimize the heat island effect, provide for shade and wind cover and contribute to a green and attractive *environment*.

11.4.2 New *development* and public realm improvements are required to use native plant species wherever feasible, particularly along rights-of-way and pedestrian trails.

11.4.3 New *development* and public realm improvements shall only use native plantings within 30 metres of Environmental Protection Areas.

11.4.4 Draft plans of subdivision and *site* plan applications shall as a condition of approval be supported by landscape plans which demonstrate how the *development* will contribute to the *urban forest*.

11.4.5 A diversity of tree species shall be planted in *parks* and along rights-of-way to provide a healthy and more robust tree inventory that is less prone to insects and diseases.

11.4.6 Selection of tree species within the Secondary Plan Area will contribute to the Municipality's species diversity objectives.

11.4.7 Where trees, shrubs and other *natural heritage features* are destroyed or harvested prematurely prior to proper study and approval, compensation should occur on *site* and shall be calculated at a 3:1 ratio and be subject to a restoration / compensation plan to create an overall net benefit to the *natural heritage system*.

11.5 Sustainability

11.5.1 *Development* is strongly encouraged to consider incorporating energy and water conservation measures, including consideration for renewable and/or alternative energy systems, such as solar panels.

11.5.2 *Development* is strongly encouraged to consider the use of technologies such as green roofs and reflective roof surface materials with high thermal reflectivity.

11.5.3 *Development* is encouraged to meet high standards for energy efficiency and sustainability in building design and construction, exceeding the energy performance criteria of the Ontario Building Code.

11.5.4 *Development* is encouraged to meet high standards for the use of *LID* strategies and minimize impermeable surfaces, to aid in stormwater infiltration.

11.5.5 Water-efficient building design and practices are encouraged to be utilized in all new buildings, including measures such as ultra-low flow fixtures, dual flush toilets and rainwater harvesting.

11.5.6 *Development* is encouraged to apply designs, methods and materials that reduce embodied carbon emissions, such as using lower-carbon methods and materials such as mass timber, low-carbon concrete and biogenic insulation and repurposing on-*site* materials.

12 Implementation and Interpretation

12.1 Implementation

12.1.1 Detailed studies prepared, to the satisfaction of the Municipality, in support of a *development* application may refine and confirm the *natural heritage features* identified in the recommendations of the Soper Creek *Subwatershed* Study on a *site* by *site* basis however the study must address the issues raised by the *Subwatershed* Study.

12.1.2 As part of a development application for residential *development*s the following information is required for the subject application:

i. Net residential density by land use designation;

ii. Identification of total square metres of non-residential land uses;

iii. Number and type of units by land use designation;

iv. Total residential unit count;

v. Estimated population;

vi. Amount/type of non-residential space and number of jobs; and

vii. The number of purpose built *additional dwelling units* by land use designation.

12.1.3 All new *development* within the Soper Hills Secondary Plan Area shall proceed based on the sequential extension of full municipal services. This can be achieved either by servicing through adjacent plans of subdivision, including servicing through provisions, or through the Regional and Municipal capital works programs and plans of subdivision. This may also be advanced by landowners/proponents with appropriate agreements with the Region and/or Municipality.

12.1.4 The Municipality encourages *utility* providers such as hydroelectric power, communications/telecommunications facilities, broadband fiber optics, and natural gas to ensure that sufficient *infrastructure* is or will be in place to serve growth in the Secondary Plan Area.

12.1.5 *Development* applications for lands abutting the arterial road and collector roads shown in Schedule B shall dedicate lands for road widenings as determined by the Municipality or Region of Durham.

12.1.6 Approval of *development* applications shall be conditional upon commitments from the appropriate authorities and the proponents of *development* to the

timing and funding of the required road and transportation facilities, *parks* and community facilities which may include interim transportation facilities. These works shall be provided for in the subdivision and / or *site* plan agreements.

12.1.7 Approval of *development* applications shall also be conditional upon commitments from the appropriate authorities and the proponents of *development* to the timing and funding of required stormwater management, sanitary sewer and water supply facilities which may include temporary and/or interim works. These works shall be provided for in subdivision and / or *site* plan agreements.

12.1.8 Phasing of the *development*, due to partial construction of internal collector roads or the partial completion of internal and external sewer, water and stormwater works as a result of non-participating landowners, participating landowners with different timelines or the timelines for completion of the external road works, may be required by the Municipality of Clarington. Phasing may include temporary and / or interim road and *infrastructure* solutions prior to full build-out.

12.1.9 The Secondary Plan recognizes that comprehensive planning requires the equitable sharing amongst landowners of the costs associated with the development of land. It is a policy of this Secondary Plan that prior to the approval of any draft plan of subdivision, the applicant/landowner shall have entered into appropriate cost sharing agreement(s) that establish the means by which the costs of developing the property, including but not limited to Region of Durham costs, that are to be shared for the provision of community and infrastructure facilities such as parks, roads, road improvements, external services, stormwater management facilities, public/private utilities and school sites. The Municipality will require, as a condition of draft approval, that proof be provided to the Municipality through obtaining a clearance letter from the Trustee of the Landowner Group that the landowner has met its obligations under the relevant cost sharing agreement(s) prior to registration of a plan of subdivision.

12.1.10 Landowners are encouraged to enter into a Master Parkland Agreement with the Municipality prior to the approval of any draft plan of subdivision. The Master Parkland Agreement shall identify the minimum size and general location of *parks* that shall be provided and dedicated in accordance with Schedule A.

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

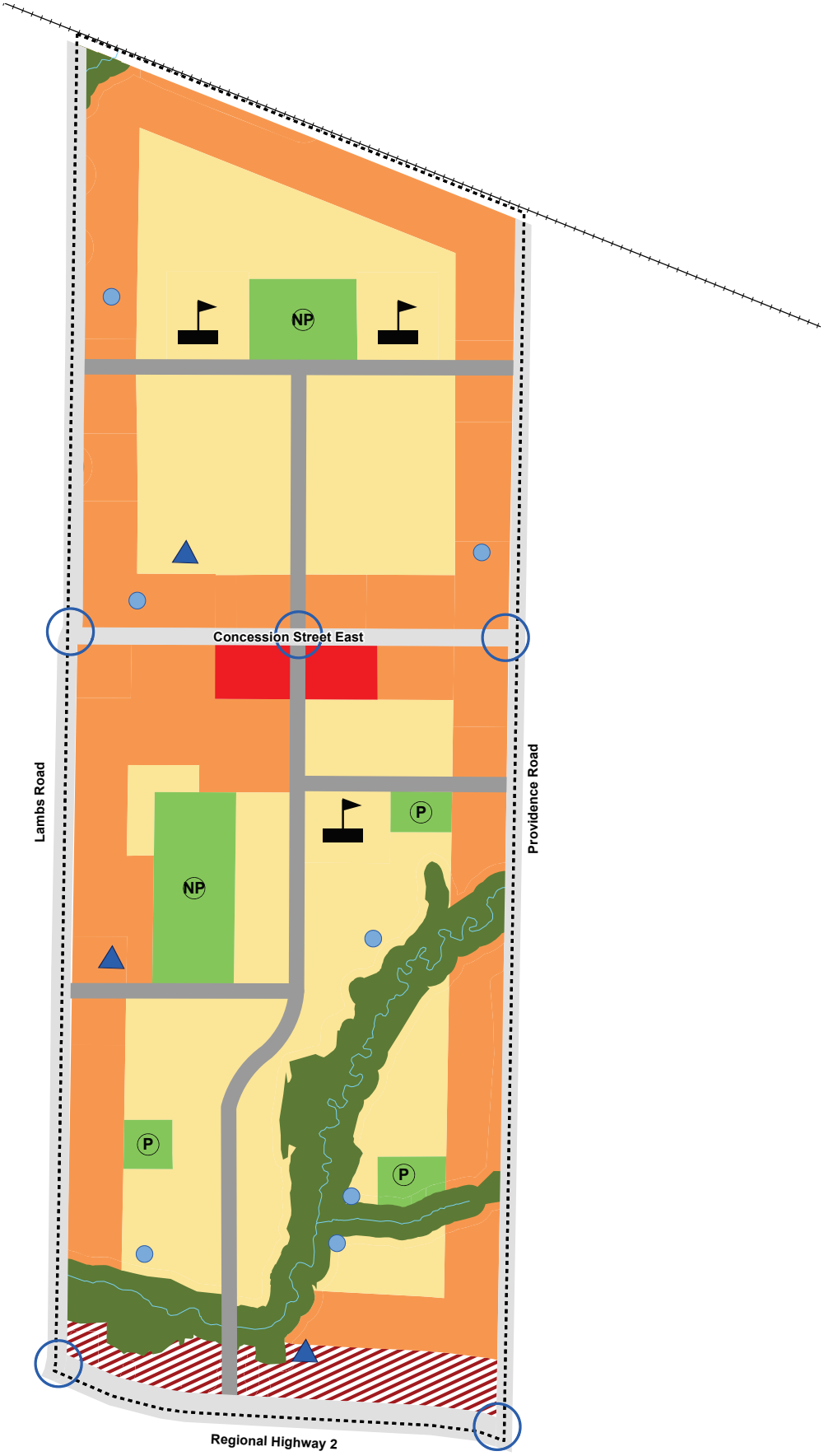
12.2 Interpretation

12.2.1 The Soper Hills Secondary Plan has been prepared to align with the policies of the Official Plan. The policies, maps and appendices of this Secondary Plan shall be read and interpreted in conjunction with the applicable policies of the Official Plan.

12.2.2 In the event of a conflict between the Official Plan and this Secondary Plan, the policies of the Secondary Plan shall prevail inclusive of density and *intensification* policies of the Official Plan.

12.2.3 The pattern of land use is identified in Schedule A of the Secondary Plan. Minor alterations to the boundaries of land use designations and location of symbols, which maintain the general intent of the policies of this Secondary Plan, may occur without amendment to this Secondary Plan through the *development* approval process in accordance with Section 24.1 of the Official Plan.

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



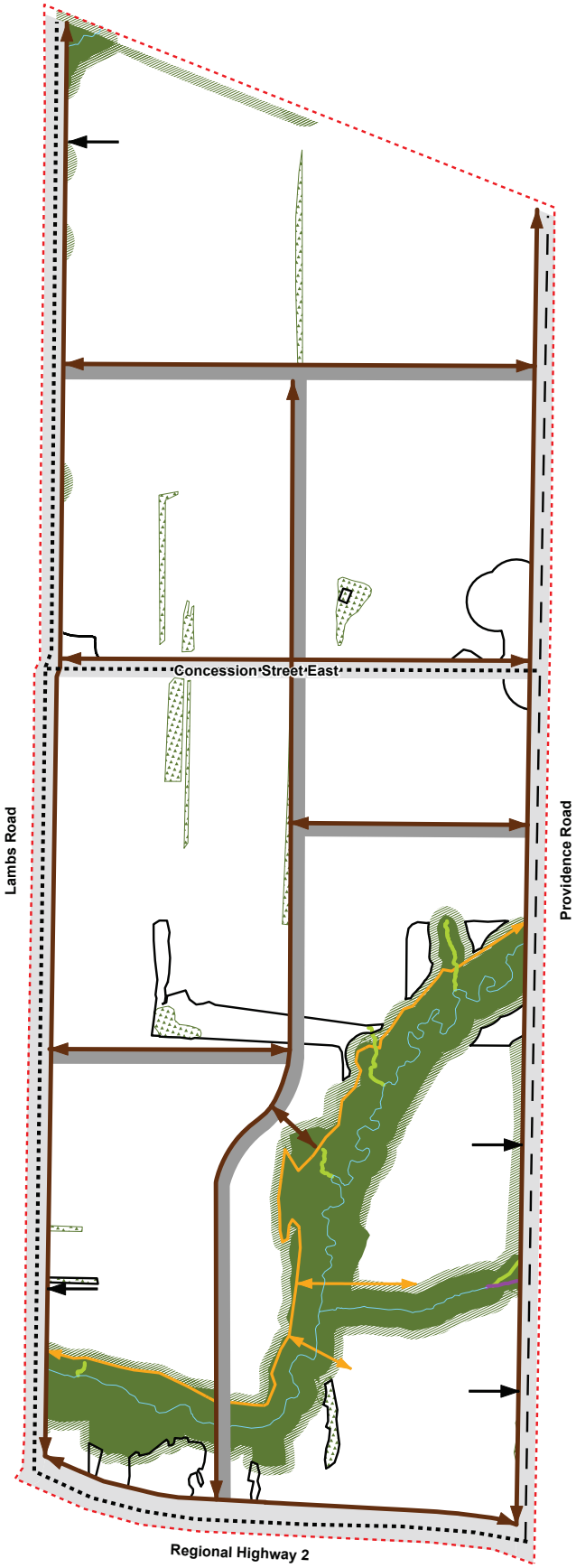
Legend

- SHSP Boundary
- High Density/Mixed Use Regional Corridor
- Medium Density Residential
- Low Density Residential
- Neighbourhood Centre
- Neighbourhood Park
- Parkette
- Elementary School
- Environmental Protection Areas
- Watercourse
- Stormwater Management Facility (SWF)
- Potential Cultural Heritage Resources
- Collector Roads
- Arterial Roads
- Prominent Intersection
- Railway

Schedule A - Land Use

- Soper Hills Secondary Plan -

MAY 2026



Legend

- SHSP Boundary
- Environmental Protection Areas (EPA)
- Environmental Constraint: Vegetation Protection Zone (VPZ) Overlay
- Environmental Constraint: Low Constraint Area Overlay
- Additional Area of Further Study
- Multi-Use Path (MUP)
- Trail / MUP

Headwater Drainage Features

- Protection
- Conservation
- Watercourse
- Arterial B
- Arterial C
- Collector Roads
- Potential Local Road Connection

N

Schedule B - Environmental Constraint and Transportation

- Soper Hills Secondary Plan -

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