



# Planning and Development Committee Agenda

**Date:** April 20, 2026  
**Time:** 5:00 p.m.  
**Location:** Council Chambers or Electronic Participation  
Municipal Administrative Centre  
40 Temperance Street, 2nd Floor  
Bowmanville, Ontario

**Inquiries and Accommodations:** For inquiries about this agenda, or to make arrangements for accessibility accommodations for persons attending, please contact: Laura Preston, Temporary Committee Coordinator, at 905-623-3379, ext. 2106 or by email at [lpreston@clarington.net](mailto:lpreston@clarington.net).

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The Revised Agenda will be published on Wednesday after 12:00 p.m. Late items added or a change to an item will appear with a \* beside them.

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	<b>Pages</b>
<b>1. Call to Order</b>	
<b>2. Land Acknowledgment Statement</b>	
<b>3. Declaration of Interest</b>	
<b>4. Announcements</b>	
<b>5. Presentations/Delegations</b>	
<b>6. Consent Agenda</b>	
6.1 PDS-026-26 - Soper Springs Secondary Plan Recommendation Report	4
6.2 PDS-031-26 - Intention to Pursue Heritage Designation – Multiple Properties in Newcastle and Bowmanville	243
6.3 PDS-035-26 - Applications for a Zoning By-law Amendment and Draft Plan of Subdivision for 2604 units within the Courtice Waterfront Secondary Plan Area  (Attachment 1 will be distributed with the revised agenda)	260
6.4 LGS-022-26 - Permanent Road Closures	282
<b>7. Items for Separate Discussion</b>	
<b>8. New Business</b>	
<b>9. Public Meetings (6:30 p.m.)</b>	
9.1 Public Meeting for an Official Plan Amendment and Zoning By-law Amendment  Applicant: Miller Planning Services on behalf of Peach Valley Developments Limited.  Location: 24 Albert Street, Bowmanville  Planner: Jacob Circo, Senior Planner	
9.1.1 PDS-030-26 - Information on a Draft Plan of Subdivision and Rezoning for Lands	288

9.2 Public Meeting for a Zoning By-law Amendment and Draft Plan of Subdivision

Applicant: D.M Wills Associates, on behalf of 2408428 Ontario Inc.

Location: Part of Lot 8, Concession 1, Newtonville

Planner: Shrija Vora, Planner II

- 9.2.1 PDS-032-26 - Applications for a Zoning By-Law Amendment, and Draft Plan of Subdivision to Permit the Creation of Seven Single Detached Dwelling Lots at Part Lot 8, Concession 1, Newtonville 303

9.3 Public Meeting for an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision

Applicant: GHD Limited on behalf of Rice Development Corporation

Location: 6 Wilmot Creek Drive, Newcastle

Planner: Nicole Zambri, Principal Planner

- 9.3.1 PDS-033-26 - Official Plan Amendment Application to Facilitate Approximately 1,200 Residential Units at 6 Wilmot Creek Drive in Newcastle 314

9.4 Public Meeting for an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision

Applicant: Tribute Tercot Brookhill 2 Inc.

Location: 2499 Nash Road, 2538 Bowmanville Avenue, and 2494 Bowmanville Avenue, Bowmanville

Planner: Nicole Zambri, Principal Planner

- 9.4.1 PDS-034-26 - Official Plan Amendment Application to Remove a Wetland Feature to Facilitate Proposed Development 339

10. Confidential Items

- 10.1 LGS-019-26 - OLT Appeal – Made-True Developments Inc.  
Municipal Act, 2001 Section 239 (2) (e)

11. Adjournment



## Report Overview

This report recommends that Council approve an Official Plan Amendment to incorporate the Soper Springs Secondary Plan into the Clarington Official Plan.

The Secondary Plan area is envisioned as a residential neighbourhood with opportunities for retail and service commercial uses at key intersections, parks, trails, and protected natural features like the Soper Creek valleylands. The future population for the area will be approximately 3,300 residents and approximately 1,300 residential units. There are a limited number of jobs expected in the Secondary Plan area.

## 1. Purpose of the Report

- 1.1 The purpose of this staff report is to recommend that Council approve Clarington Official Plan Amendment 149 (OPA 149) to include the Soper Springs Secondary Plan (Secondary Plan) in the Clarington Official Plan. The recommendation follows an extensive public engagement process. OPA 149 includes the Secondary Plan and the associated Urban Design and Sustainability Guidelines (UDSG), provided as Attachment 1 to this report.
- 1.2 To facilitate the creation of the Secondary Plan, the report also recommends that Council approve Durham Region Official Plan Amendment 3 (ROPA 3), which removes two 'Future Type C Arterial' roads.
- 1.3 As of January 1, 2025, Envision Durham, the new Durham Region Official Plan, became part of the Clarington Official Plan. As a result, Clarington Council is the approval authority for OPA 149 and ROPA 3.
- 1.4 This report includes an overview of the recommended Secondary Plan and summarizes the process and feedback received since the release of the draft Official Plan Amendment, draft Secondary Plan, and draft Urban Design and Sustainability Guidelines (UDSG) as part of the Statutory Public Meeting in May 2025.

## 2. Background

- 2.1 The Secondary Plan is located north of Concession Road 3, east of Liberty Street North, and west of Lambs Road, and its northern boundary aligns with the Bowmanville urban boundary as shown in Figure 1. The Secondary Plan area is approximately 184 hectares and currently consists of agricultural fields, residential dwellings, the Soper Creek and other natural heritage features.

- 2.2 Following the initiation of the Soper Creek Subwatershed Study, the Municipality received a request from the Soper Springs (Bowmanville North) Landowners Group to initiate the Soper Springs Secondary Plan in accordance with the policies of the Clarington Official Plan. In April 2018, Council authorized municipal staff to initiate the Soper Springs Secondary Plan in co-ordination with the Soper Creek Subwatershed Study.
- 2.3 The Secondary Plan area is envisioned as a residential neighbourhood with opportunities for retail and service commercial uses at key intersections, parks, trails, and protected natural features like the Soper Creek valleylands.
- 2.4 Soper Springs is planned to accommodate approximately 3,300 residents and 1,300 residential units. The Secondary Plan promotes a complete and inclusive community by supporting a range and mix of housing options and encouraging affordable housing opportunities.
- 2.5 Future development will be organized around the Soper Creek valleylands, connected by an integrated trail and road network, and located within a short walk of the Neighbourhood Park or parkette. In addition, two Prominent Intersections will serve as community focal points where a mix of commercial and residential uses is encouraged.
- 2.6 The Statutory Public Meeting Report ([PDS-019-25](#)) and presentation outlined the Secondary Plan's vision, framework, and key policy directions in detail.

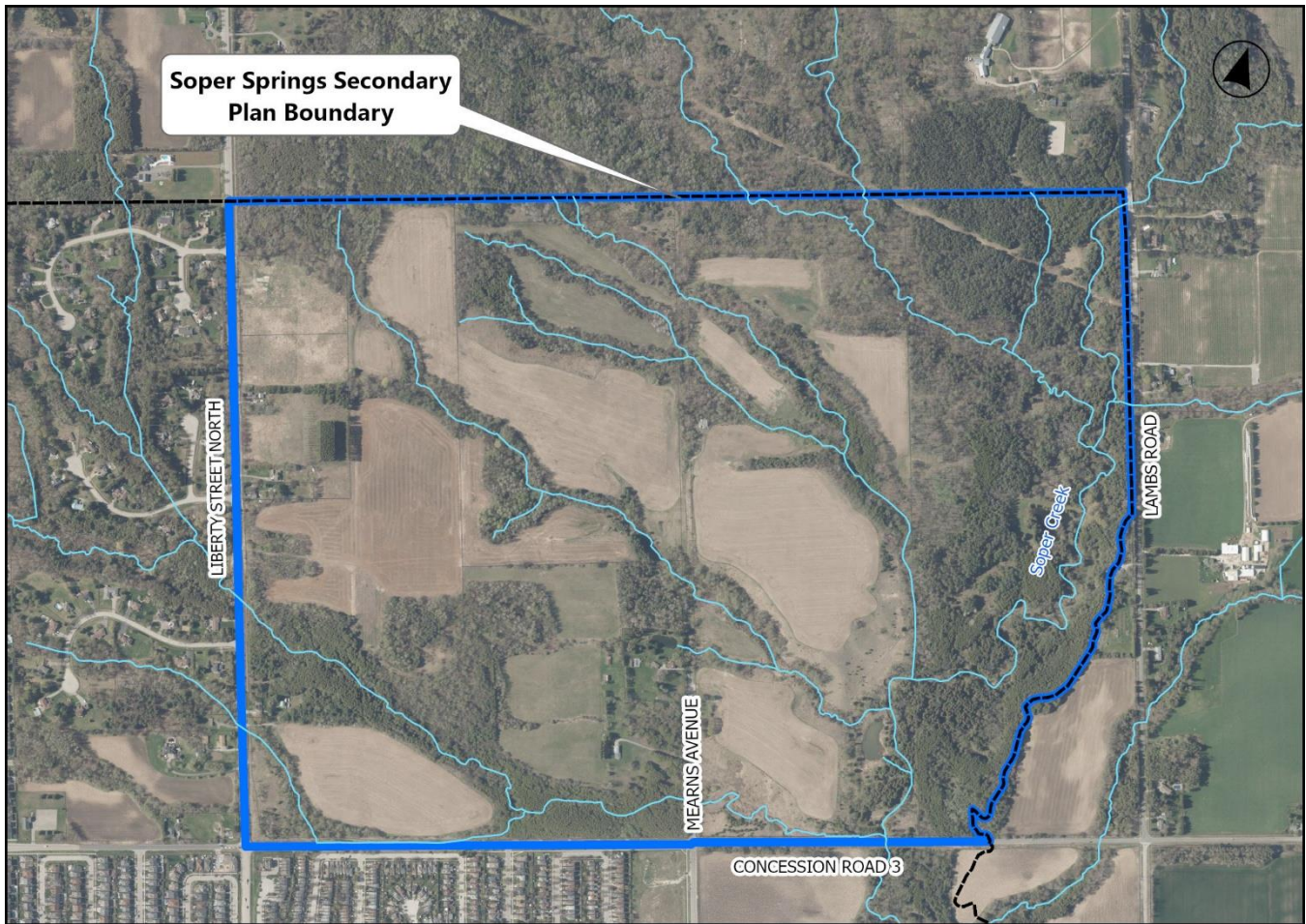


Figure 1: Soper Springs Secondary Plan Area

### 3. Secondary Plan Process

- 3.1 Development of the Secondary Plan was informed by an extensive public engagement and several technical background studies.
- 3.2 The Secondary Plan process for the Soper Springs Secondary Plan involved four Phases as described below. A full sequence of events is provided in Attachment 3.
  - Phase 1 (Initial Engagement and Analysis) included technical analysis through background studies and initial consultation with the community to determine the vision for the new neighbourhood. An initial Public Information Centre was held on June 4, 2019, and this phase was concluded with a presentation of the findings at a Public Information Centre held on December 15, 2021.
  - Phase 2 (Principles and Land Use Options) involved preparation of urban design and sustainability principles and three land use options illustrating different arrangements of land uses, parks and roads. On June 29, 2022, the land use options were presented to the public and agencies for comment.

- Phase 3 (Preferred Land Use Plan) resulted in the development of a preferred land use plan including environmental protection areas identified through Phase 1 of the Soper Creek Subwatershed Study. The preferred land use plan was presented at a joint Public Information Centre on December 6, 2023.
  - Phase 4 (Finalize Deliverables) centered on completing the draft and final Secondary Plan and UDSG. The draft documents were presented at a Statutory Public Meeting on May 12, 2025. In addition, technical studies were prepared and circulated for review and feedback. Phase 4 will conclude with the approval of the Secondary Plan by Council.
- 3.3 Public engagement included four Public Information Centres between June 4, 2019, and May 12, 2025, a Statutory Public Meeting held on May 12, 2025, and landowner meetings held throughout the process. Feedback received over the last several years was used to inform the creation of this Secondary Plan. A more detailed summary of the Secondary Plan process and community engagement program is provided in the Statutory Public Meeting report ([PDS-019-25](#)).

### **Background Reports**

- 3.4 The technical analysis and recommendations from several background and technical reports informed the preparation of the Secondary Plan. A summary of the following technical reports is provided in Attachment 4 to this report:
- Cultural Heritage Resource Assessment Study, 2020
  - Stage 1 Archaeological Assessment, 2020
  - Phase 1 Background and Analysis Summary Report, 2021
  - Sustainability and Green Principles Report, 2021
  - Landscape Analysis Report, 2022
  - Alternative Land Use Plan Report, 2022
  - Phase 2 Summary Report, 2022
  - Soper Creek Subwatershed Study Phase 1 Report, May 2023
  - Soper Creek Subwatershed Study Phase 2/3 Report, draft October 2024 and Interim Update Report, April 2026.
- 3.5 A draft Transportation Assessment Report has assessed the proposed transportation network and intersection operations within the study area and provided recommendations to inform future areas of study. Revisions are being made to the Transportation Assessment Report to address comments from the Region, Soper Springs Landowners Group and the Municipality. Revisions to this report will not impact the intent of the recommended Secondary Plan.

- 3.6 A draft Preliminary Municipal Engineering Report has been prepared as an update to the Functional Servicing Report completed in May 2025. The Preliminary Municipal Engineering Report demonstrates that the study area can be serviced in terms of water supply and distribution, wastewater, and stormwater and provides flexibility on the selection of infrastructure implementation strategies. The revised PMER will address comments from the Region, CLOCA, the Soper Springs landowners' group and Municipality. The Revisions to this report will not impact the intent of the recommended Secondary Plan.

### **Municipal Class Environmental Assessment**

- 3.7 A Municipal Class Environmental Assessment (MCEA), which is required for all new or realigned major roads needed to service the Secondary Plan, is being completed using the 'Integrated Approach' which jointly satisfies the requirements of the Planning Act and the Environmental Assessment Act. All public notices, communications and review periods have been designed to ensure that they conform to the requirements of both the Planning Act and the Environmental Assessment Act. The final MCEA report is being prepared for submission to the Ministry of the Environment, Conservation and Parks.

### **Soper Creek Subwatershed Study**

- 3.8 The Soper Creek Subwatershed Study (Subwatershed Study) was undertaken to inform the preparation of the Soper Springs and Soper Hills Secondary Plans and assesses the potential impacts of proposed land use changes on the natural features, outlines mitigation of the impacts, and establish an implementation and monitoring plan.
- 3.9 Phase 1 of the Subwatershed Study, completed in May 2023, identified environmental features, functions, and constraints to inform the development of the draft Secondary Plans. The draft Phase 2/3 Subwatershed Study was completed in October 2024 and presented at a Public Information Centre on April 10, 2025. The Phase 2/3 report evaluated earlier versions of the Soper Springs and Soper Hills land use plans.
- 3.10 As refinements to the land use plans for the two Secondary Plans have only recently concluded, there was insufficient time for revised land use plans to be fully reassessed prior to Council recess. To address timing considerations and ensure continued protection of the subwatershed, staff, in consultation with agencies and the Soper Springs and Soper Hills landowners' groups, advanced an alternative approach. The Soper Creek Phase 2/3 Subwatershed Study will be finalized utilizing earlier versions of the Secondary Plans and subsequently a Master Drainage Plan (MDP) will be prepared to update and complete the assessment.

- 3.11 The MDP, guided by the Subwatershed Study, will be prepared for the two Secondary Plans jointly, to assess land use changes, servicing strategies, and stormwater management solutions to ensure development in the two Secondary Plan areas can proceed without adverse downstream impacts. The Municipality and CLOCA, supported by the Subwatershed Study consultant, Aquafor Beech, will approve the Terms of Reference prior to the joint MDP being prepared by a consultant for the two landowner groups. Approval of the Master Drainage Plan by the Municipality and CLOCA will be required prior to the approval of the first development application in either Secondary Plan.
- 3.12 Staff recommend that the Secondary Plans be implemented in a manner consistent with the Soper Creek Subwatershed Study, and the Master Drainage Plan.

## **4. Public Agency Submissions and Summaries**

- 4.1 Comments on the draft Secondary Plan were received through oral and written correspondence from agencies, landowners, and members of the public. This section summarizes the comments provided since the release of the draft OPA, draft Secondary Plan, and draft UDSG at Statutory Public Meeting in May 2025. Section 6 outlines how these comments have been addressed.
- 4.2 All the comments on the draft Secondary Plan, along with staff responses, are documented in the Public and Agency Comment Summary Tables, included as Attachments 5 and 6 to this report.

### **General Public Comments**

- 4.3 Following the Statutory Public Meeting, the Municipality received one comment through Clarington Connected raising concerns related to impacts development would have on traffic along Liberty Street North.

### **Landowner Group Comments**

- 4.4 Following the Statutory Public Meeting, the Soper Springs Landowners Group has provided site-specific and plan-wide comments addressing a range of topics, including land use, environmental policy, urban design, transportation, servicing and implementation matters. Staff have worked closely with the Landowners Group throughout the Secondary Plan process and have incorporated revisions where appropriate.
- 4.5 The Landowners Group also provided comments on the Urban Design and Sustainability Guidelines to increase flexibility related to built-form controls, height and massing transition, parking and garage design, and retail streetscape.
- 4.6 A complete breakdown of landowner comments and staff responses is provided in Attachment 5.

### **Agency Comments**

- 4.7 Region of Durham staff are generally supportive of the Secondary Plan and have acknowledged that servicing the Secondary Plan area is feasible, however, provided detailed comments regarding water and sanitary servicing, including the potential need for additional utility crossings of the Natural Heritage System. The Region of Durham staff also provided transportation related comments, including matters related to the proposed road network and the need for an updated transportation assessment.
- 4.8 CLOCA is generally supportive of the Secondary plan however has expressed concerns related to the potential developability of the lands designated 'Land Use to be Determined' on Schedule A. CLOCA has also provided comments related to stormwater management and has requested specific policies be included to address watercourse crossings.
- 4.9 Both the Region of Durham and CLOCA staff will continue to be engaged as the Preliminary Municipal Engineering Report and Transportation Assessment Report are finalized.
- 4.10 The Kawartha Pine Ridge District School Board and Peterborough Victoria Northumberland Clarington Catholic School Board have been involved throughout the secondary plan process and have confirmed that no schools are required in this Secondary Plan area.

### **Indigenous Consultation**

- 4.11 The following Indigenous communities were provided Secondary Plan materials throughout the process and were invited to provide comments or consult directly with Municipal Staff:
- Alderville First Nation
  - Beausoleil First Nation
  - Mississaugas of Scugog Island First Nation
  - Curve Lake First Nation
  - Georgina Island First Nation
  - Hiawatha First Nation
  - Kawartha Nishnawbe First Nation
  - Métis Nation of Ontario
  - Chippewas of Rama First Nation
  - Huron-Wendat First Nation
- 4.12 Following circulation to the above Indigenous communities, staff received three requests for funding to engage on the matter. The Municipality of Clarington is currently collaborating with the other lower-tier municipalities in Durham Region in the creation of an Indigenous Engagement Guide for Durham Region area municipalities, informed by Durham Region's Braiding Pathways framework and upcoming engagement with First Nations.

## 5. Key Revisions to the Secondary Plan

5.1 Following the Statutory Public Meeting, the draft Secondary Plan was revised to address feedback from agencies and area landowners. In addition, edits were made to policies and maps to improve clarity and correct typographical errors. Key revisions are detailed below.

### Land Use Policies

5.2 Several policies related to density, height and permitted uses were revised including:

- Increased overall minimum density target to 60 people and jobs per gross hectare to align with the Durham Region Official Plan;
- Reduced minimum density requirements in the medium- and low-density residential designations to provide greater flexibility in built form while still maintaining overall density targets established in the Clarington Official Plan;
- Increased maximum permitted height to 6 storeys along Liberty Street North in recognition of its role as an arterial road, supporting compact, transit-supportive built form; and,
- Clarified policies regarding the location of permitted retail, service and office uses.

### Urban Design and Public Realm

5.3 Revisions were made to several urban design-related policies including;

- Clarified transition requirements for mid-rise buildings to provide design flexibility;
- Removed mid-rise step-back policy requirements, building step-backs will be guided through the UDSG and the implementing zoning by-law; and
- Revised policies to clarify that privately owned publicly accessible plazas (POPs) are encouraged at Prominent Intersections, consistent with the direction of the Clarington Official Plan.

### Natural Heritage Policies

5.4 Revisions were made to natural heritage policies including;

- Adjusted policies within Section 6 (Natural Environment) to clarify how the recommendations of the Soper Creek Subwatershed Study are to be implemented through development applications;
- Revised policies to clarify the role of site-specific studies in determining development limits and the extent of the Natural Heritage System; and
- Clarified the studies required to assess development feasibility within the constrained areas, including lands designated 'Land Use to be Determined'.

### **Transportation and Servicing Policies**

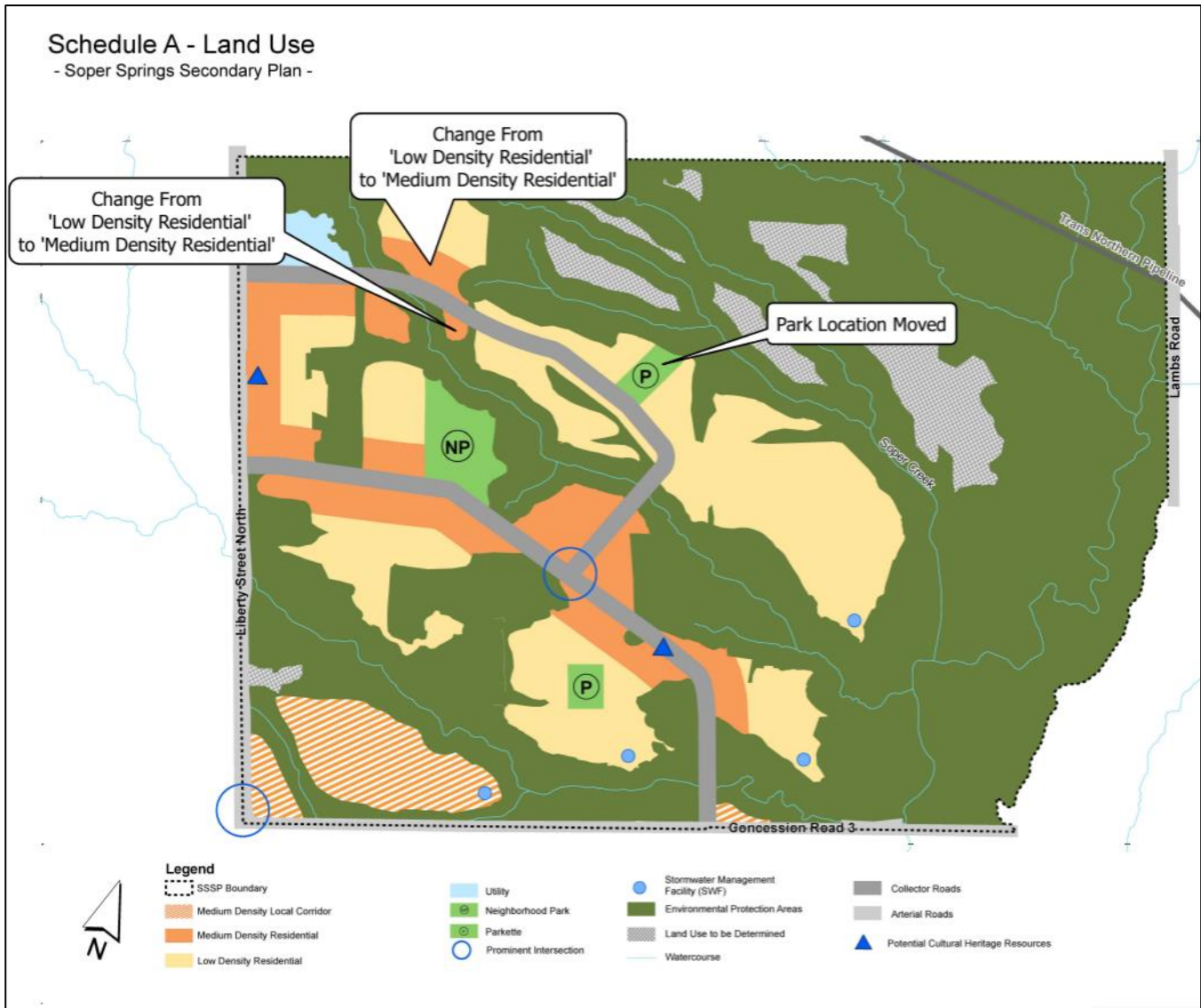
5.5 Several policies related to transportation and servicing were revised including;

- Introduced policies to provide flexibility and clarity regarding transportation and servicing, including matters related to road alignments and watercourse crossings, and servicing considerations.

### **Modifications to Schedule A – Land Use Plan**

5.6 Changes made to Schedule A – Land Use Plan are summarized below and detailed in Figure 2:

- Redesignated lands in the northwest portion of the Secondary Plan area from Low Density Residential to Medium Density Residential to reflect the planned function of the adjacent collector road in this location;
- A parkette located in the eastern portion of the Secondary Plan area was relocated to a more central location.

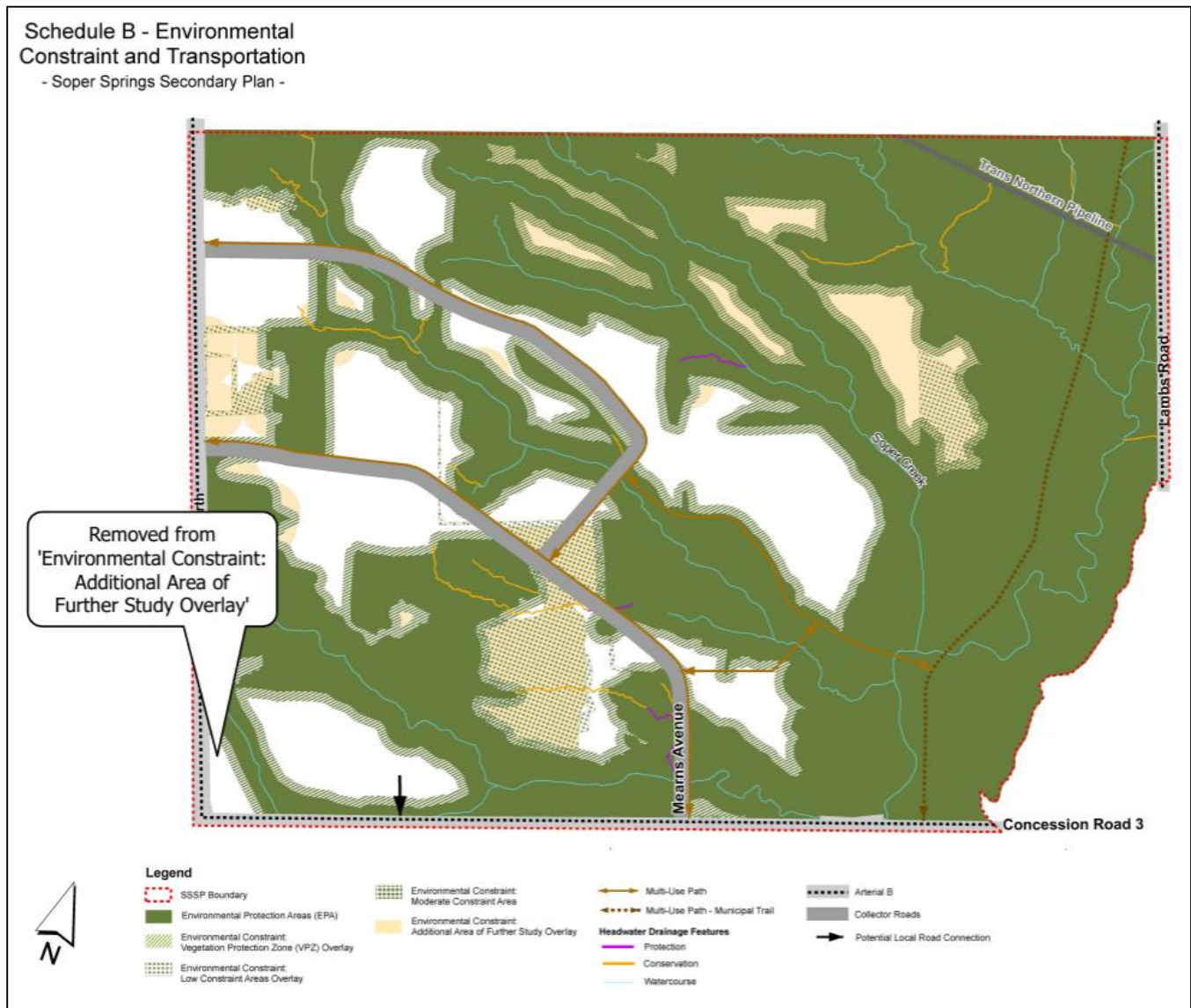


**Figure 2: Changes to Schedule A – Land Use Plan**

**Modifications to Schedule B – Environmental Constraints and Transportation**

5.7 Changes made to Schedule B – Environmental Constraints and Transportation are summarized below and detailed in Figure 3:

- The Environmental Constraint: Additional Area of Further Study Overlay was removed from lands in the southwest portion of the Secondary Plan area as works associated with the planned roundabout at the corner of Liberty Street North and Concession Road 3 as well as the installation of new Hydro poles have impacted the lands immediately adjacent the intersection.



**Figure 3:** Changes to Schedule B – Environmental Constraints and Transportation

## 6. Heritage Properties

- 6.1 As part of the preparation of the Secondary Plan several properties were identified as Cultural Heritage Resources, including 3347 Liberty Street North and 3136 Mearns Avenue. The Secondary Plan requires a Heritage Impact Assessment be prepared for each property as part of a complete development application, as well as a Heritage Impact Assessment prior to development on or adjacent to properties determined to have cultural heritage value or interest.

## 7. Policy Conformity

- 7.1 The recommended Secondary Plan is consistent with the Provincial Planning Statement, 2024, and conforms to the policies of the Durham Region Official Plan and the Clarington Official Plan, as summarized below.

### Provincial Planning Statement, 2024

- 7.2 The Secondary Plan is consistent with the Provincial Planning Statement, 2024 (PPS), which directs growth to settlement areas and promotes compact urban forms that efficiently use land and existing infrastructure. The PPS, 2024 supports the planning of complete communities that provide a range and mix of land uses, housing options including affordable housing, and transportation options to support accessibility for people of all ages, abilities, and incomes.
- 7.3 The PPS, 2024 also encourages the long-term preservation and protection of natural features. The Secondary Plan establishes Environmental Protection Areas to protect natural heritage features and includes trails and parkland to support a range of activities for a diverse population. Soper Springs has been planned to support Clarington's housing target, with a variety of housing types and densities that encouraged walkability, transit use, and access to local amenities.

### Durham Region Official Plan

- 7.4 The Secondary Plan generally conforms to the Durham Region Official Plan (ROP). Lands in the Secondary Plan area are designated Community Areas and Major Open Space Areas in the ROP. In addition, portions of the Secondary Plan area are within the 'Regional Natural Heritage System'.
- 7.5 The Secondary Plan conforms with Community Areas and Major Open Space policies of the ROP. Soper Springs introduces a variety of land uses which foster a complete community including residential, commercial, parks and open space, to serve the needs of future residents of the community. The Secondary Plan designates the natural heritage system as Environmental Protection Area as refined through the Soper Creek Subwatershed Study.

- 7.6 The ROP identifies two Future Type C Arterial roads in the Secondary Plan area, including a road along the northern boundary and the Mearns Avenue extension. The draft Transportation Assessment for the Secondary Plan area demonstrates that the planned transportation network can accommodate projected long-term traffic demands without the need for either Type C Arterial Road. The Mearns Avenue extension has been assessed and is reclassified to a Collector Road based on projected traffic volumes in Soper Springs. The removal of the northern arterial road is further supported by an analysis which outlines that the environmental constraints along the northern boundary limit the feasibility of constructing the arterial road, and that network connectivity and long-term function are maintained.
- 7.7 This report recommends approval of ROPA 3 to remove two Future Type C Arterial roads from the ROP.

### **Clarington Official Plan**

- 7.8 The Clarington Official Plan directs the development of compact, well-connected communities that make efficient use of land, support a diversity of built forms and land uses, encourage active transportation and protect the natural environment. The Secondary Plan conforms to this direction by planning for a broad range of housing types and community amenities, supported by a connected street network with sidewalks and cycling facilities to accommodate multi-modal travel. In addition, the Secondary Plan prioritizes the preservation and protection of lands designated Environmental Protection and their ecological function while supporting trail connections.
- 7.9 In addition, the Secondary Plan includes a Neighbourhood Park and two parkettes to meet the recreational needs of residents, supported by a trail network that connects to the broader trail system. The Community Wide Park is proposed to be removed from the Secondary Plan, as further review determined that the size, configuration and topography of the lands would not support a recreational facility or programmed space.
- 7.10 OPA 149 proposes to add the Soper Springs Secondary Plan to the Clarington Official Plan.

## **8. Financial Consideration**

- 8.1 The Clarington Official Plan requires that a Fiscal Impact Analysis (FIA) be undertaken for Secondary Plans to understand the long-term financial impacts of proposed development. Accordingly, Hemson Consulting Ltd. (Hemson) have prepared a draft FIA for the Secondary Plan, which is included as Attachment 7 to this report.

- 8.2 The draft FIA found that the Secondary Plan would likely have a small net negative financial impact to the Municipality once fully developed. The analysis estimated that there would be a deficit of approximately \$41 per person annually, or a total of \$133,574 annually. Hemson has advised that the draft FIA results should not be viewed as precise forecasts of what will occur at full build-out, given that there are many assumptions built into their modelling.
- 8.3 The fiscal projections of development charge revenue assume the use of the Municipality's development charge rates as passed in December 2025 and does not account for the anticipated passage of new DC by-laws during the build out period. The draft FIA noted that the total Soper Springs Secondary Plan DC revenue is therefore likely to exceed their estimates, resulting in a more positive financial impact overall.
- 8.4 The draft FIA concluded the Soper Springs development will likely be fiscally neutral to slightly negative overall. Additional revenues such as property taxes and development charges should generally cover the additional municipal costs generated by the development.

## 9. Strategic Plan

- 9.1 The preparation of the Soper Springs Secondary Plan directly addresses the following actions in the [2024-2027 Clarington Strategic Plan](#);
- C.1.1.2: Update Secondary Plan policies to include connectivity considerations and work to address gaps
  - C.2.2.1 Identify the range of housing needed
  - G.2.1.3 Update and complete identified Secondary Plans

## 10. Climate Change

- 10.1 The Soper Springs Secondary Plan has been planned with sustainability as a key priority. The Secondary Plan promotes a compact built form that supports transit use and active transportation, makes efficient use of land, and integrates development with the surrounding natural environment while protecting the natural heritage system. The Secondary Plan also contains policies that encourage energy efficient development, use of renewable energy and low-impact development.

## 11. Concurrence

- 11.1 Not Applicable.

## 12. Conclusion

- 12.1 It is respectfully recommended that Clarington Official Plan Amendment 149 and Durham Region Official Plan Amendment 3 for the Soper Springs Secondary Plan be approved.
- 12.2 Implementation of the Secondary Plan and development will be phased to align with the delivery of required infrastructure and community facilities, including necessary roads and crossings, sanitary sewers, water services, stormwater management facilities, and other community facilities.

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### Attachments:

- Attachment 1a – Recommended Clarington Official Plan Amendment 149
- Attachment 1b – Soper Springs Secondary Plan
- Attachment 1c – Urban Design and Sustainability Guidelines
- Attachment 2 – Recommended Regional Official Plan Amendment 3
- Attachment 3 – Sequence of Events
- Attachment 4 – Summary of Technical Reports
- Attachment 5 – Public Comments Summary Table
- Attachment 6 – Agency Comments Summary Table
- Attachment 7 – Draft Fiscal Impact Analysis

### Interested Parties:

List of Interested Parties available from Department.

## **Amendment No. 149 to the Clarington Official Plan**

**Purpose:** The purpose of this Amendment is to add the Soper Springs Secondary Plan to the Clarington Official Plan. This Secondary Plan creates a planning framework that will guide and facilitate the development of a complete community in north Bowmanville. The Secondary Plan includes Urban Design and Sustainability Guidelines, which are not an operative part of the Clarington Official Plan.

**Location:** This Amendment applies to a 184-hectare area located on the north side of Bowmanville. The Secondary Plan Area is generally bound by the Bowmanville urban boundary in the north, Concession Road 3 to the south, Liberty Street North to the west, and Lambs Road to the east.

**Basis:** The Bowmanville North (Soper Springs) Landowners Group Inc. (Landowners Group) is an incorporated body representing the majority of the land within the Secondary Plan Area. Weston Consulting, on behalf of the landowners' group, requested the initiation of the Secondary Plan process in early 2018. Council authorized the commencement of the Soper Springs Secondary Plan in April 2018.

This Secondary Plan is based on extensive technical study and public engagement. It incorporates recommendations of the Soper Creek Subwatershed Study and has been informed by a Preferred Land Use Alternative Report, a Preliminary Municipal Engineering Report, a Transportation Assessment Report, and a Background and Analysis Summary Report. Public and landowner input was received through Public Information Centres held in June 2019, December 2021, June 2022, December 2023, at the Public Meeting in May 2025, meetings with the Bowmanville North Landowners Group, as well as through Steering Committee Meetings.

**Actual Amendment:** Unless otherwise indicated, in the Amendment, newly added text is shown with underlining, and deleted text is shown with a ~~strike-through~~.

The Clarington Official Plan is hereby amended as follows:

1. A new Policy is added after Policy 23.3.4 as follows and the remainder of the policies in subsection 23.3 are renumbered accordingly:

“23.3.5 Notwithstanding Policy 23.3.4, for the areas subject to the following secondary plans, where there is a conflict or inconsistency with the parent Plan, the Secondary Plan shall prevail, inclusive of density and intensification policies of the parent Plan:

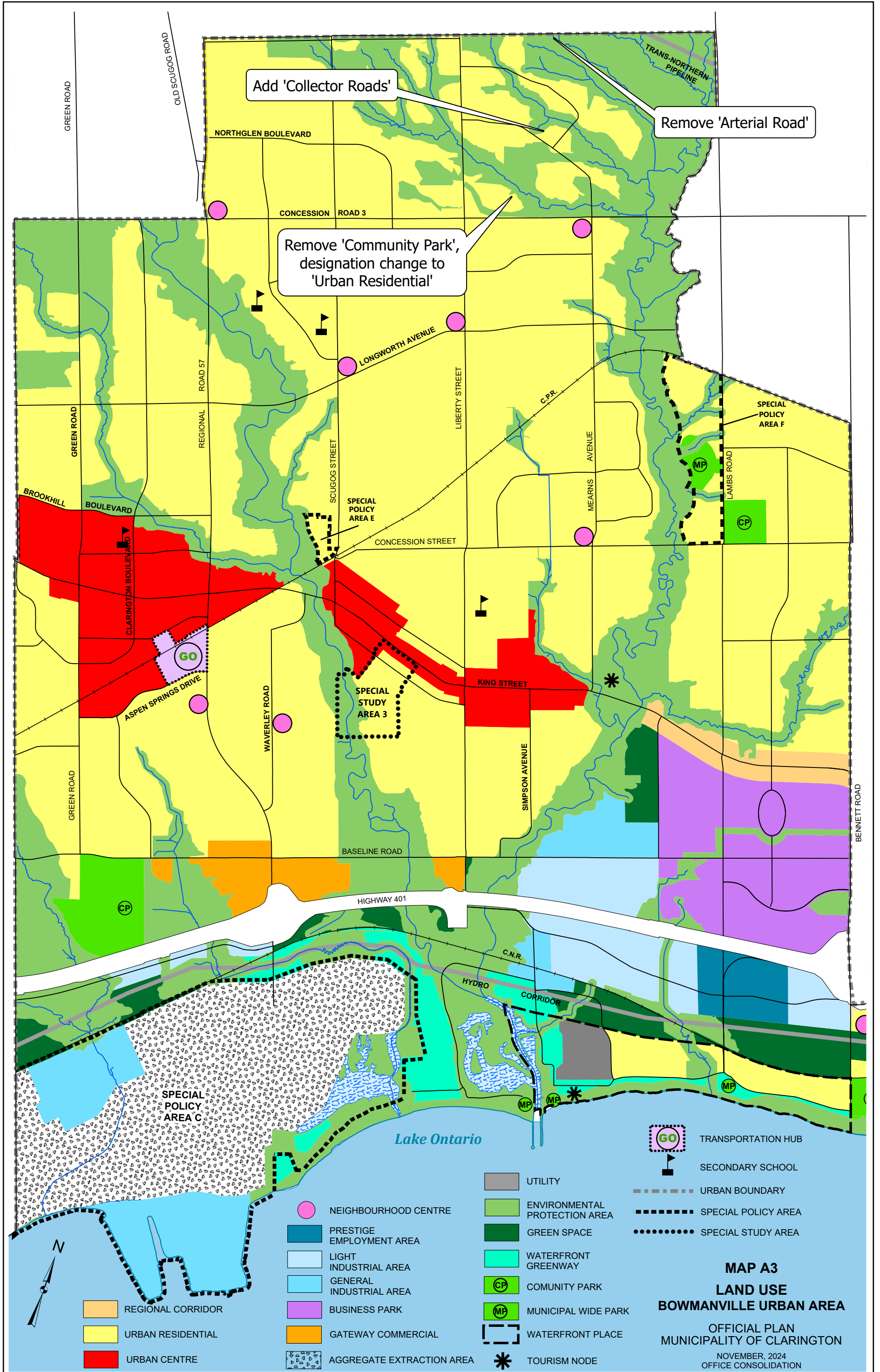
- i) Soper Springs Secondary Plan.”
2. Existing Clarington Official Plan, Map A3 Land Use Bowmanville Urban Area, is amended as demonstrated on Exhibit A attached hereto and forming part of this Amendment.
3. Existing Clarington Official Plan, Map C Secondary Plan Areas, is amended by changing the Soper Springs Secondary Plan to ‘Completed’ as shown on Exhibit B attached hereto and forming part of this Amendment.
4. Existing Clarington Official Plan, Map J1 and J3 Transportation Network Roads and Transit Clarington, are amended by removing the Type C Arterial Road between Liberty Street North and Lambs Road along the north boundary of Soper Springs Secondary Plan, by changing the road classification of the Mearns Avenue extension between Concession Road 3 to Liberty Street North from Type C Arterial Road to Collector Road, and by adding the northern collector road, as shown on Exhibits C and D attached hereto and forming part of this Amendment This road network will be added to all other maps in the Official Plan.
5. Existing Clarington Official Plan, Map K Trails Clarington, is amended by removing the Community Park symbol in accordance with the Secondary Plan as shown on Exhibit E attached hereto and forming part of this Amendment.
6. Existing Part Six, Section 3 “General Policies for Secondary Plans” is hereby amended as follows:

“3. Secondary Plans have been prepared for the following areas:

- a) Bowmanville East Town Centre;
- b) Bowmanville West Town Centre;

- c) Courtice Main Street;
- d) Newcastle Village Main Central Area;
- e) Port Darlington Neighbourhood;
- f) Bayview (Southwest);
- g) Clarington Energy Business Park;
- h) Brookhill Neighbourhood;
- i) Clarington Technology Business Park;
- j) Foster Northwest;
- k) Southeast Courtice;
- l) Wilmot Creek Neighbourhood; ~~and~~
- m) Courtice Waterfront; and
- n) Soper Springs. ”

7. Existing Part Six, SECONDARY PLANS, is amended by adding the Soper Springs Secondary Plan shown in **Attachment 1**.



Remove 'Arterial Road'

Add 'Collector Roads'

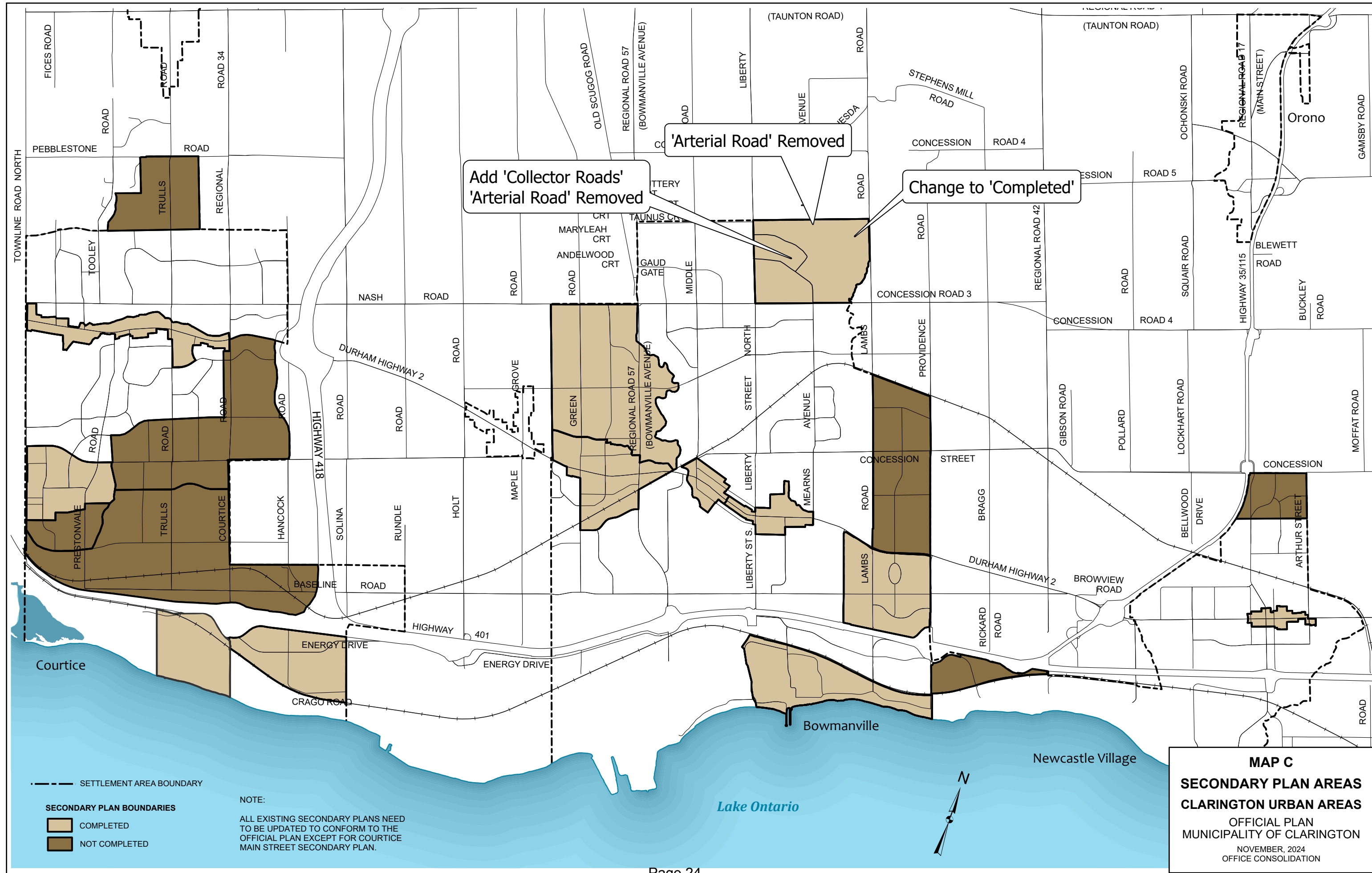
Remove 'Community Park',  
designation change to  
'Urban Residential'

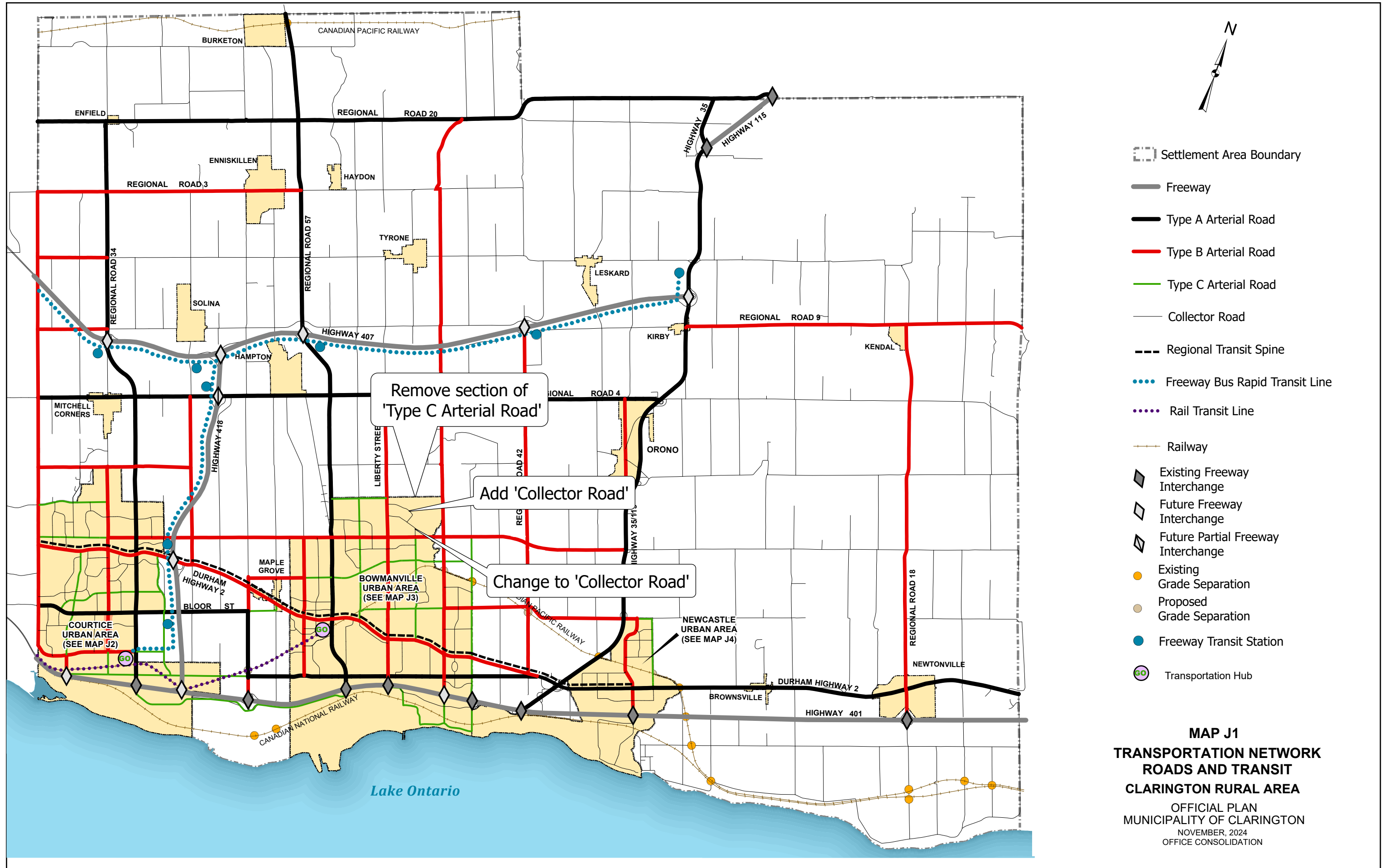
- TRANSPORTATION HUB
- SECONDARY SCHOOL
- URBAN BOUNDARY
- SPECIAL POLICY AREA
- SPECIAL STUDY AREA

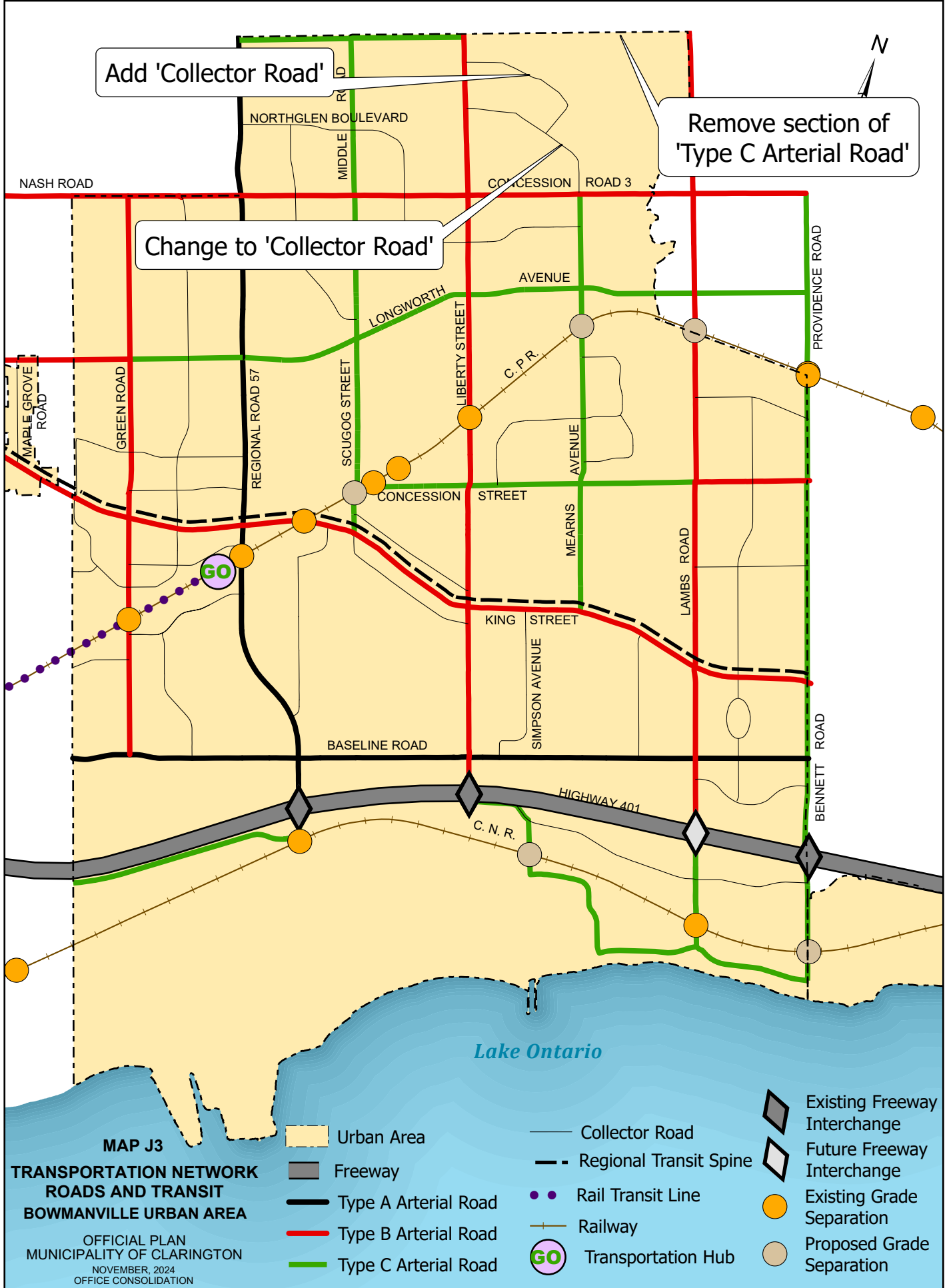
- REGIONAL CORRIDOR
- URBAN RESIDENTIAL
- URBAN CENTRE
- NEIGHBOURHOOD CENTRE
- PRESTIGE EMPLOYMENT AREA
- LIGHT INDUSTRIAL AREA
- GENERAL INDUSTRIAL AREA
- BUSINESS PARK
- GATEWAY COMMERCIAL
- AGGREGATE EXTRACTION AREA

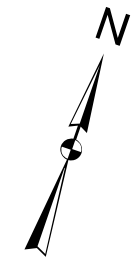
- UTILITY
- ENVIRONMENTAL PROTECTION AREA
- GREEN SPACE
- WATERFRONT GREENWAY
- COMMUNITY PARK
- MUNICIPAL WIDE PARK
- WATERFRONT PLACE
- TOURISM NODE

**MAP A3**  
**LAND USE**  
**BOWMANVILLE URBAN AREA**  
 OFFICIAL PLAN  
 MUNICIPALITY OF CLARINGTON  
 NOVEMBER, 2024  
 OFFICE CONSOLIDATION

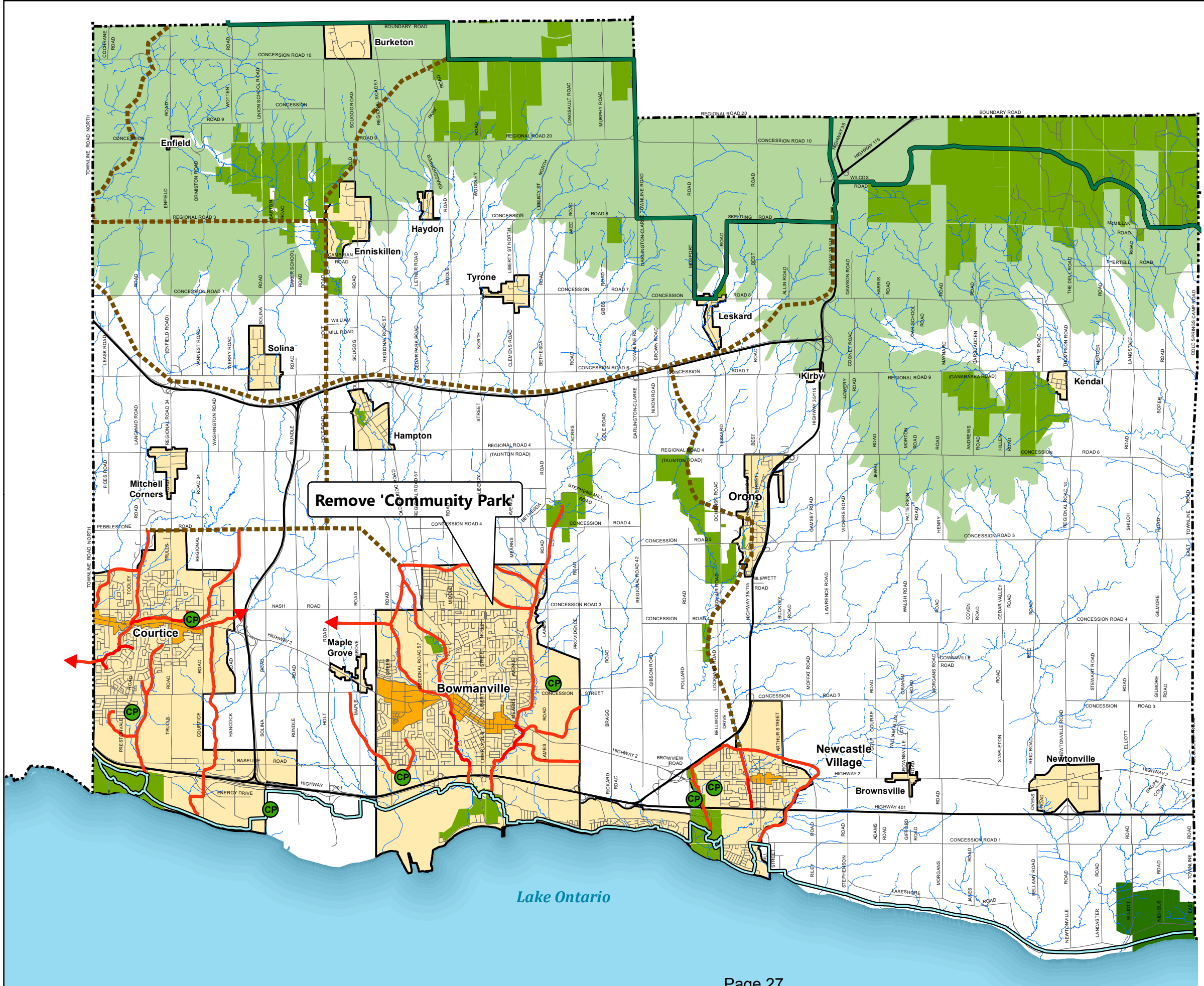








- Primary Trails**
- Urban Trails
  - Waterfront Trail
  - Oak Ridges Moraine Trail
  - - - Potential Regional Trail Connections
- 
- Provincial Highway
  - Roads
  - Streams
  - Urban and Village Centres
  - Conservation Lands
  - Oak Ridges Moraine
  - CP Community Parks



**MAP K  
TRAILS  
CLARINGTON**  
OFFICIAL PLAN  
MUNICIPALITY OF CLARINGTON  
MAY, 2025

# Soper Springs Secondary Plan

Municipality of Clarington Official Plan

April 2026



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Schedule A – Land Use

Schedule B – Environmental Constraint and Transportation

Appendix A – Urban Design and Sustainability Guidelines (*not included in this draft*)



# 1 Introduction

The Soper Springs Secondary Plan Area (“the Secondary Plan Area”) is approximately 184 hectares in size and is located on the north side of Bowmanville. The Secondary Plan Area is generally bound by Liberty Street North to the west, Concession Road 3 to the south, and Lambs Road to the east. The Secondary Plan Area’s northern boundary runs aligning with the Bowmanville urban boundary.

Prominent features within and around the Secondary Plan Area include Soper Creek, low density residential neighbourhoods to the south, estate residential *lots* to the west and agricultural fields and natural areas to the north and east which are located, in part, within the Greenbelt Plan Area. Two potential *cultural heritage resources* are located within the Secondary Plan Area.

The area’s topography is varied, with the highest elevation at the northwest corner and the lowest elevation towards the southeast. The main branch of the Soper Creek flows through the eastern half of the community with several tributaries throughout the study area flowing easterly towards the main branch, all within the natural heritage area or system. The area contains several high points and several ridges and valleys, contributing to a rolling landscape.

The Secondary Plan Area is anticipated to undergo significant growth and *development* with an estimated population of 3,250 residents and 1,280 units. The purpose of the Secondary Plan is to establish objectives and policies to guide *development* within Secondary Plan Area, including through subdivision, zoning and site plan control.

## 2 Vision and Principles

### 2.1 Vision

The Soper Springs 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 significant scale of the natural *environment*, promotes alternative modes of transportation, and supports a healthy lifestyle for current and future generations.

### 2.2 Principles for the Soper Springs 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 the recommendations from the Soper Creek *Subwatershed* Study.
- 2.2.4 Design open spaces and *parks* that are highly visible, accessible and usable including connection to the Environmental Protection Area where possible.
- 2.2.5 Respect cultural heritage through conservation and appropriate incorporation into the community.

### **3 Community Structure**

The Community Structure for the Soper Springs 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 Springs Secondary Plan that define its Community Structure are identified below.

#### **3.1 Local Corridor**

- 3.1.1 Lands along Concession Road 3 are identified as a Local *Corridor* on Map B of the Clarington Official Plan (the “Official Plan”). Local *Corridors* allow 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.
- 3.1.2 Local *Corridors* align with the Medium Density Local Corridor designation shown on Schedule A.

#### **3.2 Prominent Intersection**

- 3.2.1 A Prominent Intersection is located at Liberty Street North and Concession Road 3 and at the intersection of the Mearns Avenue extension and a second collector road internal to the Secondary Plan Area, as shown on Schedule A.
- 3.2.2 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 Urban Residential**

- 3.3.1 Urban Residential areas are the residential areas outside of the 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.
- 3.3.2 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 short walking distance to a Neighbourhood *Park* and/or a Parkette.

#### **3.4 Parks and Open Space System**

- 3.4.1 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.

### **3.5 Environmental Protection Areas and Associated Areas**

- 3.5.1 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 Secondary Plan Area in a way that defines Community Structure and identity.
- 3.5.2 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.
- 3.5.3 Access to Environmental Protection Areas and associated areas through the *development* of public trails will be undertaken in a manner which conserves their *ecological integrity*.

### **3.6 Parks**

- 3.6.1 *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.
- 3.6.2 *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 *stormwater management ponds* where possible 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 short walking distance of their homes; and
  - c) ensure good visibility from public streets

### **3.7 Stormwater Management Ponds**

- 3.7.1 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 paths and trails where appropriate;

- b) areas of *ecological value* as enhanced *wildlife habitat* through appropriate planting; and
- c) visual extensions of other components of the open space and *parks* 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 Allow for a mix of uses and a variety of locations that enable residents to meet many of their needs within walking distance.
- 4.1.3 Locate the highest intensity of *development* and greatest potential mix of uses along Concession Road 3 and Liberty Street North to foster access to transit.

### 4.2 General Policies

- 4.2.1 The following land use designations apply within the Secondary Plan Area as shown on Schedule A:
  - a) Medium Density Local Corridor;
  - b) Medium Density Residential;
  - c) Low Density Residential;
  - d) Utility;
  - e) Environmental Protection Areas (See Section 6);
  - f) Land Use to be Determined (See Section 6); and
  - g) Parks (see Section 7).
- 4.2.2 Schedule B identifies four overlays that establish areas where further study is required before *development*, as per the underlying designation, may be permitted:
  - a) Environmental Constraint: Moderate Constraint Area Overlay;
  - b) Environmental Constraint: Low Constraint Area Overlay;
  - c) Environmental Constraint: Vegetation Protection Zone Overlay; and
  - d) 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 Medium Density Local Corridor**

4.3.1 Lands designated as Medium Density Local Corridor are located along Concession Road 3.

#### **Permitted Uses**

4.3.2 The predominant use of lands within the Medium Density Local Corridor designation is residential in a mix of housing types and tenures in mid-rise housing forms.

4.3.3 *Retail uses* and *service uses* may be provided at the intersections of collector and arterial roads to provide access to local amenities within walking distance for residents of the surrounding areas.

4.3.4 Permitted built forms shall include:

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

4.3.5 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*.

4.3.6 Within apartment buildings, only residential uses, as well as residential lobbies and building services shall be permitted on the ground floor of an apartment building.

4.3.7 The implementing Zoning By-law shall identify lands where ground floor *retail uses*, *service uses* and office uses are permitted.

#### **Height and Density**

4.3.8 Building heights shall be a minimum of 3 *storeys* and a maximum of 6 *storeys*.

4.3.9 Notwithstanding Policy 4.3.8, an additional two *storeys* are permitted if *affordable housing* units are provided.

4.3.10 *Development* within the Medium Density Local Corridor designation shall have a minimum *site* density of 100 units per net hectare.

4.3.11 The tallest buildings and highest densities shall be located near the Prominent Intersection at Liberty Street North and Concession Road 3 to provide built form and housing type variety along the Local *Corridor*. This area is also encouraged to have the greatest concentration of non-residential uses.

4.3.12 Notwithstanding Policy 4.3.8, the built form fronting Concession Road 3 shall be at least 5 *storeys* where feasible.

#### **4.4 Medium Density Residential**

4.4.1 Lands designated as Medium Density are generally located along Liberty Street North and the Mearns Avenue Extension.

##### **Permitted Uses**

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

4.4.3 *Retail uses, service uses* and office uses shall also be permitted at the intersection of Liberty Street North and the Mearns Avenue extension and the intersection of Mearns Avenue extension and the northern collector road in accordance with the policies of this Section.

4.4.4 Permitted built forms shall include:

- a) All forms of townhouses;
- b) Apartment buildings;
- c) Commercial and *mixed use* buildings in accordance with Policy 4.4.3; and
- d) Other built forms that provide housing at the same or higher densities as those above.

4.4.5 Where *retail uses, service uses* and office uses are developed in accordance with Policy 4.4.3, such uses shall be developed in a pedestrian-oriented main street format with active frontages along Liberty Street North and / or the Mearns Avenue extension.

4.4.6 On-street parking on collector or local roads adjacent to the *retail uses, service uses* and office uses shall be encouraged. On-street parking is not permitted along Liberty Street North.

4.4.7 Permitted *retail uses* and *service uses* may be developed as stand-alone commercial *development* or in a *mixed use* format with residential uses above the ground floor commercial uses.

### **Height and Density**

4.4.8 Buildings within the Medium Density Residential designation shall not exceed 4 *storeys* in height with buildings fronting Liberty Street not to exceed 6 *storeys* in height.

4.4.9 Notwithstanding Policy 4.4.8, an additional two *storeys* are permitted if *affordable housing* units are provided.

4.4.10 *Development* within the Medium Density Residential designation shall have a minimum *site* density of 45 units per net hectare.

4.4.11 *Development* shall provide a transition, locating less dense and lower scale buildings in locations adjacent to the Low Density Residential designation.

## **4.5 Low Density Residential**

### **Permitted Uses**

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

4.5.2 The following residential built form are permitted:

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

4.5.3 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 low rise apartments accounting for the remainder. The calculation of the minimum percentage will generally be measured on a draft plan of subdivision basis.

4.5.4 Permitted townhouses and low rise apartments shall generally be clustered adjacent to collector roads, and neighbourhood *parks*.

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

### **Height and Density**

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

4.5.7 *Development* on lands designated Low Density Residential shall have a minimum density of 13 units per net hectare.

### **4.6 Utility**

4.6.1 Lands designated *Utility* shall be subject to the policies of Section 21 of the Official Plan and the following additional policy.

#### **Permitted Uses**

4.6.2 The predominant use of lands within the *Utility* designation is *infrastructure* and utilities including a water reservoir, pumping station and other *infrastructure* and *utility* uses.

## 5 Urban Design

### 5.1 General Policies

- 5.1.1 The Soper Springs 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 Springs Urban Design and Sustainability Guidelines. The Soper Springs Urban Design and Sustainability Guidelines 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, complemented by multi-use paths and trails, 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 should 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 provide access to transit.
- 5.1.4 Views to key landmarks such as *parks*, schools, Prominent Intersections, and *natural heritage features* shall be maintained through 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 Springs Urban Design and Sustainability Guidelines, 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 Urban Design and Sustainability Guidelines, the Secondary Plan policy prevails.
- 5.1.7 The Soper Springs Urban Design and Sustainability Guidelines contain 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 and does not preclude other plans demonstrating how the secondary plan may be implemented.

## 5.2 Placemaking

- 5.2.1 Public art is encouraged to 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 comfortable walking *environments* 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 uses* 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 Prominent Intersections, to create a distinctive identity.
- 5.3.2 Built form policies in Section 5.4 of the Official Plan that address transparent glass and location of public entrances shall apply where commercial or *mixed use buildings* are proposed adjacent to the Prominent intersection.
- 5.3.3 Privately owned publicly accessible open spaces may 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 public 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 The Soper Springs Urban Design and Sustainability Guidelines and the implementing zoning by-law shall provide direction on building stepbacks for buildings greater than 6 *storeys*.
- 5.4.3 *Development* shall provide a transition between areas of different heights and density within the Secondary Plan Area through separation, step-backs, intervening land uses, intervening local roads or other similar means.
- 5.4.4 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.
- 5.4.5 Reverse frontage *development* generally shall not be permitted within the Secondary Plan Area.
- 5.4.6 Street townhouses shall generally not comprise more than 6 attached units.
- 5.4.7 Corner *lots* should have a high level of design with equal and prominent design for both building elevations which face the street.
- 5.4.8 Porches are encouraged for all ground oriented dwellings.
- 5.4.9 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.
- 5.4.10 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 Springs Urban Design and Sustainability Guidelines 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 sidewalk 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 driveway widths so that they generally 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 shall 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;
- 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) shall 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 Environment

### 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 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 in consultation with the Central Lake Ontario Conservation Authority (“CLOCA”).
- 6.2.2 In addition to these policies, the Soper Creek *Subwatershed* Study shall form the basis for any study undertaken with respect to the *natural heritage system* and natural hazards. Site-specific studies may refine and/or confirm development limits and the presence and boundaries of *natural heritage features*, provided that the general direction and recommendations of the Soper Creek *Subwatershed* Study are maintained, except for recommendations in the *Subwatershed* Study related to natural feature boundaries.
- 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 *hydrological 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*, *significant* groundwater discharge areas in the form of baseflow springs and seeps, *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.

6.3.6 The boundary of lands designated as Environmental Protection Area on Schedule A are approximate and shall be refined 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 without amendment to this Secondary 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. Conveyance may not be appropriate in all circumstances.

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 6.3.10 shall be designated Environmental Protection Area and shall be zoned appropriately to prohibit *development*.

- 6.3.12 Watercourse crossings shall maintain natural channel form, fish and wildlife passage, hydrologic function, and ecological connectivity, locate and size crossings to avoid increased erosion or flooding, be generally at right angles and minimize impacts on natural features, with appropriate mitigation and restoration where impacts are unavoidable. In addition, new road crossings shall be generally at right angles to the watercourse where feasible.
- 6.3.13 Notwithstanding Policy 6.3.1, the area commonly referred to as “the lobe” located at 3145 Mearns Avenue and designated Environmental Protection Area which was previously the subject of unauthorized natural feature removal, may be designated as Low Density Residential without amendment to this Secondary Plan, subject to the terms and conditions of the Compensation Agreement dated February 2020 between the applicable landowner and the Municipality of Clarington.

## **6.4 Land Use to be Determined**

- 6.4.1 Land Use to be Determined is a land use designation shown on Schedules A. These lands require further analysis to determine if *development* can be permitted and is feasible. These lands are identified as Environmental Protection Area in the Official Plan. These lands were not identified as part of the *Natural Heritage System* in the Soper Creek *Subwatershed* Study; however, the lands were identified as containing *Vegetation Protection Zones*, candidate and / or unconfirmed *significant wildlife habitat*, low constraint areas and were also identified with Status Pending further Study and noted as locations for enhancement/restoration opportunities. These are small areas surrounded by the *Natural Heritage System*.
- 6.4.2 To change the designation to permit *development*, an Official Plan Amendment application will be required along with studies to confirm the boundary of the *Natural Heritage System*, confirm the feasibility of access and serviceability and determine the appropriate land use designation if development is feasible.
- 6.4.3 To confirm feasibility of *development*, lands within this designation shall be subject to a number of studies and staking of abutting *natural heritage features* to confirm the presence of and boundary of features and functions in the abutting Environmental Protection Area designation and confirm the extent of the *Vegetation Protection Zone* to ensure no impact on the abutting Environmental Protection Area from urban *development*.
- 6.4.4 Studies submitted in support of an Official Plan Amendment application shall also assess the impact of any proposed road crossing of the Environmental Protection Area into this designation to demonstrate that roads and servicing can be provided without a net *negative impact* on the *natural heritage features* and functions within the abutting Environmental Protection Area designation. The Municipality may consider enhancement, compensation and restoration to ensure an overall net positive impact on the *natural heritage features* and system.

- 6.4.5 The studies referred to in this Section shall include: a Hydraulic Analysis Study, an Environmental Impact Study, a Geotechnical Analysis confirming the long-term stable top of bank, a Hydrogeological Analysis, updated hydrology modelling to evaluate downstream flooding and erosion impacts (if not already addressed by the *Subwatershed* Study) and a Geomorphic Study as well as a Planning Justification and are required as part of a *development* application. Prior to undertaking the identified studies, the terms of reference shall first be approved by the Municipality in consultation with the relevant agencies.
- 6.4.6 A detailed block plan will also be required in support of an Official Plan Amendment application to demonstrate that the remaining lands outside of the Environmental Protection Area and associated *Vegetation Protection Zone* can be developed for urban uses and associated roads, trails, and stormwater management facilities and determine the appropriate density of *development* without impact on the abutting Environmental Protection Area.

## 6.5 Environmental Constraints Overlays

- 6.5.1 Environmental Constraint Overlays are shown 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*.
- 6.5.2 The four types of Environmental Constraint Overlays shown on Schedule B include Moderate Constraint Area, *Vegetation Protection Zone*, Additional Area of Further Study, and Low Constraint Area.
- 6.5.3 Environmental Constraint: Moderate Constraint Area Overlay represent those lands identified in the Soper Creek *Subwatershed* Study as 'Moderate Constraint'. The lands may include features such as *linkage* areas, Headwater drainage features with a conservation or mitigation classification, agricultural lands displaying evidence of hydrologic features. An Environmental Impact Study prepared in support of a *development* application shall determine the presence of or extent of the features and function to be protected from *development*, including the identification of the requisite *Vegetation Protection Zone*.
- 6.5.4 Environmental Constraint: *Vegetation Protection Zone* Overlay represent 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 *Vegetation Protection Zone* will not require an amendment to this Plan.

- 6.5.5 Environmental Constraint: Additional Area of Further Study Overlay represent 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.
- 6.5.6 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.
- 6.5.7 Until the Environmental Impact Studies required in this Section 6.5 have been completed, land uses within the Environmental Constraint Overlays shall be limited to existing lawful permitted uses.
- 6.5.8 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 be part of the Environmental Protection Area designation.
- 6.5.9 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

### 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 Locate *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 Springs 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 Parks; 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.
- 7.2.5 The locations of the Neighbourhood Park 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 following approval of a draft plan of subdivision, 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.
- 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.
- 7.2.10 Placement of park benches in *parks* should maximize accessibility and rest points.

## 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) 3347 Liberty Street North; and
  - b) 3136 Mearns Avenue.
- 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 under O. Reg. 9/06 of the Ontario Heritage Act.
- 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 the Local *Corridor* along Concession Road 3 and along Liberty Street North where transit will be most frequent and direct.
- 9.1.5 Mid-block connections and trails should be used 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 Soper Springs 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 Springs Secondary Plan Area should be developed in accordance with Schedule B Environmental Constraint and Transportation and the policies of this Secondary Plan, with further guidance provided in the Urban Design and Sustainability Guidelines and the Soper Springs Transportation Assessment 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.

### **9.3 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 Soper Springs. 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 is conceptual and will be confirmed through 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.
- 9.3.3 Notwithstanding Policy 9.3.2, the northern collector road crossing of the Soper Creek tributary can be altered or relocated or an additional local road crossing provided without amendment to the Secondary Plan subject to completion of technical studies, determination of mitigation measures and obtaining permits and approvals from the Municipality of Clarington, Region of Durham, CLOCA and other agencies having jurisdiction; and the fulfilment of the requirements of the Municipal Class Environmental Assessment for any Schedule C project.
- 9.3.4 The Municipality may consider *development* on private roads outside of the Low Density Residential designation.
- 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.

### **9.4 Public Transit**

- 9.4.1 The Municipality shall ensure that transit facilities are integrated early and appropriately within and adjacent to Soper Springs Secondary Plan Area and ensuring 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 Corridor* 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; and
- d) Provision for transit stops and incorporation of bus-bays where appropriate into road design requirements.

## 9.5 Active Transportation

- 9.5.1 The policies of the Soper Springs 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 Springs 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 the Medium Density Local Corridor – designation to Concession Road 3.
- 9.5.6 Destinations such as the Environmental Protection Area, *parks*, and stores and connections to surrounding neighbourhoods will be integrated through off-street *active transportation* network including off-street bike lanes and multi-use paths.
- 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 Soper Springs.

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 Bowmanville 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 Soper Springs 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, and in particular, to locate within the Local *Corridor* to provide residents with excellent access to public transit.

10.2.5 Collaboration with the Region of Durham and public and nonprofit 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 other 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 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 Environmental Performance

## 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*.
- 11.2.3 Applications for *development* shall demonstrate that all water mains can be appropriately looped and dead ends minimized without the need for additional crossings of the Environmental Protection Area outside of planned road right of way and trail crossings. If additional crossings of the Environmental Protection Area are proposed, an assessment of alternatives and potential impacts shall be provided to demonstrate impacts to the Environmental Protection Area are minimized and mitigated to the extent feasible.
- 11.2.4 Applications for *development* shall assess whether an upstream sanitary creek crossing as part of a road or trail crossing is feasible with minimal impact to the Environmental Protection Area. If a sanitary crossing outside of the proposed road or trail network is determined to be not feasible, an updated servicing strategy shall be provided to determine the need for and preferred location for a sanitary pumping station.

## 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 Clarington Official

Plan and the policies of this Section consistent with Policy 6.3.4 of this Secondary Plan and Sections 3.4, 144 and 20 of the Official Plan.

- 11.3.2 Wherever feasible *stormwater management ponds* should be located in Low Density Residential designations. Stormwater management facilities shown on Schedule A are illustrative and final location and sizing shall be confirmed by a Master Drainage Plan and Stormwater Management Reports submitted with *development* applications. 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. As recommended by the Soper Creek *Subwatershed* Study, the required Stormwater Management Report shall incorporate:
  - a) Infiltration-based *Low 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:
  - d) Stormwater Management Report;
  - e) Erosion and Sediment Control Plan;
  - f) Servicing Plans;
  - g) Grading Plans;
  - h) Geotechnical reports;

- i) Hydrogeologic reports; and
  - j) Other technical reports as deemed necessary.
- 11.3.7 The Stormwater Management Report identified in Policy 11.3.5 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 CLOCA guidelines.
- 11.3.8 The Stormwater Management Report 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 in consultation with 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 under varying subsurface conditions. 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 High Volume Recharge Areas and Ecologically *Significant* Groundwater Recharge Areas shall maintain a pre-development water balance in accordance with the Credit Valley-Toronto and Region Central Lake Ontario (CTC) Source Water Protection Plan policies and the Soper Creek *Subwatershed* Study.
- 11.3.12 *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 pre-maturely 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 encouraged to consider the use of renewable energy sources.
- 11.5.2 *Development* is 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.
- 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**

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## 12.1 Implementation

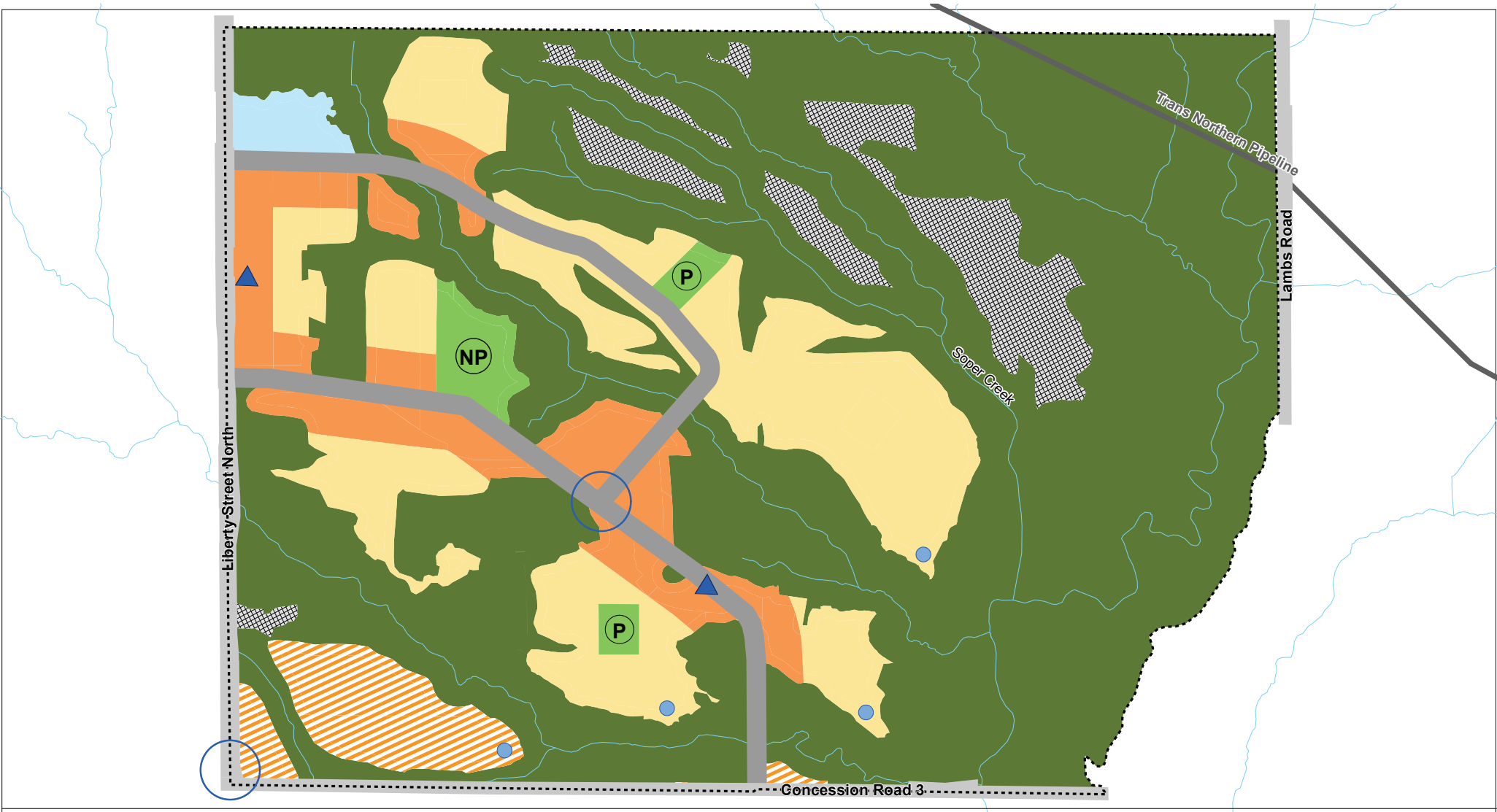
- 12.1.1 Detailed studies prepared, to the satisfaction of the Municipality, in support of a *development* application may refine and confirm the *natural heritage features* identified in the recommendations of the Soper Creek *Subwatershed* Study on a *site-by-site* basis however the study must address the issues raised by the *Subwatershed* Study.
- 12.1.2 As part of a *development* application for residential *developments* the following information is required for the subject application:
- a) Net residential density by land use designation;
  - b) Identification of total square metres of non-residential land uses;
  - c) Number and type of units by land use designation;
  - d) Total residential unit count;
  - e) Estimated population;
  - f) Amount/type of non-residential space and number of jobs; and
  - g) The number of purpose-built *additional dwelling units* and *affordable* housing units by land use designation.
- 12.1.3 All new *development* within the Soper Springs 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 Notwithstanding that the upgrading of existing roads, culverts, bridges and similar infrastructure by the landowners/proponents required to facilitate development will be considered through appropriate agreements with the Region and/or Municipality, the Development Charge eligibility of such works shall not be adversely affected.
- 12.1.5 The Municipality encourages *utility* providers such as hydroelectric power, communications/telecommunications facilities and utilities, broadband fibre optics, and natural gas to ensure that sufficient *infrastructure* is or will be in place to serve growth in the Plan area

- 12.1.6 *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.
- 12.1.7 Approval of *development* applications shall be subject to conditions of draft plan approval, where applicable, requiring 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.
- 12.1.8 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.
- 12.1.9 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 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.
- 12.1.10 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 (including Region of Durham costs) of developing the property are to be shared including, but not limited to the provision of community and infrastructure facilities such as parks, roads, road improvements, external services, stormwater management facilities and public/private utilities. 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) among signatories of the agreement prior to registration of a plan of subdivision.
- 12.1.11 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.
- 12.1.12 If the landowners, have entered into a Master Parkland Agreement as set out in Policy 12.1.10, the Municipality will require, as a condition of draft approval, that
















proof be provided to the Municipality that the landowner has satisfied all their parkland obligations with respect to the Master Parkland Agreement prior to registration of a plan of subdivision.

## **12.2 Interpretation**

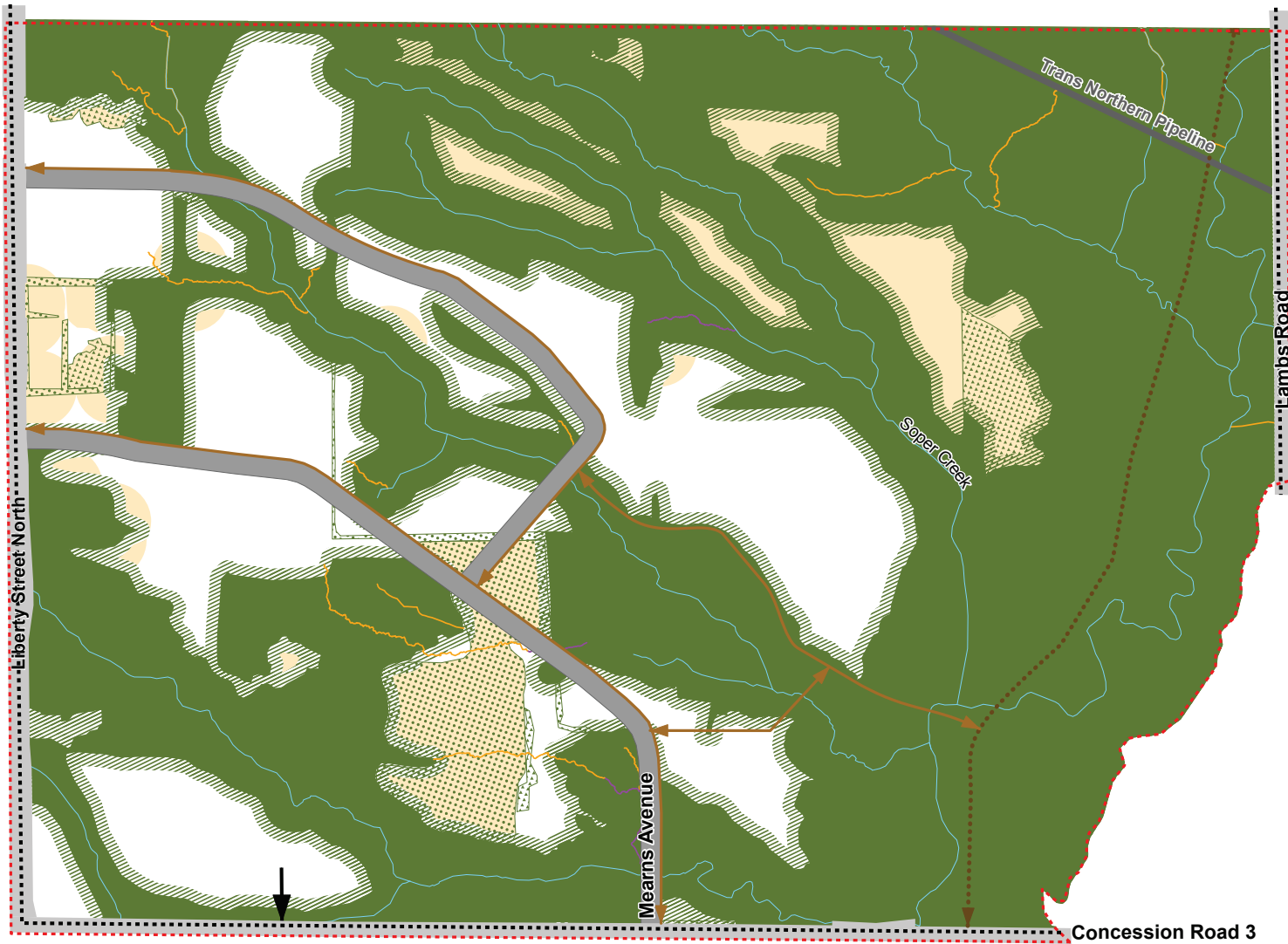
- 12.2.1 The Soper Springs Secondary Plan has been prepared to align with the policies of the Official Plan. The policies, maps and appendices of this Secondary Plan, shall be read and interpreted in conjunction with the applicable policies of the Official Plan.
- 12.2.2 In the event of a conflict between 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**

-  SSSP Boundary
-  Medium Density Local Corridor
-  Medium Density Residential
-  Low Density Residential
-  Utility
-  Neighborhood Park
-  Parkette
-  Prominent Intersection
-  Stormwater Management Facility (SWF)
-  Environmental Protection Areas
-  Land Use to be Determined
-  Watercourse
-  Collector Roads
-  Arterial Roads
-  Potential Cultural Heritage Resources

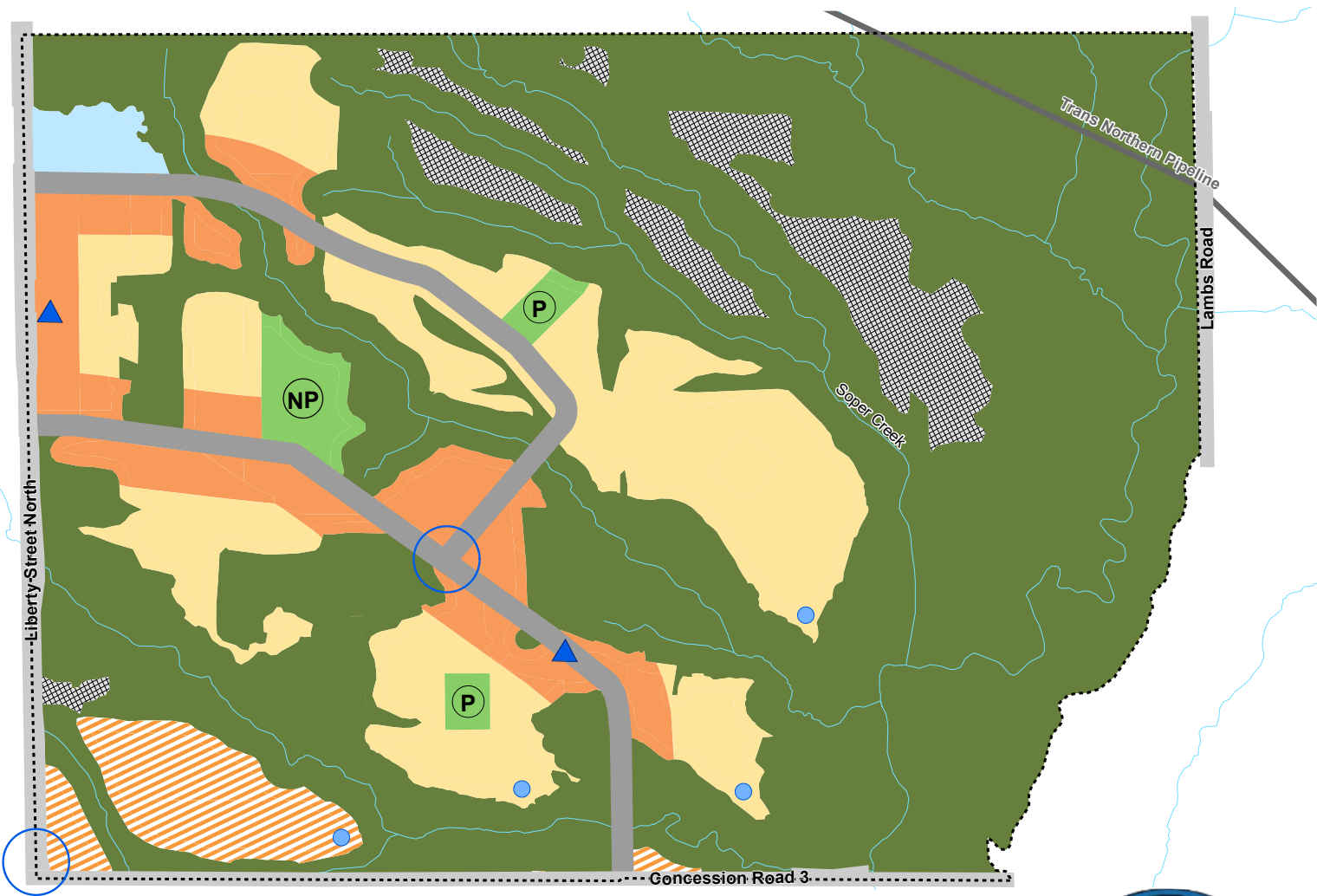
**Schedule A - Land Use**  
- Soper Springs Secondary Plan -



**Legend**

- |  |  |                                    |                                 |
|--|--|------------------------------------|---------------------------------|
| SSSP Boundary  | Environmental Constraint: Moderate Constraint Area                 | Multi-Use Path                     | Arterial B                      |
| Environmental Protection Areas (EPA)                               | Environmental Constraint: Additional Area of Further Study Overlay | Multi-Use Path - Municipal Trail   | Collector Roads                 |
| Environmental Constraint: Vegetation Protection Zone (VPZ) Overlay |  | <b>Headwater Drainage Features</b> | Potential Local Road Connection |
| Environmental Constraint: Low Constraint Areas Overlay             |  | Protection                         |                                 |
|  |  | Conservation                       |                                 |
|  |  | Watercourse                        |                                 |

**Schedule B - Environmental Constraint and Transportation**  
 - Soper Springs Secondary Plan -



# Clarington

## Municipality of Clarington | Soper Springs Secondary Plan Urban Design and Sustainability Guidelines

April 2026



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& Design  
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## GUIDELINE STRUCTURE

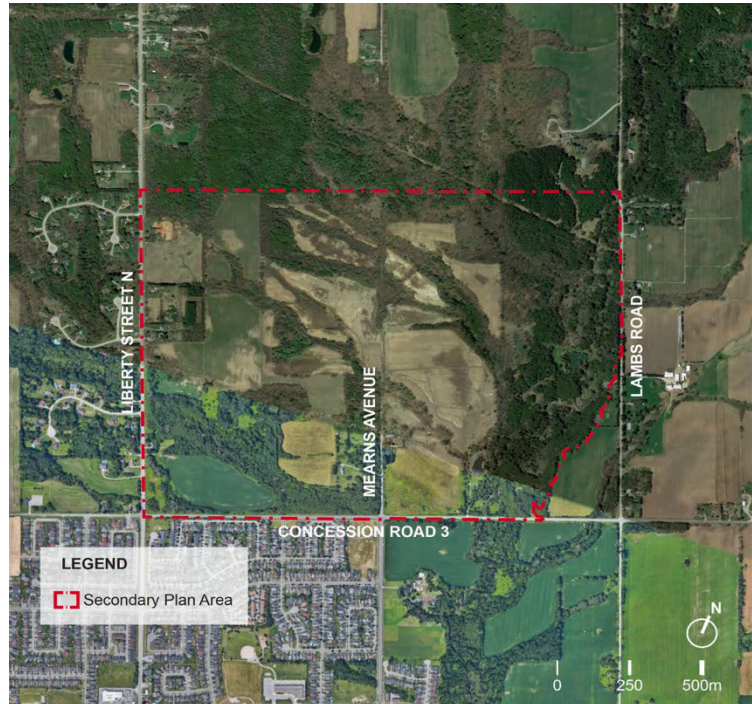
The document is organized as a series of guidelines along with detailed guidance to assist designers in achieving the community’s vision. It is intended that creativity and sensitivity to context should be encouraged to achieve the intent of each guideline with consideration of alternative approaches on a case-by-case basis where it can be demonstrated that the overall vision is being met.

SECTION 1 – Introduction	
SECTION 2 – Community Structure	
SECTION 3 – Streets and Blocks	
SECTION 4 – Built Environment	
SECTION 5 – Mobility	
SECTION 6 – Natural Environment	
SECTION 7 – Green Infrastructure and Buildings	

# 1 INTRODUCTION

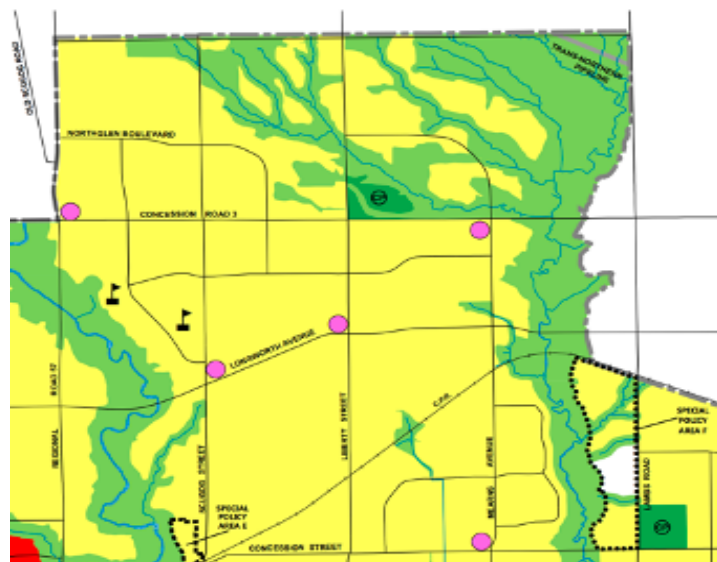


The Soper Springs Secondary Plan Area is 184 hectares in size, located in the Municipality of Clarington (MOC), at the north end of Bowmanville. The area is generally bound by Liberty Street North to the west, Concession Road 3 to the south, and Lambs Road to the east. The Secondary Plan's northern boundary runs 1 kilometre north and parallel to Concession Road 3 and aligns with the Bowmanville urban boundary. A mixture of agricultural uses, natural areas, and private residential properties exist around the area.



*Figure 1: Soper Springs Secondary Plan Area*

A large portion of lands within the Soper Springs Secondary Plan boundary are designated as Environmental Protection Area (EPA) as noted on Map “A3” of the Clarington Official Plan.



*Figure 2: Map A3 Clarington Official Plan*

## 1.1 PURPOSE OF THE GUIDELINES

The Urban Design & Sustainability Guidelines (Guidelines) build on the Sustainability + Green Principles Report prepared by SGL Planning and Design Inc. which were informed by the Municipality of Clarington’s sustainability journey. These Guidelines also build on the Council endorsed Priority Green Clarington (2015), which provided a plan to promote and encourage greener, more sustainable neighbourhoods in the Municipality.

The Guidelines provide guidance for the design of streets and blocks, built form, streetscape design, community focal points, Environmental Protection Area (EPA) interface, parks and open space as well as sustainability. They will provide a level of expectation for the design and assist with the review and evaluation of future development applications.

The Guidelines are to be used by:



Council and Committee to confirm whether an application meets the vision for Soper Springs.



Municipal Staff and Agencies as a reference for review and approval.



Developers and consultants to understand how to make their proposals align with the vision.



The public to understand how their community is to be designed.

## 1.2 OBJECTIVES OF THE GUIDELINES

The Guidelines have been prepared to accomplish the following objectives:

- Achieve high quality urban design throughout the community in both the public and private realm;
- Encourage the design and building of an attractive and sustainable environment consistent with the vision for the Soper Springs Secondary Plan area;
- Ensure new development is unique;
- Incorporate an active transportation network;
- Maintain compatibility with the surrounding natural heritage; and
- Provide consistent direction of the design of the community for the public, development community and Municipal Staff.

## 1.3 INTERPRETATION AND IMPLEMENTATION

The Guidelines are intended to implement the Secondary Plan direction for the Soper Springs Community and provide direction on urban design, streetscapes, built form, and sustainability initiatives.

The Guidelines are to be read in conjunction with, and complement the policies of the Soper Springs Secondary Plan, objectives and policies of the Municipality of Clarington Official Plan (COP), the provisions of the Municipality of Clarington Zoning By-law, the Priority Green Development Framework and Implementation Plan, and other guidelines.

In the event of a conflict between the Guidelines and the Secondary Plan, the provisions of the Secondary Plan shall prevail over the provisions of these Guidelines.

## 1.4 PLACEMAKING AND DESIGN EXCELLENCE

Placemaking is both a philosophy and a multi-faceted approach to planning and urban design. While not a new concept, placemaking has recently come to the forefront of planning for successful, sustainable and complete communities. Through a collaborative process, the intent of placemaking is to capitalize on a community's vision, assets and potential and define the physical, cultural and social identities that will help support its ongoing evolution. Placemaking through

the cohesive design of the public and private realm helps provide residents, workers and visitors with a strong sense of place.

Appropriate, place-specific urban design principles and practices are a key element that shape how we experience and interact with the public realm, which includes destinations such as places to shop, eat, gather, interact, learn, enjoy and work. Great places can be defined by a combination of their natural landscapes and access to the environment, walkability and mix of uses, safe and attractive streetscapes, high quality architecture and human-scaled built form, parks and urban squares, public art and neighbourhood composition. Placemaking through good urban design will play a key role for the Soper Springs Secondary Plan to promote physical and mental health, community well-being and sustainability.

Good urban design will promote excellence in the design of the Soper Springs community. While the specifics of each development proposal may vary, the overall objectives for the highest quality designs will remain the same throughout the Secondary Plan area.



## 1.5 VISION AND GUIDING PRINCIPLES

The Soper Springs Secondary Plan will promote a positive image and foster a strong sense of place. The goal for creating vibrant and sustainable urban places as stated in Section 5 of the Clarington Official Plan is:

"To create a built environment that celebrates and enhances the history and character of Clarington, fosters a sense of place for neighbourhoods and communities, promotes a positive image of the Municipality, demonstrates a high quality of sustainable architectural design, and enhances the well-being of residents, both present and future."

The urban design and sustainability principles reflect the vision and framework set out by the Clarington Official Plan and the Municipality's Priority Green Plan, and more specifically the Priority Green checklist for secondary plans. These principles were used to inform the preparation of the Secondary Plan policies and will be used to inform the Guidelines. In Phase 1 of the Secondary Plan Study, SGL prepared the Sustainability and Green Principles Report. The Report identified four main themes and principles for each of the themes that will also inform the Guidelines. **Figure 3** summarizes four key themes: built environment, mobility, natural environment and open space, and infrastructure and buildings. The themes are further broken down into key principles for each theme.

 <p><b>BUILT ENVIRONMENT</b></p>	<ul style="list-style-type: none"> <li>Promote the efficient use and preservation of land through the creation of compact, complete, connected and walkable communities</li> <li>Provide for a variety of housing forms and tenures that contribute to the creation of a diverse housing market</li> </ul> <ul style="list-style-type: none"> <li>Foster a sense of place</li> <li>Design the community for all ages and abilities</li> </ul>	
 <p><b>MOBILITY</b></p>	<ul style="list-style-type: none"> <li>Identify a transportation network that prioritizes sustainable modes of travel</li> <li>Create short street blocks</li> <li>Ensure sidewalks and street trees on both sides of the street</li> </ul> <ul style="list-style-type: none"> <li>Develop a trail system</li> <li>Reduce or eliminate redundant or dead-end streets and blocks</li> </ul>	
 <p><b>NATURAL ENVIRONMENT &amp; OPEN SPACE</b></p>	<ul style="list-style-type: none"> <li>Preserve and enhance the EPA;</li> <li>Ensure an optimal tree canopy within the Plan is achieved</li> <li>Provide a connected parks and open space system through trails and sidewalks</li> </ul> <ul style="list-style-type: none"> <li>Encourage community design that works with natural conditions</li> </ul>	
 <p><b>INFRASTRUCTURE &amp; SUSTAINABILITY</b></p>	<ul style="list-style-type: none"> <li>Implement stormwater management techniques that utilize natural drainage patterns to minimize the risk of flooding</li> <li>Ensure infrastructure and buildings are designed and built to be energy efficient and adaptable</li> </ul>	

Figure 3: Key themes for design principles in Soper Springs

## 1.6 THE LAND USE SCHEDULE

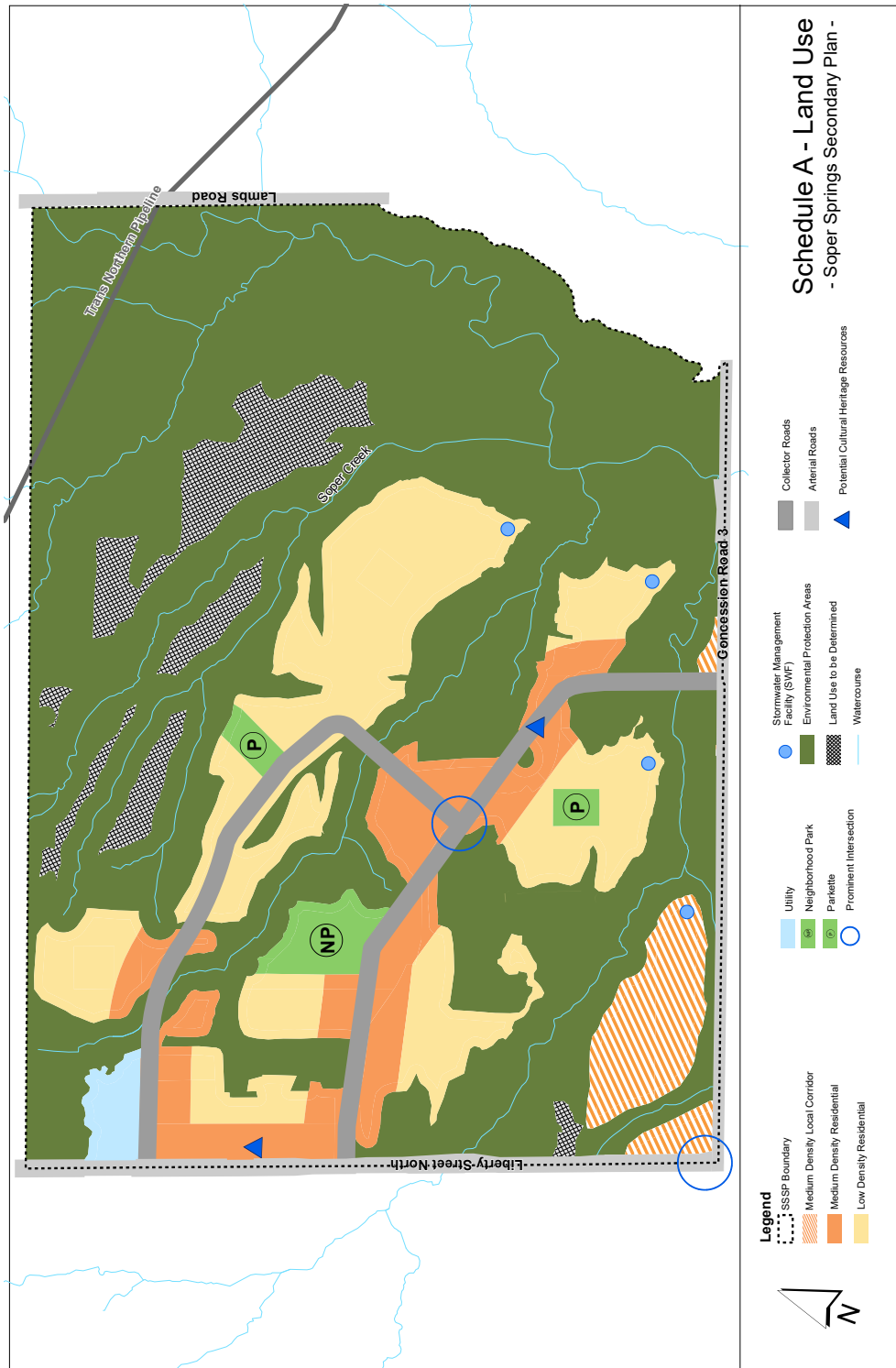
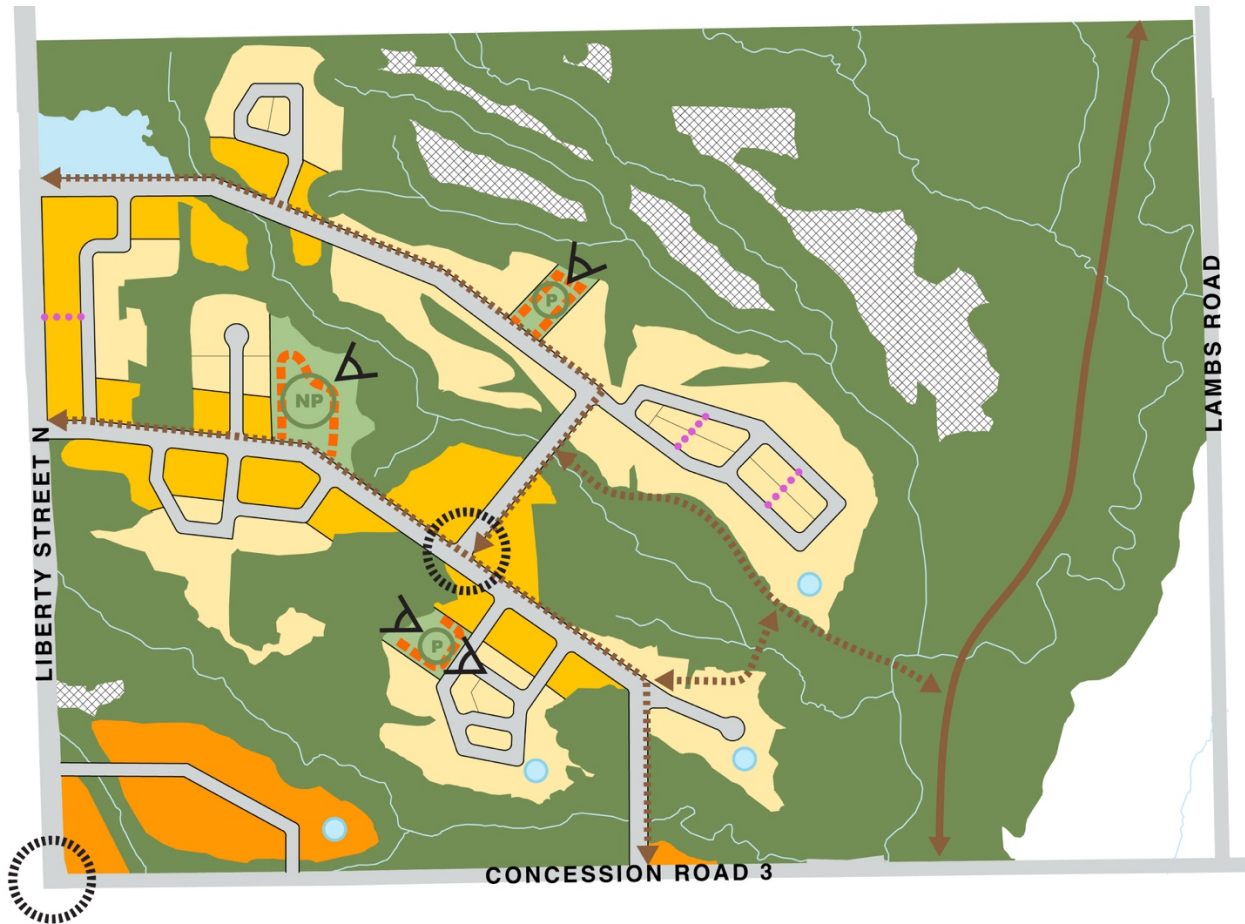


Figure 4: Schedule A - Land Use

## 1.7 THE DEMONSTRATION PLAN



MUNICIPALITY OF CLARINGTON  
SOPER SPRINGS SECONDARY PLAN  
**DEMONSTRATION PLAN**

- MEDIUM DENSITY LOCAL CORRIDOR
- MEDIUM DENSITY
- LOW DENSITY
- ENVIRONMENTAL CONSTRAINT: LAND USE TO BE DETERMINED
- UTILITY
- NEIGHBORHOOD PARK
- PARKETTE
- ENVIRONMENTAL PROTECTION AREAS (EPA)
- PARK TRAILS
- MULTI-USE PATH
- MULTI-USE PATH - MUNICIPAL TRAIL
- MIDBLOCK CONNECTION
- PROMINENT INTERSECTION
- VIEW CORRIDOR
- STORMWATER MANAGEMENT POND

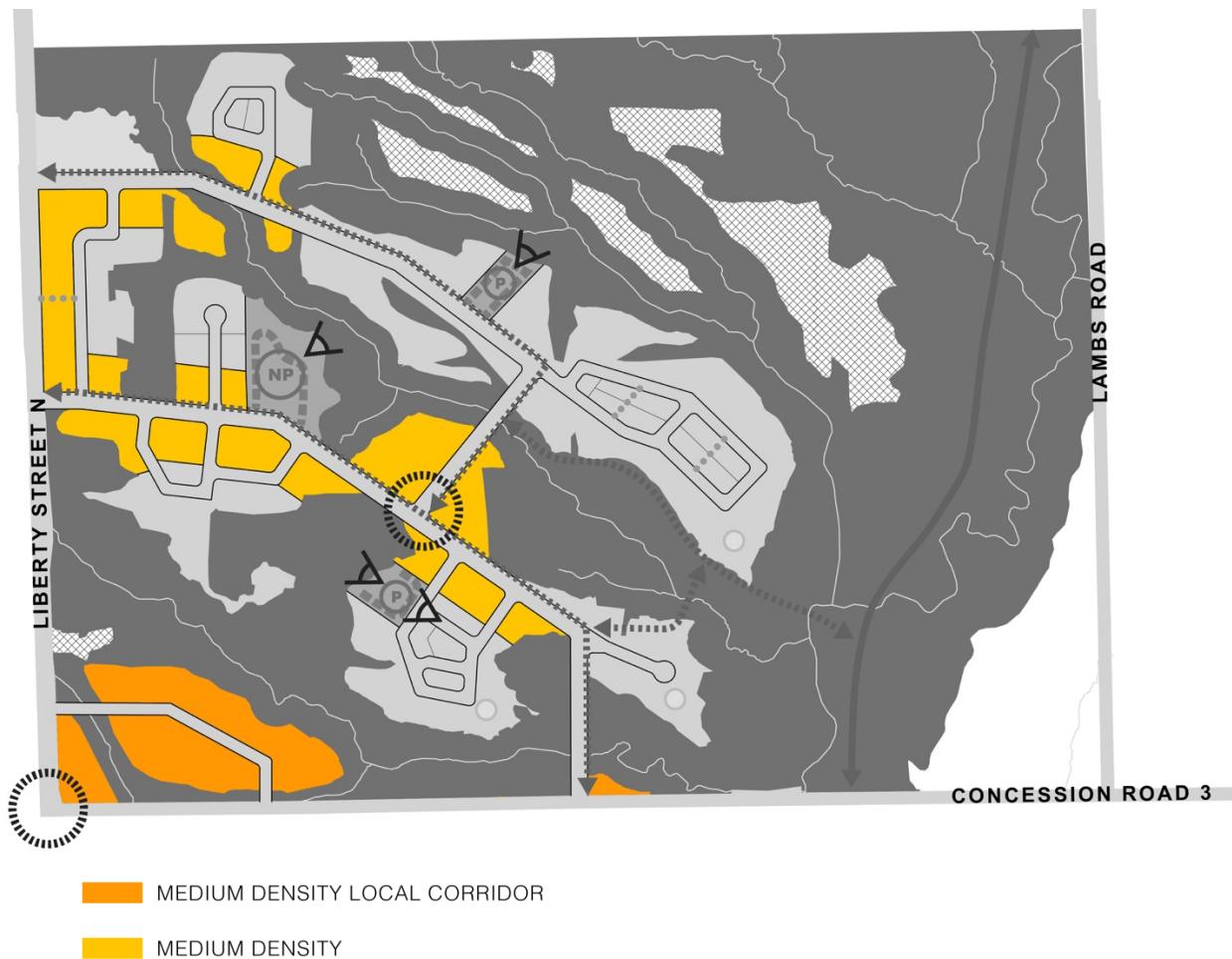
Schedule A of the Secondary Plan is further refined into a Demonstration Plan. This plan illustrates conceptually how a local road layout, streets and blocks, a mix of land uses, parks and open spaces and trails could be laid out. Each land use and community element is described in Section 2 of these Guidelines.

## 2 COMMUNITY STRUCTURE



The Soper Springs Secondary Plan provides a framework for the development of a compact, walkable, and accessible community. This Section is meant to provide a description of what the Secondary Plan envisions for the different structure components. The Guidelines provide design guidance for the different components of the community.

### 2.1 LOCAL CORRIDOR / MEDIUM DENSITY RESIDENTIAL

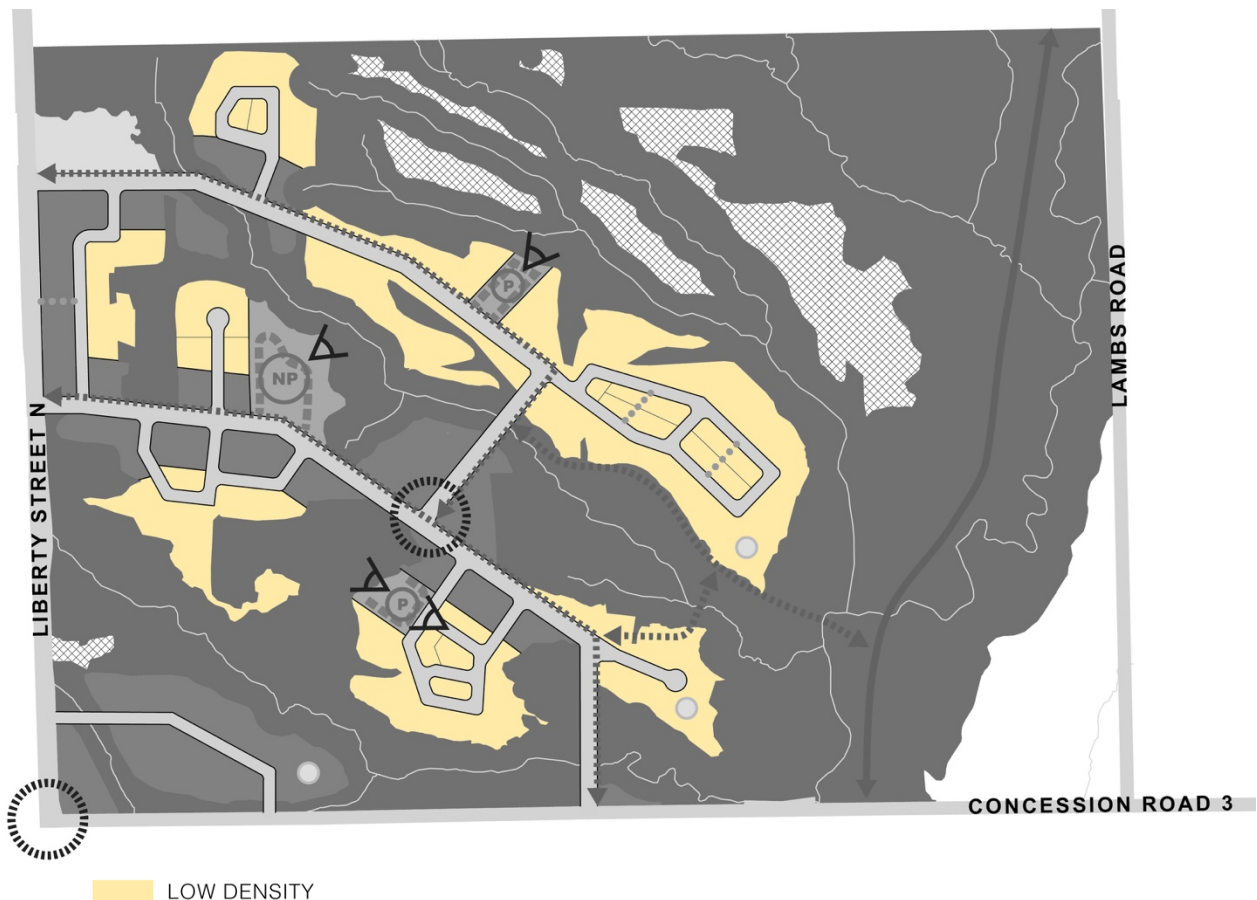


The Local Corridor located along Concession Road 3 is intended to provide for transit supportive pedestrian friendly intensification, that includes a mix of higher density residential uses and may accommodate retail and commercial uses to support future transit along the Local Corridor. Medium Density Residential land uses, located along the Mearns Avenue extension and a portion of Liberty Street

North of the Mearns Avenue extension is intended to provide residential development that also achieves higher densities and transit-oriented development. The intersection of Liberty Street North and the Mearns Avenue extension may also incorporate retail or commercial uses.

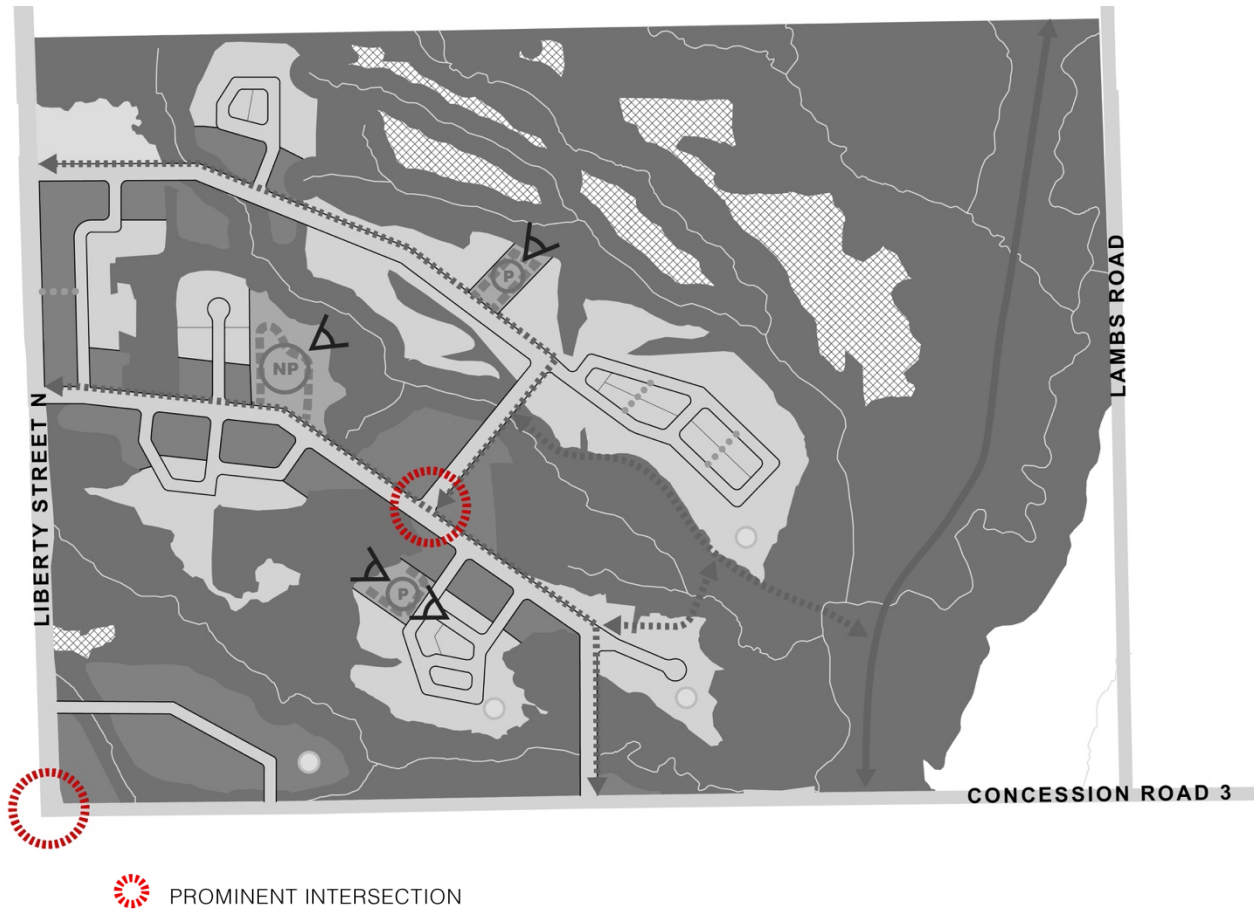
Permitted housing types include mixed use buildings, apartments and townhouses.

## 2.2 URBAN RESIDENTIAL AREAS



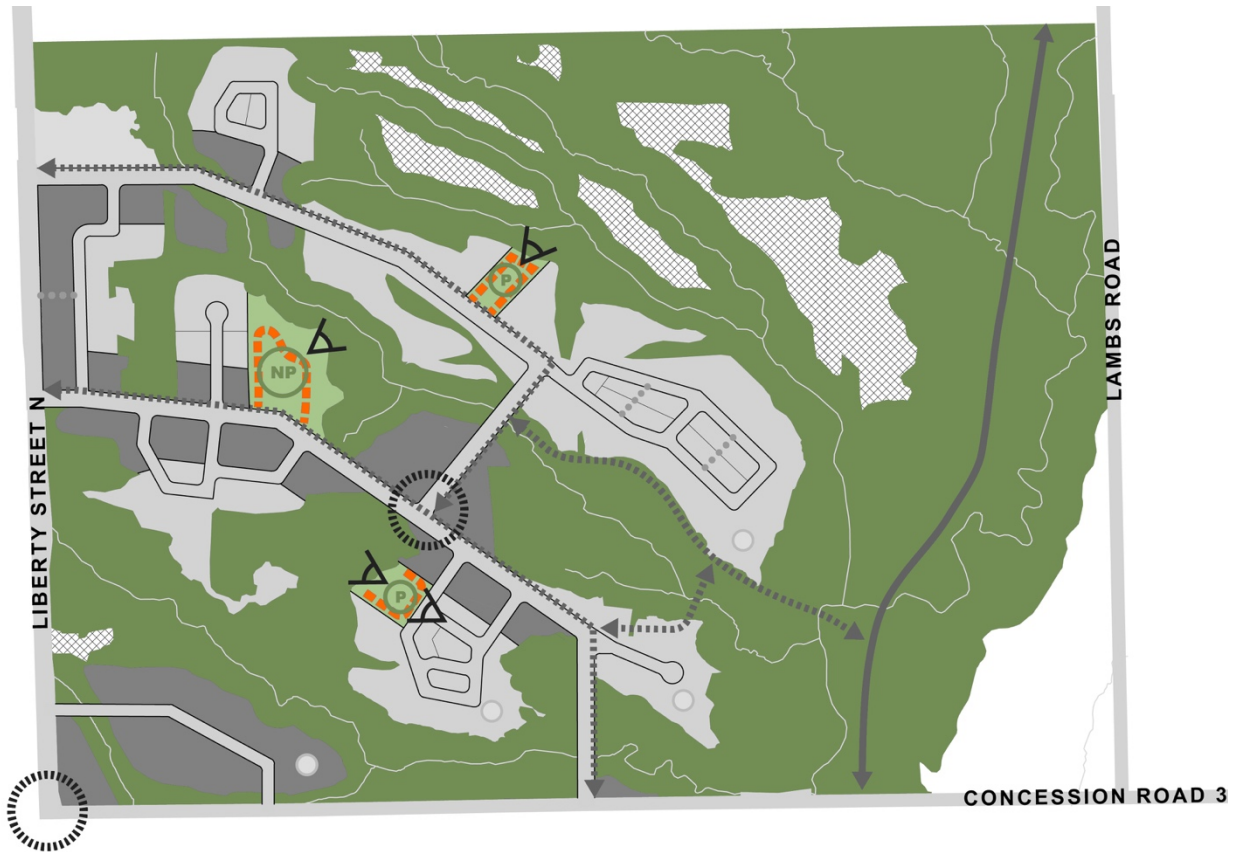
Most lands in Soper Springs are planned for Low Density Residential uses. Low Density Residential designation will include semi-detached and detached houses. All forms of townhouses and low-rise apartments are also permitted but can only make up 20% of the total number of units in the Low Density Residential designation.






## 2.3 PROMINENT INTERSECTIONS



A Prominent Intersection is located at Liberty Street North and Concession Road 3, and at the central intersection of the Mearns Avenue extension and the new northern collector road. Prominent Intersections apply to all four corners of the intersection and will form the primary gateway into the community. These areas shall also have the greatest concentration of intensification.

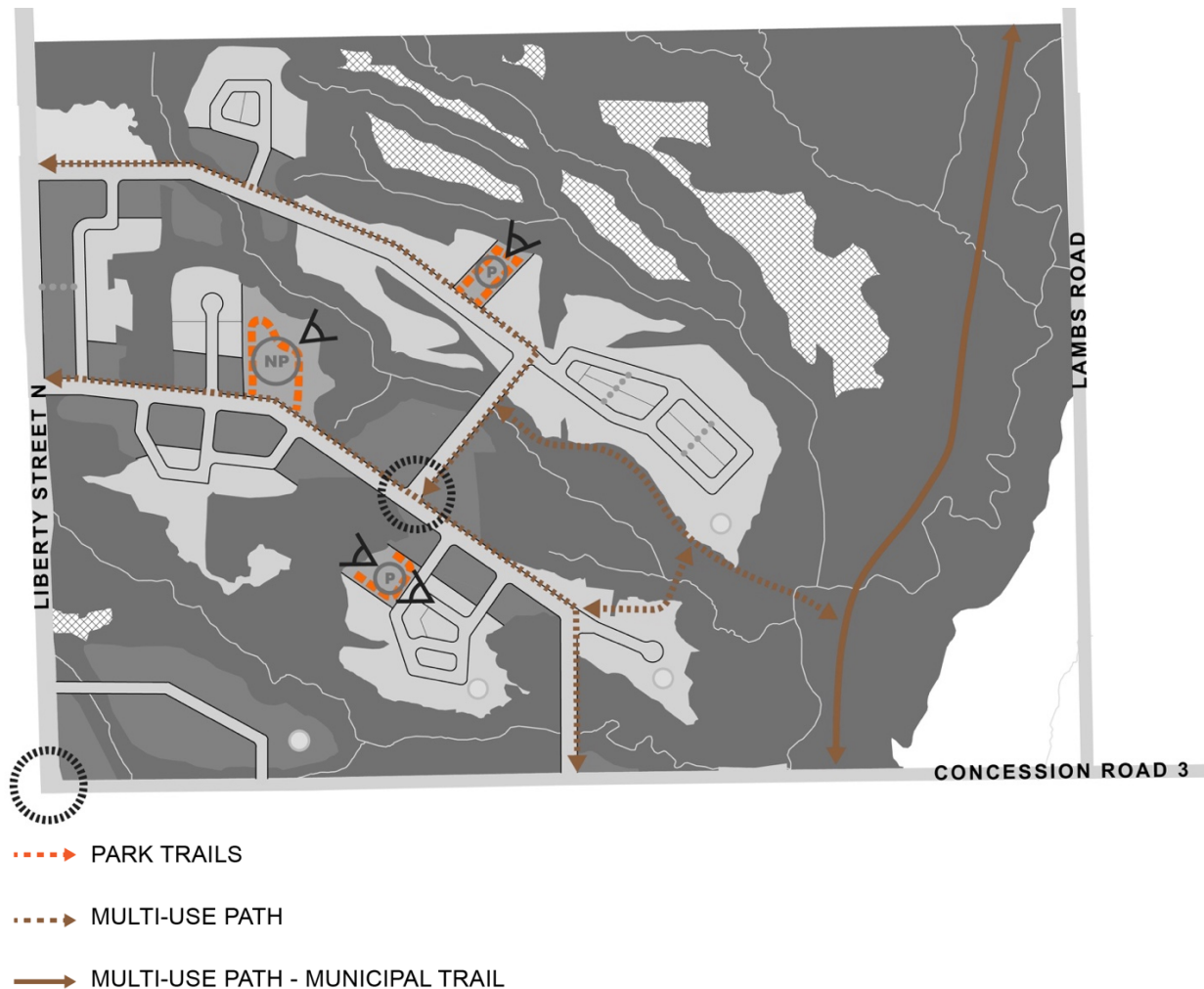
## 2.4 PARKS AND EPA



-  ENVIRONMENTAL CONSTRAINT:  
LAND USE TO BE DETERMINED
-  NEIGHBORHOOD PARK
-  PARKETTE
-  ENVIRONMENTAL PROTECTION AREAS (EPA)
-  PARK TRAILS

Neighbourhood Parks are to serve the basic active and low intensity recreational needs of the surrounding residents. Neighbourhood parks are a minimum of 1.5 hectares in size depending on the area served and the activities to be provided. Parkettes are intended to augment the recreation, leisure and amenity needs of a neighbourhood. They will not contain sports fields. They are to be between 0.5 ha and 1 ha in size. They are required wherever the Municipality deems it necessary to augment or adjust the park requirements of any neighbourhood according to the Municipality's Parks, Recreation and Cultural Plan and COP policy 18.3.7.

## 2.5 TRAILS



**Multi-use paths (MUPs), park trails, and a Municipal MUP are proposed for Soper Springs.** MUPs are pathways separated from vehicular traffic that accommodate pedestrian and cycling routes. They are wider than typical sidewalks and usually indicate separate lanes for walking and cycling. Park trails are specific connections from parks to the MUP or public sidewalk, and are typically paved trails. **The Municipal MUP is either paved or unpaved and provides access to environmental areas such as the EPA. They are intended to keep users on a designated path to minimize disruption to the surrounding landscape. These trails are narrower than MUPs and usually have a surface of crushed aggregate or woodchip.** A MUP is proposed within the EPA connecting to the Municipal MUP Trail that runs along Soper Creek. The municipal MUPs generally follow the trails identified in Schedule K of the Official Plan connecting the community to the larger natural heritage system.

# 3 STREETS AND BLOCKS

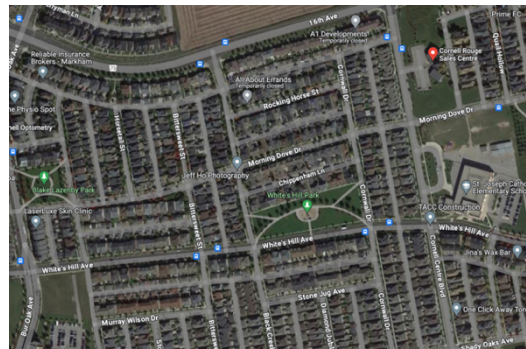


Human scale streets and small blocks are important elements of a walkable neighbourhood. Creating a tight network of pedestrian- friendly streets and blocks helps people choose to walk rather than take their car, especially for short trips.

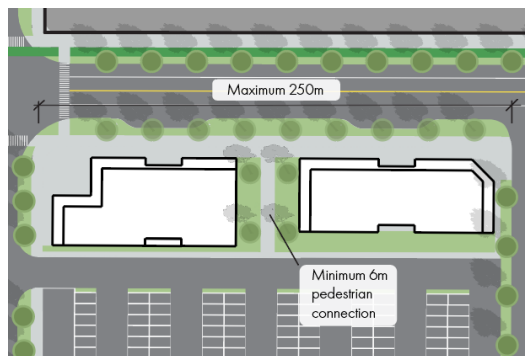
1. Streets and blocks should be designed to have a rectilinear or modified grid.
2. Irregular shaped blocks are appropriate when responding to topographic or unique conditions or to achieve distinct neighbourhood character.
3. Block lengths should not exceed 250m for collector or local roads to support active transportation where appropriate.
4. Block depths should be designed to maximize density, allow for appropriate built form typologies, and accommodate adequate setbacks, outdoor amenity spaces, service, parking and vehicle access arrangements, and transitions in scale.
5. Where possible, streets and blocks should be designed to protect existing mature trees and vegetation outside the EPA lands.
6. Streets and blocks should retain, protect and enhance significant cultural heritage resources.



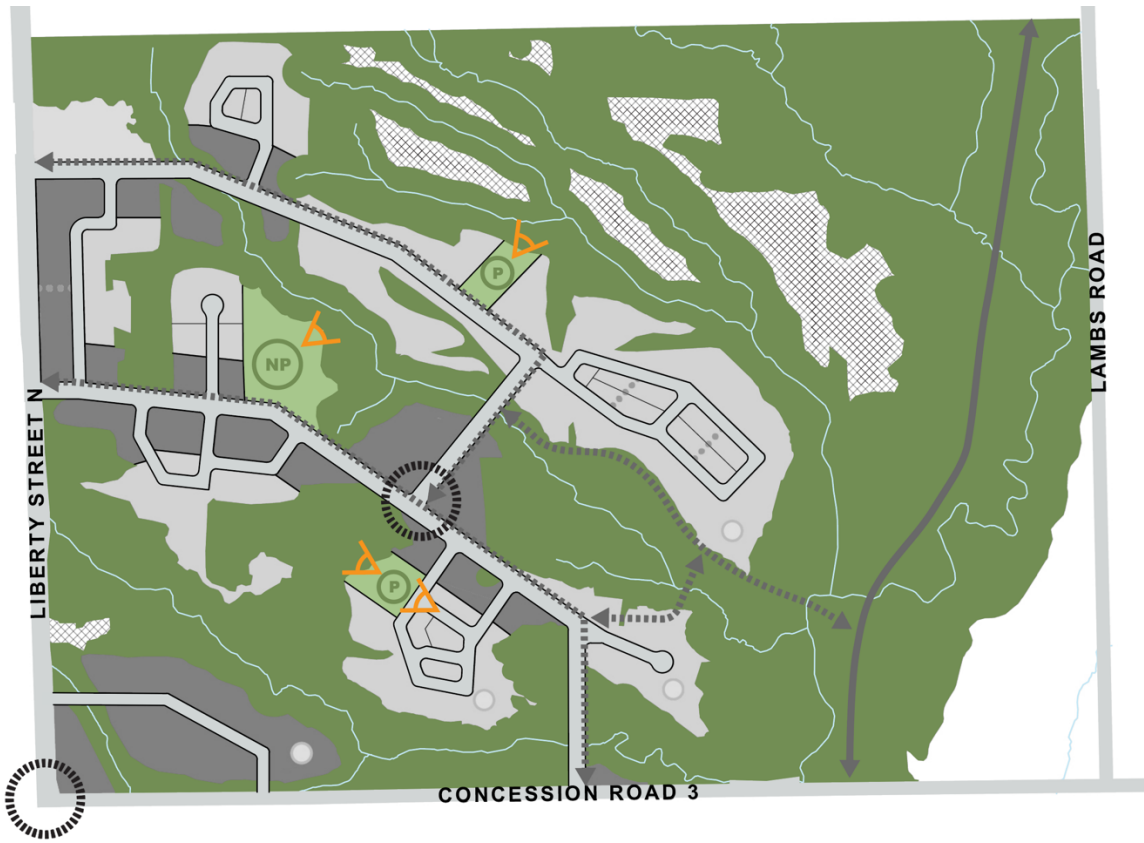
*Figure 5: An example of a modified grid layout of streets*



*Figure 6: Example of a grid layout of streets*



*Figure 7: Blocks should be generally 250m wide*



*Figure 8: Parks and road terminus are arranged to offer views to the surrounding EPA*

7. Design of streets should create views to landmarks or natural features through careful placement of intersections and terminus wherever possible.
8. Where feasible streets and blocks should run parallel to contours and minimize grade alteration and maximize views.
9. Cul-de-sac and dead-end streets are discouraged. If necessary, pedestrian connection from cul-de-sacs and dead-end streets to other parts of the community should be a priority.
10. Back-lotting or reverse lot frontages shall be avoided where feasible and not considered unless demonstrated to be the only option.
11. For blocks with grade-related residential units, encourage street and block alignments within 25-degrees of geographic east-west to maximize passive solar orientation of buildings.
12. Streets should terminate at public facilities such as parks, NHS or landmark buildings.

## 4 BUILT ENVIRONMENT



### 4.1 LOW RISE RESIDENTIAL

As identified in Section 2.3, Low Rise Residential accounts for most of the Urban Residential Areas of Soper Springs. Low-rise built form includes singles, semi-detached, all forms of townhouses, and low-rise apartments up to 3 storeys in height. Some higher density low-rise uses, identified in Section 2.3, permit mixed use buildings, apartments, and all forms of townhouse dwellings up to 3 storeys in height.

#### 4.1.1 GENERAL

1. Demonstrate design excellence with architectural detailing of the highest quality possible for all buildings.
2. Variations in elevations and a mix of unit types are encouraged within a block and throughout a draft plan of subdivision.
3. The difference between adjacent building heights should generally not vary more than 1 storey, however greater variation may be permitted if compatibility between adjacent building forms can be demonstrated.
4. Generally, lots should be rectilinear in shape, where there are variations in topography and other limiting factors variations in shape are permitted.
5. Diversity in housing size and design should be facilitated by a variety of lot sizes.



*Figure 9: Example of townhouses with high-quality architectural detail*



*Figure 10: Difference between adjacent buildings should generally not vary more than 1 storey*

6. Orient buildings to the street, park or open space to establish a streetwall that contributes to an active public realm encouraging walking and cycling.
7. The siting and massing of dwellings should be compatible and harmonious with adjacent dwellings.
8. Site buildings close to the street edge to help define the street edge.
9. Due to their prominence at intersections, corner lots should have a high level of design detail.
10. Provide equal and prominent design consideration for both building elevations on corner lots.
11. Prominent architectural elements such as balconies, wraparound porches are encouraged.
12. Exposed elevations should include well-articulated fenestration.

#### 4.1.2 SINGLE AND SEMI-DETACHED DWELLINGS

1. Create a consistent street wall by designing dwellings to frame the street edge with a consistent setback, with front doors, windows, and entry features facing the road.
2. Reduce the visual dominance of the garage and front driveway through the design of the front entrance and architectural elements.
3. Porches, stairs, canopies, and other entrance features are encouraged to give prominence to the front entrance.
4. Garages should not protrude beyond the main front wall of the dwelling unit or front porch. Garages should generally be set behind or flush with the main front wall or accessed from a rear lane. Where a garage protrudes beyond the main front wall it should be flush with the porch.

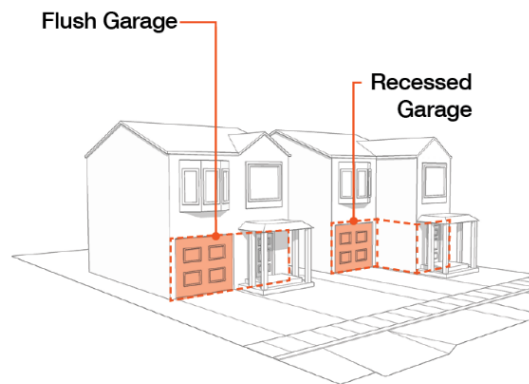


*Figure 11: Porches are encouraged to give prominence to the front entrance*

5. Both halves of a semi-detached dwelling should be compatible in terms of design expression. Symmetrical building elevations are encouraged. Asymmetrical elevations may be permitted provided it is complementary and harmonious to the overall dwelling.
6. Both semi-detached units should be fully attached above grade.
7. Maximize continuous green planting areas along the street by pairing driveways and garages to maximize the extent of continuous green planting area.



*Figure 12: Example of a dwelling with a portico and recessed garage*



*Figure 13: Set garages flush or behind the main front wall to reduce visual dominance of garages*

### 4.1.3 TOWNHOUSES

1. Coordinate the siting, massing, and façade design of townhouse on a block-by-block basis.
2. Visually unite and articulate each townhouse block to provide variation between units.
3. Provide a variety in roof designs to break up the massing of the units.
4. Use traditional gables and dormers, or more contemporary designs that include cantilevers and parapet details to break up the roof massing.
5. Where possible, the main roof should appear as one roof and reflect the architectural style of the block units.
6. Blocks of attached townhouse units shall be oriented to the street with integrated front garages accessed from the street. For rear lane townhouses an attached or detached garage will be located at the rear of the block and accessed from a lane.
7. Orient the main front entry to the front lot line for interior units, while the entry of the corner unit is encouraged to be oriented to the exterior lot line.
8. The massing and built form of townhouse units adjacent to single and semi-detached dwellings shall be broken down with architectural elements to promote visual integration.



*Figure 14: Example of a rear-lane townhouse*



*Figure 15: Example of a back-to-back townhouse*



*Figure 16: Example of a rear-lane townhouse*

9. Garages should not protrude beyond the main front wall of the dwelling unit and front garages should not exceed 50% of the width of the unit and should be paired to allow for more substantial front yard green space.
10. Rows of street townhouses should generally be limited to a maximum of 6 units.
11. Utility meters shall be screened from public view and integrated into the design of the units using wall recesses, enclosures, or inseting within the building walls. Rear lane units should locate utility meters at the rear lot line where allowed by the utility provider.

#### 4.1.4 GARAGES AND DRIVEWAYS

1. Design driveways to be as far away from parks, schools and open space features, where possible.
2. The width of the driveway should be no larger than the interior width of the garage.
3. Garages should not dominate the streetscape.



*Figure 17: Reduce visual prominence of garages*

## 4.2 RESIDENTIAL MID-RISE

For the purposes of these guidelines a mid-rise building is defined as a building between 4 and 6 storeys in height.

1. The Local Corridor should include the greatest heights and massing, typically with the greatest heights at the corner of the Prominent Intersection.

2. A sun/shadow and/or wind study may be required to demonstrate there is no adverse impacts on public parks, sidewalks, private amenity spaces and adjacent development.
3. Transition may be required such as a local road to separate different built form, lower heights adjacent low rise.
4. Minimize the design of a slab building and reduce the overall massing with a maximum building length of generally 60m.
5. To help mitigate overlook and maximize sunlight to the lower levels of the buildings, a minimum separation distance of generally 15m is required. This space should be void of any building projections.
6. Break up the building mass with changes in material, balconies, stepbacks and building articulation.
7. Mid-rise apartment buildings should include a minimum 1.5m building stepback above the 6<sup>th</sup> storey to aid with transition and prevent slab buildings. Where a mid-rise apartment building abuts a low-rise designation provide additional transition through increased building setbacks and stepbacks to prevent overlook to low-rise dwellings.
8. Pair corner buildings at either side of a Prominent Intersection to create a gateway to the community.
9. Orient visual and accessible primary building entrances to the public roads.
10. Provide a 2m to 5m private setback at grade for residential units for pedestrian access, privacy and private amenity areas, by using screening, hard and soft landscape treatments and grade changes within the setbacks



*Figure 18: Examples of mid-rise built form*

### 4.3 MID-RISE MIXED USE



*Figure 19: Example of built form transition for a mixed use building*

1. Distinguish residential entrances from commercial entrances, through building design and location.
2. At-grade retail shall be broken down in scale and designed with a finer grain frontage.
3. Permitted retail uses may be developed as stand-alone commercial development or in a mixed use format with residential uses above the ground floor of commercial uses.
4. Active at-grade uses such as cafes, patios, should be provided to animate the street and encourage pedestrian activity where appropriate.



*Figure 20: Example of a live-work townhouse*

5. The 1<sup>st</sup> floor of a mixed use building should have a minimum height of 4.5m.
6. Balconies above the 1<sup>st</sup> floor are encouraged.
7. Temporary parking and bicycle storage should be incorporated into all buildings wherever possible.
8. Parking within the Local Corridor is encouraged to be underground. Where underground is not feasible structured parking could be acceptable. Surface parking is the least preferred.
9. Where surface parking is required, it shall be located at the rear or side of the building.
10. Utility meters, air conditioning units, and similar infrastructure should be incorporated as part of the building design, and be screened and not visible from the public realm.
11. Screen all rooftop mechanicals and telecom infrastructure from view with the design of the building or parapet walls.
12. Servicing, loading and parking access shall be accessed from the rear or side of the building.



*Figure 21: Examples of mid-rise buildings with built from transition to the rear of the building*



*Figure 22: Screen rooftop equipment and utilities from the public view*

## 4.4 PROMINENT INTERSECTIONS

1. Design Prominent Intersections as a community focal points.
2. Prominent Intersections will be emphasized through building massing, architectural treatment and materials, street furniture, landscaping, and public art.
3. The intersection will be the primary gateway to the Soper Springs Community. Any commercial use buildings surrounding the Prominent Intersections shall provide special architectural elements such as corner design, massing and height, awnings, and entrance door features.
4. Privately-owned publicly-accessible open spaces, where provided, should be located at the Prominent Intersection to contribute to its visual prominence, improve the relationship of built form to the public right-of-way, and contribute to the area's identity.



*Figure 23: Prominent Intersections should include street furniture such as bike racks, landscaping, and high-quality streetscape materials*



*Figure 24: Example of corner design for a Prominent Intersection*

## 5 MOBILITY



### 5.1 ACTIVE TRANSPORTATION

The active transportation network consists of pedestrian, cycling and trail networks. The Soper Springs active transportation network provides opportunities for the community to access different mobility options. Sidewalks, Trails and MUPs provide facilities for walking, cycling and other human powered forms of transportation. The network will be designed to be accessible for all ages and abilities.

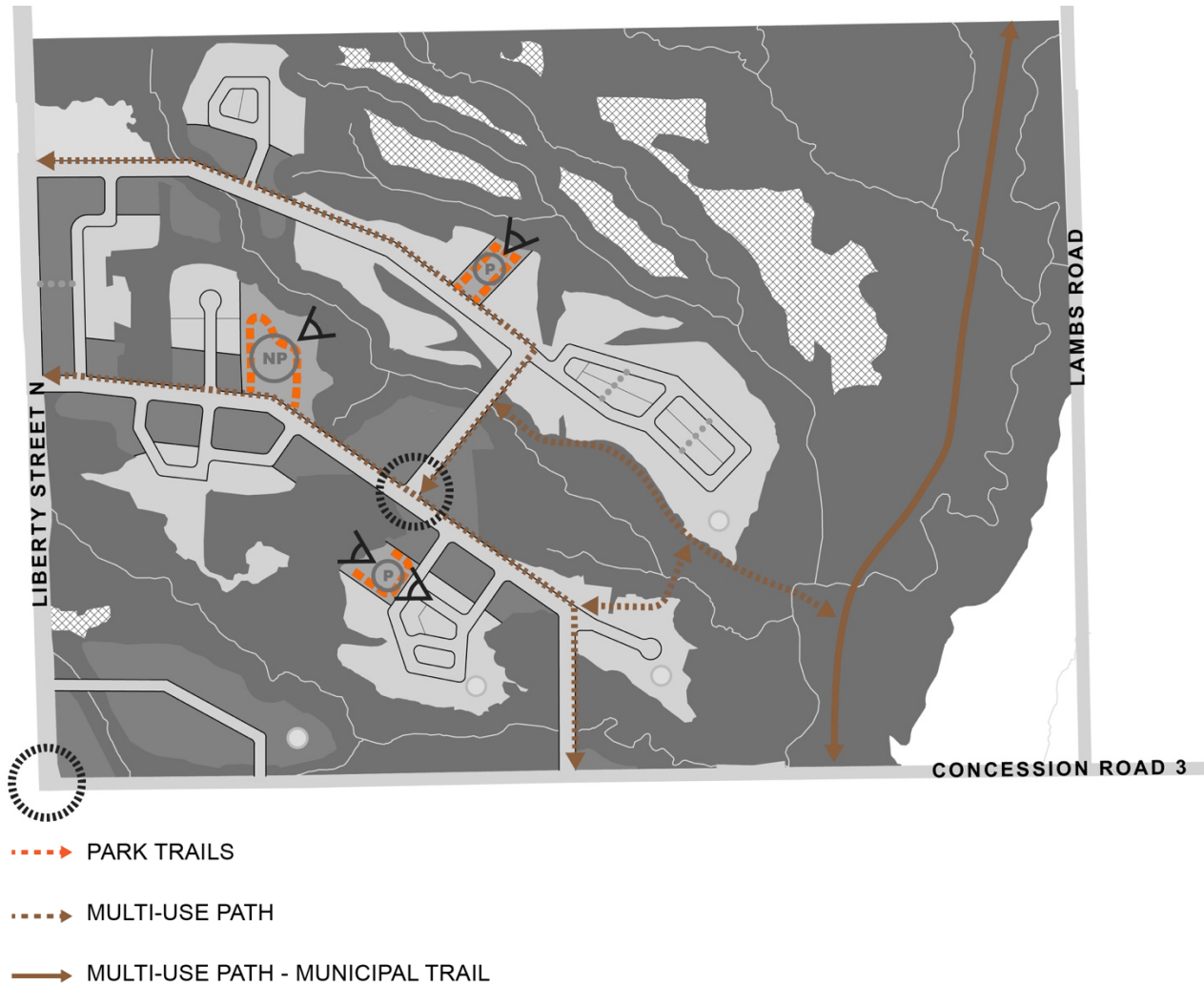


#### 5.1.1 GENERAL GUIDELINES

1. Complimenting the road network, the active transportation facilities will be well connected and facilitate permeability and connectivity both internally and externally.
2. Ensure the network is safe and comfortable for all users.
3. Implement wayfinding that directs users to intersections, landmarks and both on and off-street facilities.
4. Year-round use is encouraged through well maintained connections for sidewalks and trails to destinations such as parks, transit stops and commercial uses.
5. Ensure off-road trails or MUPs provide a continuous and connected network that lead to destinations such as a transit stops or Local Corridor.
6. Mid-block pedestrian connections are encouraged for blocks longer than 250 metres.



*Figure 25: Design multi-use paths in accordance with Municipal standards*



### 5.1.2 TRAILS

1. Trails are an important part of the active transportation network and should be connected to sidewalks and MUPs.
2. Trails should be designed to serve all ages and abilities by minimizing grading and sloping between development areas.
3. Trail design shall comply with AODA and Municipality of Clarington standards.
4. Clear signage should identify shared or dedicated use and network layout for pedestrians and/or cyclists.
5. Generally permitted adjacent to the EPA, trails should connect to parks and the trail system to provide opportunity for passive recreation.

### 5.1.3 CYCLING INFRASTRUCTURE

1. Offer dedicated or shared cycling infrastructure off-road throughout the community.
2. Cycling infrastructure shall be designed to meet MOC design standards.
3. Grading and sloping should be minimized to meet accessibility requirements and serve all users.
4. Provide clear signage shall be provided for all cycling routes where applicable.



*Figure 26: Example of a multi-use path which includes separated lanes for pedestrians and cyclists*

### 5.2 TRANSIT

1. Street design should consider locations of transit stops and shelters.
2. Incorporate appropriate amenities for all transit stops, including but not limited to transit shelters, seating, tactile paving, bicycle racks, and appropriate lighting.
3. Locate transit stops near active transportation nodes and other focal points of the community, including but not limited to parks and open spaces, and building entrances of mixed use, retail and commercial developments.
4. Transit signage shall be legible and prominent. Streetscape elements such as lighting and bike racks, should be placed near transit stops.
5. Plant shade trees near transit stops to provide relief from the sun.
6. Wayfinding and appropriate signage throughout the community will indicate transit stops and facilities.

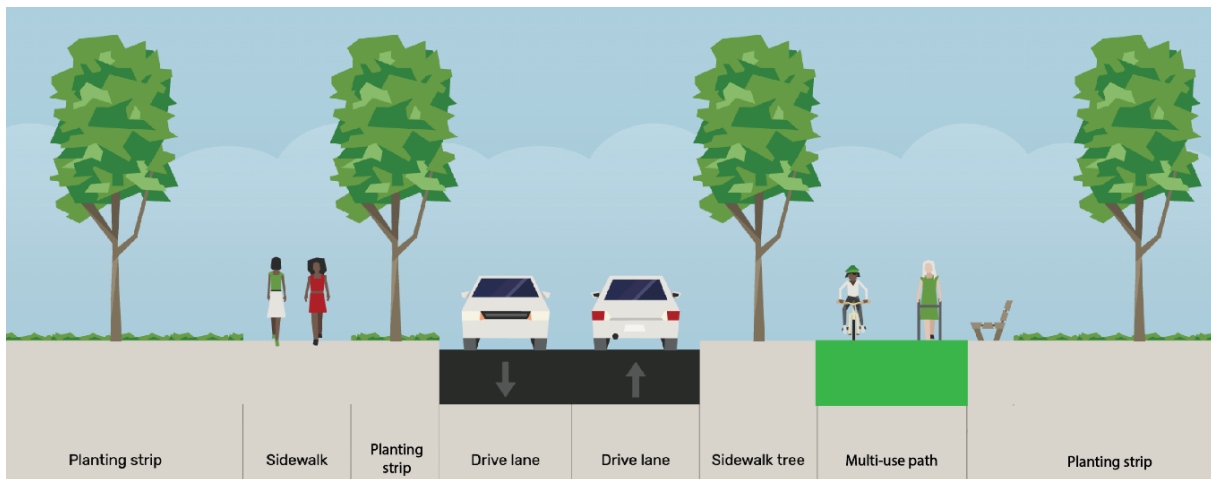


*Figure 27: Example of a transit shelter*

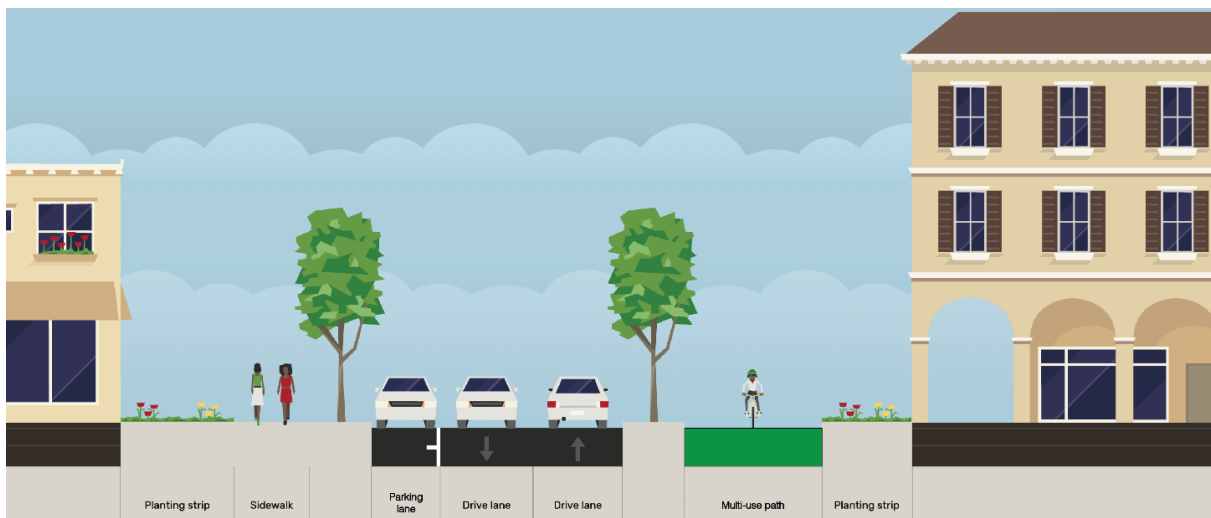
### 5.3 ROAD TYPOLOGIES AND CROSS SECTIONS

The design of roads within the Soper Springs community shall facilitate the movement of all users in a safe, comfortable and accessible environment. The network of roads consists of Collector Roads and Local Roads and is bound by Arterial Roads.

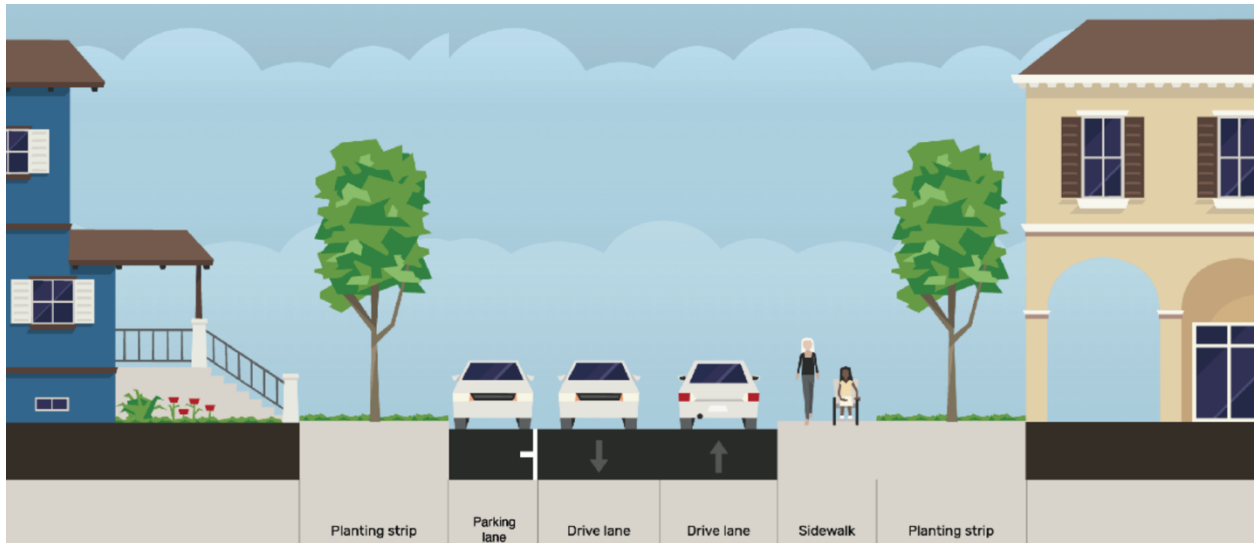
Detailed road designs are to be finalized as part of the review process in accordance with MOC’s engineering standards. Soper Springs is surrounded by 3 Type B Arterial Roads. Cross Sections for Liberty Street and Concession Road 3, as well as typical sections for collector and local roads are provided below.



*Figure 28: Recommended 30m wide cross-section for Liberty Street North and Concession Road 3 (Cross section conceptual and NTS)*



*Figure 29: Recommended 23m wide collector road cross-section, prepared by TYLin (Cross section conceptual and NTS)*



*Figure 30: Recommended 20m wide local road cross-section, prepared by TYLin, conceptual and NTS*

### 5.3.1 STREETSCAPE ELEMENTS

Primarily located on the boulevard, streetscape elements form an important part of the open space system and refers to components of the public realm such as street trees, landscaping, furniture, lighting, public art, and utilities. Where possible, green infrastructure should be considered in the boulevard.

Streetscape elements help to create an attractive, cohesive and safe streetscape within Soper Springs.

### 5.3.2 SIDEWALKS

1. Sidewalks must be direct and continuous and be provided on at least one side of the street.
2. Sidewalks shall be constructed to municipal standards, with their width responding to the land use context and accessibility requirements.
3. The sidewalk network should be designed to connect to adjoining trails and MUPs and transit stops.
4. Connect sidewalks with other public realm components such as parks and open spaces and tie directly with trails.



*Figure 31: Example of an urbanized streetscape*

**5.3.3 STREET TREES AND PLANTING**

1. Plant street trees with sufficient soil volumes between the curb and the sidewalk.
2. A variety of native species should be planted to enhance biodiversity.
3. Generally, shade tree varieties shall be selected over smaller ornamental varieties.
4. Tree species should be selected to support the character of distinct neighbourhoods.
5. For mixed use developments, enhanced landscaping should be considered.



*Figure 32: Example of boulevard planting*




*Figure 33: Example of enhanced landscaping with seating areas, planters, distinctive paving patterns, and street trees*

### 5.3.4 STREET LIGHTING

1. Light fixture design should support and enhance the identity of corridors and neighbourhoods and address functional requirements.
2. Pedestrian lighting should be provided in areas with greater pedestrian activity.
3. Pedestrian lighting may be integrated with street lighting poles or located as stand-alone fixtures within the boulevard.

### 5.3.5 UTILITY PLACEMENT

1. Utilities such as gas, hydro, cable and telecommunications should be located underground wherever feasible. If utilities are located above ground, they should be consolidated and screened from view.
2. The location of street trees, landscaping and furniture should be coordinated with underground and above-ground utilities and planned concurrently.
3. The placement of above-ground utilities shall not obstruct pedestrian movement in the sidewalk, at intersections, view corridors, intersections, or daylighting triangles. Where this is unavoidable, utilities should be consolidated and screened, and public art opportunities should be considered in discussions with appropriate utility agencies.
4. Site above-ground utilities, such as Bell DMS Units, Micro Hubs, transformers and pedestals, to minimize their negative visual impact on the public realm. Avoid locating them at the end of “T” intersections, view corridors or day light triangles.

*Figure 34: Utilities should be consolidated and screened from view*

## 6 NATURAL ENVIRONMENT



### 6.1 NATURAL HERITAGE FEATURES

The Environmental Protection Area (EPA) is a key structural element of the Soper Springs Community. The EPA will contribute to Soper Springs character. Protection and integration are important components of the design of the community.

#### 6.1.1 GENERAL GUIDELINES

1. Provide views, vistas and connections to the EPA by orienting streets and utilizing terminal views at the end of prominent streets.
2. Ensure connectivity between natural heritage features, maintaining, and where possible improving or restoring corridor function.
3. Consider connections, provided through such elements as parks and/or trails, to provide linkages to the EPA and municipal trail.
4. The preservation of existing vegetation, particularly mature trees, is strongly encouraged.



*Figure 35: Place parks in proximity or adjacent to EPAs*

**6.1.2 WOODLANDS**

1. To help mitigate heat island impacts preserve and expand existing tree cover.
2. Help to establish local ecological features through opportunities for naturalized plantings and landscape restoration.
3. Where back-lotting is required onto woodlands, discourage direct access from private properties.
4. Encourage access through trails to minimize long term impact.
5. Discourage lighting near woodlands to protect ecological features and functions.



*Figure 36: Consider the inclusion of boardwalks in EPAs*



*Figure 37: Encourage access to trails*

**6.1.3 URBAN FOREST**

1. Contribute to the success of the urban forest by planting native shade trees to help heat island effect, sequestering greenhouse gases, providing shade in the summer, separating pedestrians from vehicular traffic, and contributing to more appealing sidewalks and streets.
2. For singles, semis and townhouses, provide a minimum of 1 tree per lot; for multi-unit sites or commercial sites, provide as many trees as feasible, ensuring a minimum soil volume.



*Figure 38: Contribute to the success of the urban forest by planting large native shade tree to help heat island effect*

3. Provide street trees on both sides of the road in the public right-of-way wherever possible.
4. Encourage a variety of tree species along each road that are non-invasive, drought and salt tolerant, and low maintenance.
5. A double row of trees may be used in key areas, such as adjacent to parks and where a wider boulevard exists.
6. For more urban and mixed use areas, provide a minimum 30m<sup>3</sup> of soil volume using soil cells such as Silva-cells, continuous planting trenches, structural soil.



*Figure 39: Soil cells can provide the required soil volume for street trees in urbanized areas*



*Figure 40: A double row of trees may be used in key areas, such as adjacent to parks and where a wider boulevard exists*

## 6.2 PARKS AND OPEN SPACE

A vibrant community includes parks and open spaces that facilitate gathering and recreation and support ecological function. The parks and open space system includes parks, trails, stormwater management ponds and EPAs. Soper Springs parks and open space system will be functional and safe.

### 6.2.1 NEIGHBOURHOOD PARKS

1. Neighbourhood Parks should be located on collector roads and where possible adjacent to the NHS.
2. Locate Neighbourhood Parks within a short (400m to 800m) walking distance of all residents creating the opportunity for physical activity and gathering.
3. Neighbourhood Parks between 1.5 to 3 hectares in size and configured to accommodate both passive and active programming.
4. Connect parks to the trail system.
5. Provide on-street parking adjacent to the park.
6. Minimize back lotting and maximize exposure to a public street(s) through single loaded roads. Neighbourhood Parks should be designed with a minimum 50% public road frontage.
7. Signage and tree planting should clearly define access to the park.
8. Accessible and visible bicycle parking should be located on hard surfaces adjacent to play areas and entrances.



*Figure 41: Neighbourhood Parks should accommodate both passive and active programming*



*Figure 42: Include wayfinding signage in parks*

**6.2.2 PARKETTES**

1. Parkettes vary in size from 0.5 to 1 ha and can be accessed by walking within a short walking distance (400 m).
2. Parkettes should be designed with a minimum 30% public road frontage. The remainder is encouraged to front a natural heritage feature.
3. Encourage safe and efficient pedestrian circulation with pathways within the Parkette.
4. Provide areas of seating and shade as part of the design of the Parkette.



*Figure 43: Examples of Parkettes*

**6.2.3 PRIVATELY OWNED PUBLICLY ACCESSIBLE OPEN SPACES**

1. Privately Owned Publicly Accessible Open Spaces (POPS) can include highly visible urban squares and plazas.
2. Reinforce their role in the community open space network by locating adjacent to key destinations and pedestrian connections.
3. POPS should contribute to the public realm through high quality design and integration with the adjacent built form.
4. They should be highly visible and located within Local Corridors at Prominent Intersections.



*Figure 44: Example of unique design features that may be accommodated in parks and POPS*

## 7 GREEN INFRASTRUCTURE AND BUILDINGS



### 7.1 ENERGY CONSERVATION

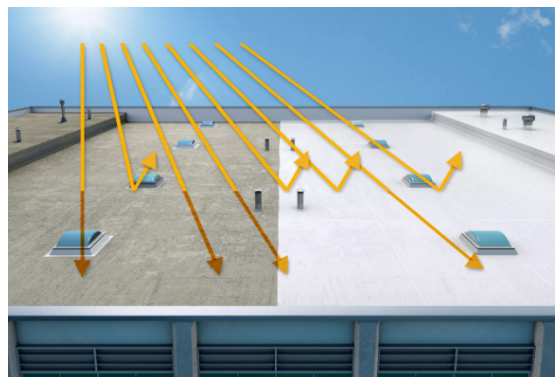
1. Consider renewable energy sources that could be employed for the use of solar thermal and photovoltaic equipment, and/or wind power.
2. Enhance the use of passive buildings systems through consideration of building orientation to maximize the potential for sunlight and natural ventilation.
3. Encourage new low and medium density residential buildings to be Solar Ready, which includes all the necessary piping and equipment needed to install a rooftop solar power system.
4. Consider designing mid-rise buildings to reflect sunlight and absorb less heat using cool roofs that can be made of a highly reflective type of paint, a sheet covering, or highly reflective tiles or shingles. Consider cool roofing material with a minimum initial solar reflectance of 0.65 and minimum thermal emittance of 0.90.
5. Mitigate heat island impacts with consideration of paving material with high solar reflectance, strategic use of deciduous trees or preserve existing trees as part of a free cooling strategy to help with evapotranspiration and shading of sidewalks and hard surface areas in summer and solar access in winter.



*Figure 45: Solar panels*



*Figure 47: Charging stations*



*Figure 46: White roofs help reduce the urban heat island effect by reflecting sunlight*

6. Consider the provision of charging stations in parking areas of mixed uses, institutional uses, or within underground garages for multi-storey residential buildings.
7. Grade related residential unit driveways are encouraged to be paved with light-coloured material to reduce the heat island effect.

## 7.2 WATER USE AND MANAGEMENT

1. Where possible implement green infrastructure, such as bioswales, within public parks and the public right-of-way to enhance ground water infiltration and improve water quality as part of a comprehensive water management plan.
2. Encourage the inclusion of LID features such as bio-swales, innovative stormwater practices, constructed wetlands, at-source infiltration, greywater re-use system, and alternative filtration systems such as treatment trains.
3. Consider the use of porous or permeable pavement in key locations such as on street parking and private parking lots as part of a stormwater run-off management strategy for promoting groundwater infiltration and water quality treatment.
4. Where possible, implement a rainwater harvesting program to provide the passive irrigation of public and/ or private greenspace, including absorbent landscaping, cisterns, rain barrels, underground storage tanks, infiltration trenches, etc.
5. Plant native, drought-tolerant plants to conserve water and other resources



*Figure 48: Bioswales help to collect runoff after storm events*



*Figure 49: Example of a porous pavement that contributes to runoff management*

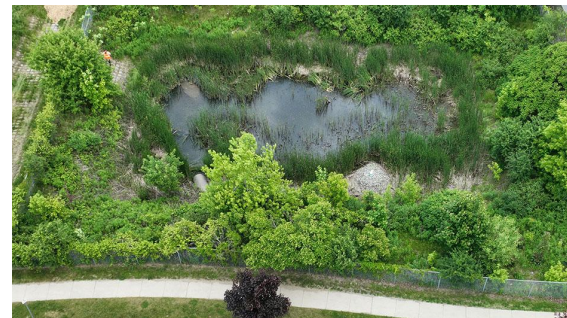
on a residential and community-wide level.

### 7.3 STORMWATER MANAGEMENT

1. Consider implementing a comprehensive rainwater and water recharge strategy in conjunction with required stormwater management ponds.
2. Use rainwater harvesting, on-site infiltration, and evapotranspiration to retain stormwater on-site where possible.
3. Consider the use of a greywater systems and rainwater harvesting for watering lawns, gardening, to reduce demand on potable water use.
4. Encourage minimizing the use of hard surfaces by directing flow to landscaped areas and to reduce the volume of run-off into the storm drainage system.
5. Consider the use of infiltration trenches, dry swales and naturalized bioswales adjacent to parking areas to improve on-site infiltration.
6. Encourage minimizing the risk of flooding by incorporating the natural drainage pattern.



*Figure 50: Example of a Bioswale*



*with tree and shrub planting in Barrie*

### 7.4 MATERIAL RESOURCES AND SOLID WASTE

1. Incorporate strategies that emphasize targets for a higher diversion rate in recycling for the plan area.
2. Consider the use of recycled/reclaimed materials for new infrastructure including roadways, parking lots, sidewalks, unit paving, curbs, water retention tanks and



*Figure 52: Reclaimed materials can be used for new infrastructure such as gabion walls*

vaults, stormwater management ponds, sanitary sewers, and/or water pipes.

## 7.5 AIR QUALITY

1. Consider developer sponsored transit passes to promote transit ridership.
2. Ensure the active transportation network provides for increased mobility choices to promote walking, cycling and transit to aid in the reduction of short trips by cars.
3. Consider providing Electric Vehicle (EV) charging station rough-ins for 20% of parking spaces in multi-unit residential buildings.
4. Consider providing EV charging station rough-ins for 15% of parking spaces in non-residential buildings.
5. Consider providing EV charging stations for 5% of parking spaces in non-residential buildings.
6. Consider providing priority parking for carpool, ride share, low emissions and EVs at 5% for the total parking.
7. Minimize the number of parking spaces provided, particularly in areas served by efficient transit.
8. Consider buying local building materials and minimize the distance travelled to reach a construction site.



*Figure 53: Accommodate electric vehicle charging spots in parking lots*



*Figure 54: Consider including carpool parking spots in parking lots*

## 7.6 LIGHTING

1. Work to eliminate light pollution on natural areas with the installation of Dark Sky/Nighttime Friendly compliant light fixtures.



*Figure 55: Choose light fixture that are Dark Sky Compliant that direct light down to minimize light spillage onto other properties*

2. Choose light fixture that direct light down to minimize light spillage onto other properties.
3. Reduce energy use by installing high efficiency street lighting.
4. Consider opportunities for renewable energy use to reduce electric energy supply in the public realm, such as solar powered lighting for natural trails and park pathways.

## 7.7 GREEN BUILDINGS

The construction of buildings is a large contributor to greenhouse gas emissions. Any changes or improvements to where materials are sourced, the type of materials, and construction practices will help reduce the number of emissions.

1. Encourage the construction of energy efficient buildings through third-party accreditation such as LEED.
2. Orient buildings for opportunities for south facing windows to maximize the potential for passive and active solar energy.
3. Minimize surface runoff and reduce urban heat island effect through the installation of green roofs or white roofs, where possible.

## 7.8 STEWARDSHIP

1. Consider displaying in the sales centre, promotional information on the sustainable features of both the community and builders house designs.
2. Consider including education packages to residents regarding waste reduction, energy and water efficiency, and access to transit.
3. Design subdivision and site plans to promote current suitability aspects of development.



*Figure 56: signage in restoration areas to facilitate education opportunities*

### **Amendment No. 3 to the Durham Region Official Plan**

- Purpose:** The purpose of this Amendment is to remove two 'Future Type C Arterial' roads from Map 3B of the Region of Durham Official Plan.
- Location:** The roads being amended are located within the Soper Springs Secondary Plan, a 184-hectare area located on the north side of Bowmanville. The Secondary Plan Area is generally bound by the Bowmanville urban boundary to the north, Concession Road 3 to the south, Liberty Street North to the west, and Lambs Road to the east.
- Basis:** Section 8.4.5 of the Durham Region Official Plan outlines the requirements for removing an arterial road from Map 3B. To remove an arterial road from Map 3B, construction of the road must have been deemed unfeasible, no adverse impacts on connectivity for transit, active transportation, or vehicular capacity due to removal, and alternatives to the road deletion must be presented and supported by rationale to ensure sufficient long-term connectivity. These requirements have been addressed through the preparation of:
- A transportation memorandum by Clarington transportation staff in support of the removal of the northern 'Future Type C Arterial' road from Durham Region's Official Plan; and
  - A Transportation Assessment Report by TYLin that supports the reclassification of the Mearns Avenue extension from a 'Future Type C Arterial' road to a collector road.

**Actual  
Amendment:**

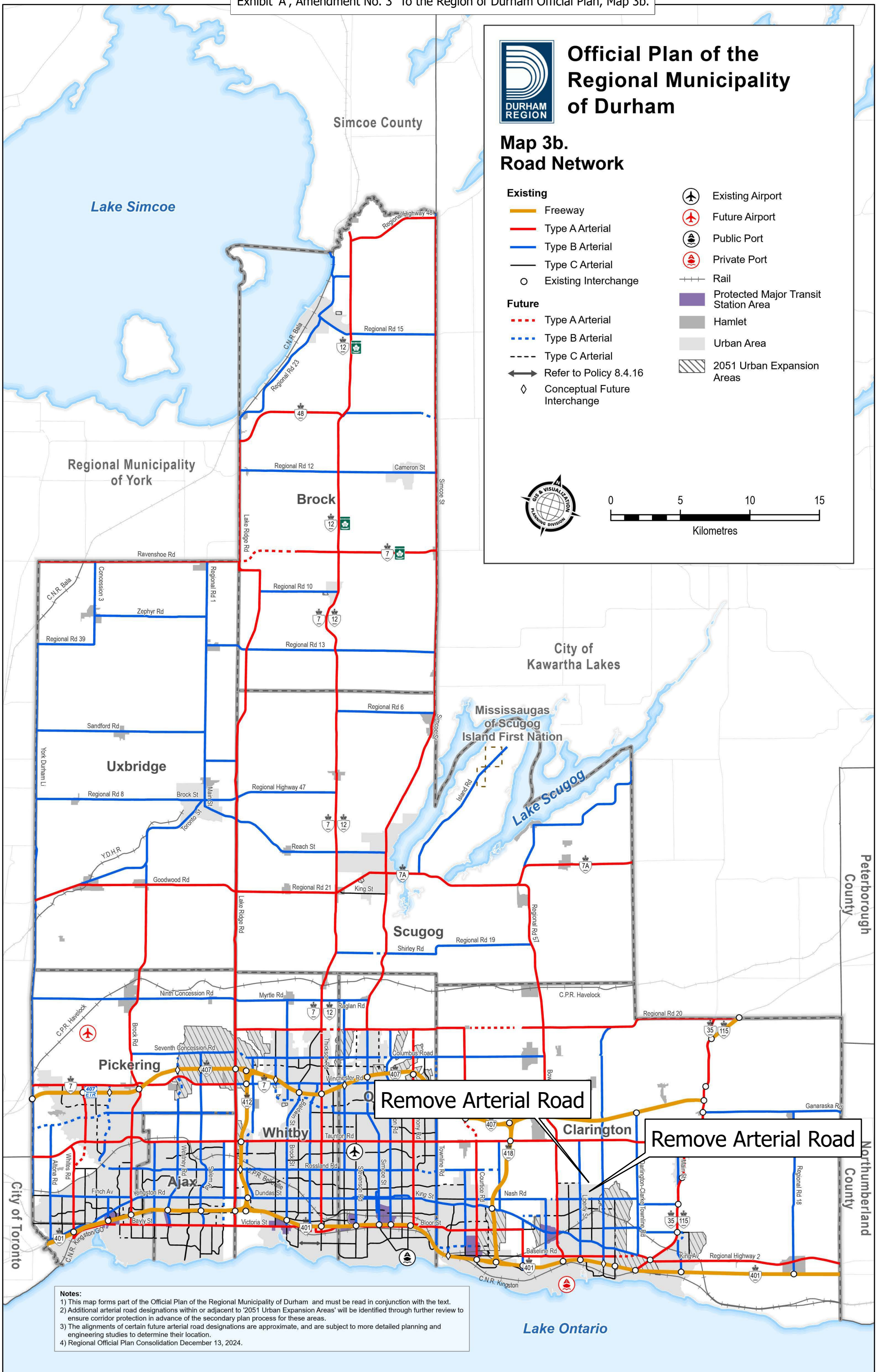
- Unless otherwise indicated, in the Amendment, newly added text is shown with underlining, and deleted text is shown with a ~~strike-through~~.
1. Existing Region of Durham Official Plan, Map 3B Regional Structure – Urban & Rural Systems, is amended by deleting the two 'Future Type C Arterial' roads, as shown on Exhibit A attached hereto and forming part of this Amendment.



# Official Plan of the Regional Municipality of Durham

## Map 3b. Road Network

- |                 |                               |                                      |
|-----------------|-------------------------------|--------------------------------------|
| <b>Existing</b> | Freeway                       | Existing Airport                     |
|                 | Type A Arterial               | Future Airport                       |
|                 | Type B Arterial               | Public Port                          |
|                 | Type C Arterial               | Private Port                         |
|                 | Existing Interchange          | Rail                                 |
| <b>Future</b>   | Type A Arterial               | Protected Major Transit Station Area |
|                 | Type B Arterial               | Hamlet                               |
|                 | Type C Arterial               | Urban Area                           |
|                 | Refer to Policy 8.4.16        | 2051 Urban Expansion Areas           |
|                 | Conceptual Future Interchange |                                      |



Remove Arterial Road

Remove Arterial Road

- Notes:**
- 1) This map forms part of the Official Plan of the Regional Municipality of Durham and must be read in conjunction with the text.
  - 2) Additional arterial road designations within or adjacent to '2051 Urban Expansion Areas' will be identified through further review to ensure corridor protection in advance of the secondary plan process for these areas.
  - 3) The alignments of certain future arterial road designations are approximate, and are subject to more detailed planning and engineering studies to determine their location.
  - 4) Regional Official Plan Consolidation December 13, 2024.

**Sequence of Events**

<b>Date</b>	<b>Events</b>
April 23, 2018	Public Meeting Report and Council authorization to initiate
<b>June 4, 2019</b>	<b>Public Information Centre #1</b>
June 4, 2019	Steering Committee Meeting #1
March 13, 2020	Contract awarded to SGL
July 15, 2020	Steering Committee Meeting #2
<b>December 15, 2021</b>	<b>Public Information Centre #2</b>
December 15, 2021	Steering Committee Meeting #3
June 9, 2022	Steering Committee Meeting #4
<b>June 29, 2022</b>	<b>Public Information Centre #3</b>
December 6, 2023	<b>Public Information Centre (Joint) #4</b>
November 18, 2024	Steering Committee Meeting #5
April 24, 2025	Notice of Statutory Public Meeting sent to Interested Parties
April 24, 2025	Draft OPA and Secondary Plan materials available to the public
<b>May 12, 2025</b>	<b>Statutory Public Meeting</b>
September 26, 2025	Ongoing meetings with landowners commence
February 26, 2026	Servicing meeting with Durham Region, CLOCA, landowners, and consultants
March 4, 2026	Transportation meeting with Durham Region, CLOCA, landowners and consultants
<b>April 20, 2026</b>	<b>Planning and Development Committee meeting and Recommendation Report to Council</b>

### Summary of Technical Reports - Soper Springs Secondary Plan

Report	Key Findings and Next Steps
<p><b>Phase 1 Background and Analysis Summary Report</b></p> <p>November 2021</p> <p>Prepared by SGL Planning &amp; Design Inc.</p>	<p>This report provides an overview of the Phase 1 background work completed to date, including analysis of the planning policy framework, existing landscape and environmental conditions, agricultural context, land budget and servicing considerations, identification of key opportunities and constraints, and the establishment of preliminary guiding principles to inform the Secondary Plan.</p>
<p><b>Draft Sustainability and Green Principles Report</b></p> <p>Prepared by SGL Planning &amp; Design Inc.</p> <p>November 2021</p>	<p>This report establishes the sustainability and green principles framework to inform the Soper Springs Secondary Plan. It reviews applicable provincial, regional, and municipal policy directions and aligns them with Clarington's sustainability objectives. Four key themes: built environment, mobility, natural environment and open space, and infrastructure and sustainability. These principles are intended to support the development of a compact, complete, and environmentally responsible community and to guide land use planning, urban design, and infrastructure throughout the Secondary Plan.</p>
<p><b>Draft Landscape Analysis Report</b></p> <p>Prepared by SGL Planning &amp; Design Inc.</p> <p>November 2021</p>	<p>The report evaluates, describes, and interprets the existing context, topography, natural features, and built form to help to identify the opportunities and constraints for the development of the Secondary Plan. The area includes agricultural uses, natural areas, and private residential properties. A large portion of lands are designated as EPA.</p> <p>Opportunities to capitalize on the unique natural heritage of the area as identified in the report are as follows:</p> <ol style="list-style-type: none"> <li>1. Preserving views from high points;</li> <li>2. Integrating and protecting natural features;</li> <li>3. Providing public access to nature; and</li> <li>4. Establishing cluster developments.</li> </ol> <p>Constraints are identified as limits to developable area due to the extensive EPA, as well as limits to road access. The number and location of roads will need to be evaluated to ensure minimal impact to sensitive natural heritage features.</p>

<p><b>Draft Cultural Heritage Resource Assessment Study</b></p> <p>Prepared by SGL Planning &amp; Design Inc.</p> <p>May 2020</p>	<p>The study provides an overview of the legislative and policy framework for cultural heritage conservation in Ontario, outlines the methodology used to identify and evaluate cultural heritage resources, and summarizes the historical development and existing conditions of the study area. Background research and field review were used to document properties and assess potential cultural heritage value or interest in accordance with the criteria set out in Ontario Regulation 9/06.</p> <p>The assessment identified eight existing and potential cultural heritage resources within or adjacent to the study area, including four potential resources within the study area, three potential resources on adjacent lands, and one property designated under Part IV of the Ontario Heritage Act.</p> <p>Recommendations to incorporate conservation policies into the Secondary Plan and to require Heritage Impact Assessments to avoid or mitigate potential adverse impacts to identified cultural heritage resources are provided in the report.</p>
<p><b>Draft Stage 1 Archaeological Assessment</b></p> <p>Prepared by SGL Planning &amp; Design Inc.</p> <p>October 2020</p>	<p>The objective of the Stage 1 Archaeological Assessment was to compile available information about known and potential archaeological resources within the study area and to determine the need for Stage 2 archaeological assessment.</p> <p>A review of registered archaeological sites identified twelve sites within a 1 km radius of the study area, seven of which are located within the study area. Approximately 59% of the study area has been subject to previous Stage 1 and 2 archaeological assessments and is considered cleared of archaeological potential, with no further assessment recommended for these lands. The remaining lands, comprising approximately 41% of the study area, retain archaeological potential and are recommended for Stage 2 archaeological assessment prior to ground disturbance. One Euro-Canadian archaeological site within the study area has been identified as requiring Stage 3 archaeological assessment, while previously identified sites that have since undergone Stage 3 investigation have been cleared of further archaeological concern.</p>

<p><b>Alternative Land Use Plan Report</b></p> <p>Prepared by Prepared by SGL Planning &amp; Design Inc.</p> <p>October 2022</p>	<p>This report outlines three land use concepts, building on Phase 1 studies to achieve a compact, walkable, and sustainable community that integrates housing, parks, trails, and mixed-use development while protecting Environmental Protection Areas and cultural heritage resources.</p>
<p><b>Phase 2 Summary Report</b></p> <p>Prepared by Prepared by SGL Planning &amp; Design Inc.</p> <p>December 2022</p>	<p>This report evaluates how each land use alternative supports a compact, walkable, and sustainable community that integrates residential development with parks, trails, neighbourhood-scale commercial uses, and strong connections to surrounding Environmental Protection Areas, while accommodating infrastructure, servicing, and transportation requirements. The assessment concludes that a preferred plan should draw from the best elements of all three alternatives to balance density, access to amenities, environmental protection, and mobility.</p> <p>Summary of key policy directions:</p> <ul style="list-style-type: none"> <li>• Concentrate higher-density and mixed-use development along the Local Corridor on Concession Road 3 to support transit use and active transportation.</li> <li>• Provide a diverse mix of housing types and densities to accommodate a range of ages, household types, and affordability needs.</li> <li>• Protect, enhance, and integrate Environmental Protection Areas by limiting development, providing appropriate buffers, and establishing connected trail systems.</li> <li>• Design a connected, walkable street and trail network that prioritizes pedestrians and cyclists while maintaining efficient vehicle and transit movement.</li> <li>• Locate parks, open spaces, and neighbourhood amenities so they are centrally accessible and within walkable distances for residents.</li> <li>• Minimize impacts of roads, servicing, and utilities on natural heritage features through careful alignment, phasing, and design.</li> <li>• Implement sustainable servicing, stormwater management, and low-impact development measures in line with subwatershed study recommendations.</li> </ul>

	<ul style="list-style-type: none"> <li>• Conserve and appropriately integrate identified cultural heritage and archaeological resources through Secondary Plan policies.</li> </ul>
<p><b>Draft Preliminary Municipal Engineering Report</b></p> <p>Prepared by T.Y. Lin International Canada Inc.</p> <p>April 2026</p>	<p>An analysis of servicing needs has been completed through a Preliminary Municipal Engineering Report (PMER). The PMER is informed by earlier findings from a draft Functional Servicing Report prepared in October 2024.</p> <p>The PMER provides flexibility in servicing strategies that may be identified during the site plan process. This approach supports the development of servicing policies for the Secondary Plan while offering a more streamlined alternative to a full Functional Servicing Report.</p> <p>The findings and recommendations of the PMER are expected to be refined through additional, more detailed site-specific studies, including a future Master Drainage Plan for the entire Secondary Plan area.</p>
<p><b>Draft Transportation Assessment Report</b></p> <p>Prepared by T.Y. Lin International Canada Inc.</p> <p>April 2026</p>	<p>A Transportation Assessment Report has been completed to support the development of a preferred road network for the Secondary Plan. The report informs the understanding of how build-out of the Secondary Plan area affects future traffic trends.</p> <p>Road network improvements are recommended within the study area. To maintain acceptable traffic operations, the intersection of Concession Road 3 and Mearns Avenue is recommended to be upgraded to an all-way stop. Additional left-turn lanes are also recommended in both the northbound and southbound directions at this intersection. Increased turning movements associated with access to the Secondary Plan area are expected to result in delays, requiring sufficient turn-lane storage capacity.</p> <p>The remaining internal road network is recommended to be designed with a two-lane cross-section, consisting of one lane in each direction, with the exception of the Liberty Street North and Road B intersection, where an additional left-turn lane is recommended to provide adequate turn-lane storage.</p> <p>The community is expected to be designed with accessible, separated, and connected pedestrian and cycling facilities to support and promote active transportation.</p>

<p><b>Soper Creek Subwatershed Study Phase 1 Report</b></p> <p>Prepared by Aquafor Beech</p> <p>May 2023</p>	<p>The Soper Creek Subwatershed Study Phase 1 Report establishes the environmental baseline for areas affected by future development, including the Soper Springs Secondary Plan. It identifies and maps natural heritage features, hydrologic systems, ecological linkages, and environmental constraints, and confirms that these features will play a significant role in shaping land use planning and infrastructure design. The findings provide the foundational environmental information needed to guide Secondary Plan policies, land use concepts, and future mitigation and management strategies.</p> <p>The results of Phase 1 will inform the preparation and evaluation of land use concepts for the Soper Springs Secondary Plan.</p>
<p><b>Draft Soper Creek Subwatershed Study Phase 2/3 Report</b></p> <p>Prepared by Aquafor Beech</p> <p>October 2024</p>	<p>Phases 2 and 3 of the Soper Creek Subwatershed Study build on the environmental baseline established in Phase 1 by evaluating development impacts and identifying strategies to protect, enhance, and restore watershed functions as growth occurs.</p> <p>Phase 2 assesses alternative stormwater management and subwatershed management approaches, including low impact development measures, natural channel design, and restoration opportunities, to mitigate impacts associated with future land use changes.</p> <p>Phase 3 establishes an implementation and monitoring framework, including performance targets and adaptive management measures, to ensure long-term watershed health.</p> <p>The report informs the development of Secondary Plan policies by identifying stormwater management approaches, environmental protection measures, and implementation considerations to be addressed through future site-specific studies.</p>

**Public Comment Summary Table**

Submission Number	Details of Submission	Staff Response
S-1 Gary Zubatiuk	You first have to look at the traffic issue on Liberty St. I can't get out of my driveway as it is with the traffic so heavy from 2:30pm to 6pm adding more homes on Liberty N. is going to compound this problem immensely.	Noted. Traffic impacts of the Secondary plan will be studied in the Traffic Assessment Report.
S-2	<p><b>Ryan Guetter (Weston Consulting) on behalf of the Soper Springs Landowner Group</b></p> <p>Submission: May 30<sup>th</sup> and November 14<sup>th</sup> 2025</p>	
S-2 Section 4.4.6	<p><i>On street parking on collector or local roads adjacent to the retail and service commercial uses shall be encouraged.</i></p> <p>We support the Municipality's response that on street parking is permitted on all local and collector roads, as outlined in new Policy 9.4.3. Municipality to confirm this new policy mentioned is added into the latest text, and there is no requirement for retail and service uses to be adjacent.</p>	Noted. Policy revised to "On street parking on collector or local roads adjacent to the retail uses, service uses and office uses shall be encouraged. On-street parking is not permitted along Liberty Street North."
S-2 Section 5.1.8	<p><i>The Soper Springs Urban Design and Sustainability Guidelines contain a Demonstration Plan which illustrates the planning principles that are inherent to the Secondary Plan. It is one example of how the Secondary Plan might be implemented within the Secondary Plan area.</i></p> <p>We support policy 5.1.8 as revised. In addition, we request that the below policy be included for further clarity on the Urban Design and Sustainability Guidelines:</p> <p><i>"The Soper Springs Urban Design and Sustainability Guidelines, including the Demonstration Plan, are contained as Appendix 1 to this Secondary Plan but are not considered policy. The Urban Design and Sustainability Guidelines are to be used as guidance in the interpretation and implementation of this Plan's policies."</i></p>	Policy 5.1.7 added "The Soper Springs Urban Design and Sustainability Guidelines contain 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 and does not preclude other plans demonstrating how the secondary plan may be implemented."

Submission Number	Details of Submission	Staff Response
S-2 Section 5.4.10	<p><i>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.</i></p> <p>We support policy 5.4.10 as revised with the addition of “or” as noted above.</p>	Revised as requested.
S-2 Section 5.6.6	<p><i>Garbage and recycling facilities shall be integrated within the building envelope, where appropriate.</i></p> <p>We support policy 5.6.6 as revised.</p>	Policy revised to “Garbage and recycling facilities shall be integrated within the building envelope where possible”
S-2 Section 6.2.2	<p>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. More detailed studies and staking of natural features and natural hazards including flooding and erosion 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; however, the more detailed studies must address the matters raised by the Soper Creek Subwatershed Study.</p> <p>We support policy 6.2.2 as it has been revised to include language that speaks to further assessment for refining and confirming development limits and features. However, we request that in the event that site-specific assessment addresses the concerns of the Subwatershed Study, the site-specific assessment should prevail and not require amendment to the plan. Additionally, staking of features shall only be required as outlined or set out as required in the Soper Creek Subwatershed Study.</p>	<p>Revised Policy 6.2.2 to clarify: In addition to these policies, the Soper Creek Subwatershed Study shall form the basis for any study undertaken with respect to the natural heritage system and natural hazards. Site-specific studies may refine and/or confirm development limits and the presence and boundaries of natural heritage features, provided that the general direction and recommendations of the Soper Creek Subwatershed Study are maintained, except for recommendations in the Subwatershed Study related to natural feature boundaries.”</p> <p>6.3.6 states “The boundary of lands designated as Environmental Protection Area on Schedule A are approximate and shall be refined through site specific studies prepared</p>

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		as part of the review of <i>development</i> applications in accordance with the policies of this Secondary Plan and the Clarington Official Plan without amendment to this Secondary Plan.”
S-2 Section 6.3.2 & 6.3.3	<p><i>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.</i></p> <p><i>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 once delineated. The boundary of the Vegetation protection zone is flexible and is not considered a separate designation apart from the Environmental Protection Area designation.</i></p> <p>We generally support this updated policy, subject to seeing the final language, with the expectation that the boundary of the feature will be subject to technical studies.</p>	No change. Suggested policy revisions are not appropriate as the boundary of the Vegetation Protection Zone (VPZ) is not flexible and is at minimum 15m wide. Policy 6.3.3 states that a site-specific study is required to confirm boundaries.
S-2 Section 6.3.5	<p><i>The delineation of the boundary of lands designated as Environmental Protection Area on Schedule A are approximate and shall be detailed through appropriate studies prepared as part of the review of development applications in accordance with the policies of this Secondary Plan and the Clarington Official Plan.</i></p> <p>We support the above policy as it has been revised to include language that speaks to the delineation of boundaries through</p>	No change. It is unclear what is meant by “delineation of EPA is not automatic”.

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	<p>findings of the appropriate studies. However, we would like to recommend that the policy be revised to note that the delineation of Environmental Protection Area is not automatic.</p>	
S-2 Section 6.3.5	<p><i>The delineation of the boundary of lands designated as Environmental Protection Area on Schedule A are 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.</i></p> <p>We support policy 6.3.5 as the request language has been noted by the Municipality to be included. In addition, we request that the below policy be included in the Secondary Plan for refinements relating to boundaries of natural heritage features.</p> <p><i>“Where an Environmental Impact Study or other site-specific study required as part of development proposals adjacent to a natural heritage feature results in refinements to the boundaries of the natural heritage feature or its related vegetation protection zone, such refinements shall not require an amendment to the Clarington Official Plan or this Secondary Plan.”</i></p>	<p>Revised Policy 6.3.6 states: “The boundary of lands designated as Environmental Protection Area on Schedule A are approximate and shall be refined through site specific studies prepared as part of the review of <i>development</i> applications in accordance with the policies of this Secondary Plan and the Clarington Official Plan without amendment to this Secondary Plan.”</p>
S-2 Section 6.5.3	<p>Environmental Constraint: Moderate Constraint Area Overlay represent those lands identified in the Soper Creek Subwatershed Study as ‘Moderate Constraint’. <del>The lands may include features such as linkage areas, Headwater drainage features with a conservation or mitigation, agricultural lands displaying evidence of hydrologic features.</del> An Environmental Impact Study prepared in support of a development application shall determine the extent of the features and function to be protected from development, including the identification of the requisite vegetation protection zone.</p> <p>We support policy 6.5.3, with the removal of the sentence above and the addition that “Modifications to a Moderate Constraint overlay will not require an amendment to this Plan.”</p>	<p>No change. These features are identified as Moderate Constraint Area Overlay in the Subwatershed Study. As such, the policy provides important understanding of why the lands are delineated as Moderate Constraint.</p>

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S-2 Section 6.5.3	<p>Environmental Constraint: Moderate Constraint Area Overlay represent those lands identified in the Soper Creek Subwatershed Study as 'Moderate Constraint'. The lands may include features such as linkage areas, Headwater drainage features with a conservation or mitigation, agricultural lands displaying evidence of hydrologic features. An Environmental Impact Study prepared in support of a development application shall determine the presence of or extent of the features and function to be protected from development, including the identification of the requisite vegetation protection zone. Modifications to a Moderate Constraint overlay will not require an amendment to this Plan.</p> <p>We support policy 6.5.3 as revised and request that policy is made clear that an amendment will not be required. A moderate constraint is not the same as EPA. We recommend that this additional text be included to provide certainty that moderate constraints can be revised without amendment.</p>	No change. Policy 6.5.8 states that development may be permitted within an Environmental Constraint Overlay without amendment to this Plan.
S-2 Section 6.5.5	<p><i>Environmental Constraint: Additional Area of Further Study Overlay represent 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 and appropriate agencies.</i></p> <p><i>We support policy 6.5.5, and request the removal of the language above.</i></p>	Reference to “appropriate agencies” deleted but the environmental impact study must be to the satisfaction of the Municipality.
S-2 Section 6.5.9	<p><i>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</i></p>	There is no policy requirement stating that the lands are to be dedicated but Policy 6.3.7 states “may” be dedicated.

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	<p><i>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.</i></p> <p>We support policy 6.5.9, so long as the Environmental Protection Area designation does not require dedication of the EPA lands to the governmental authorities.</p>	
S-2 Section 11.3.2	<p><i>Stormwater management facilities shown on Schedule A are illustrative and final location and sizing shall be determined through the development application process.</i></p> <p>We support policy 11.3.2 with the addition of “An amendment to the Secondary Plan is not required for changes to the location of stormwater management facilities.”</p>	<p>Policy revised to “Wherever feasible <i>stormwater management ponds</i> should be located in Low Density Residential designations. Stormwater management facilities shown on Schedule A are illustrative and final location and sizing shall be confirmed by a Master Drainage Plan and Stormwater Management Reports submitted with <i>development</i> applications. An amendment to the Secondary Plan is not required for changes to the location of stormwater management facilities.”</p>
S-2 Section 12.1.2	<p><i>As part of a complete application the following information is required:</i></p> <ul style="list-style-type: none"> <li><i>i. Net residential density by land use designation;</i></li> <li><i>ii. Identification of total square footage of non-residential land uses;</i></li> <li><i>iii. Number and type of units by land use designation;</i></li> <li><i>iv. Total residential unit count; and</i></li> <li><i>v. Estimated population;</i></li> <li><i>vi. Amount/type of non-residential space and number of jobs; and</i></li> <li><i>vii. The number of purpose built additional dwelling units by land use designation.</i></li> </ul>	<p>Revised policy to: “12.1.2 As part of a development application for residential developments the following information is required for the subject application:</p> <ul style="list-style-type: none"> <li>a) Net residential density by land use designation;</li> <li>b) Identification of total square metres of non-residential land uses;</li> <li>c) Number and type of units by land use designation;</li> <li>d) Total residential unit count;</li> </ul>

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	<p><i>We support policy 12.1.2, so long as this information is not required for the entire Secondary Plan, but only for the area included in the respective complete application.</i></p>	<p>e) Estimated population;  f) Amount/type of non-residential space and number of jobs; and  g) The number of purpose-built additional dwelling units and affordable housing units by land use designation.</p> <p>The required information only applies to the application.</p>
S-2 Section 2.2.3	<p><i>Protect and, where possible, enhance significant natural features within <del>and adjacent to</del> Environmental Protection Areas (EPA) based on the recommendations from the subwatershed study.</i></p> <p>We request that the above modification be made to policy 2.2.3 as indicated above.</p>	Policy revised as requested.
S-2 Section 3.2.1	<p><i>A Prominent Intersection is located at Liberty Street and Concession Road 3 and at the intersection of the Mearns Avenue extension and a second collector road internal to the secondary plan area.</i></p> <p>In regards to the above policy, we request that the policy be modified to indicate the conceptual nature of the Mearns Avenue extension and the second collector road as these are not fixed locations.</p>	No change. While the exact alignment may be refined through the EA and subdivision process, the intersection remains conceptually identified
S-2 Section 3.2.1	<p><i>A Prominent Intersection is located at Liberty Street and Concession Road 3 and at the intersection of the conceptual Mearns Avenue extension and a second collector road internal to the secondary plan area.</i></p> <p>We request that the policy be revised to include the above policy language in yellow highlighted text.</p>	No change. The Mearns Avenue extension shown on the secondary plan has the same status as any other road shown in an OP or Secondary Plan that is subject to the Class EA process.
S-2 Section 3.4.3	<p><i>Parks shall be located to achieve a number of objectives: create larger open spaces and realize co-benefits in terms of amenities by locating adjacent to other outdoor civic uses like stormwater management ponds provided they are central to the</i></p>	<p>Section 3.4.3 is now 3.6.2</p> <p>Policy 3.6.2 revised to “ensure that the entire community has good access to</p>

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	<p><i>neighbourhoods being served by the park;</i></p> <p><i>i. ensure that the entire community has good access to parks within a short walking distance of their homes; and</i></p> <p><i>ii. ensure good access and visibility from public streets.</i></p> <p>In regards to policy 3.4.3, we recommend combining ii) and iii) into one as we believe there are redundancies in the wording.</p>	parks within a short walking distance of their homes”.
S-2 Section 3.4.3	<p><i>b) Parks shall be located to achieve a number of objectives:</i></p> <p><i>i) create larger open spaces and realize co-benefits in terms of amenities by locating adjacent to other outdoor civic uses like stormwater management ponds provided they are central to the neighbourhoods being served by the park;</i></p> <p><i>ii) ensure that the entire community has good access to parks within a short walking distance of their homes; and</i></p> <p><i>iii) ensure good access and visibility from public streets.</i></p> <p>We support the Municipality’s agreement to revert to the original policy as noted above but request to see the final text to confirm the changes.</p>	See above response. Policy 3.6.2 b revised to “ensure that the entire community has good access to parks within a short walking distance of their homes”.
S-2 Section 3.4.4	<p><b><i>Stormwater Management Ponds</i></b></p> <p><i>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:</i></p> <p><i>a) areas of passive recreation through the inclusion of paths and trails;</i></p> <p>In addition to the above policy, we recommend that the below policy be included in the Secondary Plan:</p> <p><i>“Stormwater ponds will not be included in parkland dedication until the Planning Act prescribes regulations for acceptance of strata or encumbered parkland.”</i></p>	No change. Stormwater ponds will not be included towards dedication under the Planning Act. It is very common in Ontario to have trails around stormwater management ponds, typically following the access roads for maintenance of the storm ponds.
S-2 Section 3.4.6 b)	<i>ensure that the entire community is within a short walking distance of their homes.</i>	Policy 3.6.2 b revised to “ensure that the entire community has good access

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	<p>We do not support the changes to policy 3.4.6, we request that this be revised to the previous policy version as noted below:</p> <p><i>“3.4.6 b) ensure that the entire community has good access to parks within a short walking distance of their homes; and”</i></p>	to parks is within a short walking distance of their homes”.
S-2 Section 4.2.4	<p><i>Drive-through facilities are not a permitted use in any land use designation.</i></p> <p>In regards to policy 4.2.4, we request that the policy be revised to allow for drive-through facilities as opposed to a prohibition.</p>	No change
S-2 Section 4.2.5	<p>Service stations are not a permitted use in any land use designation.</p> <p>In regards to policy 4.2.5, we request that the policy be revised to allow for service stations as opposed to a prohibition.</p>	No change
S-2 Section 4.3.4	<p><i>Permitted dwelling types shall include:</i></p> <ul style="list-style-type: none"> <li><i>a. Apartment buildings;</i></li> <li><i>b. Townhouses;</i></li> <li><i>c. Stacked townhouses;</i></li> <li><i>d. Back to back townhouses;</i></li> <li><i>e. Dwelling units within a mixed use building;</i></li> <li><i>f. Retail and service commercial uses; and</i></li> <li><i>g. Other dwelling types that provide housing at the same or higher densities as those above.</i></li> </ul> <p>In regards to the above, we request clarification as to the removal of “Additional Dwelling Units” in this policy. We request that this dwelling type be included, in order to permit flexibility in unit types.</p>	No change. The OP has been amended to include ADUs, no need to add it here.
S-2 Section 4.3.6	<p><i>The implementing zoning by-law shall identify lands within the designation where ground floor retail and service commercial uses shall be required in mixed use buildings.</i></p> <p>In regards to the above, we request that this policy be revised so as to remove the requirement for retail and service commercial and</p>	No change. This policy and the zoning change only applies where a mixed-use building is proposed.

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	instead that they be permitted uses not mandatory uses.	
S-2 Section 4.4.3	<p>Permitted dwelling types shall include:</p> <ul style="list-style-type: none"> <li>a) Townhouses;</li> <li>b) Stacked townhouses;</li> <li>c) Back to back townhouses;</li> <li>d) Apartments; and</li> <li>e) Other dwelling types that provide housing at the same or higher densities as those above.</li> </ul> <p>We request that the Medium Density Residential designation permit semi-detached dwellings. It is recognized that these will not be the predominant housing form in the designation, but flexibility is desired to enable varied housing types more broadly. In addition, we request clarification for the removal of “Additional Dwelling Units” in this policy. We request that this dwelling type be included in the permitted uses in order to permit flexibility in unit types.</p>	<p>No change. Semi-detached dwellings should remain in a low- density area only.</p> <p>See above ADU comment.</p>
S-2 Section 4.4.8	<p><i>Buildings within the Medium Density Residential designation shall not exceed 4 storeys in height. Lands located on Liberty Street North with the Medium Density Residential designation shall not exceed 6 storeys in height.</i></p> <p>We request that policy 4.4.8 be revised as noted above to include permission of heights up to 6 storeys with the Medium Density Residential designation on Liberty Street North. We understand that this was already agreed to by the Municipality. In addition, it is recognized that the recent development approval at the intersection of Mearns Avenue and Concession Road 3 provides context for additional density of 12 storeys in the Medium Density Residential designation, and we look forward to discuss the merits of the above policy modifications and potential additional height in our upcoming meeting.</p>	<p>6 storeys is permitted along Liberty Street North, with an additional 2 storeys permitted if affordable housing is provided. 12 storeys is not appropriate for this area.</p>
S-2 Section 4.4.10	<p><i>Development within the Medium Density Residential designation shall have a minimum site density of 45 units per net hectare.</i></p>	<p>Policy revised: “Development within the Medium Density Residential</p>

Submission Number	Details of Submission	Staff Response
	<p>We request that policy 4.4.10 be revised to include the above language as we understand there is a typo.</p>	<p>designation shall have a minimum site density of 45 units per net hectare”.</p>
<p>S-2 Section 4.4.12</p>	<p><i>A minimum building height of 3 storeys is required adjacent to the Prominent Intersection.</i></p> <p>In regards to policy 4.4.12, we request that the minimum building height be revised to 3 storeys to allow for flexibility in built form while still achieving the objectives of the Prominent Intersection.</p>	<p>Policy 4.4.12 deleted.</p>
<p>S-2 Section 4.5.2</p>	<p><i>The following residential building types are permitted:</i></p> <ul style="list-style-type: none"> <li><i>a) Detached dwellings;</i></li> <li><i>b) Semi-detached dwellings;</i></li> <li><i>c) Townhouses;</i></li> <li><i>d) Stacked townhouses;</i></li> <li><i>e) Back-to-back townhouses;</i></li> <li><i>f) Apartments; and</i></li> </ul> <p>We request clarification as to the removal of “Additional Dwelling Units” in this policy. We request that this dwelling type be permitted in order to permit flexibility in unit types.</p>	<p>The OP has been amended to include ADUs, no need to add it here.</p>
<p>S-2 Section 4.5.3</p>	<p><i>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 low rise apartments accounting for the remainder.</i></p> <p>We request that policy 4.5.3 be revised to remove the minimum percentage or lower the 80 percent requirement to enable and ensure flexibility of typology within the Low Density Residential designation. based on market demand. We recommend revising this policy to 60 percent or lower.</p>	<p>No change. This aligns with current Council direction for low density areas.</p>
<p>S-2 Section 4.5.6</p>	<p><i>Buildings within the Low Density Residential designation shall not exceed 3 storeys in height.</i></p> <p>We request that policy 4.5.6 be revised to 4 storeys in height.</p>	<p>No change.</p>

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S-2 Section 4.5.7	<p><i>Development on lands designated Low Density Residential shall have a minimum density of 20 units per net hectare.</i></p> <p>We request that policy 4.5.7 be revised to a minimum of 13 units per net hectare with no maximum as agreed to by the Municipality.</p>	Policy revised to “Development on lands designated Low Density Residential shall have a minimum density of 13 units per net hectare”.
S-2 Section 5	<p>We request clarification and mention in the Secondary Plan text that the Urban Design Guidelines are not policies and recommend the below policy be included for further clarity:</p> <p><i>“The Soper Springs Urban Design and Sustainability Guidelines, including the Demonstration Plan, are contained as Appendix 1 to this Secondary Plan but are not considered policy. The Urban Design and Sustainability Guidelines are to be used as guidance in the interpretation and implementation of this Plan’s policies.”</i></p>	Policy 5.1.1 revised to “The Soper Springs 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 Springs Urban Design and Sustainability Guidelines. The Soper Springs Urban Design and Sustainability Guidelines provide guidance on the implementation of the Secondary Plan but should not be construed as policies”.
S-2 Section 5.1.3	<p><i>The network of streets shall 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 provide access to transit.</i></p> <p>In regards to policy 5.1.3, we request that mid-block pedestrian connections be considered eligible for parkland dedication under the Planning Act. Alternatively, the owners request that the Municipality provide compensation for the land considered for the mid-block pedestrian connections.</p>	No change. Walkways are not considered parkland and should not be accounted as parkland dedication.
S-2 Section 5.1.3	<p><i>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 provide access to transit.</i></p>	Policy 5.1.3 has been revised to use ‘should’, allowing flexibility while maintaining the Municipality’s intent to reduce long block lengths. Connections may be achieved through sidewalks, trails, or dedicated mid-block pathways.

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	<p>In regards to policy 5.1.3, we request that the above language modifications to allow mid-block pedestrian connections to be flexible and not mandatory. This was already agreed to by the Municipality.</p>	
S-2 Section 5.1.8	<p><i>The Demonstration Plan illustrates the planning principles that are inherent to the Secondary Plan. It is one example of how the Secondary Plan might be implemented within the Secondary Plan area. The Demonstration Plan is conceptual and an Official Plan amendment is not required to implement an alternative plan.</i></p> <p>In regards to policy 5.1.7, we request that the above language be included.</p>	<p>The demonstration plan is part of the Guidelines not part of the Secondary Plan as such there is no requirement for an OPA.</p> <p>The policy is revised as follows to clarify it is part of the Guidelines: “The Soper Springs Urban Design and Sustainability Guidelines contain 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 and does not preclude other plans demonstrating how the secondary plan may be implemented”.</p>
S-2 Section 5.2.2	<p><i>A dense tree canopy should be provided along public streets in the road allowance to enhance the pedestrian experience of the community.</i></p> <p>In regards to policy 5.2.2, we request that the above language be included.</p>	<p>Policy 5.2.2 revised to “Tree canopy coverage should be maximized to create comfortable walking environments for pedestrians and to enhance the pedestrian experience of the community”.</p>
S-2 Section 5.3.2	<p><i>Privately owned publicly accessible plazas 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.</i></p>	<p>No change. Privately owned publicly accessible plazas are not exclusively required within or adjacent to retail uses. POPS may be provided within or adjacent to residential buildings.</p>

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	We request that this entire section be removed as retail is not a requirement for Prominent Intersections.	
S-2 Section 5.3.2	<p><i>Privately owned publicly accessible plazas, if provided, should 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.</i></p> <p>We request that policy 5.3.2 be revised per the above language modifications to make it clear that the privately owned publicly accessible plazas are not mandatory.</p>	Policy 5.3.3 revised to: “Privately owned publicly accessible open spaces may 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”.
S-2 Section 5.4.2	<p><i>Mid-rise buildings should have a clear base, middle and top to provide articulation and high quality design.</i></p> <p>In regards to policy 5.4.2, we request that Mid-Rise be revised as this is no longer listed in the policies.</p>	Policy has been deleted.
S-2 Section 5.4.3	<p><i>A building setback shall be provided above the third storey for mid-rise buildings.</i></p> <p>In regards to policy 5.4.3, the Municipality noted that they review this and respond. We kindly request that an update be provided on this immediately so this can be finalized.</p>	Policy 5.4.2 revised to “The Soper Springs Urban Design and Sustainability Guidelines and the implementing zoning by-law shall provide direction on building setbacks for buildings greater than 6 storeys”.
S-2 Section 5.4.4	<p><i>Development shall provide a transition between areas of different heights and density within the Secondary Plan area and to the areas and uses outside its boundaries through separation, step-backs and intervening land uses.</i></p> <p>In regards to policy 5.4.4, we request that the above language be removed as it is too prescriptive and specific and there may be other ways to address transition.</p>	Policy 5.4.3 revised to say “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”. This text provides examples on how transition can be provided.

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S-2 Section 5.4.7	<p><i>Townhouses shall generally not comprise more than 6 attached units.</i></p> <p>We request that consideration be made for 8 attached units. In the Town of Whitby, site-specific application official plan amendment was approved for blocks of 8 attached units. Please see the attached Site Plan in Appendix 1.</p>	<p>Policy 5.4.6 revised to change “Townhouses” to “Street townhouses”. OP policy 9.4.5 h) and i) directs that street townhouse blocks shall generally not exceed 50 units and shall generally not compromise more than 6 attached units. Guideline 4.1.3.10 also direct that townhouses should not be more that 6 units.</p>
S-2 Section 5.4.10	<p><i>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 and screened, where appropriate.</i></p> <p>We request that policy 5.4.10 be revised to include the above language.</p>	<p>Policy revised to: “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”.</p>
S-2 Section 5.5.2	<p>The public realm adjacent to mixed use buildings will support a high level of pedestrian activity and include wider sidewalks and street furniture.</p> <p>In regards to policy 5.5.2, we request that the above language be removed as it is too specific.</p>	<p>No change. High level of pedestrian activity should be supported with wider sidewalks and street furniture for pedestrian comfort.</p>
S-2 Section 5.5.2	<p><i>The public realm adjacent to mixed use buildings will support a high level of pedestrian activity and may include wider sidewalks and street furniture.</i></p> <p>We request that the above policy modification be considered.</p>	<p>Policy revised to include “may”.</p>
S-2 Section 5.5.3	<p><i>Ground floor non-residential uses should have a floor-to-floor height of approximately 3.5 4.5 metres in support of larger display windows and signage area as well as providing opportunities for awnings, lighting, and other facade enhancements.</i></p> <p>We request that the approximate height be revised to 3.5 metres in</p>	<p>Policy has been deleted.</p>

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	order to provide non-residential uses with additional flexibility for design and function. This would not preclude higher heights where appropriate, but would enable flexibility.	
S-2 Section 5.6	<p><i>Parking, Servicing and Loading</i>  <i>New policy under Section 5.6: 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. The required parking ratios for the lands within the Secondary Plan are to be addressed in the Secondary Plan Area's Zoning By-law.</i></p> <p>We request to mention that it was agreed with the Municipality that parking ratios would be dealt with at a later phase beyond the Draft Secondary Plan text. We request this is added into the Secondary Plan text.</p>	Policy 5.6.9 added: "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". The second sentence is not necessary.
S-2 Section 5.6.3	<p><i>The visual impact of garages in Low Density Residential areas should be reduced by:</i></p> <ul style="list-style-type: none"> <li><i>a) Encouraging parking via laneways, where possible;</i></li> <li><i>b) Recessing garages located at the front of the building facing a street;</i></li> <li><i>c) Limiting driveways widths so that they do not exceed the width of the garage, where appropriate; and</i></li> <li><i>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, where appropriate.</i></li> </ul> <p>In regards to policy 5.6.3, we request that the policy be revised to include the additional text as indicated above.</p>	Policy revised to add "generally" to c) and by adding an additional broader criteria "e) Other similar means to reduce the visual impact of garages to the satisfaction of the municipality."
S-2 Section 5.6.7	<p><i>The visual impact of garage doors to below-grade structured parking should be minimized by locating them discreetly away from main pedestrian entrances and primary frontages, and where feasible, accessed from a lane.</i></p> <p>In regards to 5.6.7, we request that the above language be removed.</p>	Policy revised to "The visual impact of garage doors to below-grade structured parking should be minimized by such design actions as locating them discreetly away from main pedestrian entrances and

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		primary frontages, where feasible, accessed from a lane; and / or screening from view”.
S-2 Section 5.6.8	<p><i>Above-grade structured parking adjacent to a public street(s) shall be lined with retail and commercial uses with direct access to the public street(s).</i></p> <p>In regards to 5.6.8, we request that this policy be removed entirely as retail and commercial uses are not mandatory.</p>	Policy revised to provide a broader range of uses: “Above-grade structured parking adjacent to a public street(s) shall be lined with residential and/ or non-residential uses”.
S-2 Section 6.2.2	<p><i>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. More Detailed Site-specific studies and staking of natural features and natural hazards including flooding and erosion 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; however, the more detailed studies must address the matters raised by the Soper Creek Subwatershed Study.</i></p> <p>In regards to policy 6.2.2, we request that the above language be revised as indicated.</p>	Policy revised to: “In addition to these policies, the Soper Creek Subwatershed Study shall form the basis for any study undertaken with respect to the natural heritage system and natural hazards. Site-specific studies may refine and/or confirm development limits and the presence and boundaries of natural heritage features, provided that the general direction and recommendations of the Soper Creek Subwatershed Study are maintained, except for recommendations in the Subwatershed Study related to natural feature boundaries”.
S-2 Section 6.3.2	<p><i>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. Vegetation protection zones will form part of the Environmental</i></p>	<p>Policy revised to delete the last sentence as requested.</p> <p>Policy 6.3.3 added to confirm the intent of the VPZ:  “The Vegetation protection zone is currently not designated as part of the Environmental Protection Area on</p>

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	<p><i>Protection Area once delineated.</i></p> <p>In regards to policy 6.3.2, we request that the above language be removed.</p>	<p>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”.</p>
S-2 Section 6.3.3	<p><i>Stormwater management ponds, except for the outfall, shall generally not be permitted to be developed in lands designated Environmental Protection Area but may be permitted or within the vegetation protection zones to an Environmental Protection Area.</i></p> <p>In regards to policy 6.3.3, we request that stormwater management ponds be considered conceptual in the Secondary Plan and that the vegetation protection zones permit stormwater management ponds. In addition, servicing should be a consideration in determining the stormwater management pond locations. We request that stormwater ponds be permitted on EPA lands subject to further studies.</p> <p>Alternatively, we request that the policy state “generally not permitted”.</p>	<p>No change. Stormwater management ponds are shown with a symbol dot on the Plan so it is granted that they are conceptual. In addition, Policy 11.3.2 says that they “are illustrative and final location and sizing shall be determined through the development application process”. Stormwater ponds are not permitted in the EPA except for outfalls and LIDs. LID’s are address in Policy 6.3.4</p>
S-2 Section 6.3.5	<p>The delineation of the boundary of lands designated as Environmental Protection Area on Schedule A are approximate and shall be detailed through appropriate 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.</p> <p>In regards to policy 6.3.5, we request that the requirement to delineate the boundary of the lands designated as Environmental Protection Area to be determined through the Draft Plan application process, and not a requirement of the Secondary Plan. In addition, we request that the above language be included as indicated above.</p>	<p>Policy revised as requested</p>
S-2 Section 6.3.5	<p><i>The delineation of the boundary of lands designated as Environmental Protection Area on Schedule A are approximate and</i></p>	<p>Policy 6.3.6 revised to: “The boundary of lands designated as Environmental</p>

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	<p><i>shall be detailed through site specific appropriate studies prepared as part of the review of Draft Plan development applications. in accordance with the policies of this Secondary Plan and Clarington Official Plan.</i></p> <p>In regards to policy 6.3.5, we request the above modifications.</p>	<p>Protection Area on Schedule A are approximate and shall be refined through site specific studies prepared as part of the review of <i>development</i> applications in accordance with the policies of this Secondary Plan and the Clarington Official Plan without amendment to this Secondary Plan”.</p>
S-2 Section 6.3.6	<p><i>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.</i></p> <p>In regards to policy 6.3.6, we request that associated vegetation protection zones not be excluded in the parkland dedication contribution. In addition, we request that the Environmental Protection Area lands not be necessary to be conveyed, but can be held in private ownership.</p>	<p>No change. The policy states the Municipality “may require”. In addition, Section 10 of the parkland dedication by-law states: The Municipality shall not accept any natural heritage system, minimum vegetation protection areas, regulatory shoreline, flood susceptible lands or lands with hazardous characteristics in fulfilment of the land conveyance requirements of this by-law.</p>
S-2 Section 6.3.6	<p><i>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. It is recognized that EPA lands may not be appropriate to be conveyed in all circumstances and no conveyance shall be required for small scale developments, severances or for lot patterns that provide unique relationships to adjacent to the environmental features.</i></p>	<p>Policy 6.3.7 revised to include “Conveyance may not be appropriate in all circumstances.”</p>

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	In regards to policy 6.3.6, we request that it be revised to include language regarding parks within the Environmental Protection Areas.	
S-2 Section 6.3.8	<p><i>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.</i></p> <p>In regards to the above, we request that the Headwater Drainage Features be allowed to be relocated based on site-specific assessments. Additionally, we request the inclusion of the language noted above.</p>	Policy revised as requested.
S-2 Section 6.3.9	<p><i>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:</i></p> <ul style="list-style-type: none"> <li><i>a) Maintain and enhance or relocate and enhance drainage features and its riparian corridor;</i></li> <li><i>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;</i></li> <li><i>c) Maintain or replace on-site flows using mitigation measures and/or wetland creation, if necessary;</i></li> <li><i>d) Maintain or replace external flows;</i></li> <li><i>e) Use natural channel design techniques to maintain or enhance the overall productivity of the reach;</i></li> <li><i>f) Ensure that the drainage feature is connected to downstream; and</i></li> <li><i>g) Apply an appropriate vegetation protect zone to either side of the drainage feature.</i></li> </ul> <p>In regards to the above policy, as the sections listed are already included in the Subwatershed Study, we request that this be</p>	No change. This is important policy direction to include in the Secondary Plan.

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	removed as the Subwatershed Study will prevail in relation to natural heritage, particularly for Headwater Drainage Features.	
S-2 Section 6.3.10	<p><i>Headwater Drainage Features that have been relocated and the associated riparian corridors established by permissions in policy 6.3.8 shall be designated Environmental Protection Area and shall be zoned appropriately to prohibit development.</i></p> <p>In regards to the above, as this is already included in the Subwatershed Study, we request that this be removed as the Subwatershed Study will prevail in relation to these features.</p>	No change. The Subwatershed Study does not address designation or zoning. This is important policy direction to include in the Secondary Plan.
S-2 Section 6.4.1	<p><i>Land Use to be Determined is a land use designation shown on Schedules A and B. These lands require further analysis to determine if development can be permitted and is feasible. These lands are identified as Environmental Protection Area in the Official Plan. These lands were not identified as part of the Natural Heritage System in the Soper Creek Subwatershed study; however, the lands were identified as containing vegetation protection zones, candidate and / or unconfirmed significant wildlife habitat, low constraint areas and were also identified with Status Pending further Study and noted as locations for Enhancement/Restoration Opportunities. These are small areas surrounded by the Natural Heritage System. The boundary of the adjacent Natural Heritage System needs to be confirmed and the feasibility of access, serviceability and development of the Land Use to be Determined designation area needs to be demonstrated prior to any application for Official Plan Amendment to permit development.</i></p> <p>In regards to policy 6.4.1, we support the framework that would recognize further development feasibility and serviceability will need to be demonstrated; however, we do not support the need for an Official Plan Amendment to implement and permit development.</p>	The intention is that an OPA would be needed. Policy 6.4.2 has been revised to clarify that an Official Plan Amendment is required to change the designation to permit development.
S-2 Section 6.4.2	<i>To confirm feasibility of development, lands within this designation shall be subject to a number of appropriate studies and staking of adjacent natural heritage features on the subject site and desktop</i>	Policy revised to reference abutting features so it is clear that the PPS

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	<p><i>analysis of adjacent lands, to confirm the presence of and boundary of features and functions in the adjacent Environmental Protection Area designation and confirm the extent of the Vegetation Protection Zone to ensure no impact on the adjacent Environmental Protection Area from urban development. Vegetation Protection Zones is part of the Environmental Protection Area and are considered the same when evaluating adjacent lands. It is recognized that staking of features beyond the extent of the application area may not be possible in all circumstances.</i></p> <p>We request that 6.4.2 be modified per the language above.</p>	<p>“adjacent” requirement was not intended.</p>
S-2 Section 6.4.4	<p><i>6.4.4 The studies referred to in this Section may shall include an Environmental Impact Study, a Geotechnical Analysis confirming the long-term stable top of bank, a Hydrogeological Analysis, updated hydrology modeling to evaluate downstream flooding and erosion impacts and a Geomorphical Study as well as a Planning Justification and are required as part of a complete application. Prior to undertaking the identified studies, the terms of reference shall first be approved by the Municipality in consultation with the relevant agencies.</i></p> <p>In regards to policy 6.4.4 we request that the above revision be included.</p>	<p>Revised Policy 6.4.5 to: “The studies referred to in this Section shall include: a Hydraulic Analysis Study, an Environmental Impact Study, a Geotechnical Analysis confirming the long-term stable top of bank, a Hydrogeological Analysis, updated hydrology modelling to evaluate downstream flooding and erosion impacts (if not already addressed by the Subwatershed Study) and a Geomorphic Study as well as a Planning Justification and are required as part of a development application. Prior to undertaking the identified studies, the terms of reference shall first be approved by the Municipality in consultation with the relevant agencies.”</p> <p>These studies are all required based on input from the Agencies.</p>

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S-2 Section 6.4.6	<p><i>If further studies identified in this section determine that portions of the Land Use to be Determined designation can be developed, an Official Plan Amendment will be required to delineate the Environmental Protection Area boundaries and the appropriate land use designation on the developable portion.</i></p> <p>We request clarification for the need for an Official Plan Amendment to delineate the Environmental Protection Area boundaries and the appropriate land use designations on the developable portion. We suggest an underlying designation with establishment through a zoning by-law amendment application process based on the above comments and that no official plan amendment be required.</p>	<p>No change. These lands were previously designated EPA. We have revised to an Environmental Constraint Land Use to be determined but there is a significant amount of study required to demonstrate the principle of development on these lands.</p>
S-2 Section 6.5.3	<p><i>Environmental Constraint: Moderate Constraint Area Overlay represent those lands identified in the Soper Creek Subwatershed Study as 'Moderate Constraint'. The lands may include features such as linkage areas, Headwater drainage features with a conservation or mitigation, agricultural lands displaying evidence of hydrologic features. An Environmental Impact Study prepared in support of a development application shall determine the extent the presence of or extent of the features and outline the area of removal or function to be protected from development, including the identification of the requisite vegetation protection zone, if required.</i></p> <p>We request that policy 6.5.3 be revised to include the above language.</p>	<p>Support adding “the presence of or extent”, but no need for remaining changes as the key matter is determining the function to be protected.</p>
S-2 Section 6.5.5	<p><i>Environmental Constraint: Additional Area of Further Study Overlay represent 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</i></p>	<p>Policy revised to remove suggested text.</p>

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	<p><i>sensitivity of the habitat, in accordance with the policies of the Official Plan to the satisfaction of the municipality and appropriate agencies.</i></p> <p>We request that policy 6.5.5 be revised per the above.</p>	
S-2 Section 6.5.7	<p><i>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.</i></p> <p>We request that for policy 6.5.7, it be revised to include the above language. Furthermore, 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.</p>	Policy revised as requested.
S-2 Section 6.5.8	<p><i>Until the environmental impact studies required in this Section 6.5 have been completed, land uses within the Environmental Constraint Overlays shall be limited to existing lawful permitted uses. We request that the above language be removed as indicated, and any uses permitted currently, whether existing or not, should continue to be permitted.</i></p>	No change. The secondary plan changes the land use and the new land uses are not permitted until the EIS is completed.
S-2 Section 6.5.9	<p><i>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</i></p>	Confirmed.

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	<p><i>Constraint Overlay will be deemed to part of the Environmental Protection Area designation.</i></p> <p>In regards to the above, we understand that the overlays are not land use designations based on policy 6.5.1 and that all overlay constraints would need to be verified through environmental studies per policy 6.5.8 and based on policy 6.5.9, no amendment is required to reflect the findings of the studies. As the environmental overlays are not a land use designation, subject to the study, the underlying designation would apply. It is recognized that the land use to be determine is a different section than the overlays section. We request that the Municipality confirm this understanding is correct.</p>	
S-2 Section 6.5.9	<p><i>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.</i></p> <p>We request that the Municipality provide clarification to the above as well as Policy 6.3.7 with regards to “may be dedicated”. Please provide clarity as to “may be dedicated” as well as the circumstances surrounding such a dedication.</p>	Policy 6.3.7 is a may and not a shall.
S-2 Section 7.2.4	<p><i>The functions and sizes for the parks listed in Policy 7.2.2 are set out in Section 18.3 of the Official Plan.</i></p> <p>We support the introduction policies that would support or enable stratified or encumbered Parks and request that a policy be provided in the Secondary Plan and/or parent Official Plan in the future for the permission and implementation of stratified or encumbered Parks.</p>	No change. The Municipality does not currently allow for strata or encumbered parks. Parks must be unencumbered according to Section 14 of the parkland dedication by-law 2023-042.

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	We request that stratified or encumbered Parks be part of parkland dedication.	
S-2 Section 7.2.4	<p><i>The functions and sizes for the parks listed in Policy 7.2.2 are set out in Section 18.3 of the Official Plan.</i></p> <p>In regards to policy 7.2.2, we request that the Municipality of Clarington further consider strata or encumbered parks as introduced in other Municipalities. The City of Markham Parkland Dedication By-law Update 2025 allows applicants to identify land for conveyance in preparation for when policy direction is issued by the Provincial Government. The City of Markham also currently allows for strata parks, dual use and privately owned public spaces (POPS) on a case-by-case basis for parkland dedication. We request that the Municipality of Clarington consider this for their respective Official Plan, Soper Springs Secondary Plan, and prevailing and future Parkland Dedication By-laws.</p>	See response above.
S-2 Section 7.2.6	<p><i>Parks shall be encouraged to be designed to be accessible and shall have street frontage on not less than 30% of the park perimeter, where appropriate. Backing of residential and commercial uses onto parks shall be minimized with flankage of lots preferred.</i></p> <p>In regards to policy 7.2.6, we request that the minimum street percentage be removed and alternatively the above language be</p>	No change. Parks must be designed to be accessible and have street frontage of 30%.
S-2 Section 7.2.9	<p><i>Privately owned and publicly accessible open space shall be encouraged within the Secondary Plan Area but shall not contribute to required parkland dedication.</i></p> <p>We request that privately owned and public accessible open spaces should be considered as parkland dedication.</p>	No change. Parks must be publicly owned in order to contribute to parkland dedication.
S-2 Section 7.2.9	<p><i>Privately owned and publicly accessible open space shall be encouraged within the Secondary Plan Area but shall not contribute to required parkland dedication.</i></p>	See response above.

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	<p>As mentioned above for policy 7.2.4, we request that consideration be given to privately owned public spaces to contribute to parkland dedication on a case-by-case basis as currently demonstrated in the City of Markham and the City of Vaughan, as examples. This will encourage landowners to build such POPs, which the local community will benefit from.</p>	
S-2 Section 9.2	<p><i>Transportation Network</i></p> <p><i>We request that policies under this section be updated to reflect the changes to the Transportation Network. We request that the following policy be included to this section of the Secondary Plan. The Transportation Network is conceptual and will be confirmed through the draft plan subdivision process.</i></p>	<p>Policy 9.3.2 revised: “The collector road network shown in Schedule B is conceptual and will be confirmed through 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.”</p>
S-2 Section 9.3.1	<p><i>Subject to Section 9.2.3 herein, the road network set out on Schedule B serves as the primary framework for all forms of mobility and connectivity in Soper Springs. 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.</i></p> <p>In regards to the above, we request that the language indicated be included to allow site specific studies to determine the ultimate location and functionality for the roads to be based on.</p>	<p>No change. Policy 9.3.2 addresses ultimate location of roads.</p>
S-2 Section 9.3.2	<p><i>The status and functionality of The collector road network shown in Schedule B is conceptual and will be confirmed through the Class C Environmental Assessment process, and the draft plan of subdivision process without amendment to the Secondary Plan.</i></p> <p>In regards to the above, we request that the language indicated be included to allow site specific studies to determine the ultimate location and functionality for the roads to be based on.</p>	<p>No change. The EA process does not determine status in terms of collector versus arterial road. That is determined by the OP/Secondary Plan. The policy already allows for Phase 3 and 4 of the EA process to determine location.</p>

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S-2 Section 9.3.3	<p><i>The Municipality may consider development on private roads outside of the Low Density Residential designation.</i></p> <p>In regards to policy 9.3.3, we request that this policy be amended to consider development on private roads within the Low Density Residential designation. This will support the orderly design and layout of lands within the Secondary Plan where public roads cannot be implemented.</p>	No change. It is a Council direction not to permit private streets in Low density residential areas.
S-2 Section 9.5.2	<p><i>The active transportation network within the Soper Springs Secondary Plan 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.</i></p> <p>In regards to the above, we request that on-street parking permissions be included. This is further indicated in the Peer Review Memo of the TIS prepared by GHD, please see Appendix D.</p>	Policy 9.3.5 added clarifying that on-street parking is permitted on all local and collector roads.
S-2 Section 9.5.6	<p><i>Destinations such as the Environmental Protection Area, parks, and stores and connections to surrounding neighbourhoods will be integrated through off-street active transportation network including off-street bike lanes and multi-use paths.</i></p> <p>In regards to the above, we request that on-street parking permissions be included. This is further indicated in the Peer Review Memo of the TIS prepared by GHD, please see Appendix D.</p>	See above response
S-2 Section 11.2.3	<p><i>Applications for development shall demonstrate that all water mains can be appropriately looped and dead ends minimized without the need for additional crossings of the Environmental Protection Area outside of planned road right of way and trail crossings. If additional crossings of the Environmental Protection Area are proposed, an assessment of alternatives and potential impacts shall be provided to demonstrate impacts to the Environmental Protection Area are minimized and mitigated to the extent feasible.</i></p>	No change. Policy 11.2.3 establishes a necessary policy requirement to address water main looping and minimize impacts to the Environmental Protection Area.

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	In regards to policy 11.2.3, we request that this be removed as it is dealt with in the Draft Functional Servicing Report.	
S-2 Section 11.2.4	<p><i>Applications for development shall assess whether an upstream sanitary creek crossing as part of a trail crossing is feasible with minimal impact to the Environmental Protection Area. If a sanitary crossing outside of the proposed road or trail network is determined to be not feasible, an updated servicing strategy shall be provided to determine the need for and preferred location for a sanitary pumping station.</i></p> <p>In regards to policy 11.2.4, we request that this be removed as it is dealt with in the Draft Functional Servicing Report.</p>	Revised Policy 11.2.4: “Applications for development shall assess whether an upstream sanitary creek crossing as part of a road or trail crossing is feasible with minimal impact to the Environmental Protection Area. If a sanitary crossing outside of the proposed road or trail network is determined to be not feasible, an updated servicing strategy shall be provided to determine the need for and preferred location for a sanitary pumping station”
S-2 Section 11.3.2	<p><i>Stormwater management facilities shown on Schedule A are illustrative and final location and sizing shall be determined through the development application process.</i></p> <p>In regards to the above policy, we request that the policy be revised to mention that an amendment to the plan is not required for changes to the location of stormwater management facilities.</p>	Policy revised to include “An amendment to the Secondary Plan is not required for changes to the location of stormwater management facilities”.
S-2 Section 11.3.4	<p><i>A Master Drainage Plan / Master Environmental Servicing Plan shall be completed for the Secondary Plan Area prior to the submission of the first development application within the Secondary Plan Area.</i></p> <p>We wish to clarify whether the above policy is subject to completion by the entire landowners group or site- specific owners.</p>	It is required for the entire Secondary Plan Area.
S-2 Section 11.3.4	<i>Following approval of the Secondary Plan, drainage will be handled for the Secondary Plan Area separately rather than for the entire the Soper Creek Subwatershed Study Area. A Master Drainage Plan / Master Environmental Servicing Plan shall be completed for the Secondary Plan Area prior to the submission of the first development application within the Secondary Plan Area. In the alternative to the</i>	No change. The Master Drainage Plan is required for the secondary plan area.

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	<p><i>above, a Stormwater Management Report prepared with consideration of adjacent lands can be submitted with a development application.</i></p> <p>We request that policy 11.3.4 be revised to include the above language.</p>	
S-2 Section 11.3.5	<p><i>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:</i></p> <ul style="list-style-type: none"> <li><i>a) Infiltration-based LID practices located on private property and municipal property;</i></li> <li><i>b) Evaluation of erosion risks to receiving watercourses; and</i></li> <li><i>c) A site-specific water budget.</i></li> </ul> <p>In regards to policy 11.3.5, we request that this be removed as it is dealt with in the Draft Functional Servicing Report.</p>	No change. This is an important policy direction to include in a Secondary Plan.
S-2 Section 11.3.5	<p><i>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, and where appropriate, include the catchment areas, and confinement to that catchment area in accordance with the Functional Servicing Report. As recommended by the Soper Creek Subwatershed Study, the required Stormwater Management Report and Plan shall incorporate:</i></p> <ul style="list-style-type: none"> <li><i>a) Infiltration-based LID practices located on private property and municipal property;</i></li> <li><i>b) Evaluation of erosion risks to receiving watercourses; and</i></li> <li><i>c) A site-specific water budget.</i></li> </ul>	

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	<p>We request that policy 11.3.5 be revised to include the above language. The landowners reserve the right to review the final Subwatershed Study and Master Drainage Plan/Master Environmental Servicing Plan.</p>	
<p>S-2 Section 12.1.2</p>	<p><i>As part of a complete application the following information is required for the subject application:</i></p> <ul style="list-style-type: none"> <li><i>i. Net residential density by land use designation;</i></li> <li><i>ii. Identification of total square footage of non-residential land uses;</i></li> <li><i>iii. Number and type of units by land use designation;</i></li> <li><i>iv. Total residential unit count; and</i></li> <li><i>v. Estimated population;</i></li> <li><i>vi. Amount/type of non-residential space and number of jobs; and</i></li> <li><i>vii. The number of purpose built additional dwelling units by land use designation.</i></li> </ul> <p>We request that policy 12.1.2 be revised to include the above language.</p>	<p>Policy revised.</p>
<p>S-2 Section 12.1.6</p>	<p><i>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. These works shall be provided for in the subdivision and / or site plan agreements. Phasing of the development, including temporary and/or partial/interim construction of servicing, roads and stormwater management facilities as a result of non-participating landowners or participating landowners with different timelines shall be permitted prior to full completion of works, including external road works as may be required by the Municipality of Clarington.</i></p> <p>We request that policy 12.1.6 be revised to include the above language.</p>	<p>Revised policy 12.1.8 and policy 12.1.9 added to address phasing: “Phasing of the <i>development</i>, 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 external road works, may be required by the Municipality of Clarington. Phasing may include temporary and / or interim road and <i>infrastructure</i> solutions prior to full build-out”.</p>

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S-2 Section 12.1.7	<p><i>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, including both partial/interim and temporary facilities. These works shall be provided for in subdivision and / or site plan agreements. Phasing of development, based on the completion of external sewer and water services, may be implemented if required by the Municipality of Clarington. Phasing may include interim road and infrastructure solutions prior to full build-out. Phasing of development based on the completion of external sewer and water services or portions thereof is permitted and, may be implemented. Phasing may include interim/partial road and infrastructure solutions prior to full build-out.</i></p> <p>We request that policy 12.1.7 be revised to include the above language.</p>	<p>Policy 12.1.7 revised to: “Approval of development applications shall be subject to conditions of draft plan approval, where applicable, requiring 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.”</p>
S-2 Section 12.1.11	<p><i>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.</i></p> <p>We request that a Master Parkland Agreement not be required as a condition of draft approval, but that it be encouraged, but not required.</p>	<p>No change. The Municipality requires the parkland agreement to ensure that the parkland is provided.</p>
S-2 Section 12.1.11	<p><i>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.</i></p> <p>In regards to policy 12.1.11, the Municipality agreed to send the Draft Master Parkland Agreement for the Landowners Group to review before finalization of the Secondary Plan. Additionally, parkland obligations and calculations should be based on Gross Developable Area, as defined in the parkland by-law and Planning Act.</p>	<p>Policy 12.1.12 revised to: “If the landowners, have entered into a Master Parkland Agreement as set out in Policy 12.1.10, the Municipality will require, as a condition of draft approval, that proof be provided to the Municipality that the landowner has satisfied all their parkland obligations with respect to the Master Parkland</p>

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		Agreement prior to registration of a plan of subdivision.”
S-3	<b>Ari Soberano (3253 Liberty Street N Limited Partnership “Sharno”)</b>	
S-3	1. In relation to the Schedule A – Land Use Plan, we request that the area identified in red in Appendix C as Medium Density Residential be consistent with the land to the east.	Revision made to Schedule A to designate area as Medium Density Residential.
S-3	<p>In relation to previous site-specific requests for 3253 Liberty Street N Limited Partnership and Jayzee Properties, in relation to certain Environmental Protection Area depictions on Schedule A and B, we propose a special policy area approach to address refinements to these areas and we request that the schedule be modified in those locations for the aforementioned properties based on previous comments, and request that the policy below be included in the Secondary Plan. We request that the medium and low density residential designations be depicted with the Environmental Constraints Overlay.</p> <p><i>“The areas with an Environmental Constraints Overlay as shown on Schedule A Land Use and Schedule B Environmental Constraint and Transportation Plan have been identified as containing features consistent with Environmental Protection Area designation from the Soper Creek Subwatershed Study existing conditions report including specifically watercourses. However, the presence and precise delineation of the natural heritage features shall be determined through an Environmental Impact Study prepared as part of the review of development applications in accordance with the policies of this Secondary Plan and the Official Plan. If the Environmental Impact Study establishes that development can proceed, then the underlying designation shall apply over those lands without the requirement for an amendment to this Plan. Further, it may be determined that only a portion of the lands within the Environmental Constraints Overlay may be suitable for development.”</i></p>	No change. The existing policies in Environmental Constraint overlay are very clear and in all cases except for the “Land Use to be Determined” already have an underlying designation. As such this policy is not necessary. In the “Land Use to be Determined” designation, the policy framework for determining if future development is feasible is clear and an OPA is required.

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	We request that the above policy be included in the Secondary Plan to support the underlying designation applying to lands or portions of lands when the necessary site-specific study demonstrates that development can occur. We look forward to discussing how this could be implemented in our upcoming meeting.	
S-3	<p><b>Ari Soberano (3253 Liberty Street N Limited Partnership “Sharno”)</b></p> <p>Submissions: January 2026</p>	
S-3 Section 3.1.1	What does the word “provide” mean? We request “allow” instead. Can this section be consistent with the language from 4.3.3 that says retail uses and service uses <u>may</u> be provided, as this language appears to give the impression that mixed-use <u>is</u> required which is not the case.	Revised Policy to clarify that mixed-use development is permitted, not required. The word “provide” has been replaced with “allow”.
S-3 Section 3.3.2	The 5-minute rather than a “short” walking distance is too limited, which will lead to many smaller parks.	Revised Policy 3.3.2 to replace “5-minute walking distance” with “short walking distance” to allow greater flexibility in the planning and design of the park system while maintaining walkable access objectives.
S-3 Section 3.6.1	<p>3.6.1. 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 <b>and in keeping with the current Parkland Dedication By-law</b></p> <p>We request the above addition.</p>	No change.
S-3 Section 3.6.2	We cannot guarantee 5 minutes. Please revert back to original language of “short” as outlined above.	Revised Policy 3.6.2 to replace the 5-minute standard with “short walking distance.”
S-3 Section 4.1.1	Is there a definition of “net” hectare and “gross” hectare? Why did this increase from 50 to 60 people?	Net and gross density are defined in the Official Plan. The land budget

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		provides a minimum that would achieve in excess of 60 people and jobs per gross hectare.
S-3 Section 4.1.2	What is meant by the word “needs”? There is no requirement for commercial uses in this SP area, so we want to make sure this is clear within the text.	Revised policy 4.1.2 to replace “feature” to “allow”. The term “needs” is intended to reference day-to-day functional needs of residents and does not introduce a requirement for commercial development within the Secondary Plan area.
S-3 Section 4.1.3	What is meant by “mix of uses”? There is no requirement for commercial uses in this SP, so we want to make sure this is clear within the text.	The phrase “mix of uses” is intended to include a mix of residential building forms and densities, with the option to include non-residential uses where appropriate but not as a requirement.
S-3 Section 4.3.5	<p>4.3.5 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. Within Apartment buildings, only residential uses, as well as residential lobbies and building services shall be permitted on the ground floor of an Apartment building</p> <p>We request the above addition for further clarity.</p>	Revised policy as requested.
S-3 Section 4.3.10	We request the maximum height for Prominent Intersections be 12 storeys, to match “bookends” along Concession Rd 3 with the most recent OTL approved building.	No change. The tallest buildings and highest densities within the Medium Density designation (6 or 8 storeys, where affordable housing is provided) are directed near the Prominent Intersection to provide built form and housing type variety along the Local Corridor and to function as a focal point in the community (Policy 4.3.11). Prominent Intersections are not

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		intended to introduce additional height beyond the applicable designation. This approach supports Clarington's Official Plan, which envisions Local Corridor development at heights ranging from 3–6 storeys.
S-3 Section 4.4.8	We request to increase height to 6 storeys for all Medium Density Residential designation.	No change. The requested increase to 6 storeys has been reviewed; however, the existing height limit reflects the planned built form of the Secondary Plan and supports appropriate scale and transition.
S-3 Section 5.1.3	<p>5.1.3 The network of streets should 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 provide access to transit.</p> <p>We request "should" be replaced with "may be".</p>	No change. The term "should" provides flexibility, while establishing an expectation for incorporating mid-block pedestrian connections to improve connectivity.
S-3 Section 5.2.1	The language should be clearer that public art is not mandatory.	Revised Policy to replace "should" with "is encouraged to".
S-3 Section 5.2.2	<p>5.2.2 Tree canopy coverage in the road allowance along public streets should be extensive enough to create comfortable walking environments for pedestrians and to enhance the pedestrian experience of the community.</p> <p>We request the above addition for further clarity.</p>	No change.
	<p>5.2.3 Streets and the adjacent built form should be designed to animate the street through retail uses 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.</p> <p>We request using the word "may" rather than "should".</p>	No change. The use of the word "should" establishes a design expectation while allowing flexibility through the development application process.

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	<p>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.</p> <p>We request using the word "may" rather than "shall" as agreed in past conversations with the MOC.</p>	<p>Revised Policy to replace "shall" with "may".</p>
	<p>5.4.2 The Soper Springs Urban Design and Sustainability Guidelines and the implementing zoning by-law shall provide direction on building setbacks for high-rise buildings. Setbacks are not required for mid-rise buildings.</p> <p>We request the above addition for further clarity.</p>	<p>Revised Policy to: "The Soper Springs Urban Design and Sustainability Guidelines and the implementing zoning by-law shall provide direction on building setbacks for buildings greater than 6 storeys."</p>
	<p>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 general recommendations from the Soper Creek Subwatershed Study. These site specific studies must adhere to the general recommendations outline in the Soper Creek Subwatershed Study and address all issues identified within.</p> <p>We request the addition of the word "general" as outlined above.</p>	<p>Revised Policy to: "In addition to these policies, the Soper Creek Subwatershed Study shall form the basis for any study undertaken with respect to the natural heritage system and natural hazards. Site-specific studies may refine and/or confirm development limits and the presence and boundaries of natural heritage features, provided that the general direction and recommendations of the Soper Creek Subwatershed Study are maintained, except for recommendations in the Subwatershed Study related to natural feature boundaries."</p>
	<p>6.3.7 The Municipality may require Environmental Protection Areas to be conveyed to a public authority, where appropriate, as part of</p>	<p>Revised Policy to: "The Municipality may require Environmental Protection</p>

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	<p>the development approval process at minimal or no cost to the receiving public authority. <b>The Municipality understands that conveyance may not be appropriate in all circumstances.</b> 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.</p> <p>We request the revision noted above.</p>	<p>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. Conveyance may not be appropriate in all circumstances.”</p>
	<p>6.4.3 To confirm feasibility of development, lands within this designation shall be subject to a number of studies and staking of adjacent natural heritage features [<b>desktop analysis for adjacent/abutting lands if access is not provided</b>] to confirm the presence of and boundary of features and functions in the abutting Environmental Protection Area designation and confirm the extent of the Vegetation Protection Zone to ensure no impact on the abutting Environmental Protection Area from urban development. The municipality may consider enhancement, compensation and restoration to ensure an overall net positive or <b>net neutral impact</b> on the natural heritage features and system.</p> <p>We request the revisions noted above.</p>	<p>Revised Policy to: “To confirm feasibility of development, lands within this designation shall be subject to a number of studies and staking of abutting natural heritage features to confirm the presence of and boundary of features and functions in the abutting Environmental Protection Area designation and confirm the extent of the Vegetation Protection Zone to ensure no impact on the abutting Environmental Protection Area from urban development.”</p>
	<p>6.5.6 For the Environmental Constraint: Additional Area of Further Study Overlay located adjacent to the Prominent Intersection to Liberty Street North and Concession Road 3, further study is required to confirm the presence and limits of environmental constraints prior to any development.</p> <p>This is no longer applicable due to revisions of Schedule A&amp;B. We ask for this section to be removed.</p>	<p>Policy deleted.</p>

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	<p>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 <b>and will be in keeping with the current Parkland Dedication By-law.</b></p> <p>We request the revision noted above.</p>	<p>No change, park sizes and functions are addressed in the Official Plan, while parkland dedication requirements are established by the Planning Act and implemented through the Parkland Dedication By-law.</p>
	<p>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.</p> <p>We request using the word “encourage” rather than “use”.</p>	<p>Revised Policy 9.1.5: “Mid-block connections and trails should be used to augment the network established by streets to improve permeability for users of <i>active transportation</i> where appropriate.”</p>
	<p>9.4.3e) Where feasible, the integration of transit waiting areas in buildings located adjacent to transit stops</p> <p>Can you please explain what it means to integrate transit waiting areas in buildings? It is not appropriate for private buildings to have public waiting areas for public transit. Bus shelters may be more appropriate.</p>	<p>Policy deleted.</p>
	<p>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 Clarington Official Plan and the policies of this Section. <b>Such facilities shall not be located within the natural heritage features but may be permitted within the vegetation protection zone provided the intent of the vegetation protection zone is maintained and is supported by an Environmental Impact Study.</b></p> <p>The sentence above was wrongfully omitted in the latest draft of the SP text, and we request it is reinserted.</p>	<p>Revised policy 11.3.1: “Stormwater management facilities, such as ponds and Low Impact <i>Development</i> features, shall be incorporated in the Secondary Plan Area to mitigate the impacts of <i>development</i> on water quality and quantity, consistent with the Soper Creek <i>Subwatershed</i> Study, the policies of Section 20 of the Clarington Official Plan and the policies of this Section consistent with Policy 6.3.4 of this Secondary Plan and Sections 3.4, 144 and 20 of the Official Plan.”</p>

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S-3 Section 11.3.9	Support the revisions and comments from the other landowners.	Noted.
S-3 Sections 11.5.1 and 11.5.2	Request the removed of the word “strongly”.	Revised as requested
S-3 Sections 11.5.3	Request the word “meeting” rather than “exceeding”. There is no requirement to exceed the OBC.	Revised as requested.
S-3 Sections 11.5.3	<p>12.1.9 The Secondary Plan recognizes that comprehensive planning requires the equitable sharing amongst landowners of the costs associated with the <i>development</i> of land. It is a policy of this Secondary Plan that prior to the approval of any draft plan of subdivision, <b>participating</b> applicants/landowners shall have entered into appropriate cost sharing agreements that establish the means by which the costs (including Region of Durham costs) of developing the property are to be shared. <b>Certain policies will be included in these agreements for non-participating, but benefiting, landowners.</b> The Municipality will require, as a condition of draft approval, that proof be provided to the Municipality that <b>participating</b> landowners have met their obligations under the relevant cost sharing agreements prior to registration of a plan of subdivision. <b>Participating</b> 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 <i>parks</i> that shall be provided and dedicated in accordance with Schedule A. <b>Certain policies will also be included in the Master Parkland Agreement for non-participating, but benefiting, landowners.</b></p> <p>We request the above revisions be included for absolute clarity.</p>	Revised Policy to: “Phasing of the <i>development</i> , 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 external road works, may be required by the Municipality of Clarington. Phasing may include temporary and / or interim road and <i>infrastructure</i> solutions prior to full build-out. “
S-3 Additional policy	The areas with an Environmental Constraints Overlay as shown on Schedule A Land Use and Schedule B Environmental Constraint and Transportation Plan have been identified as containing features consistent with Environmental Protection Area designation from the Soper Creek Subwatershed Study existing conditions	No change. The existing policies in Environmental Constraint overlay are very clear and in all cases except for the “Land Use to be Determined” already have an underlying

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	<p>report including specifically watercourses. However, the presence and precise delineation of the natural heritage features shall be determined through an Environmental Impact Study prepared as part of the review of development applications in accordance with the policies of this Secondary Plan and the Official Plan. If the Environmental Impact Study establishes that development can proceed, then the underlying designation shall apply over those lands without the requirement for an amendment to this Plan. Further, it may be determined that only a portion of the lands within the Environmental Constraints Overlay may be suitable for development.</p> <p>We request that the above policy be included in the Secondary Plan to support the underlying designation applying to lands or portions of lands when the necessary site-specific study demonstrates that development can occur.</p> <p>Additionally, the SP text must include policies that permit landowners to upgrade infrastructure—such as culverts and bridges—at the draft plan stage. This is necessary to allow landowners to proactively advance the development of their lands without unnecessary delay.</p>	<p>designation. As such this policy is not necessary. In the “Land Use to be Determined” designation, the policy framework for determining if future development is feasible is clear and an OPA is required.</p> <p>Further, the Municipality doesn’t support relocation of watercourses, this position is supported by CLOCA.</p>
	<p><b>Ari Soberano (3253 Liberty Street N Limited Partnership “Sharno”)</b></p> <p>Submission: February 24, 2026</p>	
S-3 Section 3.6.2b)	the “5 minutes” to be replaced with “short” as agreed	Revised as requested.
S-3 Section 4.3.9	Notwithstanding policy 4.3.8 (update to reflect correct policy number)	Revised as requested.
S-3 Section 4.3.11	12 storeys at Prominent Intersection, or some form of language that leaves room for more density for Prominent Intersections than just the Medium Density Local Corridor designation.	No change. Prominent Intersections are intended to accommodate the tallest buildings within the permitted height range of the designation, including additional height where affordable housing is provided.

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S-3 Section 4.5.3	Notion that this is to be calculated on a landowner-by-landowner basis, so not one landowner takes all 20% of the townhouse/apartment allocation in the Low-Density Designation.	Reference added.
S-3 Section 5.1.3	Missing the word “be” after “should”	Revised as requested.
S-3 Section 6.2.2	Sharno and LOG to comment when the final language is provided.	Policy 6.2.2 revised for clarity.
S-3 Section 11	Provide justification as to why SWM ponds in EP Lands are allowed in the OP, but not in this SP.	See updates to policy 11.3.1.
S-3 Section 11.5.2	Remove the word “strongly” as agreed. Kindly update.	Revised as requested.
S-3 Section 12.1.4	Please add or revise to include the following: “Notwithstanding that the upgrading of existing roads, culverts, bridges, and infrastructure by the landowners/proponents required to facilitate development will be considered through appropriate agreements with the Region and/or Municipality, the Development Charge eligibility of such works shall not be adversely affected.”	Revised as requested.
S-3 Additional Policy	Watercourse re-location policy: The areas with an Environmental Constraints Overlay as shown on Schedule A Land Use and Schedule B Environmental Constraint and Transportation Plan have been identified as containing features consistent with Environmental Protection Area designation from the Soper Creek Subwatershed Study existing conditions report including specifically watercourses. However, the presence and precise delineation of the natural heritage features shall be determined through an Environmental Impact Study prepared as part of the review of development applications in accordance with the policies of this Secondary Plan and the Official Plan. If the Environmental Impact Study establishes that development can proceed, then the underlying designation shall apply over those lands without the requirement for an amendment to this Plan. Further, it may be determined that only a portion of the lands within the Environmental Constraints Overlay may be suitable for development.	The Municipality doesn’t support relocation of watercourses, this position is supported by CLOCA.
	<b>Ari Soberano (3253 Liberty Street N Limited Partnership “Sharno”)</b>	

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	Submission: March 16, 2026	
S-3 Section 4.1.1	Based on the comment matrix, this should be 53 persons not 60 persons to reflect the Envision Durham minimum density target	No change. The land budget provides a minimum that would achieve in excess of 60 people and jobs per gross hectare.
S-3 Section 4.3.11	Based on the comment matrix, MOC indicated Prominent intersections are key locations where massing and height are intended. However, the density is the same as the Medium Density Local Corridor designation, with no additional density above this for being the Prominent Intersection. If 12 stories is not acceptable, we would like to request at least 10 stories.	No change. The tallest buildings and highest densities within the medium density designation (6 or 8-storeys, where affordable housing is provided) are directed near the Prominent Intersection to provide built form and housing type variety along the Local Corridor as well as to visually and functionally create a focal point in the community (Policy 4.3.11) This supports Clarington's Official Plan, which envisions development along Local Corridors to have heights ranging from 3-6 storeys.
S-3 Section 4.4.4/4.4.5	Is the 'commercial and mixed use' built form now only permitted in those lands outlined in 4.4.3 under the Medium Density Residential designation? Our understanding was that this built form in past SP text versions was applicable to all Medium Density Residential lands.	Correct. Policy 4.4.5 revised to specify that commercial and mixed use buildings are only permitted at the intersection of Mearns Avenue and Liberty Street North and the intersection of Mearns Avenue and the northern collector road.
S-3 Section 5.6.3 c	Should refer to 'interior width' to be consistent with the UDG.	Policy revised to: "c) Limiting driveway widths so that they generally do not exceed the width of the garage;"
S-3 Section 6.3.13	We are not familiar with "the lobe". This should be marked right on Schedule A or Schedule B to remove any confusion. Also, this 1-hectare consideration should be on the same landowner's parcel, not impacting other landowners' land in the Secondary Plan.	Policy 6.3.13 revised to include address, 3145 Mearns Avenue, and remove reference to ratio.

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S-3 Section 9.3.2	Consider adding “Further refinements and relocations will be considered through Phases 3 and 4 conducted during the draft plan of subdivision process without amendment to the Secondary Plan. What is shown in Schedule B is only an illustration rather than an ultimate. An alternative, ultimate road network is possible and subject to further study as outlined”	The collector road is not only an illustration. It is the municipality’s position but refinements can occur through Phases 3 and 4 of the EA. A completely different collector road network would require an OPA and redoing the Phase 1 and 2 of the EA. However, Policy 9.3.3 provides greater flexibility on relocation of the northern collector road.
S-3 Section 9.3.3	We are looking for similar language to 6.4.4, without the requirement of an OPA. Proposing the following language: The northern collector Road/trail and servicing crossings of the Soper Creek tributary can be altered or relocated or an additional local road crossing provided without amendment to the Secondary Plan subject to completion of technical studies, determination of mitigation measures and obtaining permits and approvals from the Municipality of Clarington, Region of Durham, Central Lake Ontario Conservation Authority and other agencies having jurisdiction. and The fulfilment of the requirements of the Municipal Class Environmental Assessment for any Schedule C project will be required for road/trail crossings, where appropriate.	Policy 11.2.4 has been revised to include road or trails crossings. Trail crossings and local road crossings don’t need an amendment to the Secondary Plan or a Class EA so they don’t need to be mentioned in this policy.
S-3 Section 11.3.4	Kindly add “.... Secondary Plan Area based on the Terms of Reference to the satisfaction of the Municipality...”	A Master Drainage Plan is required prior to approval of the first development application.
S-3 Section 11.3.5	Like Section 11.3.4, reference to The Master Environmental Servicing Plan to be crossed off as well, as this will all be incorporated into the MDP. Consider revising to “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.”	Policy revised to remove reference to ‘Master Environmental Servicing Plan.

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S-3 Section 11.4.7	Consider the following revision, “Where trees, shrubs and other natural heritage features are destroyed or harvested pre-maturely prior to proper study and approval, compensation should occur on site and shall be calculated at a 3:1 ratio, or 2:1 in some circumstances like outlined in section 6.3.13, and be subject to a restoration / compensation plan to create an overall net benefit to the natural heritage system.	No change. Policy 6.3.13 revised to remove reference to ratio.
S-3 Section 12.1.10	We request “school sites” be removed as it is not applicable in this Secondary Plan	Revised as requested.
S-4	<b>Estates Of Soper Creek (John Spina)</b>	
S-4	As previously requested, the requested modifications to Schedule A in accordance with the attached Appendix B remain outstanding	No change. The area in question is identified as 'High Constraint' due to valleylands/slope hazard, in the Soper Creek Subwatershed Study. This was confirmed through consultation with CLOCA and Aquafor Beech. This area remains as EP on the land use schedules.
S-4	The owner requests a number of policies to be included in the Transportation Section 8 that would enable the following: a. A policy that would stipulate the closure and disposal of the portion of Mearns Avenue to the adjacent owner for the portion that extends beyond the planned Mearns Avenue Road as depicted on Schedule A.	No change. Municipality has a road closure and conveyance policy which would be followed.
S-4	As previously requested, the owner requests a policy be introduced that would enable permissions for the use of “grinder pumps” as servicing solution for residential lands where it can be demonstrated based on good engineering principles.	No change. Clarington policy should not override the Region’s servicing requirements.
S-4	It is requested that this depiction of the developable area be designated as Medium Density – Residential in the Draft Secondary	No change. An OPA will be required to change the designation.

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	Plan where it is currently designated Environmental Constraint: Land Use to be Determined.	
S-4	It is requested that a policy approach be included to Mearns Avenue to be closed and conveyed to adjoining owners and a reference be included for the underlying designation to be Medium Density – Residential.	No change. Municipality has a road closure and conveyance policy which would be followed.
S-4 Section 3.4.2	<p><i>Environmental Protection Areas and Associated Areas</i>  <i>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 Springs Secondary Plan area in a way that defines Community Structure and identity.</i>  <i>The features of the Soper Creek systems contribute particularly strongly to Community Structure and connect to a broader natural heritage system beyond the Secondary Plan area boundaries.</i>  <i>Access to Environmental Protection Areas and associated areas through the development of public trails will be undertaken in a manner which conserves their ecological integrity. Environmental Protection Areas will serve as the backbone of network of parks, trails and open spaces.</i></p> <p>The policies state EPA lands as a primary feature and backbone of the parks and open space system that contribute to the Community Structure. These lands should be considered for park land dedication as many residents will benefit from using the trails and having access to these areas.</p>	No change. Municipality does not accept EP as parkland dedication. Section 10 of the parkland dedication by-law states: The Municipality shall not accept any natural heritage system, minimum vegetation protection areas, regulatory shoreline, flood susceptible lands or lands with hazardous characteristics in fulfilment of the land conveyance requirements of this by-law.
S-4 Section 4.1.3	<p><i>Locate the highest intensity of development and greatest mix of uses along Concession Road 3 and Liberty Street to foster access to commercial amenities and transit.</i>  <i>This policy should also permit the Mearns Avenue Extension to have the highest density and heights within the secondary plan area since it is proposed to be a future collector road.</i></p>	No change. Liberty Street and Concession Road 3 are identified for the highest densities as they are along the Local Corridor identified in the OP.

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S-4 Section 4.2.2	<p><i>Schedule B identifies four overlays that establish areas where further study is required before development, as per the underlying designation, may be permitted:</i></p> <p><i>a) Environmental Constraint: Moderate Constraint Area Overlay;</i>  <i>b) Environmental Constraint: Low Constraint Area Overlay;</i>  <i>c) Environmental Constraint: Vegetation Protection Zone Overlay;</i>  <i>and</i>  <i>d) Environmental Constraint: Additional Area of Further Study Overlay.</i></p>	Noted.
S-4 Section 4.3.11	<p><i>Notwithstanding Policy 4.3.7, the built form fronting Concession Road 3 shall be at least 5 storeys.</i></p> <p>We request that the above be removed and be consistent with Policy 4.3.7. We note that there is only one area with frontage on Concession Road 3 and it is labelled as Environmentally Constrained Land Use to be determined. Please indicate the Medium Density Local Corridor applies to the parcel of land northeast of the Mearns Avenue and Concession Road 3 intersection should it be determined to be developable without amendment to the Secondary Plan.</p>	No change. Lands at the intersection of Concession Road 3 and Mearns Avenue are already designated Medium Density Local Corridor, but further study is required to confirm if the property is large enough for development to occur.
S-4 Section 4.4.6	<p><i>On street parking on collector or local roads adjacent to the retail and service commercial uses shall be encouraged.</i></p> <p>We request that on street parking should be permitted on local roads even if it is not adjacent to retail and commercial uses.</p>	New policy 9.3.5 clarifies that on street parking is permitted on all local roads.
S-4 Section 5.6.6	<p><i>Garbage and recycling facilities shall be integrated within the building envelope.</i></p> <p>This policy is assumed to be applied to apartment buildings but is not possible in other development forms such as a townhouse condominium. We request that this policy be reworded to provide clarity or 'where appropriate' should be added at the end.</p>	Policy 5.6.6 revised to: "Garbage and recycling facilities shall be integrated within the building envelope where appropriate."
S-4 Section 6.2.1	<p><i>All development within and adjacent to the Environmental Protection Area shall adhere to the policies of the Clarington Official Plan, as it pertains to the policy areas of the Natural Heritage System in Section</i></p>	No change. Other comments requesting changes to Environmental Protection Area permissions and

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	<p><i>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.</i></p> <p>We request that the policy above be synthesized within the secondary plan policies since it is part of planning for this specific area where the policies of the secondary plan would take precedence over the policies of the Official Plan. If we must adhere to the Official Plan policies as specified then it would impact other comments within the memo including asking for stormwater ponds to be located within the VPZ and EPA lands where demonstrated to be appropriate.</p>	<p>policies are not supportive, irrespective of following the policies of the Official Plan.</p>
<p>S-4 Section 6.3.6</p>	<p><i>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.</i></p> <p>The Planning Act does not state that Environmental Protection Area and associated vegetation protection zones do not count toward parkland dedication requirements. In fact the EPA lands within the Soper Creek Secondary Plan will provide public recreational space through trails and greater connectivity with natural areas. An alternative parkland rate should be considered for these lands as it would entice developers to develop more trails. Also Policy 6.3.7 further proves the need for these lands.</p>	<p>No change. As previously indicated, the Municipality's parkland dedication by-law states: The Municipality shall not accept any natural heritage system, minimum vegetation protection areas, regulatory shoreline, flood susceptible lands or lands with hazardous characteristics in fulfilment of the land conveyance requirements of this by-law.</p>
	<p><b>Estates Of Soper Creek (John Spina)</b></p> <p>Submission: December 10, 2025</p>	

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S-4 Section 3.3.2	<p>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 and services, and are within <del>short</del> walking distance to a Neighbourhood Park and/or Parkette.</p> <p>We request that the wording be changed as noted above to be more concise and can be better interpreted.</p>	Policy 3.6.2 b revised to “ensure that the entire community has good access to parks within a short walking distance of their homes”.
S-4 Section 3.4.3	<p>b) Parks shall be located to achieve a number of objectives:</p> <p>i) create larger open spaces, where appropriate, and realize co-benefits in terms of amenities by locating adjacent to other outdoor civic uses like stormwater management ponds provided they are central to the neighbourhoods being served by the park;</p> <p>We request that the additional wording, noted above, be added to provide flexibility as larger open space blocks are not always possible due to the significant constraints posed by the Environmental Protection Areas.</p>	Policy 3.6.2 revised to:  “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 stormwater management ponds where possible provided they are central to the neighbourhoods being served by the park;
S-4 Section 3.4.3	<p>Parks</p> <p>b) Parks shall be located to achieve a number of objectives:</p> <p>ii) ensure that the entire community has good access to parks within <del>a short</del> walking distance of their homes; and</p> <p>We request that the wording noted above to be removed as noted. A ‘short walking distance’ can have a variety of interpretations in terms of distance thus the change in wording provides flexibility.</p>	b) ensure that the entire community has good access to parks within a short walking distance of their homes; and c) ensure good visibility from public streets”.
S-4 Section 3.4.3	<p>Parks</p> <p>b) Parks shall be located to achieve a number of objectives:</p>	

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	<p>ii) ensure good access and visibility from public and/or private streets.</p> <p>We request the wording noted above be added since private roads will be included in many developments within the secondary plan.</p>	
S-4 Section 3.4.4	<p><i>Stormwater Management Ponds, where appropriate</i></p> <p><i>a) areas of passive recreation through the inclusion of paths and trails</i></p> <p><i>We request the wording to be added as noted above to provide flexibility on where paths and trails are located in terms of accessibility and planning of the larger trail network within the secondary plan area.</i></p>	No change. Policy 3.7.1 says "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..."
S-4 Section 4.2.2	<p>Schedule B identifies four overlays that establish areas where further study is required before development, as per the underlying designation, may be permitted</p> <p>Please identify what studies would be contemplated.</p>	No change. 6.5.3 to 6.5.7 already give a breakdown of which studies.
S-4 Section 4.3.7	<p><i>Building heights shall be a minimum of 3 storeys and a maximum of 6 storeys.</i></p> <p>We request that the heights along the local corridor be determined following the Eiram Development OLT Appeal as their proposal would far exceed the height limitations set within the secondary plan. There should be flexibility to allow for the maximum height to be determined at the development application stage specifically along Concession Road 3.</p>	No change. The Secondary Plan provides a baseline height. Landowners are able to apply for an OPA if they wish to increase the heights beyond what is permitted in the Secondary Plan.
S-4 Section 4.3.11	<p>Notwithstanding Policy 4.3.7, the built form fronting Concession Road 3 shall be at least 5 storeys, where appropriate.</p> <p>We are requesting flexibility through the wording above to be included as the site may not be sufficiently large enough to facilitate a 5 storey building on the northeast corner of Mearns Avenue &amp; Concession Road 3</p>	Policy 4.3.12 revised to end with "where feasible".

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S-4 Section 4.5.3	<p>Detached and semi-detached dwelling units shall account for a minimum of 80 <del>70</del> percent of the total number of units in the Low Density Residential designation, with various forms of townhouses and low rise apartments accounting for the remainder</p> <p>We request that detached and semi detached account for 70 percent since this would allow 30 percent to be dedicated to other forms including townhomes which can be large depending on the type of townhome being proposed/designed for example a bungalow loft may require 36-40ft for a double car garage. This housing type may be desirable to seniors and would assist with creating homes that support 'aging in place'. The flexibility will greatly benefit the proposed built form and size of townhomes being proposed.</p>	No change. This aligns with current Council direction for low density areas.
S-4 Section 5.1.3	<p>The network of streets shall be <del>supplemented by</del> encouraged to include 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 provide access to transit.</p> <p>We request that the wording be changed as noted above to provide flexibility for the inclusion of mid-block pedestrian connections where determined to be appropriate.</p>	No change. Mid-block connections are intended to break up long blocks.
S-4 Section 5.2.1	<p>Public art should be incorporated into the public realm, especially at Prominent Intersections, to contribute to the neighbourhood's sense of identity, where appropriate.</p> <p>We are requesting flexibility through the wording noted above as landowners should not be obligated to provide public art.</p>	Policy 5.2.1 revised to add "encouraged": "Public art is encouraged to be incorporated into the public realm, especially at Prominent intersections, to contribute to the neighbourhood's sense of identity".
S-4 Section 5.2.3	<p>Animated streets <del>should</del> may be created by incorporating public spaces which are designed to achieve animation and passive surveillance and through the provision of outdoor amenity areas and street furniture.</p> <p>We request that the wording be changed as noted above as there</p>	Policy 5.2.3 revised to "Streets and the adjacent built form should be designed to animate the street through retail uses being located close to the front lot line and with transparent ground floor glazing, where retail uses are proposed, and through outdoor

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	<p>may be other ways of creating animated streets without obligating landowners to solely integrate public spaces.</p>	<p>amenity areas and street furniture within the public right of way."</p>
<p>S-4 Section 5.3.2</p>	<p>Privately owned publicly accessible plazas <del>shall be</del> are encouraged to 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.</p> <p>We request that the wording be changed as noted above to provide flexibility to landowners when designing prominent intersections. Landowners should not be obligated to provide POPs but do so willingly if, in their own opinion, it does contribute to the building design.</p>	<p>Policy 5.3.3 revised to: "Privately owned publicly accessible open spaces may 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."</p>
<p>S-4 Section 5.5.2</p>	<p>The public realm adjacent to mixed use buildings will support a high level of pedestrian activity and include wider sidewalks and street furniture, where appropriate.</p> <p>We request the additional wording be added as it would provide flexibility to the landowner when designing the public realm for mixed use buildings. The landowner should be obligated and/or limited to include only the items identified above.</p>	<p>Policy 5.5.2 revised to say "may include" in last sentence. No other changes.</p>
<p>S-4 Section 6.2.1</p>	<p>All development within and adjacent to the Environmental Protection Area 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 <del>appropriate regard for the recommendations of the Soper Creek Subwatershed Study</del>. <b>More detailed study shall prevail over the Subwatershed Study.</b></p>	<p>Policy 6.2.1 revised to include an additional sentence as follows: "A more detailed study shall prevail over the Soper Creek Subwatershed Study provided the more detailed study is to the satisfaction of the Municipality in consultation with the Central Lake Ontario Conservation Authority ("CLOCA")."</p>

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	We request the changed noted above as it would provide flexibility to the landowners.	
S-4 Section 6.2.2	<p>In addition to these policies, the Soper Creek Subwatershed Study, <i>where applicable, shall form the basis for any study undertaken regarding the natural heritage system and natural hazards. More detailed studies and staking of natural features and natural hazards including flooding and erosion subject to any existing agreements between the Municipality and individual landowners may refine and/or confirm development limits as well as the presence of features on a site by site basis with consideration of the Soper Creek Subwatershed Study; however, the more detailed studies must address the matters raised by the Soper Creek Subwatershed Study.</i></p> <p>We request the additional wording be added to recognize any and all existing agreements relating to table lands.</p>	Policy 6.2.2 revised to “In addition to these policies, the Soper Creek Subwatershed Study shall form the basis for any study undertaken with respect to the natural heritage system and natural hazards. Site-specific studies may refine and/or confirm development limits and the presence and boundaries of natural heritage features, provided that the general direction and recommendations of the Soper Creek Subwatershed Study are maintained, except for recommendations in the Subwatershed Study related to natural feature boundaries”.
S-4 Section 6.3.3	<p><i>Generally 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.</i></p> <p>We request the additional wording be added to provide greater flexibility and it is more aligned with the broader policies of the MOC’s Official Plan. Please refer to policy 20.3.7 of the MOC’s Official Plan and reflect the wording as prescribed.</p>	No change. While stormwater management ponds are not permitted in these areas, Policy 6.3.5 provides limited flexibility by allowing Low Impact Development features within the outer 5 metres of the Vegetation Protection Zone, subject to specified criteria and supporting studies. Therefore, no additional policy wording is required.
S-4 Section 6.3.6	The Municipality may require Environmental Protection Areas to be conveyed to a public authority or remain under the ownership of private entities whose objectives are land conservation, 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	No change. The existing policy states the municipality "may" require conveyance "where appropriate".

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	<p>vegetation protection zones shall not be considered as contributions towards the parkland dedication requirements under the Planning Act.</p> <p>We request the wording noted above be added as some of the landowners would like the EPA lands to remain under their ownership without being obligated to convey them to the MOC as part of their development approval at minimal or no cost as agreed upon with the private entities. The MOC provides no benefit for conveying these lands therefore the municipality must consider them to be of no worth to them. The parkland dedication should not account for these lands because they are not developable.</p>	
S-4 Section 6.3.4	<p>Low Impact Development features may be permitted in the outer 5 metres of the vegetation protection zone provided:</p> <p><del>a) the vegetation protection has not been reduced below that required in Table 3-1 of the Official Plan;</del></p> <p>c) it is supported by the findings of the appropriate studies.</p> <p>Please outline the 'appropriate' studies for our understanding. We also request that part a) of the policy be either deleted or reworded as the reduction in the VPZ should not affect our ability to implement LIDs as long as we can demonstrate it will be only within the VPZ and will not negatively impact associated key natural and hydrogeological features.</p>	<p>No change. Subsection (a) is in keeping the requirements to be no less than the Official Plan.</p> <p>Policies 3.5.6, 3.4.15 and 3.4.16 and Table 3-1 in the Official Plan provide the requirements for the studies needed to be completed.</p>
S-4 Section 6.3.5	<p>The delineation of the boundary of lands designated as Environmental Protection Area on Schedule A are approximate and shall be detailed through appropriate studies prepared as part of the review of development applications in accordance with the policies of this Secondary Plan and the Clarington Official Plan.</p> <p>Please outline the 'appropriate' studies.</p>	<p>Policy 6.3.6 revised to "The boundary of lands designated as Environmental Protection Area on Schedule A are approximate and shall be refined through site- specific studies prepared as part of the review of development applications in accordance with the</p>

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		policies of this Secondary Plan and the Clarington Official Plan."
S-4 Section 6.4.1	<p>Land Use to be Determined is a land use designation shown on Schedules A and B. These lands require further analysis to determine if development can be permitted and is feasible. These lands are identified as Environmental Protection Area in the Official Plan. These lands were not identified as part of the Natural Heritage System in the Soper Creek Subwatershed study; however, the lands were identified as containing vegetation protection zones, candidate and / or unconfirmed significant wildlife habitat, low constraint areas and were also identified with Status Pending further Study and noted as locations for Enhancement / Restoration Opportunities. These are small areas surrounded by the Natural Heritage System.</p> <p><i>An Official Plan Amendment application shall be required and should include the boundary of the adjacent Natural Heritage System, <del>needs to be confirmed and the feasibility of access, serviceability and as well as demonstrate the developability of the Land Use to be Determined designation area needs to be demonstrated prior to any application for Official Plan Amendment to permit development.</del></i></p> <p>We request that an underlying designation be included for the "Land Use to be Determined" designations as it would not require and OPA. It will not circumvent the review by public agencies as we would still need to justify the developability of these areas and the developer would undertake and submit the appropriate studies in support of their application. If an OPA is required, an OPA application can be filed by the applicant with the supporting materials rather than providing these supporting materials first and then being able to file the OPA application.</p>	The intention is that an OPA would be needed. Policy 6.4.2 has been revised to clarify that an Official Plan Amendment is required to change the designation to permit development.
S-4 Section 6.4.2	To confirm feasibility of development, lands within this designation shall be subject to a number of studies and staking of adjacent natural heritage features to confirm the presence of and boundary of features and functions in the adjacent Environmental Protection Area	Policies 6.4.4 and 6.4.5 in the Secondary Plan outline the required studies. Policy 6.4.2 revised to: "To change the designation to permit

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	<p>designation and confirm the extent of the Vegetation Protection Zone to ensure no impact on the adjacent Environmental Protection Area from urban development. <b>If any impacts to the EPA designation are proposed then options for enhancement, compensation and restoration should be considered if it results in an overall net positive benefit to the natural heritage features.</b></p> <p>We request that a list of studies be outlined for the secondary plan area to ensure that all landowners are advised and are agreeable to the proposed list. Also, we request that the wording noted above, in red, be included as it would be beneficial for protection and/or enhancement of natural heritage features from future development.</p>	<p>development, an Official Plan Amendment application will be required along with studies to confirm the boundary of the Natural Heritage System, confirm the feasibility of access and serviceability and determine the appropriate land use designation if development is feasible."</p>
S-4 Section 6.4.6	<p><del>If further studies identified in this section determine that portions of the Land Use to be Determined designation can be developed, an Official Plan Amendment will be required to delineate the Environmental Protection Area boundaries and the appropriate land use designation on the developable portion. An Official Plan Amendment will be required to delineate the Environmental Protection Area boundaries and the appropriate designation as well as demonstrating the developability of portions of the Land Use to be Determine designation through the submission of further studies</del></p> <p>We request that this policy be reword as the Official Plan Amendment submission would include the justification demonstrated through site specific studies as part of a complete application submission. The justification should not come before the OPA application.</p>	See above.
S-4 Section 7.2.6	<p>Parks shall be designed to be accessible and shall have street frontage on not less than <del>30%</del> 15% of the park perimeter. Backing of residential and commercial uses onto parks shall be minimized with flankage of lots preferred.</p> <p>We request that the street frontage required be reduced to 15% to</p>	Policy 7.2.6 revised to allow for less than 30% at the sole discretion of the Municipality: " <i>Parks</i> shall be designed to be accessible and shall have street frontage on not less than 30% of the <i>park</i> perimeter. Backing of residential and commercial uses onto <i>parks</i> shall

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	provide greater flexibility with proposed development layouts. A 15% street frontage would still be adequate for parks.	be minimized with flankage of <i>lots</i> 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".
S-4 Section 7.2.7	<p>Areas conveyed for parkland purposes will be <del>programmable</del> lands.</p> <p>We request the wording be deleted as noted above. We ask that the policy be replaced with the following " Areas conveyed for parkland purposes shall demonstrate how they can be used for recreational purposes"</p>	No change. Parks must be programmable. "Recreation purposes" is too broad and can exclude facilities such as playgrounds.
S-4 Section 9.1.5	<p>Use mid-block connections and trails to augment the network established by streets to improve permeability for users of active transportation, <b>where appropriate</b>.</p> <p>We request the additional wording be added to provide flexibility to each landowner in determining and justifying where mid-block connections may make sense to integrate within their broader development proposal.</p>	Policy revised as requested.
S-4 Section 9.3.2	<p>The collector road network shown in Schedule B is conceptual and will be confirmed through the Class C Environmental Assessment process, and the draft plan of subdivision process without amendment to the Secondary Plan.</p> <p>The layout shown on Schedule B should reflect or reference the new collector road layout that we presented to Tylin for their review. This was illustrated by Schaeffers in a separate memo.</p>	Changes to the proposed collector roads at this stage would require an EA. Policy revised to say: "The collector road network shown in Schedule B is conceptual and will be confirmed through 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."

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S-4 Section 9.3.3	<p>The Municipality may consider development on private roads outside of the Low Density Residential designation</p> <p>Please reconsider this policy as there are building designs that could benefit from a private road within the Low Density Designation.</p>	No change. Not permitting private roads in low-density areas is consistent with our other Secondary Plans.
S-4 Section 9.4.1	<p>The Municipality shall ensure that transit facilities are integrated early and appropriately within and adjacent to Soper Springs and ensuring that transit requirements are addressed through municipal capital works and private development applications.</p> <p>Please identify on Schedule B where the transit facilities are planned for the secondary plan area if they are to be addressed through private development.</p>	No change. This is a decision for Durham Region Transit to decide on as part of their 5-year review, consultation, and internal deliberations.
S-4 Section 9.5.5	<p>To support increased network connectivity, mid-block connections shall be encouraged established throughout the Secondary Plan Area and in particular through the Medium Density Local Corridor – designation to Concession Road 3.</p> <p>We request the change in wording be included since it would provide flexibility to the landowner in determining where it is appropriate to include mid block connections for supporting pedestrian connectivity. The landowner should not be obligated where it isn't appropriate or does not make sense to do so.</p>	Policy 9.5.5 revised to "may be" instead of "shall be".
S-4 Section 9.5.7	<p>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.</p> <p>We request the removal of references to a tree canopy plan as this can be covered under the landscape architectural plans.</p>	Policy 9.5.7 revised to clarify that they can be submitted as part of the required landscape architecture plans.
S-4 Section 12.1.3	All new development within the Soper Springs Secondary Plan area shall proceed on the basis of the sequential extension of full municipal services either by servicing through adjacent plans of	No change.

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	<p>subdivision, including servicing through provisions or through the Regional and Municipal capital works programs and plans of subdivision and may be advanced by landowners/proponents with appropriate agreements with the Region and/or Municipality.</p> <p>We are seeking clarity on how sequential development and phasing will work when additional infrastructure is needed such as a PRIVATE pumping station to service some of the Estates of Soper Creek blocks?</p>	
S-4 Section 12.1.6	<p>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. These works shall be provided for in the subdivision and / or site plan agreements. Phasing of the development, <b>due to partial construction of internal collector roads</b> as a result of non-participating landowners or based on the completion of external road works, may be required by the Municipality of Clarington.</p> <p>We are seeking clarity as each developer would be responsible for the portion of the collector road within their own property and should not be held up by another owner (participating or non-participating) if they do not proceed or their portion of the road is not constructed</p>	Phasing policies revised and moved to new policy 12.1.9.
	<p><b>Estates Of Soper Creek (John Spina)</b></p> <p>Submissions: January and February 2026</p>	
S-4 Section 3.6.2b)	Revise to: "b) ensure that the entire community has good access to parks within a <del>5-minute</del> <b>short</b> walking distance of their homes <b>where possible</b> ;"	Policy 3.6.2 revised to replace "5 minutes" with "Short".
S-4 Section 4.4.10	Revise to: "4.4.10 Development within the Medium Density Residential designation shall have a minimum site density of 45 units per net hectare <b>where feasible</b> . "	No change. Additional words not appropriate.
S-4 Section 6.2.2	"based on the general direction of the Soper Creek Subwatershed Study provided recommendations in the Soper Creek Subwatershed	Policy 6.2.2 revised to provide clarity.

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	<p>Study other than on natural feature boundaries are adhered to. "</p> <p>Could this be stated clearer?</p>	
S-4 Section 6.3.8	<p>If the trails are going through the EPA avoiding disturbance may not be possible. Would we required to compensate for removal of trees to achieve these trails? I think since the MOC is requesting that these trails be created that the compensation be a 1:1 ratio.</p>	<p>No change. The policy doesn't say avoid disturbance. It says conserves their ecological integrity. Trails can be accommodated in Natural heritage features without impacting their ecological integrity provided they don't for instance require filling in a wetland.</p>
S-4 Section 6.4.5	<p>(if not already addressed by the Subwatershed Study) Downstream and erosion impacts should have considered all development blocks within the Estates and we are not supportive of having to do a supplementary study.</p>	<p>No change. The Soper Creek Subwatershed Study didn't consider downstream and erosion impacts of the lands identified as 'Land Use to be Determined'. That is why the policy requires this analysis to be completed as part of a development application.</p>
S-4 Section 9.3.2	<p>We are still seeking flexibility to introduce an alternative road network.</p>	<p>Policy 9.3.3: added: "Notwithstanding Policy 9.3.2, the northern collector road crossing of the Soper Creek tributary can be altered or relocated or an additional local road crossing provided without amendment to the Secondary Plan subject to completion of technical studies, determination of mitigation measures and obtaining permits and approvals from the Municipality of Clarington, Region of Durham, Central Lake Ontario Conservation Authority and other agencies having jurisdiction; and the fulfilment of the requirements of the Municipal Class Environmental</p>

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		Assessment for any Schedule C project.”
S-4 Section 9.3.4	Please allow for us to front units onto the collector road with driveway access.	No change. Appendix C in Clarington's Official Plan outlines access on collector road. Specifically, Individual accesses to detached, semi-detached, and street townhouse dwellings <u>may</u> not be permitted. They are not prohibited. An additional policy is not necessary
S-4 Section 12.1.4	<p>"12.1.4 Upgrading of existing roads, culverts, bridges and similar infrastructure by the landowners/proponents in order to facilitate development will be considered through appropriate agreements with the Region and/or Municipality. "</p> <p>Would these be reimbursed through DCs?</p>	Policy 12.1.4 revised to “Notwithstanding that the upgrading of existing roads, culverts, bridges and similar infrastructure by the landowners/proponents required to facilitate development will be considered through appropriate agreements with the Region and/or Municipality, the Development Charge eligibility of such works shall not be adversely affected”.
S-4 Section 6.3.13	Policy reference to compensation agreement	Policy 6.3.13 added: “Notwithstanding Policy 6.3.1, the area commonly referred to as “the lobe” located at 3145 Mearns Avenue and designated Environmental Protection Area which was previously the subject of unauthorized natural feature removal, may be designated as Low Density Residential without amendment to this Secondary Plan, subject to the terms and conditions of the Compensation Agreement dated February 2020

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		between the applicable landowner and the Municipality of Clarington”.
S-4	Show "Missing Block" on Schedules	No change. The area in question is identified as 'High Constraint' due to valleylands/slope hazard, in the Soper Creek Subwatershed Study. This was confirmed through consultation with CLOCA and Aquafor Beech. This area remains as EP on the land use schedules.
	<p><b>Estates Of Soper Creek (John Spina)</b></p> <p>Submission: March 16, 2026</p>	
S-4 Section 4.3.10	<p><i>Development</i> within the Medium Density Local Corridor designation shall have a minimum <i>site</i> density of 100 units per net hectare, where appropriate.</p> <p>We are requesting this additional wording because we may not be able to meet this minimum density requirement for our block located at the corner of Mearns Avenue and Concession Road 3.</p>	No change. "Where appropriate" is not an appropriate or definitive criterion for managing density and provides neither landowners or Municipality with certainty.
S-4 Section 4.4.10	<p><i>Development</i> within the Medium Density Residential designation shall have a minimum <i>site</i> density of 45 units per net hectare, where appropriate.</p> <p>We are requesting this change because some of our blocks may not be able to achieve this density</p>	No change. "Where appropriate" is not an appropriate or definitive criterion for managing density and provides neither landowners or Municipality with certainty.
S-4 Section 5.2.1	Public art should be incorporated into the public realm, especially is encouraged at Prominent Intersections, to contribute to the neighbourhood's sense of identity.	Policy revised to add "is encouraged to be" before "incorporated".
S-4 Section 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	Policy 6.2.2 revised to: "In addition to these policies, the Soper Creek Subwatershed Study shall form the

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	and/or confirm development limits as well as the presence of natural heritage features based on the general direction of the Soper Creek Subwatershed Study with respect to the natural heritage system provided recommendations in the Soper Creek Subwatershed Study other than on natural feature boundaries are adhered to, where appropriate.	basis for any study undertaken with respect to the natural heritage system and natural hazards. Site-specific studies may refine and/or confirm development limits and the presence and boundaries of natural heritage features, provided that the general direction and recommendations of the Soper Creek Subwatershed Study are maintained, except for recommendations in the Subwatershed Study related to natural feature boundaries”.
S-4 Section 6.3.4	<p><i>Stormwater management ponds</i>, except for the outfall, shall not be permitted to be developed in lands designated Environmental Protection Area or within the <i>Vegetation Protection Zones</i> to an Environmental Protection Area unless justified to the satisfaction of the Municipality of Clarington in consultation with the Central Lake Ontario Conservation Authority.</p> <p>Please consider the wording above or using ‘generally’ in the current policy language</p>	No change. Policy is consistent with other Secondary Plans.
S-4 Section 6.3.6	The boundary of lands designated as Environmental Protection Area on Schedule A are approximate and shall be <del>detailed</del> refined 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 without amendment to this Secondary Plan.	Revised as requested.
S-4 Section 6.3.7	The Municipality may require Environmental Protection Areas to be conveyed to a public authority, where appropriate, as part of the <i>development</i> approval process at minimal or no cost to the receiving public authority. Conveyance of lands designated Environmental	No change. Bill 23 did not require EPA’s to be used for parkland dedication.

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	<p>Protection Area and associated <i>Vegetation Protection Zones</i> shall not be considered as contributions towards the parkland dedication requirements under the Planning Act. Conveyance may not be appropriate in all circumstances.</p> <p>Please add that this policy be subject to the provisions of the Planning Act relating to Parkland dedication due to the changes that came with Bill 23</p>	
S-4 Section 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 <i>site</i> -specific environmental studies, where appropriate.	No change. The term “where appropriate” is not necessary. The test is unless demonstrated by future studies.
S-4 Section 6.3.13	<p>Notwithstanding Policy 6.3.1, in the area commonly referred to as “the lobe” and designated Environmental Protection Area in the central area of the plan which was previously the subject of unauthorized natural feature removal shall be designated low density residential subject to the compensation agreement dated February 2020 between the applicable landowner and the Municipality of Clarington without amendment to the secondary plan. <del>in-situ restoration of the Environmental Protection Area shall be provided or alternatively appropriate compensation at a tree replacement ratio of 2:1 and generally encompassing an area of approximately 1 hectare may be considered within other areas of the Secondary Plan at the Municipality's discretion in consultation with the Region of Durham and CLOGA.</del></p> <p>We need not spell out the nuances of the agreement as the agreement speaks for itself and it is not widely applicable to all landowners.</p>	Policy 6.3.13 revised but reference to the agreement still included.

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S-4 Section 6.4.3	<p>To confirm feasibility of <i>development</i>, lands within this designation shall be subject to a number of studies and staking of <i>abutting natural heritage features</i> to confirm the presence of and boundary of features and functions in the abutting Environmental Protection Area designation and confirm the extent of the <i>Vegetation Protection Zone</i> to ensure no impact on the abutting Environmental Protection Area from urban <i>development</i>. <del>The municipality may consider enhancement, compensation and restoration to ensure an overall net positive impact on the natural heritage features and system</del></p> <p>If lands are developable then they would have met the test of no impact</p>	<p>Policy revised to “To confirm feasibility of development, lands within this designation shall be subject to a number of studies and staking of abutting natural heritage features to confirm the presence of and boundary of features and functions in the abutting Environmental Protection Area designation and confirm the extent of the Vegetation Protection Zone to ensure no impact on the abutting Environmental Protection Area from urban development.”</p>
S-4 Section 6.4.4	<p><del>Studies submitted in support of an Official Plan Amendment application shall also assess the impact</del> Any proposed road crossing of the Environmental Protection Area <del>into this designation to</del> <b>shall</b> demonstrate that roads and servicing can be provided without a net negative impact on the natural heritage features and functions within the abutting Environmental Protection Area designation <b>without amendment to the secondary plan.</b></p>	<p>Policy revised to: “Studies submitted in support of an Official Plan Amendment application shall also assess the impact of any proposed road crossing of the Environmental Protection Area into this designation to demonstrate that roads and servicing can be provided without a net negative impact on the natural heritage features and functions within the abutting Environmental Protection Area designation. The Municipality may consider enhancement, compensation and restoration to ensure an overall net positive impact on the natural heritage features and system.”</p> <p>The policy provides clarity on what the studies are assessing and that an OPA is required.</p>

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S-4 Section 6.4.5	The studies referred to in this Section shall <b>consist of the following studies</b> <del>include, but are not limited to:</del> a Hydraulic Analysis Study, an Environmental Impact Study, a Geotechnical Analysis confirming the long-term stable top of bank, a Hydrogeological Analysis, updated hydrology modelling to evaluate downstream flooding and erosion impacts (if not already addressed by the Subwatershed Study) and a Geomorphical Study as well as a Planning Justification and are required as part of a complete application. Prior to undertaking the identified studies, the terms of reference shall first be approved by the Municipality in consultation with the relevant agencies.	Policy 6.4.5 revised to delete reference to 'but not limited to'.
S-4 Section 6.4.6	A detailed block plan will also be required in support of an Official Plan Amendment application to demonstrate that the remaining lands outside of the Environmental Protection Area and associated <i>Vegetation Protection Zone</i> <del>can are large enough to</del> be developed for urban uses and associated roads, trails, and stormwater management facilities and determine the appropriate density of <i>development</i> without impact on the abutting Environmental Protection Area.  Please elaborate on what is meant by 'large enough'. If the lands can be developed then they are large enough	Policy revised as requested.
S-4 Section 6.5.8	Following the completion of the required studies <del>to the satisfaction of the Municipality,</del> <i>development</i> 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 <i>development</i> in an Environmental Constraint Overlay is determined not to be appropriate, or the limits of the <i>Vegetation Protection Zone</i> is confirmed, the Environmental Constraint Overlay will be deemed to be part of the Environmental Protection Area designation.	No change. The studies must be satisfactory to the Municipality.
S-4 Section 9.2.2	The transportation network in the Soper Springs Secondary Plan Area should be developed in accordance with Schedule B Environmental Constraint and Transportation and the policies of this	No change. The Transportation Assessment Report will be finalized once the Trip Generation Memo is reviewed and will not be revised.

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	Secondary Plan, with further guidance provided in the Urban Design and Sustainability Guidelines and the Soper Springs Transportation Report <b>as revised from time to time.</b>	
S-4 Section 9.3.3	The northern collector road crossing of the Soper Creek tributary can be altered or relocated or <b>reclassified</b> <del>an additional local road crossing provided</del> without amendment to the Secondary Plan subject to completion of technical studies, determination of mitigation measures and obtaining permits and approvals from the Municipality of Clarington, Region of Durham, Central Lake Ontario Conservation Authority and other agencies having jurisdiction; and the fulfilment of the requirements of the Municipal Class Environmental Assessment for any Schedule C project.	No change. TYLIN has determined that the collector road function is necessary.
New Policy Request	Please indicate the small apartment block as Land Use To Be Determined. It was understood that this change would be accommodated. This will not circumvent the review process as we would justify that the block can be developed.	No change. The area in question is identified as 'High Constraint' due to valleylands/slope hazard, in the Soper Creek Subwatershed Study. This was confirmed through consultation with CLOCA and Aquafor Beech. This area remains as EP on the land use schedules.
New Policy Request	Regarding the unopened Mearns Avenue road allowance we request a policy to be included that states "Requests for conveyance of the Mearns Avenue road allowance to any landowner shall be reviewed at the draft plan application stage. If the road allowance is used for any proposed future roadways an amendment to the secondary plan will not be required."	Municipal policies on road conveyance will govern and an OPA is not required for use of the road allowance for a local road.
	<b>Jay Strasser (Jayzee Properties)</b>	
S-5	Please see the information attached hereto as Appendix F related to the lands municipally addressed as 3347 & 3403 Liberty Street North. This Appendix demonstrates the existing conditions and environmental constraints on the lands. We would request that this be considered in Schedule A and B depictions of the Environmental Protection Area, and the schedules be revised appropriately.	No change. Consideration of this information at this time would require a full EIS and peer review of the EIS as well as staking of the features in the field. Refinements of the EPA can be done

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		at the draft Plan of subdivision stage.
S-5	<p>In relation to previous site-specific requests for 3253 Liberty Street N Limited Partnership and Jayzee Properties, in relation to certain Environmental Protection Area depictions on Schedule A and B, we propose a special policy area approach to address refinements to these areas and we request that the schedule be modified in those locations for the aforementioned properties based on previous comments, and request that the policy below be included in the Secondary Plan. We request that the medium and low density residential designations be depicted with the Environmental Constraints Overlay.</p> <p><i>“The areas with an Environmental Constraints Overlay as shown on Schedule A Land Use and Schedule B Environmental Constraint and Transportation Plan have been identified as containing features consistent with Environmental Protection Area designation from the Soper Creek Subwatershed Study existing conditions report including specifically watercourses. However, the presence and precise delineation of the natural heritage features shall be determined through an Environmental Impact Study prepared as part of the review of development applications in accordance with the policies of this Secondary Plan and the Official Plan. If the Environmental Impact Study establishes that development can proceed, then the underlying designation shall apply over those lands without the requirement for an amendment to this Plan. Further, it may be determined that only a portion of the lands within the Environmental Constraints Overlay may be suitable for development.”</i></p> <p>We request that the above policy be included in the Secondary Plan to support the underlying designation applying to lands or portions of lands when the necessary site-specific study demonstrates that</p>	<p>No change. The existing policies in Environmental Constraint overlay are very clear and in all cases except for the “Land Use to be Determined” already have an underlying designation. As such this policy is not necessary and adds confusion. In the “Land Use to be Determined” designation, the policy framework for determining if future development is feasible is clear and an OPA is required.</p>

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	development can occur. We look forward to discussing how this could be implemented in our upcoming meeting.	

### Urban Design Guidelines Comments

Guideline Number	Details of Submission	Staff Response
	<b>Weston Consulting on behalf of the Landowner Group (May and November 2025)</b>	
2.2	<p><i>Neighbourhood Parks are to serve the basic active and low intensity recreational needs of the surrounding residents. Neighbourhood parks are to be a minimum size of 2.5 hectares depending on the area served and the activities to be provided.</i></p> <p>In regards to the above guideline, we suggest this goes beyond the Official Plan and request that it be revised to be in conformity with the Official Plan range in areas for Neighbourhood Parks of between 1.5 to 3.0 hectares.</p>	Revised to a minimum of 1.5 hectares.
4.1.3 (10)	<p><i>Rows of street townhouses should generally be limited to a maximum of 8 units.</i></p> <p><i>Rows of street townhouses is outlined as a maximum of 8 units, which should be updated in the Secondary Plan text to reflect 8 units to be consistent.</i></p>	Revised to 6 units to match SP and OP policies.
4.2.4	<p><i>Minimize the design of a slab building and reduce the overall massing with a maximum building length of 60m.</i></p> <p>We request that the above noted guideline be removed and addressed at the Site Plan or Draft Plan of Subdivision stage.</p>	Added “generally” before 60 m.
4.2.5	<p><i>To help mitigate overlook and maximize sunlight to the lower levels of the buildings, a minimum separation distance of 15m is required. This space should be void of any building projections.</i></p> <p>A minimum 15 metre separation was not contemplated in the previous draft and we request that this be removed to provide flexibility for appropriate and functional building design.</p>	Guideline clarified that this is where there is a window-to-window separation.
4.2.7	<p><i>Apply a 45 degree angular plane, measured from the property line of an adjacent low rise residential area to the proposed mid-rise building.</i></p> <p>We request that guideline 4.2.7 be removed as this may limit potential building envelopes on development sites. We are not certain that angular plane is necessary between the heights of buildings proposed in the designations</p>	Guidelines revised to stepbacks applying to buildings above 6 storeys

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	as they are mid and low rise, which can co-exist without the need for an angular plane requirement.	
5.1.1 (5)	<p><i>Ensure off-road trails or Multi-use path provide a continuous and connected network that led to destinations such as a transit stops or Local Corridor, where possible.</i></p> <p>In regards to policy 5.1.1 (5), please include the requested language as indicated above.</p>	No change. The active transportation network should connect to sidewalks, pedestrian connections or cycling infrastructure to ensure safety and no dead end trails.
5.1.2(1)	<p><i>Trails are an important part of the active transportation network and should be connected to sidewalks, pedestrian connections and cycling infrastructure, where possible.</i></p> <p>In regards to policy 5.1.2(1), please include the requested language as indicated above.</p>	See above comment. No change.
6.2.1.3	<p><i>Neighbourhood parks a minimum 2.5 hectares in size and configured to accommodate both passive and active programming.</i></p> <p>In regards to the above guideline, we suggest this goes beyond the Official Plan and request that it be revised to be in conformity with the Official Plan range in area for Neighbourhood Parks of between 1.5 to 3.0 hectares.</p>	Revised
7.1	<p><i>Energy Conservation</i></p> <p>We request that section 7.1 be revised as in our opinion there is too much detail and prescription to be captured in guidelines.</p>	No change.
<b>John Spina/Estate of Soper Springs Comments (December 10, 2025)</b>		
	<p>The 'Gateway' identified on Schedule A of the Land Use Plan does not have any prescriptive guidelines within the Urban Design and Sustainability Guidelines.</p> <p>Can you confirm if this was done purposefully?</p>	Schedule A does not illustrate any Gateway.
5.3.2.1	It appears that all roads within the secondary plan area will require sidewalks on both sides of the road. Will the MOC consider sidewalks on one side of the road for local roads as it isn't common to have sidewalks on both sides of the street for every road typology.	Guidelines have been revised to allow sidewalks on at least one side of the street.
3.3	The diagram besides the policy requires block lengths to not exceed 250m with active transportation. This would include pedestrian connections that require a	No change. The urban design guidelines are not policy. The

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	minimum width of 6m. Will the MOC consider 3m pedestrian connections as 6m is a large width and is typically required for access to a stormwater facility for vehicular access.	250m being referenced is consistent with policy 5.1.3. The illustration showing a 6 metre wide pedestrian connection is illustrative in nature and is not policy.
<b>Ari Soberano / Sharno (February 24, 2026)</b>		
	All demo plans need to be updated to reflect the land designations of the most recent Land Use plan, and provided to the LOG for review	Updated.
4.2.5	the '15m separation' is still there. Please add the word "generally" in front of this.	Revised.
4.4(3)	please add back that "the intersection will be the primary gateway".	Revised.
4.4(4)	This section should make notion that POPs are not required. Something along the lines of, "If elected by the Developer...."	Added "where provided"
5.1.1(5)	not updated. Please add "where possible"	No change. The goal should be to connect to key features in the community. "Such as" is a qualifier and transit/local corridor connection is a suggestion
6.2.2(1)	Please remove any mention of "5 minutes" and revise to "short", to be consistent with the SP text agreed	Revised.
7.1	Revise for all sections to include "consider", as these are not obligations	Revised.
<b>Steven Ramjass/John Spina/Estates of Soper Creek (February 27, 2026)</b>		
2.5	<p>"Multi-use paths (MUPs), Natural Heritage System (NHS) parks / trails, and a Municipal MUP are proposed for Soper Springs."</p> <p>Why distinguish the Municipal MUP from the NHS Trails? It is preferable to name it all NHS Trails because they both go through the NHS.</p>	The legend has been revised to clarify. The park trails are specific connections from the parks to the trail system. The multi-use paths are connections to through the neighbourhood to the NHS. The Municipal MUP is part the larger Clarington trail system

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		that connects this neighbourhood to others.
2.5	<p>"The NHS parks / trails and Municipal MUPs are either paved or unpaved that provide access to environmental areas such as the EPA. They are intended to keep users on a designated path to minimize disruption to the surrounding landscape. These trails are narrower than MUPs and usually have a surface of crushed aggregate or woodchip."</p> <p>Further to my comment above there is no difference between the Municipal MUP and NHS trails based on this description. It is preferable that they all be named NHS Trails.</p>	These guidelines have been revised for clarity.
4.1.4	Design driveways to be as far away from parks, schools and open space features, where possible.	Revised.
4.2	<p>"For the purposes of these guidelines a mid-rise building is defined as a building between 3 and 6 storeys in height."</p> <p>Could this be reworded for buildings greater than 3 but less than 6 stories? As it is written it overlaps with the low rise section.</p>	Revised to 4 - 6 storeys.
5.1.3.1	<p>"Offer dedicated or shared cycling infrastructure off-road throughout the community. "</p> <p>Please reword to state 'May be offered'</p>	Collector Roads have MUPs, so this guidelines matches with the purpose of collector road network.
5.1.3.4	Provide clear signage shall be provided for all cycling routes. Provision of clear signage shall be provided for cycling route where applicable.	Revised.
5.3	<p>"The network of roads consists of Collector Roads and Local Roads and is bound by Arterial Roads."</p> <p>What about private roads?</p>	These UDG are based on the Demo Plan local road network, which is conceptual. Private roads are not contemplated in the Demo Plan, but they are only allowed in medium density.
5.3	There is no private road cross section and I am assuming if there is no reference we would defer to the Municipality of Clarington Official Plan. If a cross section is planned to be including I recommend a 7.5m R.O.W for	Private road ROW to be confirmed through development review process.

Guideline Number	Details of Submission	Staff Response
	sidewalks on one side which is consistent with private roads in other areas of Bowmanville.	
5.3.2.3	The sidewalk network should be designed to connect to adjoining trails and MUPs and transit stops, <b>where possible</b> .	No change. The pedestrian network should connect.
6.2.3.4	"They should be highly visible and located within Local Corridors at Prominent Intersections and gateways."  Please exclude refer to gateways.	Revised.
7.1.3	"Construction of all low and medium density residential buildings <del>to be</del> <b>may be</b> Solar Ready, which includes all the necessary piping and equipment needed to install a rooftop solar power system. "  Please reword for greater flexibility.	Revised.
7.3.1	<b>Consider</b> Implementing a comprehensive rainwater and water recharge strategy in conjunction with required stormwater management ponds.	Revised.
7.5.8	<b>Consider</b> Buying local building materials and minimize the distance travelled to reach a construction site.	Revised.
7.7.3	Minimize surface runoff and reduce urban heat island effect through the installation of green roofs , <b>where possible</b>	Revised,
7.8.1	<b>Consider</b> Displaying in the sales centre, promotional information on the sustainable features of both the community and builders house designs.	Revised.
7.8.2	<b>Consider</b> Including education packages to residents regarding waste reduction, energy and water efficiency, and access to transit.	Revised.
<b>Ari Soberano / Sharno (March 16, 2026)</b>		
1.7	Demo Plan- We request SGL show a conceptual road pattern that reaches all the way to the southern end of the development limits for this block to be consistent with the conceptual road patterns of all other developable blocks	No change. This alignment is made to ensure that all low density units in this area front onto a conceptual local road. As this Demonstration Plan is conceptual and not a final plan for the area, alternative road layouts can be submitted as part of an application for the Municipality's approval.

<b>Guideline Number</b>	<b>Details of Submission</b>	<b>Staff Response</b>
4.3.10	We request the following: Utility meters, air conditioning units, and similar infrastructure should generally be incorporated as part of the building design, and generally be screened and not visible from the public realm.	No change. The guideline follows policy direction for utilities to be hidden from view of the public realm.
5.1.2(1)	kindly add in 'where reasonably possible' at the end	No change.
5.1.2(5)	kindly add in 'where reasonably possible' at the end	No change.
5.3	Cross Section illustrations will likely need to be updated based on the outstanding revised TIS. Many of the sizing for sidewalks, etc, will need to be updated. Kindly make a note of this in the UDG text.	Cross-section confirmed with TYLIN.. Local roads cross-section is conceptual and shown to have sidewalk on one side.
6.2.1(2)	appreciate the update to 'short'. Can we remove any 'meter' range, and just leave as 'short'.	No change. Metre sizing for parks is typical for urban design guidelines to more closely outline what "short" means.
6.1.3(1)	kindly remove the word 'large' as may not be feasible in all circumstances.	Revised.
6.1.3(2)	Third last line letter 'n' is missing in 'many'	Revised.
6.2.1(4)	kindly add in 'where reasonably possible' at the end	No change.
6.2.2(1)	appreciate the update to 'short'. Can we remove any 'meter' range, and just leave as 'short'.	No change. Metre sizing for parks is typical for urban design guidelines to more closely outline what "short" means.
7.1(6)	kindly add in 'of' before 'charging' in the first line.	Revised.

**Agency Comment Summary Table**

<b>Agency</b>	<b>Details of Submission</b>	<b>Staff Response</b>
<p>Central Lake Ontario Conservation Authority</p> <p>June 2025</p>	<p>Schedules A and B: The current Preferred Land Use Alternative designates some areas on the north side of the SP area as “Environmental Constraint: Land Use to be Determined”. As noted previously, CLOCA staff are concerned that these designated areas are prone to natural hazards and development constraints. Staff at CLOCA anticipate the steep valley slopes, watercourse crossing requirements, geotechnical considerations and floodplain issues along with required buffers would reduce the overall developable lands. Also, the provision of access and servicing would involve significant interference with valley features. As such, it is CLOCA staff opinion that there is no development opportunity on these portions.</p>	<p>Noted, the Secondary Plan establishes a policy framework that requires comprehensive technical studies at the development application stage to determine whether any portion of these lands may be suitable for development, consistent with Section 6.4 of the Secondary Plan and in consultation with CLOCA.</p>
	<p>In addition, these areas abut Greenbelt Natural Heritage System to the north and are within the former Lake Iroquois shoreline. Section 3.2.6.3 of the Greenbelt Plan (2017) includes a policy that applies to this area:</p> <p>In addition to the urban river valleys, portions of the former Lake Iroquois shoreline, particularly within Durham Region, traverse existing or approved urban areas. Municipalities should consider planning, design and construction practices that maintain or, where possible, enhance the size, diversity, connectivity and functions of key natural heritage features, key hydrologic features and key hydrologic areas of those portions of the Lake Iroquois shoreline within their approved urban boundaries.</p> <p>Accordingly, we require that the hazardous lands associated with valley features in this area be placed in an appropriate</p>	<p>The Environmental Protection Area designation includes hazard lands (Policy 6.3.2). The Municipality may request Environmental Protection lands to be conveyed at minimum or no cost (Policy 6.3.7), but it doesn't require conveyance.</p>

	<p>environmental protection zone category and conveyed to the Municipality free of encumbrances through future development applications.</p>	
	<p>Schedules A and B: A regulated watercourse/tributary flows from Liberty Street through southwest portions of the SP area. On Schedule “A”, the lands associated with this watercourse are mapped as EPA, however, the watercourse is not shown on the drawing. Please delineate the watercourse on the mapping to be consistent with the designated land use.</p>	<p>Watercourse has been updated on Schedules A and B.</p>
	<p>Schedules A and B: Watercourse crossings are proposed for improved access through the land use scheme. CLOCA staff generally prefer a land use structure that has a fewer number of crossings and has minimal interference with valley lands. Crossings should be sized and located such that there is no increase in upstream or downstream erosion or flooding. Crossing locations, width, and alignment should be compatible with stream morphology, which typically requires location of the crossing on a straight and shallow/riffle reach of the watercourse with no evidence of erosion with the crossing situated at right angles to the watercourse. The crossing proposed for the northwest side of the SP area does not seem to be perpendicular to the watercourse. CLOCA staff recommend that the north access road connecting the site to Liberty Road be re-aligned to yield a watercourse crossing at right angles.</p>	<p>The specific alignment of the road as it crosses the stream can be addressed through Phases 3 and 4 of the EA at the draft plan of subdivision stage. A policy (6.3.12) has been added to generally require road crossings to be situated at right angles to the watercourse where feasible.</p>
	<p>Policy 6.3.2: “Environmental Protection Areas include natural heritage features, significant groundwater discharge areas in the for of baseflow springs and seeps, 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</p>	<p>Revised Policy 6.3.2 to “in the form of baseflow...”.</p>

	<p>associated with Environmental Protection Areas support their ecological integrity and include vegetation protection zones and other natural heritage areas. Vegetation protection zones will form part of the Environmental Protection Area once delineated.”</p>	
	<p>Policy 11.3.9: “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 under varying subsurface conditions. 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.”</p>	<p>Revised Policy (now 11.3.10).</p>
	<p>Policy 11.3.10: “High Volume Recharge Areas and Ecologically Significant Groundwater Recharge Areas shall maintain a pre-development water balance in accordance with the Source Water Protection Plan Policies.”</p>	<p>Revised Policy (now 11.3.11).</p>
	<p>Policy 6.4.4: The studies referred to in this Section shall include, but is not limited to, a Hydraulic Analysis Study, an Environmental Impact Study, a Geotechnical Analysis confirming the long-term stable top of bank, a Hydrogeological Analysis, updated hydrology modeling to evaluate downstream flooding and erosion impacts and a Geomorphical Study as well as a Planning Justification and are required as part of a complete application. Prior to undertaking the identified studies, the terms of reference shall first be approved by the Municipality in consultation with the relevant agencies.</p>	<p>Revised Policy (now 6.4.5): “The studies referred to in this Section shall include a Hydraulic Analysis Study, an Environmental Impact Study, a Geotechnical Analysis confirming the long-term stable top of bank, a Hydrogeological Analysis, updated hydrology modelling to evaluate downstream flooding and erosion impacts (if not already addressed by the Subwatershed Study) and a Geomorphical Study as well as a Planning Justification and are required as part of a complete application. Prior to undertaking the identified</p>

		studies, the terms of reference shall first be approved by the Municipality in consultation with the relevant agencies.”
	<p>Policy 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 and the policies of Section 20 of the Clarington Official Plan. Such facilities shall not be located within natural heritage features but Low Impact Development features may be permitted within the vegetation protection zone provided the intent of the vegetation protection zone is maintained and it is supported by an Environmental Impact Study. See Section 6.3.4.</p>	<p>Revised policy 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 Clarington Official Plan and the policies of this Section consistent with Policy 6.3.4 of this Secondary Plan and Sections 3.4, 14.4 and 20 of the Official Plan.”</p>
<p>Central Lake Ontario Conservation Authority February 2026</p>	<p>Schedules A and B: Designated Land Uses on the North Side The current land use alternative (Schedule A) designates some areas on the north side of the SP area as “Environmental Constraint: Land Use to be Determined”. These areas are designated as “Environmental Constraint: Additional Area for Further Study Overlay” through Schedule B. As noted previously, CLOCA staff are concerned that these designated areas are prone to natural hazards and development constraints. Staff at CLOCA anticipate the steep valley slopes, watercourse crossing requirements, geotechnical considerations and floodplain issues along with required Vegetation Protection Zone (VPZ) would reduce the overall developable lands. Also, the provision of access and servicing would involve significant interference with valley</p>	<p>Noted, the Secondary Plan establishes a policy framework that requires comprehensive technical studies at the development application stage to determine whether any portion of these lands may be suitable for development, consistent with Section 6.4 of the Secondary Plan and in consultation with CLOCA.</p>

	<p>features. As such, it is CLOCA staff opinion that there is no development opportunity on these portions.</p>	
	<p>In addition, these areas abut Greenbelt Natural Heritage System to the north and are within the former Lake Iroquois shoreline. Section 3.2.6.3 of the Greenbelt Plan (2017) includes a policy that applies to this area:</p> <p><i>In addition to the urban river valleys, portions of the former Lake Iroquois shoreline, particularly within Durham Region, traverse existing or approved urban areas. Municipalities should consider planning, design and construction practices that maintain or, where possible, enhance the size, diversity, connectivity and functions of key natural heritage features, key hydrologic features and key hydrologic areas of those portions of the Lake Iroquois shoreline within their approved urban boundaries.</i></p> <p>Accordingly, we recommend that the hazardous lands associated with valley features in this area be placed in an appropriate environmental protection zone category (e.g. High Constraint Areas) and conveyed to the Municipality free of encumbrances through future development applications.</p>	<p>The Environmental Protection Area designation includes hazard lands (Policy 6.3.2). The Municipality may request Environmental Protection lands to be conveyed at minimum or no cost (Policy 6.3.7), but it doesn't require conveyance.</p>
	<p>High Constraint areas on the northern limits of the SP area have not been considered as a part of the ongoing hydrology and hydraulic modelling and mapping exercise associated with the Soper Creek Subwatershed Study. Should development potential be contemplated for these areas, it must be demonstrated there would be no downstream flooding and erosion impacts.</p> <p>The required studies for evaluating the feasibility within these areas are stated through Section 6.4.5 of the Draft SP. But it should be noted that updating the hydraulic model and the</p>	<p>Noted, Policy 6.4.5 requires updated hydrology modelling to evaluate downstream flooding and erosion impacts.</p>

	<p>inclusion of these areas as developed areas may impact the land use structure across other parts of the SP given the potential increase in the extent of hazardous areas as a result of increased downstream impacts. Should the Municipality consider the Environmental Constraint Land Use to be Determined as potentially developable (subject to applicable studies) in this area, a high level assessment of the serviceability of these lands, updated hydrology modelling, and downstream flooding and erosion impacts should be conducted.</p>	
	<p>Schedules A and B: Watercourse crossings are proposed for improved access through the land use scheme. CLOCA staff generally prefer a land use structure that has a fewer number of crossings and has minimal interference with valley lands. Crossings should be sized and located such that there is no increase in upstream or downstream erosion or flooding. Crossing locations, width, and alignment should be compatible with stream morphology, which typically requires location of the crossing on a straight and shallow/riffle reach of the watercourse with no evidence of erosion with the crossing situated at right angles to the watercourse. The crossing proposed for the northwest side of the SP area does not seem to be perpendicular to the watercourse. CLOCA staff recommend that the north access road connecting the site to Liberty Road be re-aligned to yield a watercourse crossing at right angles.</p>	<p>The specific alignment of the road as it crosses the stream can be addressed through Phases 3 and 4 of the EA at the draft plan of subdivision stage. A policy (6.3.12) has been added to generally require road crossings to be situated at right angles to the watercourse where feasible.</p>
	<p>Policy 6.5.6: "For the Environmental Constraint: Additional Area of Further Study Overlay located adjacent to the Prominent Intersection to Liberty Street North and Concession Road 3, further study is required to confirm the presence and limits of environmental constraints prior to any development." Should this area be subject to future studies,</p>	<p>This policy has been removed.</p>

	<p>it needs to be shown under appropriate category through Schedule A and Schedule B.</p>	
	<p>Throughout Schedule B, several areas are designated as areas that further studies for them would be required. However, through Schedule A such areas are not designated as “Land Use to Be Determined” rather, they are categorized within designated land uses such as “Medium Density Residential”. To be consistent, these areas should be marked as “Land Use to be Determined” through Schedule A.</p>	<p>To clarify, Schedule B shows constraint overlays, these are not areas designated as 'Land Use to be Determined' on Schedule A.</p>
	<p>Policy 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.” Based on this policy, areas designated as Environmental Constraint: Vegetation Protection zone (VPZ) Overlay on Schedule B should be shown as “Land Use to be Determined” through Schedule A to be consistent with the SP text.</p> <p>These areas include all VPZ Overlay designated lands on the perimeter of residential areas as well as the Medium Density Residential at the intersection of Mearns Ave. and Concession Rd. 3.</p>	<p>To clarify, the Vegetation Protection Zone (VPZ) Overlay is not shown as Environmental Protection Areas on Schedule A. The VPZ Overlay is shown on Schedule B and is 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.</p>
	<p>Policy 6.2.1: All development within and adjacent to the Environmental Protection Area 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</p>	<p>Policy revised to add "in consultation with CLOCA".</p>

	<p>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 and the Central Lake Ontario Conservation Authority (CLOCA).</p> <p>Please add CLOCA at the end of the policy.</p>	
	<p>Section 6.3 should include policies for in-situ restoration of Environmental Protection areas that have been subject to unauthorized removals. Should net loss of natural cover not be avoidable, appropriate mitigation and compensation opportunities within other areas of the Secondary Plan area may be considered where appropriate. Also, criteria for the compensation of environmental features such as tree replacement at a ratio of 3:1 should be added.</p>	<p>Policy 11.4.7 states: "Where trees, shrubs and other natural heritage features are destroyed or harvested pre-maturely prior to proper study and approval, compensation should occur on site and shall be calculated at a 3:1 ratio and be subject to a restoration / compensation plan to create an overall net benefit to the natural heritage system."</p>
	<p>CLOCA supports the preparation of the Secondary Plans, based on accurate and current background information compiled through appropriate studies, to provide direction on the appropriate land uses. The finalization of the of the proposed land use structure for the Soper Springs SP should be informed by the Soper Creek Subwatershed Study. It is our understanding that the floodplain modeling, resulting constraints mapping, and the master functional servicing and stormwater management plan within the subwatershed study area should be completed prior to the finalization of land use scheme within the SP area. CLOCA staff recommend the SWS be completed and approved to guide the location of SWM pond locations, establish appropriate stormwater targets and recommendations based on the proposed land uses (quantity, quality, erosion, water balance) and</p>	<p>The interim report has indicated that the Secondary Plan will have no downstream impacts on the Soper Creek Subwatershed. The Soper Creek Subwatershed Study Phase 2/3 report will be finalized and approved by the Deputy CAO. A Master Drainage Plan Terms of Reference will be approved shortly in co-ordination with the Municipality and consultants. This approach is acceptable to the Conservation Authority.</p>

	determine the least impactful locations for watercourse crossings.	
Central Lake Ontario Conservation Authority  March 2026	<p>The interim submission of the Phase 2/3 Report for the Soper Creek Subwatershed Study was provided to CLOCA by the Municipality of Clarington on March 19, 2026, and its review will be expedited by technical staff in an attempt to meet Municipal staff’s internal reporting deadline to finalize the SP policy document and schedules by March 27, 2026. In terms of the required sequence of studies and approval governing the proposed development, it is CLOCA staff position that the Subwatershed Study (SWS) be completed and approved first, as it establishes the foundational hydrologic and hydraulic conditions that inform the final secondary plan. Currently, Hydrology and Hydraulics model updating exercise is being undertaken.</p> <p>Once the SWS has been finalized it is then appropriate to seek approval of the secondary plan, as all policy directions and land use considerations are to be informed by, or based on, the analysis and findings of the SWS including those critical to natural hazards and protection of people and property for the lands within the SP and downstream. We understand that recommendations of the SP will be refined through the Master Servicing Plan/Preliminary Municipal Engineering Report for the entire Secondary Plan area.</p>	<p>The interim report has indicated that the Secondary Plan will have no downstream impacts on the Soper Creek Subwatershed. The Soper Creek Subwatershed Study Phase 2/3 report will be finalized and approved by the Deputy CAO. A Master Drainage Plan Terms of Reference will be approved shortly in co-ordination with the Municipality and consultants. This approach is acceptable to the Conservation Authority.</p>
	<p>The response matrix refers to Section 6.3.13 of the latest SP draft which addressed unauthorized vegetation and wetland removals in the area referred to as “the lobe”. It should be noted that CLOCA provided previous commentary <i>regarding the systematic and unauthorized vegetation removals across the SP area</i>. For example, the area shown on the mapping below was subject to vegetation and watercourse alterations. Accordingly:</p>	<p>Policy 6.3.13 revised: “Notwithstanding Policy 6.3.1, the area commonly referred to as “the lobe” located at 3145 Mearns Avenue and designated Environmental Protection Area which was previously the subject of unauthorized natural feature removal, may be designated</p>

	<p>The SP needs to be modified to add a policy to address all unauthorized removals (past or future) in addition to the lobe area. Any net loss of natural cover either as a result of unauthorized activities or contemplated within a complete Planning Application must be addressed through appropriate mitigation and compensation opportunities within other areas of the Secondary Plan area, where appropriate. However, criteria for the compensation of lost environmental features should be 'like for like' such as tree removals should be replacement at a ratio of 3:1 (at a minimum) should be added into the policies. Note that the current draft provides a tree replacement ratio of 2:1 requirement and is focused on the lobe area. A policy item should be added to Section 6.3 of the SP including the following:</p> <p><i>For areas that were previously the subject of unauthorized environmental feature removals and for areas where environmental features are destroyed pre-maturely prior to Municipal approval, appropriate in-situ mitigation and compensation should occur on-site and shall be calculated at a 3:1 ratio.</i></p>	<p>Low Density Residential without amendment to this Secondary Plan, subject to the terms and conditions of the Compensation Agreement dated February 2020 between the applicable landowner and the Municipality of Clarington.</p> <p>Policy 11.4.7 is included which states: "Where trees, shrubs and other <i>natural heritage features</i> are destroyed or harvested pre-maturely prior to proper study and approval, compensation should occur on <i>site</i> and shall be calculated at a 3:1 ratio <u>except as set out in Policy 6.3.13</u> and be subject to a restoration / compensation plan to create an overall net benefit to the <i>natural heritage system</i>"</p>
	<p>As previously noted in past correspondence, the current land use alternative (Schedule A) designates some areas on the north side of the SP area as "Environmental Constraint: Land Use to be Determined". These areas are designated as "Environmental Constraint: Additional Area for Further Study Overlay" through Schedule B. As noted previously, CLOCA staff do not support this approach are concerned that these designated areas are prone to natural hazards and development constraints. Staff at CLOCA anticipate the steep valley slopes, watercourse crossing requirements, geotechnical considerations and floodplain issues along with</p>	<p>Noted, the Secondary Plan establishes a policy framework that requires comprehensive technical studies at the development application stage to determine whether any portion of these lands may be suitable for development, consistent with Section 6.4 of the Secondary Plan and in consultation with CLOCA.</p>

	<p>required Vegetation Protection Zone (VPZ) would reduce the overall developable lands. Also, the provision of access and servicing would involve significant interference with valley features. As such, it is the position of CLOCA staff that there is no development opportunity on these portions and provide further justification in the section below.</p> <p>These areas abut Greenbelt Natural Heritage System to the north and are within the former Lake Iroquois shoreline. Section 3.2.6.3 of the Greenbelt Plan (2017) includes a policy that applies to this area:</p> <p><i>In addition to the urban river valleys, portions of the former Lake Iroquois shoreline, particularly within Durham Region, traverse existing or approved urban areas. Municipalities should consider planning, design and construction practices that maintain or, where possible, enhance the size, diversity, connectivity and functions of key natural heritage features, key hydrologic features and key hydrologic areas of those portions of the Lake Iroquois shoreline within their approved urban boundaries.</i></p> <p>Accordingly: The SP needs to be modified, consistent with the <i>Planning Act</i> requirements and Provincial Policy Statement to ensure that hazardous lands associated with valley features in this area are placed in an appropriate environmental protection zone category (e.g. High Constraint Areas) that does not facilitate inappropriate development.</p>	
	<p>The required studies for evaluating the feasibility within these areas are stated through Section 6.4.5 of the Draft SP. However, based on the findings of the Draft Subwatershed Study, it is likely that updating the hydraulic model to include these areas as developable will result in increased</p>	<p>Noted.</p>

	<p>downstream flooding and erosion impacts. Should the Municipality consider the Environmental Constraint Land Use to be Determined as potentially developable (subject to applicable studies) in this area, a high level assessment of the serviceability of these lands, updated hydrology modelling, and downstream flooding and erosion impacts should be undertaken prior to adding development designations in this portion of the draft plan. Where supporting analysis is not available, “land use to be determined” provisions should be utilized.</p>	
	<p>A new policy item (6.3.12) has been added to the SP policy documents Regarding crossings: “Where new roads cross watercourses they should do so generally at right angles where feasible”. It is staff opinion that the oblique angles for crossings should be considered at a time when all alternative angles for crossings have been explored and there is no feasible right-angle option available.</p> <p>Accordingly: CLOCA staff request that the north access road connecting the site to Liberty Road be re-aligned to yield a watercourse crossing at right angles. We also request the following requirements be added to the policy regarding watercourse crossings:</p> <ul style="list-style-type: none"> <li>- culverts have an open bottom where it is feasible, or where it is not feasible, the culverts should be appropriately embedded into the watercourse;</li> <li>- maintenance of ecological and hydrological functions of the valley or stream corridor be preserved;</li> <li>- crossing location, width, and alignment should be compatible with stream morphology, which typically requires location of the crossing on a straight and shallow/riffle reach</li> </ul>	<p>Noted. Policy 6.3.12 revised to include requirements for watercourse crossings.</p>

	<p>of the watercourse with no evidence of erosion with the crossing situated at right angles to the watercourse;</p> <ul style="list-style-type: none"> <li>- the crossing is sized and located such that there is no increase in upstream or downstream erosion or flooding;</li> <li>- risks associated with erosion and flood hazards on the crossing structure are avoided or mitigated as verified by a qualified professional;</li> <li>- there is no obstruction of fish and wildlife passage;</li> <li>- where unavoidable, intrusions on natural features or hydrologic or ecological functions are minimized and it can be demonstrated that best management practices including site and infrastructure design and appropriate remedial measures will adequately restore and enhance features and functions;</li> <li>- any works that are to be located below the bed of the river within a watercourse shall be located below the long term scour depth.</li> </ul> <p>In addition and as it relates to CLOCA requirements, enclosures of watercourses are not permitted, whereas daylighting of buried watercourses is required if associated with an application for new development.</p>	
	<p>Throughout Schedule B, several areas are designated as areas that further studies for them would be required. However, through Schedule A such areas are not designated as “Land Use to Be Determined” rather, they are categorized within designated land uses such as “Medium Density Residential”. To be consistent, these areas should be designated as “Land Use to be Determined” through Schedule A.</p>	<p>To clarify, Schedule B shows constraint overlays, these are not areas designated as 'Land Use to be Determined' on Schedule A.</p>
	<p>The roads network on Schedule A has not considered the issue related to the nonparticipating landowner. The policy item 12.1.9 states that “Phasing of the development, due to</p>	<p>Policy 9.3.2 added to provide flexibility regarding the northern collector road. Policy 11.2.4 revised to provide</p>

	<p>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 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.”</p> <p>Given the nonparticipating parcel covers of a large portion of the SP area, a phased and / or interim solution for servicing and infrastructure provision may not be feasible. Accordingly, an alternative road network should be considered as well, given there is possibility that the nonparticipation issue may be permanent.</p>	<p>flexibility regarding sanitary servicing crossings.</p>
	<p>The current circulation does not contain an updated Functional Servicing Study report. As per the circulation email, the draft Functional Servicing/PMER report was anticipated for March 20, 2026. Staff look forward to reviewing the report once circulated. To maintaining consistency throughout the review process, carry over comments from our Engineering staff are attached to this letter.</p>	<p>Noted. The Preliminary Municipal Engineering Report will address these comments.</p>
<p>Region of Durham  June 2025</p>	<p>Generally, Regional Works is comfortable with Clarington deferring all real servicing work to a later phase of the project. Regional works understands that these lands can be serviced, however it has not been confirmed how they will be serviced.</p>	<p>Noted. The Preliminary Municipal Engineering Report will provide servicing options.</p>
	<p>Regional Works comments:  - Watermain and sanitary sewer crossing of the NHS over and above the proposed road network are likely required.  - The limits of the areas that would need to be serviced by the future sanitary sewage pumping station (SSPS) have not</p>	<p>Noted. The Preliminary Municipal Engineering Report to address these comments.</p>

	<p>been confirmed. A future Class EA will be required to determine the location for the SSPS.</p> <ul style="list-style-type: none"> <li>- Not enough detail has been provided to show an acceptable local water system for these lands. To prevent unacceptable dead ends, it is quite likely that additional crossings of the NHS will be required. It is our understanding that Clarington is deferring this work to the Draft Plan stage.</li> <li>- Not enough detail related to future sanitary sewer design has been provided for at least three critical crossings of the NHS. The proposed ‘sanitary sewer to be suspended underneath pedestrian bridge’ is not acceptable. It is our understanding that Clarington is deferring this work to the Draft Plan stage.</li> <li>- At this time, it is not clear if the entire Secondary Plan Area can be serviced without the proposed Bowmanville – Northeast Sanitary Sewage Pumping Station identified within the 2023 Region Development Charge Background Study. It is our understanding that Clarington is deferring this work to the Draft Plan stage.</li> </ul> <p>If acceptable solutions to these key issues cannot be confirmed as part of the Draft Plan stage, future changes and revisions to the Secondary Plan may be required, even if it is approved as currently proposed.</p>	
	<p>Consider revising the minimum target density in policy 4.1.1, as it appears low relative to the required minimum densities in specific land uses and in background reports.</p> <p>4.1.1 Realize efficient and transit-supportive urban densities by achieving minimum density target of 50 people and jobs per gross hectare.</p>	<p>Revised Policy 4.1.1: “Realize efficient and transit-supportive urban densities by achieving a minimum density target of 60 people and jobs per gross hectare.”</p>
	<p>The Preferred Land Use Plan Paper (2024) states that the target density is 74 people and jobs per hectare.</p>	<p>To clarify, the density identified is the actual density of the Land Use Plan.</p>

	Former Regional Official Plan policy 5.4.5.1 sets a minimum target of 53 people and jobs per hectare in the designated greenfield area.	Noted.
	Staff appreciate that transit-supportive densities are planned for within the study area, including along Liberty St. N. / Regional Road 14.	Noted.
	Staff appreciate that a range and mix of dwelling types and uses, including retail and non-residential uses, are being considered.	Noted.
	<p>Policy 7.2.6 – Considering adding: Accessibility features will include park benches at close distances throughout walking trails and parks to allow for rest points.</p> <p>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. Accessibility features will include park benches at close distances throughout walking trails and parks to allow for rest points.</p>	Added Policy 7.2.10: “Placement of park benches should maximize accessibility and rest points.”
	Urban Design and Sustainability Guideline, Section 5.3.2 Sidewalks – Consider adding: Sidewalks will include resting points with furniture that is complimentary to the streetscape to provide resting points for older adults and those with disabilities.	Revised guideline but changed “will” to “should”.

	<p>Exhibits C (Map J1) and Exhibit D (Map J3) – The proposed OPA to implement the Soper Springs Secondary Plan identifies the deletion of the east-west Type C Arterial road, from Liberty Street North to Lambs Road bordering the north end of the Secondary Plan area. Although the Envision Durham Regional Official Plan is now Clarington’s plan to which it should conform post Bill 23, we identify that the Draft Transportation Assessment Report (April 2025), prepared by TYLin, does not provide any analysis to recommend the justification of the deletion of this section of the Type C Arterial road. In fact, it acknowledges that the protection for this arterial road corridor in the future can be accommodated through a local road connection in the Secondary Plan and has no impact on the development of the area. Policy 8.4.5 in Envision Durham provides criteria that should be met to justify the deletion of an arterial road, and the analysis of the criteria noted in this policy is not part of the Transportation Assessment Report. We suggest that this component of the OPA be removed and that the deletion of the road be investigated through another study (e.g., Clarington OP Review and/or TMP Update).</p>	<p>A transportation memorandum prepared by municipal staff concludes that removal of the Type C Arterial road will not adversely affect network connectivity or capacity and is supported given the planned collector road network and environmental constraints.</p>
<p>Region of Durham  August 2025</p>	<p>Notes should be added to the Secondary Plan mapping to identify that the proposed collector road intersection locations along Liberty Street are subject to change pending completion of the EA study for these roads</p>	<p>Policy 9.3.2 states that the collector road network shown in Schedule B is conceptual and subject to confirmation through the Class C Environmental Assessment process. Additional notes have not been added to Schedule A or Schedule B, as the policy framework is considered sufficient to convey flexibility in collector road alignment and intersection locations pending completion of the EA.</p>

	<p>Policies 4.4.4 - 4.4.6: For the proposed commercial uses at the intersection of Liberty Street and the Mearns Avenue Extension, the development blocks will need to have sufficient frontage along Mearns Avenue to accommodate the on-street parking noted in Policy 4.4.6, as well as vehicle access. On-street parking will not be permitted on Liberty Street, and vehicle access from Liberty Street may not be feasible or may be restricted.</p>	<p>Noted.</p>
	<p>Technical comments were provided on the Transportation Assessment Report.</p>	<p>Revisions are being made to the Transportation Assessment Report to address these comments.</p>
<p><b>Urban Design and Sustainability Guidelines</b></p>		
	<p>The Demonstration Plan shows a local road connection to Liberty Street immediately north of Concession Road 3. This local road appears to be within the functional area of the planned roundabout at the Liberty Street/Concession Road 3 intersection, so the Region would not allow it. We recognize that the Demonstration Plan is conceptual, but this local road connection should be removed to avoid creating an expectation that it would be approved by the Region</p>	<p>Noted. The Demonstration Plan is conceptual and does not imply approval for access locations. The local road connection is shown for illustrative purposes only and does not represent an approved access.</p>
	<p>Page 17, Section 3 - Under Point #4: Blocks need to have sufficient frontage to accommodate access at an appropriate spacing from nearby intersections, particularly for blocks located along arterial roads. We suggest adding vehicle access to the considerations listed in this point, i.e., “Block depths should be designed to maximize density, allow for appropriate built form typologies, and accommodate adequate setbacks, outdoor amenity spaces, service, parking and vehicle access arrangements, and transitions in scale.”</p>	<p>Revised.</p>
	<p>Page 32, Section 5.3: The text states that “Soper Springs is surrounded by 3 Type C Arterial Roads”, but Liberty Street,</p>	<p>Revised.</p>

	Concession Road 3, and Lambs Road are all designated as Type B Arterial roads.	
	Page 34, Section 5.3.2: Point #1 should include sidewalks on both sides of arterial roads, not just collectors	Noted.
Region of Durham  February 2026	<p>In previous comments submitted in June 2025, Regional Works stated they were comfortable with Clarington deferring all real servicing work to a later phase of the project.</p> <p>Regional Works understands that these lands can be serviced, however it has not been confirmed how they will be serviced. This draft has not included any new servicing work to address the comments in the June 2025 submission.</p> <p>The Region had considerable comments on the servicing report for the Soper Springs Secondary Plan that have not yet been addressed. Clarington, the Central Lake Ontario Conservation Authority (CLOCA) and the landowners should all be aware that the Region expects that there are utility corridors that need to cross the natural heritage system that are not shown on the attached land use plan. Typically, these issues are resolved before Secondary Plans are approved.</p>	Noted. Revisions are being made to the Preliminary Municipal Engineering Report to address these comments.
	<p>Regional Works offers the following comments:</p> <ul style="list-style-type: none"> <li>- A comment-response table should have been provided to identify how our previous comments were addressed and to facilitate our review of the current submission.</li> <li>- An update to the Transportation Assessment Report is in progress. The Region may have additional comments on the Secondary Plan once this update is complete.</li> <li>- Notes should be added to Schedule A and Schedule B to identify that the proposed collector road intersection locations along Liberty Street are subject to change pending</li> </ul>	Revisions are being made to the Preliminary Municipal Engineering Report to address these comments.

	<p>completion of the EA study for these roads, consistent with revised Policy 9.3.2.</p> <p>If acceptable solutions to these key issues cannot be confirmed as part of the Draft Plan stage, future changes and revisions to the Secondary Plan may be required, even if it is approved as currently proposed.</p>	
	<p>An update to the Transportation Assessment Report is in progress. the Region may have additional comments on the Secondary Plan once this update is complete.</p>	<p>Revisions are being made to the Transportation Assessment Report to address these comments.</p>
	<p>Notes should be added to Schedule A and Schedule B to identify that the proposed collector road intersection locations along Liberty Street are subject to change pending completion of the EA study for these roads, consistent with revised Policy 9.3.2.</p> <p>The Region appreciates that the revised minimum target density in Policy 4.1.1 now meets the former Regional Official Plan Policy 5.4.5.1, which sets a minimum target of 53 people and jobs per hectare in the designated greenfield area.</p> <p>The revised secondary plan states that the estimated population of the secondary plan is 3,250 residents and 1,280 units. This results in an estimated designated greenfield area density of approximately 77 people per hectare (assuming a net designated greenfield area of approximately 42 hectares).</p>	<p>Policy 9.3.2 states that the collector road network shown in Schedule B is conceptual and subject to confirmation through the Class C Environmental Assessment process. Additional notes have not been added to Schedule A or Schedule B, as the policy framework is considered sufficient to convey flexibility in collector road alignment and intersection locations pending completion of the EA.</p> <p>Noted.</p> <p>Noted.</p>

	<p>This is well above the estimated designated greenfield area density of 48 people and jobs / ha in the Durham GMS Phase 2 Area Municipal Growth Allocations and Land Needs 2051 - Final Report. If this trend continues, staff may wish to reassess the land needed to accommodate planned growth to 2051, as the existing Community Area within the 2051 Urban Boundary may accommodate growth well beyond 2051.</p>	Noted.
	<p>Changes to the policy wording for non-residential uses in the Medium Density Local Corridor designation may reduce the expected jobs in the secondary plan area.</p>	Noted.
	<p>Staff request an updated land budget for the revised plan to assist with growth monitoring and forecasting activities, and to confirm the above estimates, especially given that the minimum required densities were lowered for the Medium Density Residential and Low Density Residential designations.</p>	Land budget provided for review.
<p>Region of Durham</p> <p>March 2026</p>	<p>In previous comments submitted in June and December 2025, Regional Works stated they were accepting of Clarington deferring all detailed servicing work to a later phase of the project; however, it still has not been confirmed how the lands will be serviced.</p> <p>As a reminder, considerable comments on the servicing report that accompanied the Soper Springs Secondary Plan have not yet been addressed. It is noted that utility corridors that need to cross the natural heritage system are not shown on the attached land use plan. Typically, these issues are resolved before Secondary Plans are approved.</p>	Noted. The Preliminary Municipal Engineering Report will address these comments.
	<p>It is our understanding that Clarington has undertaken a scoped update to the Master Servicing Report, known now as PMER. Once the PMER is received, Regional Works will review and provide comments.</p>	Noted.

	<p>No additional materials related to the Transportation Study was provided in the circulation. Therefore, the Region's comments from the previous submission should be addressed prior to approval of the Soper Springs Secondary Plan. Once the scoped update to the Traffic Impact Study is provided, the Region will review the document and provide comments.</p> <p>An update to the Transportation Assessment Report is in progress. The Region may have additional comments on the Secondary Plan once this update is complete.</p>	<p>Revisions are being made to the Transportation Assessment Report to address these comments.</p>
	<p>Schedules A and B: Notes should be added to Schedule A and Schedule B to identify that the proposed collector road intersection locations along Liberty Street are subject to change pending completion of the EA study for these roads, consistent with revised Policy 9.3.2.</p>	<p>Policy 9.3.2 states that the collector road network shown in Schedule B is conceptual and subject to confirmation through the Class C Environmental Assessment process. Additional notes have not been added to Schedule A or Schedule B, as the policy framework is considered sufficient to convey flexibility in collector road alignment and intersection locations pending completion of the EA.</p>
<p>Kawartha Pine Ridge District School Board and Peterborough Victoria Northumberland and Clarington Catholic School Board</p>	<p>We can confirm that schools are not required in the Soper Springs Secondary Plan area. However, it is important that the potential school sites in Soper Hills Secondary Plan area remain as this will be part of the overall accommodation plan for both boards.</p>	<p>Noted.</p>

**DRAFT REPORT**

PREPARED BY HEMSON FOR THE MUNICIPALITY OF CLARINGTON

# **SOPER SPRINGS SECONDARY PLAN**

## **FISCAL IMPACT ANALYSIS**

April 2<sup>nd</sup>, 2026



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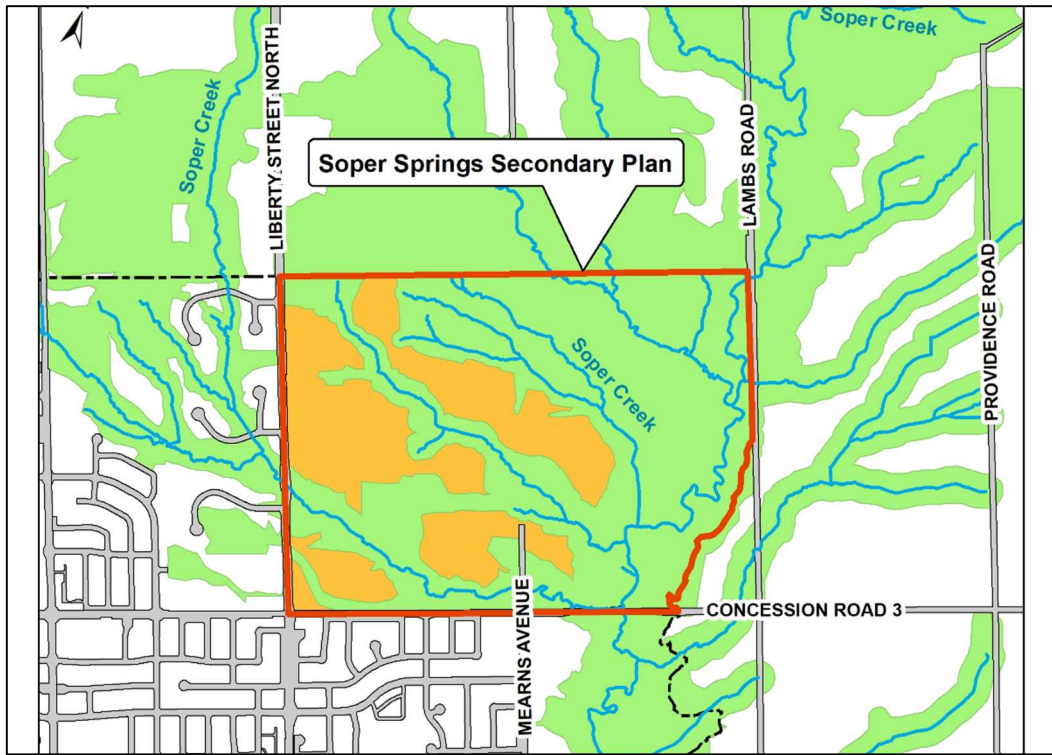
# 1. INTRODUCTION AND BACKGROUND

As part of the Soper Springs Secondary Plan presented by the Municipality of Clarington, Hemson Consulting Ltd. has been retained to complete a fiscal impact analysis. This report summarizes Hemson’s evaluation of the capital costs, operating costs, and revenue sources associated with the secondary plan area.

## A. GROWTH FORECASTS FOR BUILD-OUT OF SS

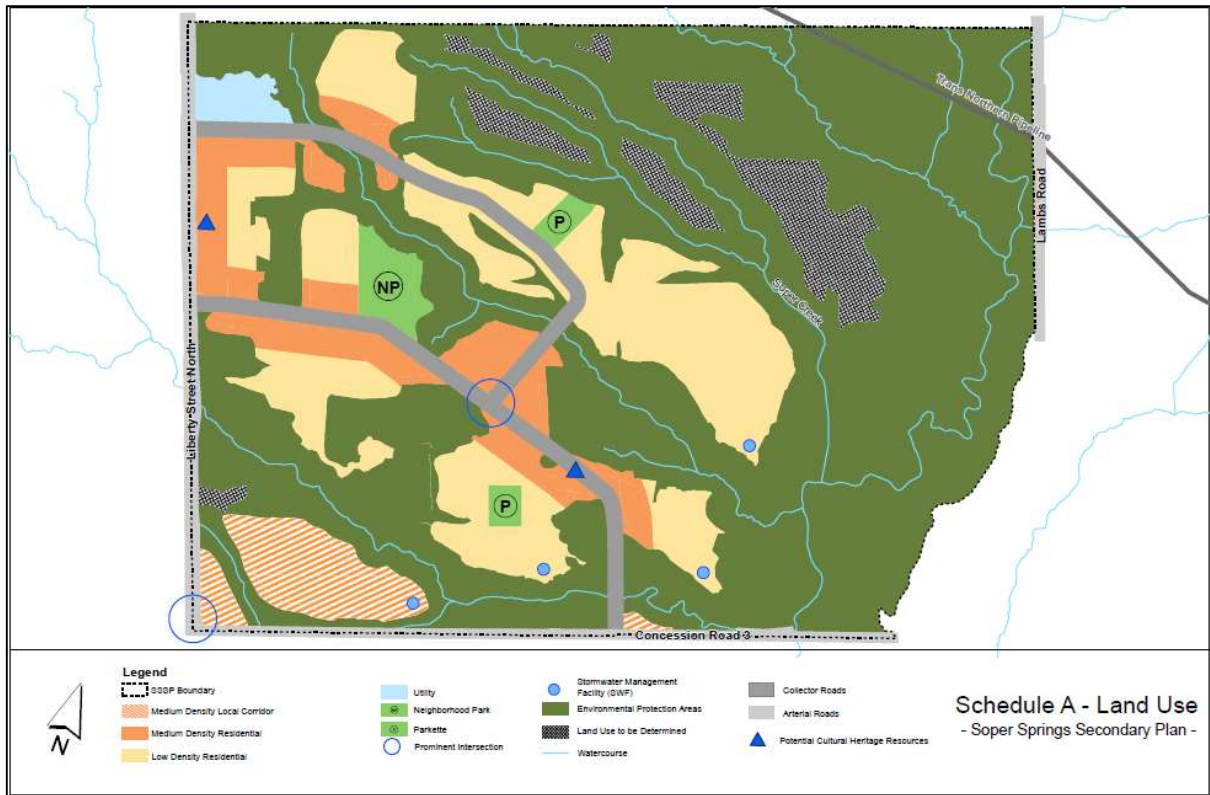
The Soper Springs Secondary Plan Area (SSSP Area) is 184-hectares in size, bounded by Liberty Street North to the west, Concession Road 3 to the south, and Lambs Road in the northeast (See Figure 1 and Figure 2). The focus of this analysis and of residential development in the SSSP Area is the 39.9-hectare central and western segment, which includes both low- and medium – density residential areas, as well as higher – density residential areas, bordering segments of Concession Road 3 on the SSSP Area’s southern boundary. Also included in the 39.9-hectare development area is a neighbourhood park (1.5 ha), 2 parkettes (1.0 ha), 4 stormwater management facilities (4.4 ha), and a 1.2-hectare segment for the construction of a regional pumping station. The remaining SSSP Area contains primarily Environmental Protection Areas. An estimate of 1,279 units is estimated at full build-out of the SSSP Area; no non-residential development or employment is included in the SSSP Area. See Table 1 for a summary of the anticipated forecast development used in the fiscal impact analysis.

Figure 1. Map of SSSP Area



Source: Municipality of Clarington

Figure 2. SSSP Area Land Use Plan



Source: Municipality of Clarington

Densities across the SSSP Area are expected to range from approximately 24 units per hectare in Low Density development areas to 110 units per hectare in the Medium Density Local Corridor development area. As shown in Table 1, the SSSP Area is anticipated to add approximately 1,279 residential units to accommodate a population of approximately 3,256. The Low Density development area comprises a majority of the land in the 39.9-hectare total development area and is expected to hold the largest share of the SSSP Area’s population, while the Medium Density development area will see the most significant addition of new residential units.

**Table 1: Summary of SSSP Area Growth to Build-Out (Target)<sup>1</sup>**

Land Use	Gross Area (ha)	Residential Units	Population	Persons Per Unit (PPU)
Low Density	16.8	398	1,441	3.14
Medium Density	11.9	529	1,287	2.43
Medium Density - Local Corridor	3.2	352	529	1.50
Additional Lands	8.0	-	-	-
<b>Total</b>	<b>39.9</b>	<b>1,279</b>	<b>3,256</b>	

<sup>1</sup> Forecast provided by Municipality of Clarington

## B. KEY DATA AND ASSUMPTIONS

The results of the analysis are advanced in nature and are intended to illustrate the potential fiscal impact of new development on municipal budgets at full build-out of the SSSP Area, based on the projected development. Actual impacts will be influenced by several factors, including the cost and timing of infrastructure projects and the rate of development.

The analysis is based on the following key inputs:

- **Municipality of Clarington Financial Data:** actual expenditures and non-tax revenues for 2024, as reported in the Financial Information Returns (FIRs) and municipal budget documents, were used to establish current municipal expenditures per capita;
- **Current value assessments (CVAs):** derived from the current assessment roll to estimate future property tax revenues, using data from recently constructed (last ten years) units and buildings; and

- **Development assumptions:** derived from the SSSP Draft Preferred Land Use Plan to estimate future total costs and revenues.

Unless otherwise stated, all values are expressed in constant 2026 dollars.

This report is organized as follows:

**Section 2** provides the analysis of the capital costs associated with the anticipated servicing needs of the SSSP Area to build-out. Developer-funded, DC-funded, and Municipality-funded costs are examined, as well as the long-term lifecycle costs associated with the new infrastructure.

**Section 3** examines the additional annual operating costs arising from new infrastructure, as well as the associated population growth in the SSSP Area.

**Section 4** provides a forecast of the assessment growth and Municipality property tax revenue potential of the SSSP Area at full build-out and compares this potential with Municipality-wide averages.

**Section 5** summarizes the long-term annual tax-supported costs and revenues associated with the SSSP Area and provides concluding observations on the fiscal impact analysis.

## 2. CAPITAL COST ANALYSIS

The fiscal impact analysis examines growth-related capital costs to be funded through direct developer contributions and development charges (DCs) on new development; no non-growth shares of the project to be funded by the Municipality have been identified. The potential long-term lifecycle costs associated with the new infrastructure is also examined. Given that the Soper Springs Secondary Plan is a primarily greenfield development and therefore will require net new infrastructure during the build-out, no existing infrastructure is being replaced or upgraded during development, and therefore none of the capital costs are allocated as replacement shares; all examined costs are fully development-related.

Anticipated capital costs to support growth within the SSSP Area are summarized in Table 2 and total \$46.9 million to full build-out of the area. These capital costs will be paid for through a combination of development charges and local services, without the need of property tax funding.

The Average Annual Cost values shown on Table 2 are the amounts necessary to replace the assets at the end of useful life, providing monies to maintain assets in a state of good repair (SOGR). To estimate the Municipality's incremental increase in capital replacement contributions, useful life assumptions were applied. Assumptions for long-term inflation (2.0%) and borrowing (3.5%) were also used. The costs have been assigned against the development as part of this fiscal impact analysis.

**Table 2. Capital Cost Summary**

<b>Asset Type</b>	<b>Gross Cost</b>	<b>Average Annual SOGR Cost</b>	<b>Source</b>
<b>Stormwater</b>	\$8,280,000	\$78,821	Hemson DCBS
<b>Transportation Services</b>	\$19,769,341	\$313,968	Secondary Plan Infrastructure Details
<b>Recreation &amp; Parks Services</b>	\$3,045,065	\$60,451	Hemson DCBS + Capital Provision
<b>Indoor Recreation Services</b>	\$11,315,474	\$224,635	Hemson DCBS + Capital Provision
<b>Fire Protection Services</b>	\$1,632,285	\$90,741	Hemson DCBS + Capital Provision
<b>Public Works</b>	\$1,132,004	\$54,406	Hemson DCBS + Capital Provision
<b>Library Services</b>	\$1,745,699	\$66,879	Hemson DCBS + Capital Provision
<b>Total</b>	<b>\$46,919,868.45</b>	<b>\$889,900</b>	

Note: DC Study costs have been indexed to \$2026.

**A. DEVELOPER FUNDED CAPITAL (LOCAL SERVICE CAPITAL)**

This analysis estimates the amount of additional funding for the future lifecycle replacement capital cost (or state of good repair costs) required as a result of the installation of local services capital by developers. Local services capital typically includes local roads, streetlights, and sidewalks, as well as any water, sanitary, and storm sewer infrastructure that is internal to a development. For the purposes of this analysis, any sanitary sewers, storm sewers and associated infrastructure along local roads are considered to be local services capital. In addition, parkland improvements provided by developers through Section 42 of the *Planning Act* is considered to be local services capital.



To estimate the Municipality’s incremental increase in capital replacement contributions, useful life assumptions were applied. Assumptions for long-term inflation (2.0%) and borrowing (3.5%) were also used.

This information was used to estimate an annual replacement contribution that would be required by the end of each asset’s useful life. As shown in Table 3, the anticipated replacement costs are estimated at approximately \$273,600 per year, which translates to \$84.03 per capita when allocated across the SSSP Area’s development forecast.

**Table 3. Summary of Replacement Costs and Annual Tax-Supported Replacement Contribution for Local Services Capital**

Asset Type	Replacement Cost	Useful Life	Annual Provision	Per Capita
<b>Municipal Stormwater</b>	\$49,209,142	90 Years	\$78,821	\$24.21
<b>Municipal Transportation Services</b>	\$33,013,847	50 Years	\$194,797	\$59.83
<b>Total</b>	<b>\$82,222,989</b>		<b>\$273,617</b>	<b>\$84.03</b>

## B. DC-FUNDED CAPITAL

For the purposes of this analysis, DC-eligible capital costs include collector and arterial roads and related infrastructure to be developed in the SSSP Area. DC-eligible general services capital costs have also been estimated based on service levels set out in the Municipality’s 2025 DC Background Study.

Table 4 compares the total anticipated DC-eligible costs with anticipated revenues associated with the build-out of the SSSP Area under the recently updated (2026) DC rates imposed by the Municipality. Overall, DC revenues exceed DC costs by approximately \$15.3 million.

This notional DC revenue “surplus” is primarily associated with the Municipal Road infrastructure. As Roads and Related Infrastructure account for 59% of current Municipal DC rates, it is the primary source of revenue from DCs in the SSSP Area during its build-out. It is important to stress that development of the subject lands will generate additional road activity which will necessitate improvements to roads across the Municipality; these needs are reflected in Clarington’s DC Background Study.

**Table 4. DC-Eligible Costs and Revenues Under Current (2026) DC Rates**

DC Service Category	Total Cost	DC Revenues	
		Under Current Rates	Net Revenue
<b>Library Service</b>	\$1,745,699	\$1,458,652	(\$287,047)
<b>Emergency &amp; Fire Services</b>	\$1,632,285	\$793,721	(\$838,563)
<b>Parks &amp; Indoor Recreation</b>	\$14,360,540	\$14,383,785	\$23,246
<b>General Government</b>	\$0	\$479,416	\$479,416
<b>Land Acquisition</b>	\$0	\$53,080	\$53,080
<b>Public Works: Services Related to a Highway</b>	\$8,635,780	\$24,536,169	\$15,900,389
<b>Total</b>	<b>\$26,374,304</b>	<b>\$41,704,823</b>	<b>\$15,330,519</b>

The difference may also be due to the categorization of costs as local vs. DC-eligible services in the analysis (it is noted that municipalities are granted some flexibility in the determination of local services).

The development-related infrastructure needs for general services are based on the level of service standards and capital program costs set out in the DC Background Study.

DC revenue calculations incorporate the inability of the Municipality to impose DCs for social housing and public health as of November 28, 2022. The calculations also do not account for DC revenue losses arising from Bill 23, the *More Homes Built Faster Act* changes: rental housing discounts, exemptions for affordable housing, attainable housing, non-profit housing, and inclusionary zoning, changes to historical service level calculations, fixed interest rates on frozen DCs, and potential ineligibility of certain capital costs (e.g. land acquisition). Any such revenue loss is assumed to be minor or indeterminable for the SSSP Area at the present time.

**i. Lifecycle Costs**

Once again, useful life assumptions were used to estimate the Municipal long-term incremental increase in capital replacement contributions associated with the new DC-funded infrastructure. As shown in Table 5, at full build-out these replacement costs are estimated at approximately \$616,300 per year, which translates to \$189.27 per capita when allocated across the SSSP Area development forecast.

*Table 5. Summary of Replacement Costs and Annual Tax-Supported Replacement Contribution for DC-Funded Capital*

<b>Asset Type</b>	<b>Replacement Cost</b>	<b>Useful Life</b>	<b>Annual Provision</b>	<b>Per Capita</b>
<b>Transportation Services</b>	\$20,197,074	50 Years	\$119,172	\$36.60
<b>Recreation &amp; Parks Services</b>	\$8,196,062	50 Years	\$60,451	\$18.57
<b>Indoor Recreation Services</b>	\$30,456,595	50 Years	\$224,635	\$68.99
<b>Library Services</b>	\$4,109,552	10 - 50 Years	\$66,879	\$20.54
<b>Public Works</b>	\$2,142,936	15 - 50 Years	\$54,406	\$16.71
<b>Fire Protection Services</b>	\$3,326,838	10 - 50 Years	\$90,741	\$27.87
<b>Total</b>	<b>\$68,429,056</b>		<b>\$616,283</b>	<b>\$189.27</b>

### 3. OPERATING COST ANALYSIS

Tax-supported operating costs arising from the construction of new developer- and DC-funded capital, and the addition of households and people in the SSSP Area, were estimated based on data from the Municipality and Region's 2024 FIR, SSSP Draft Land Budget and projected development minimums. Utility-supported Water and Wastewater services are not included in this analysis.

Table 6 summarizes the gross operating costs anticipated to be associated with development in the SSSP Area. Cost drivers were applied to FIR operating cost data net of any amortization and interest on long-term debt. Where appropriate, costs are driven by the planned infrastructure investments (e.g. Roads and Related, Parks), whereas many services are considered to be driven by population growth or household growth. For all services, incremental cost savings are common and factors of 50% and 75% were applied accordingly. The total additional annual operating cost associated with development of the SSSP Area is calculated at approximately \$2.2 million.

Table 7 summarizes the anticipated non-tax revenues and resulting net operating costs. These non-tax revenues include grants, user fees, and service charges as per the FIR. It is assumed that these revenues will remain consistent on a per-capita basis in the SSSP Area. Annual non-tax revenues associated with the SSSP Area at build-out are calculated at approximately \$468,400.

The total net annual operating cost associated with the SSSP Area is approximately \$1.74 million. This translates to about \$534.06 per capita in the SSSP Area.

**Table 6. Anticipated Additional Operating Costs Based on 2024 Financial Information Return**

Service	Operating Cost / Unit	Unit of Measure & Factor	SSSP Area Quantity	SSSP Area Total Operating Cost
<b>General Government</b>	\$35.65	Population (50%)	3,256	\$116,066
<b>Fire</b>	\$399.89	Households (75%)	1,279	\$511,456
<b>Protective Inspection and Control</b>	\$11.71	Population (75%)	3,256	\$38,140
<b>Building Permit and Inspection Services</b>	\$60.68	Households (75%)	1,279	\$77,613
<b>Emergency Measures</b>	\$0.11	Population (75%)	3,256	\$344
<b>Roads and Related Parking</b>	\$142.57	Population (75%)	3,256	\$464,204
<b>Storm - Urban</b>	\$4.68	Population (75%)	3,256	\$15,237
<b>Storm - Rural</b>	\$17.83	Households (75%)	1,279	\$22,807
<b>Other (Port Granby)</b>	\$34.11	Households (75%)	1,279	\$43,627
<b>Erosion Control &amp; Region Services</b>	\$0.00	Households (75%)	1,279	\$0
<b>Cemeteries</b>	\$1.37	Households (75%)	1,279	\$1,746
<b>Social Services</b>	\$8.17	Population (75%)	3,256	\$26,585
<b>Parks</b>	\$0.00	Population (75%)	3,256	\$0
<b>Recreation</b>	\$53.86	Population (75%)	3,256	\$175,368
<b>Libraries</b>	\$144.96	Population (75%)	3,256	\$471,977
<b>Museums &amp; Cultural Services</b>	\$36.62	Population (75%)	3,256	\$119,234
<b>Planning and Development</b>	\$5.20	Population (50%)	3,256	\$16,930
<b>Total</b>	\$32.56	Population (50%)	3,256	\$106,000
<b>Total</b>				<b>\$2,207,334</b>

Notes: Unit costs based on 2024 FIR operating expenditures, Census estimates of population (109,379), Households (38,265), and 2025 DC Background Study estimate of employment (33,376)

*Table 7. Anticipated Grant, User Fees, and Service Charges and Resulting Net Operating Costs*

<b>Service</b>	<b>Municipal Non-Tax Revenues Per Unit</b>	<b>Unit of Measure</b>	<b>SSSP Area Total Non- Tax Revenues</b>	<b>SSSP Area Total Net Operating Costs</b>	<b>Per Capita</b>
<b>General Government</b>	\$5.40	Population (3,256)	\$17,570	\$98,496	\$30.25
<b>Fire</b>	\$11.66	Households (1,279)	\$14,916	\$496,540	\$152.50
<b>Protective Inspection and Control</b>	\$0.46	Population (3,256)	\$1,489	\$36,652	\$11.26
<b>Building Permit and Inspection Services</b>	\$0.15	Households (1,279)	\$193	\$77,421	\$23.78
<b>Emergency Measures</b>	\$0.00	Population (3,256)	\$0	\$344	\$0.11
<b>Roads and Related</b>	\$31.63	Population (3,256)	\$102,987	\$361,217	\$110.94
<b>Parking</b>	\$1.44	Population (3,256)	\$4,702	\$10,535	\$3.24
<b>Storm - Urban</b>	\$2.15	Households (1,279)	\$2,753	\$20,054	\$6.16
<b>Storm - Rural</b>	\$0.00	Households (1,279)	\$0	\$43,627	\$13.40
<b>Other (Port Granby)</b>	\$0.00	Households (1,279)	\$0	\$0	\$0.00
<b>Erosion Control &amp; Region Services</b>	\$0.00	Households (1,279)	\$0	\$1,746	\$0.54
<b>Cemeteries</b>	\$3.16	Population (3,256)	\$10,296	\$16,289	\$5.00
<b>Social Services</b>	\$0.00	Population (3,256)	\$0	\$0	\$0.00
<b>Parks</b>	\$6.14	Population (3,256)	\$19,992	\$155,376	\$47.72
<b>Recreation</b>	\$64.86	Population (3,256)	\$211,197	\$260,780	\$80.09
<b>Libraries</b>	\$1.64	Population (3,256)	\$5,339	\$113,894	\$34.98
<b>Museums &amp; Cultural Services</b>	\$1.63	Population (3,256)	\$5,299	\$11,631	\$3.57
<b>Planning and Development</b>	\$22.02	Population (3,256)	\$71,691	\$34,309	\$10.54
<b>Total</b>			<b>\$468,424</b>	<b>\$1,738,910</b>	<b>\$534.06</b>

## 4. REVENUE ANALYSIS

This section describes the analysis of the future assessment, property tax revenues, and development charge revenues in the SSSP Area.

### A. ASSESSMENT

The major source of new revenue generated by new development in the SSSP Area will be annual property taxes. To estimate future property taxes, forecasts of new residential and non-residential assessment were prepared.

Assessed values for residential units were determined with reference to the current value assessment (CVA) of homes constructed in Clarington between 2014 - 2024 that are of similar quality and size to those that are likely to be constructed in SSSP Area. The CVAs used for analysis are assumed to be slightly higher per unit than those assumed in previous fiscal impact analysis studies conducted for the Municipality of Clarington to reflect the comparatively lower density of units in the SSSP Area. This indicates that each unit will occupy more land and therefore be of higher relative value. Three categories of CVAs are used to calculate residential property tax revenues: Low Density Residential, Medium Density Residential, and High Density Residential (corresponding to all Medium Density Local Corridor units in the SSSP Area).

The CVAs used in the analysis are as follows:

Low Density Residential Units	\$520,000 per unit
Medium Density Residential Units	\$390,000 per unit
High Density Residential Units	\$260,000 per unit

### B. MUNICIPAL PROPERTY TAX REVENUE

The property tax revenue forecasts at build-out of the SSSP Area were developed by applying the current 2026 Municipal tax rates for the applicable land classes to the projected assessments.

As shown in Table 8, the total CVA of new buildings within the SSSP Area is forecast at approximately \$504.8 million, primarily associated with Low Density Residential Development (\$206.7 million) and Medium Density Residential Development (\$206.5 million). After applying the Municipality's 2026 tax rates to each property class, total annual

Municipal property tax revenue is calculated at approximately \$2.5 million, or an average of \$766.33 per person in the area (see Table 9).

**Table 8. Summary of Annual Municipal Tax Revenues at Build-Out**

Land Use	Forecast	Assessment (2026)	Total Assessment	Municipal Tax Rate (2026)	Annual Municipal Tax Revenue	Per Unit
<i>Residential</i>	<i>Units</i>	<i>Per Unit</i>				
Low Density	398	\$520,000	\$206,740,417	0.00485458	\$1,003,638	\$2,524.38
Medium Density	529	\$390,000	\$206,480,781	0.00485458	\$1,002,377	\$1,893
High Density	352	\$260,000	\$91,613,770	0.00534004	\$489,221	\$1,388
<b>Total</b>	<b>1,279</b>		<b>\$504,834,968</b>		<b>\$2,495,237</b>	

Generally, development of the SSSP Area is anticipated to generate higher taxation revenues per capita than the most recent (2024) Municipality-wide averages (see Table 9). This reflects the higher assessed values of newer homes, which are typically larger and constructed with more modern materials and amenities.

**Table 9. Municipal Property Tax Revenue Comparison with Municipality Average**

	SSSP Area		Municipal Average (2024)	
	Annual Revenue	Per Capita	Annual Revenue	Per Capita
Residential	\$2,495,237	\$766.33	\$65,623,144.00	\$603.37

### C. DEVELOPMENT CHARGE REVENUE

Table 10 summarizes the development charge revenue that would be generated up to full build-out of the SSSP Area, using current 2026 development charge rates.

The development charge revenue calculations assume 70% of High Density Residential development in the Medium Density Local Corridor will be in two-bedroom or larger apartments with the remaining 30% of developed units being one-bedroom or smaller apartments. The applied calculations also account for the inability of the Municipality to impose DCs for social housing and public health.

The calculations do not account for DC revenue loss arising from the following changes arising from the *More Homes Built Faster Act 2022*: rental housing discounts, exemptions for affordable housing, attainable housing, non-profit housing, and inclusionary zoning, changes to historical service level calculations, fixed interest rates on frozen DCs, and potential ineligibility of certain capital costs (e.g. land acquisition). Any such revenue loss is assumed to be minor or indeterminable for the SSSP Area at the present time.

**Table 10. Development Charge Revenue Generated in SSSP Area (Current Rates)**

Service	Residential			Total
	Low Density	Medium Density	Medium Density - Local Corridor	
<b>Municipal DCs</b>				
Library Service	\$587,620	\$642,738	\$228,294	\$1,458,652
Emergency & Fire Services	\$320,050	\$349,429	\$124,242	\$793,721
Parks & Indoor Recreation	\$5,795,888	\$6,336,313	\$2,251,585	\$14,383,785
Operations	\$0	\$0	\$0	\$0
General Government	\$193,223	\$211,246	\$74,947	\$479,416
Land Acquisition	\$21,469	\$23,295	\$8,316	\$53,080
Services Related to a Highway	\$9,886,963	\$10,808,475	\$3,840,731	\$24,536,169
<b>Total SSSP Area DC Revenue</b>	<b>\$16,805,213</b>	<b>\$18,371,495</b>	<b>\$6,528,115</b>	<b>\$41,704,823</b>

## 5. SUMMARY OF FISCAL IMPACT

Table 11 provides an overall summary of the estimated fiscal impacts associated with the full build-out of the SSSP Area. Revenues are projected at \$766 per capita annually, while expenditures are estimated at \$807, resulting in an annual deficit of approximately \$41 per capita, or a -5.4% difference. This result indicates that the SSSP development will likely be fiscally neutral to slightly negative - additional revenues (largely property taxes and development charges) should generally cover the additional municipal costs generated by the development,

**Table 11. Overall Findings**

Revenue or Expenses	Total Amount	\$/Person
<b>Revenue</b>		
Property Taxes (Assessment growth)	\$ 2,495,237	\$ 766
<b>Sub-Total Revenue</b>	<b>\$ 2,495,237</b>	<b>\$ 766</b>
<b>Expenses</b>		
Developer Constructed Assets - AMP Contribution	\$ 273,617	\$ 84
DC Funded Assets - AMP Contribution	\$ 616,283	\$ 189
Municipal-Funded Assets - AMP Contribution	\$ -	\$ -
Net Operating Impacts	\$ 1,738,910	\$ 534
<b>Sub-Total Expenses</b>	<b>\$ 2,628,811</b>	<b>\$ 807</b>
<i>Net Difference (\$)</i>	<i>\$ (133,574)</i>	<i>\$ (41)</i>
<i>Net Difference (%)</i>	<i>-5.4%</i>	<i>-5.4%</i>

Before reviewing the key implications, it is important to reiterate that the main purpose of the analysis is to inform decisions regarding the Soper Springs Secondary Plan as it relates to the SSSP Area. The fiscal impact analysis results should not be viewed as precise forecasts of what will occur at full build-out of the SSSP Area.

The results point to incremental operating cost efficiencies within the SSSP Area. Due to economies of scale arising from the high density and localized nature of development, the cost to service new residents is expected to be lower on a per capita basis than the cost to service existing populations. As well, the relatively high assessed values of new residential units in the SSSP Area are expected to generate higher property taxes per capita than existing development in the Municipality. Overall, the SSSP Area is anticipated to be fiscally sustainable over the long-term.

That said, several areas of caution must be noted:

- First, the analysis assumes full municipal funding of new infrastructure lifecycle costs. In reality, contributions toward lifecycle funding for existing infrastructure may not currently meet 100% of calculated needs. Moreover, infrastructure renewal requirements are expected to grow as existing infrastructure ages and is adapted to address climate change.
- Second, the fiscal projections of development charge revenue assume the use of the Municipality's recently-passed development charge rates, but do not account for the anticipated passage of new DC by-laws during the build-out period. Therefore, the total SSSP Area DC revenue is likely to exceed estimates when new rates are inevitably implemented. In addition, any future legislative changes that restrict the ability to levy development charges could materially affect the financial outlook set out in this report negatively.
- Finally, the fiscal impact analysis evaluates the fiscal impact at full build-out of the SSSP Area. However, costs associated with financing SSSP Area infrastructure—such as debt costs incurred to cover servicing expenditures prior to development—are not included in the analysis.

If this information is required in an alternate accessible format, please contact the Accessibility Coordinator at 905-623-3379 ext. 2131.

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<b>Report To:</b>	<b>Planning and Development Committee</b>		
<b>Date of Meeting:</b>	April 20, 2026	<b>Report Number:</b>	PDS-031-26
<b>Authored By:</b>	Alicia da Silva, Planner I, Community Planning Division		
<b>Submitted By:</b>	Darryl Lyons, Deputy CAO, Planning and Infrastructure		
<b>Reviewed By:</b>	Trevor Pinn, Deputy CAO/Treasurer (Acting CAO)		
<b>By-law Number:</b>		<b>Resolution Number:</b>	
<b>File Number:</b>	PLN 34.5.1		
<b>Report Subject:</b>	Intention to Pursue Heritage Designation – Multiple Properties in Newcastle and Bowmanville		

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### Recommendations:

1. That Report PDS-031-26, and any related delegations or communication items, be received;
2. That the Clerk issue a Notice of Intention to Designate the following properties as a cultural heritage resource as individual designations under Part IV of the Ontario Heritage Act, substantially in accordance with the Statements of Significance and Lists of Character Defining Features for each property outlined in Attachments 1-3 of this Report;
  - a. 106 Beaver Street, Newcastle
  - b. 107 Beaver Street, Newcastle
  - c. 3438 Green Road, Bowmanville
3. That the Clerk prepare the necessary by-laws if no objection(s) are received within 30 days after the date of publication of the Notice of Intention or Staff will report back to Council regarding objection(s); and
4. That all interested parties listed in Report PDS-031-26 and any delegations be advised of Council's decision.

## Report Overview

The subject properties have been identified as containing significant heritage attributes, indicating they meet the designation criteria outlined in Ontario Regulation 9/06 based on cultural heritage evaluations and consultation with the Clarington Heritage Committee. Staff recommend the designation of the following properties under Part IV of the Ontario Heritage Act:

1. 106 Beaver Street South, Newcastle
2. 107 Beaver Street South, Newcastle
3. 3438 Green Road, Bowmanville

Council holds the responsibility to designate a property when it concludes that the property meets the criteria outlined in Ontario Regulation 9/06 of the *Ontario Heritage Act*, indicating cultural heritage value or interest. Designation ensures the future of these significant cultural resources are appropriately conserved and continue to be an integral part of Clarington's history. Report PDS-031-26 recommends the subject properties be designated under Part IV of the *Ontario Heritage Act*.

## 1. Background

### Introduction

- 1.1 Cultural heritage is important to reflect the history, traditions, and values of a community. It also contributes to a sense of place that fosters a community's identity and cohesion.
- 1.2 Clarington's two Official Plans, Envision Durham, the Region of Durham Official Plan and the Clarington Official Plan contain policies that promote the protection and conservation of significant cultural heritage resources. These policies align with the goals of enhancing community health and safety and improving the quality of life for residents.
- 1.3 Council holds the responsibility to designate a property under Part IV of the *Ontario Heritage Act* (OHA) when it concludes that the property meets the criteria outlined in Ontario Regulation 9/06 (O. Reg 9/06), indicating cultural heritage value or interest. A property is required to meet two or more criteria outlined in O. Reg 9/06 to be designated.

### Bill 23 and the Municipal Register

- 1.4 The OHA was amended by the *More Homes Built Faster Act* (Bill 23), which came into effect on November 28, 2022. Bill 23 amended the OHA in that a non-designated listed property on the Municipal Register must be removed from the Register after two years if no Notice of Intention to Designate has been issued.

- 1.5 Clarington has 49 properties listed under Section 27 of the OHA, on the Municipal Register that must be evaluated and a Notice of Intention to Designate the property (if warranted) given prior to January 1, 2027, or they will be automatically removed from the Register. Evaluation of the listed properties is underway in accordance with the criteria under the OHA.
- 1.6 In the past months, five separate Staff reports have recommended designating a total of 30 properties under Part IV of the OHA including:
  - a. [PDS-035-25](#) which recommended designation of five properties,
  - b. [PDS-067-25](#) which recommended designation of one property,
  - c. [PDS-003-26](#) which recommended designation of 17 properties,
  - d. [PDS-015-26](#) which recommended designation of four properties, and
  - e. [PDS-025-26](#), which recommended designation of three properties.
- 1.7 The properties subject to these previous reports are now progressing through the subsequent stages of the designation process (i.e. issuance of the notice of intention to designate, objection period, by-law enactment, and appeal period).
- 1.8 The Clarington Heritage Committee (CHC) is actively reviewing the remaining listed properties and will continue to provide recommendations for the remaining properties to be brought forward for Council's consideration in when meetings resume in 2027. Council provided budget for the completion of the evaluations in 2023. The subject report will be the last bringing forward new properties for designation to enable the subsequent steps in the process requiring Council decisions to be completed prior to the upcoming Council recess.

### **Properties Proposed to be Designated**

- 1.9 The CHC conducted a preliminary evaluation of the following properties which are listed on the Municipal Register. See Figures 1-4 below.

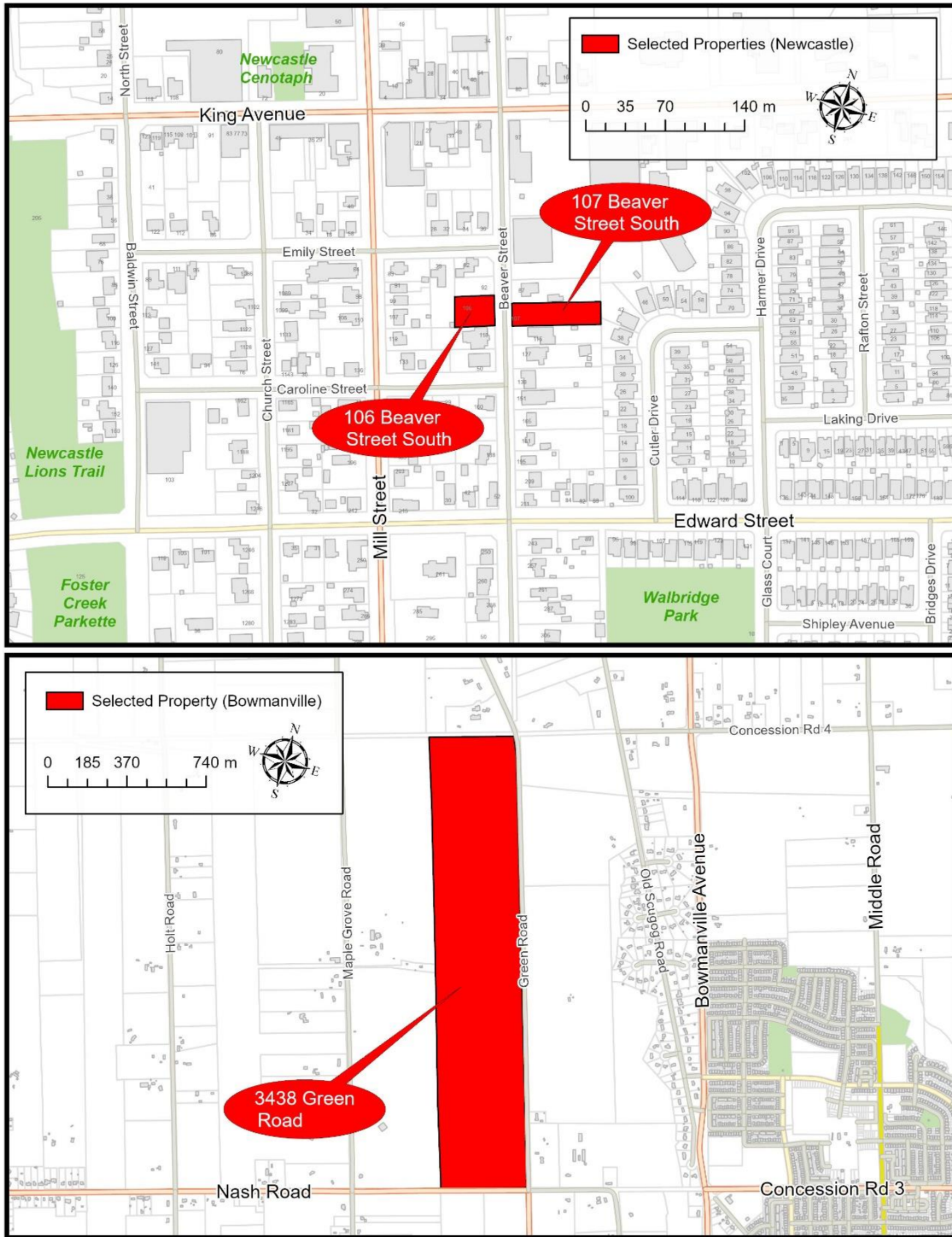


Figure 1: Map of Subject Properties



**Figure 2: 106 Beaver Street S**



**Figure 3: 107 Beaver Street S**



**Figure 4: 3438 Green Road**

- 1.10 Using the CHC subcommittee's preliminary evaluation information as a foundation, Archaeological Research Associates Ltd. (ARA) conducted their own assessments and completed Cultural Heritage Evaluation Reports for the subject properties. Each ARA report concluded that the property possessed significant heritage attributes, met the designation criteria outlined in O. Reg. 9/06, and recommended that the property be designated under Part IV of the OHA.
- 1.11 The Statement of Significance and List of Character-Defining Features for the subject properties can be found in Attachments 1-3 of this report.

## **2. Protecting Cultural Heritage Resources**

- 2.1 The conservation of significant natural, cultural, and archaeological resources is a matter of provincial interest identified in the Provincial Planning Statement (PPS) 2024, which is reinforced by the OHA.

- 2.2 The PPS includes policies that promote the protection of heritage properties. According to Section 4.6, protected heritage properties can contain both built heritage resources or cultural heritage landscapes and shall be conserved. Planning authorities are encouraged to develop and implement proactive strategies for conserving significant built heritage resources and cultural heritage landscapes. Designation provides a mechanism to achieve the necessary protection.

### **3. Legislation**

#### ***Ontario Heritage Act***

- 3.1 The OHA empowers a municipality to pass a by-law to designate properties that it considers to be of cultural heritage significance, in consultation with its Heritage Committee. The CHC supports the designation of the subject properties.
- 3.2 The OHA outlines the process to designate a property. Now that the CHC has recommended the designation to Council, the next step in the designation process (should Council support the designation) is publishing the Notice of Intention to Designate in the locally circulated newspaper and the municipal website. A summary description of the heritage designation process is found in Attachment 4 of this report.
- 3.3 Once a property is designated by by-law under Part IV of the OHA, the property owner is required to obtain consent for any proposed alterations to the building's heritage features that are listed in the designation by-law, or for demolition of all or part of the structure, or its significant attributes.

#### **Envision Durham, the Durham Region Official Plan**

- 3.4 Envision Durham, the Durham Region Official Plan, outlines objectives for complete communities, which includes promoting the conservation, protection and enhancement of built and cultural heritage resources and landscapes. This section encourages municipalities to utilize the OHA to conserve, protect and enhance the built and cultural heritage resources of the municipality.
- 3.5 Envision Durham prioritizes the recognition, conservation, and enhancement of cultural heritage such as downtowns, historical areas, scenic lookout areas, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association with the community.

#### **Clarington Official Plan**

- 3.6 Promoting cultural heritage conservation is identified as a goal to foster civic pride and a sense of place, strengthen the local economy and enhance the quality of life for Clarington residents. Section 8 of the Clarington Official Plan, 2018 directs the designation of cultural heritage resources under Part IV of the OHA, with assistance from the CHC, in support of achieving the Municipality's cultural heritage objectives.

## 4. Communications

- 4.1 Prior to completing the Cultural Heritage Evaluation Report for the listed properties, a letter was sent to the property owners of the subject properties in September 2024 inviting them to a heritage information session which took place in October 2024. They were also notified that the Municipality was starting the heritage evaluation process for their property.
- 4.2 Staff communicated with the subject property owners sharing that Cultural Heritage Evaluation Reports had been completed on their properties and offering to provide a copy of the reports. Property owners were invited to contact Planning and Infrastructure Services staff to discuss the consultant's evaluation.
- 4.3 Property owners have been notified of the CHC's recommendations and that a Staff Report would be presented to the Planning & Development Committee April 20, 2026, recommending the designation of the subject properties under Part IV of the OHA. Two of the three property owners have engaged with Staff, and one of the subject property owners have expressed objection to designation, outlined in more detail in Section 5 below.

## 5. Properties Recommended for Designation

- 5.1 This section provides an overview of each property recommended for designation.

### 106 Beaver Street South, Newcastle

- 5.2 106 Beaver Street South is located on the west side of Beaver Street South, south of its intersection with Emily Street. The subject property consists of a two-storey, concrete block residence, built in 1905 and moved to its present location in 2011.
- 5.3 In January 2011, the property owner relocated the concrete block residences at 49 and 63 Beaver Street South to two vacant lots approximately 300 metres south of their original locations, where 49 Beaver Street South became 106 Beaver Street South and 63 Beaver Street South became 107 Beaver Street South.
- 5.4 The Cultural Heritage Evaluation Report indicates the property meets the designation criteria and recommends the property be designated. The report was circulated to the CHC and was reviewed by Staff.
- 5.5 The property has physical value as a vernacular building with Italianate influences, constructed with concrete block material which is rare within the local context. The property also has associative value because it demonstrates the work of prominent local contractor and builder John Hall. The property also has contextual value because it is historically and visually linked to 107 Beaver Street South.

- 5.6 The CHC passed Motion 26.11 in February of 2026 to recommend to Council the designation of the property under Part IV of the OHA. Staff notified the property owner of the Committee recommendation. The property owner has verbally expressed to staff that they disagree with designation, not believing it has sufficient heritage value to be designated.
- 5.7 See Attachment 1 for the detailed Statement of Significance and List of Character-Defining Features.

### **107 Beaver Street South, Newcastle**

- 5.8 107 Beaver Street South is located on the east side of Beaver Street South. The subject property consists of a two-storey, concrete block residence, built in 1905 and moved to its present location in 2011.
- 5.9 In January 2011, the property owner relocated the concrete block residences at 49 and 63 Beaver Street South to two vacant lots approximately 300 metres south of their original locations, where 49 Beaver Street South became 106 Beaver Street South and 63 Beaver Street South became 107 Beaver Street South.
- 5.10 The Cultural Heritage Evaluation Report indicates the property meets the designation criteria and recommends the property be designated. The report was circulated to the CHC and was reviewed by Staff.
- 5.11 The property has physical value as a vernacular building with Italianate influences, constructed with concrete block material which is rare within the local context. The property also has associative value because it demonstrates the work of prominent local contractor and builder John Hall. The property also has contextual value because it is historically and visually linked to 106 Beaver Street South.
- 5.12 The Cultural Heritage Evaluation Report indicates the property meets the designation criteria and recommends the property be designated. The report was circulated to the CHC and was reviewed by Staff.
- 5.13 The CHC passed Motion 26.11 in October of 2025 to recommend to Council the designation of the property under Part IV of the OHA. Staff notified the property owner of the Committee recommendation.
- 5.14 See Attachment 2 for the detailed Statement of Significance and List of Character-Defining Features.

### **3438 Green Road, Bowmanville**

- 5.15 3438 Green Road is located on the west side of Green Road north of the urban area of Bowmanville. The subject property consists of a one-and-half-storey, stone building, constructed in a Gothic Revival style likely built between 1861 and 1870.

- 
- 5.16 The property has design value as a representative example of Gothic Revival architectural style. The property also has physical value for its use of stone construction which is a rare material for this building type within the local context. The property is a well-built structure with stone masonry which displays a high degree of craftsmanship, especially within the local context.
- 5.17 The Cultural Heritage Evaluation Report indicates the property meets the designation criteria and recommends the property be designated. The report was circulated to the CHC and was reviewed by Staff.
- 5.18 The CHC also noted the contextual value of the property supported by the farm setting, and recommended the barn, Canadian Pacific Railway bed, farm setting, and elevation affording a panoramic view also be included in the Statement of Significance. At this time, Staff recommends proceeding with the Statement of Significance as presented, which focuses on the stone dwelling. There may be opportunity to amend the Designation By-Law once further research into these additional contextual components is completed.
- 5.19 The CHC passed Motion 26.12 in February of 2026 to recommend to Council the designation of the property under Part IV of the OHA. Staff notified the property owner of the Committee recommendation. The property owner contacted Staff for additional information about the upcoming PDC and opportunity for property owner involvement, which Staff provided by email.
- 5.20 See Attachment 3 for the detailed Statement of Significance and List of Character-Defining Features.

## **6. Financial Considerations**

- 6.1 Potential future financial consideration may be to hire external heritage consultants to provide evidence at the Ontario Land Tribunal (OLT) in support of designation if an appeal is made. External legal services may also be required in the event of any appeals to the OLT.

## **7. Strategic Plan**

- 7.1 The Clarington Strategic Plan 2024-27 outlines the objectives to cultivate a strong, thriving, and connected community where everyone is welcome. Designation of the subject properties contributes to achieving one of the priorities (Connect 4.1) that promotes and supports local arts, culture, and heritage sectors.

## **8. Climate Change**

- 8.1 Not Applicable.

## 9. Concurrence

9.1 Not Applicable.

## 10. Conclusion

10.1 The Clarington Heritage Committee and Staff are in support of the designation of the following properties under Part IV of the OHA:

- a) 106 Beaver Street South, Newcastle
- b) 107 Beaver Street South, Newcastle
- c) 3438 Green Road, Bowmanville

Should no objections be received by the Municipal Clerk within 30 days of publishing the Notice of Intention to Designate, the proposed by-law designating the properties will be forwarded to Council for approval. Alternatively, if an objection(s) is received, Staff will provide a report to Council.

10.2 Upon designation, the owners of the properties will be presented with a plaque signifying the significance of the properties to the history of the community and the Municipality as a whole.

10.3 It is respectfully recommended that the Recommendations be adopted as presented.

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Staff Contact: Alicia da Silva, Planner I, 905-623-3379 ext. 2340 or [adasilva@clarington.net](mailto:adasilva@clarington.net),  
Lisa Backus, Manager of Community Planning, 905-623-3379 ext. 2413 or  
[lbackus@clarington.net](mailto:lbackus@clarington.net)

Attachments:

Attachment 1 to Report PDS-031-26

Attachment 2 to Report PDS-031-26

Attachment 3 to Report PDS-031-26

Attachment 4 to Report PDS-031-26

Interested Parties:

List of Interested Parties available from Department.

## **106 Beaver Street South, Newcastle**

### **Statement of Significance and List of Character-Defining Features**

#### Description

106 Beaver Street South is currently located on the west side of Beaver Street South, south of its intersection with Emily Street. The subject property consists of a two-storey, concrete block residence, built in 1905 and moved from 49 Beaver Street South to its present location in 2011.

#### Physical/Design Value

106 Beaver Street South has physical value as a vernacular building with Italianate influences, constructed with concrete block material which is rare within the local context. Built by local contractor John Hall, the concrete blocks are rusticated or have “quarry” faces and are assembled with wide mortar joints. The blocks were most likely made on site, and in an attempt to make them more attractive, Hall and his brother Frank, experimented with making coloured blocks, which was unsuccessful, however they did add the ornate decorative scroll design on the lintels of the windows. According to local historians, 106 Beaver Street South is considered one of the finest local examples of concrete block construction and one of two known remaining concrete block houses in Newcastle.

#### Historical/Associative Value

106 Beaver Street South has associative value because it demonstrates the work of prominent local contractor and builder John Hall. John Hall was born in Cornwall, England, but moved with his family to Orono in the early 1870s and later relocated to Newcastle around 1905. He worked as a contractor that built most, if not all, of the early concrete block houses in Orono, Newcastle, and other locations in Clarke Township. 106 Beaver Street South and another residence at 107 Beaver Street South are the only two known remaining concrete block houses in Newcastle, although there is at least one more concrete block house constructed by John Hall on Sommerville Road in the village of Orono. 106 Beaver Street South was moved to its present day location in 2011, in part because the local community felt it was worthy to preserve Hall’s work and the rarity of the building’s concrete block construction in Newcastle.

#### Contextual Value

106 Beaver Street South has contextual value because it is historically and visually linked to 107 Beaver Street South. Both buildings were constructed in 1905 by local builder John Hall and built to be near identical to each other. The distinct use of

concrete block, the unique scrolls detailing on the window surrounds, which originally were side by side, and are now across from each other, reinforce the visual link.

#### Description of Heritage Attributes

106 Beaver Street South has physical value as a vernacular building with Italianate influences, constructed with concrete block material which is rare within the local context. The property contains the following heritage attributes that reflect this value:

- Two-storey vernacular building constructed with concrete blocks with rusticated or “quarry” face blocks assembled with wide mortar joints.
- Large window openings with decorative scroll design on the lintels and concrete rusticated sills.

106 Beaver Street South has associative value because it demonstrates the work of prominent local contractor and builder John Hall. The property contains the following heritage attributes that reflect this value:

- Two-storey vernacular building constructed with concrete blocks with rusticated or “quarry” face blocks assembled with wide mortar joints.
- Large window openings with decorative scroll design on the lintels and concrete rusticated sills.

106 Beaver Street South has contextual value because it is historically and visually linked to 107 Beaver Street South. The property contains the following heritage attributes that reflect this value:

- Two-storey vernacular building constructed with concrete blocks with rusticated or “quarry” face blocks assembled with wide mortar joints.
- Composition and fenestration of 106 Beaver Street South which is near identical to 107 Beaver Street South.
- Location adjacent to 107 Beaver Street South.

The garage is not a heritage attribute.

## **107 Beaver Street South, Newcastle**

### **Statement of Significance and List of Character-Defining Features**

#### Description

107 Beaver Street South is currently located on the east side of Beaver Street South. The subject property consists of a two-storey, concrete block residence, built in 1905 and moved from 63 Beaver Street South to its present location in 2011.

#### Physical/Design Value

107 Beaver Street South has physical value as a vernacular building with Italianate influences, constructed with concrete block material which is rare within the local context. Built by local contractor John Hall, the concrete blocks are rusticated or have “quarry” faces and are assembled with wide mortar joints. The blocks were most likely made on site, and in an attempt to make them more attractive, Hall and his brother Frank, experimented with making coloured blocks, which was unsuccessful, however they did add the ornate decorative scroll design on the lintels of the windows. According to local historians, 107 Beaver Street South is considered one of the finest local examples of concrete block construction and one of two known remaining concrete block houses in Newcastle.

#### Historical/Associative Value

107 Beaver Street South has associative value because it demonstrates the work of prominent local contractor and builder John Hall. John Hall was born in Cornwall, England, but moved with his family to Orono in the early 1870s and later relocated to Newcastle around 1905. He worked as a contractor that built most, if not all, of the early concrete block houses in Orono, Newcastle, and other locations in Clarke Township. 107 Beaver Street South and another residence at 106 Beaver Street South are the only two known remaining concrete block houses in Newcastle, although there is at least one more concrete block house constructed by John Hall on Sommerville Road in the village of Orono.

#### Contextual Value

107 Beaver Street South has contextual value because it is historically and visually linked to 106 Beaver Street South. Both buildings were constructed in 1905 by local builder John Hall and were built to be near identical to each other. The distinct use of concrete block, the unique scrolls detailing on the window surrounds, and their similar forms, which originally were side by side, and are now across from each other reinforce the visual link.

## Description of Heritage Attributes

107 Beaver Street South has physical value as a vernacular building with Italianate influences, constructed with concrete block material which is rare within the local context. The property contains the following heritage attributes that reflect this value:

- Two-storey vernacular building constructed with concrete blocks with rusticated or “quarry” face blocks assembled with wide mortar joints
- Large window openings with decorative scroll design on the lintels and concrete rusticated sills

107 Beaver Street South has associative value because it demonstrates the work of prominent local contractor and builder John Hall. The property contains the following heritage attributes that reflect this value:

- Two-storey vernacular building constructed with concrete blocks with rusticated or “quarry” face blocks assembled with wide mortar joints.
- Large window openings with decorative scroll design on the lintels and concrete rusticated sills.

107 Beaver Street South has contextual value because it is historically and visually linked to 106 Beaver Street South. The property contains the following heritage attributes that reflect this value:

- Two-storey vernacular building constructed with concrete blocks with rusticated or “quarry” face blocks assembled with wide mortar joints.
- Large window openings with decorative scroll design on the lintels and concrete rusticated sills.
- L-shape plan.
- Composition and fenestration of façade of 107 Beaver Street South which is near identical to the façade of 106 Beaver Street South.
- Location across from 106 Beaver Street South.

The following are not heritage attributes:

- The two-storey garage.
- The rear addition.

## **3438 Green Road, Bowmanville**

### **Statement of Significance and List of Character-Defining Features**

#### Description

3438 Green Road is located on the west side of Green Road north of the urban area of Bowmanville. The subject property consists of a one-and-half-storey, stone building, constructed in a Gothic Revival style likely built between 1861 and 1870.

#### Physical/Design Value

3438 Green Road has design value as a representative example of Gothic Revival architectural style. 3438 Green Road is a one-and-a-half-storey, stone building which follows an L-shaped plan built in the Gothic Revival architectural style. The main portion of the building follows an L-shaped plan with an asymmetrical but balanced massing and composition. The cross gable roofline has overhanging eaves, a small front gable peak adorned with decorative scrolled vergeboard, while the gables ends and the front gable have a more elaborate and ornate vergeboard with finials which are key characteristics associated with Gothic Revival residential architecture. The building contains segmentally arched window openings with large stone voussoirs and a lancet window with tracery and stone voussoirs in the front gable peak which are representative of residential Gothic Architectural design. The primary rectangular entrance is centrally placed and is located under an open one-storey porch. The porch spans the entranceway and is supported with decorative treillage, which adds to the ornate characteristics associated with residential Gothic Revival architectural style.

3438 Green Road has physical value for its use of stone construction which is a rare material for this building type within the local context. According to the local heritage committee, the subject property is the only one of this type built in fieldstone, as brick was the primary material of choice, making it a rare material type with the local context.

#### Contextual Value

3438 Green Road is a well-built structure with stone masonry which displays a high degree of craftsmanship, especially within the local context. The building's stone cladding is assembled in an Aberdeen bond, with stone faces alternating between headers and stretchers. Specifically, the headers composed of small stones stacked in groups of three and the stretchers with the full-size stones together create a unique pattern which is augmented by the colour contrasts and created an overall noticeable and unique stone wall assemblage. The stone masonry, and the inclusion of the Aberdeen bond, demonstrates a high level of craftsmanship and technique by the builder.

### Description of Heritage Attributes

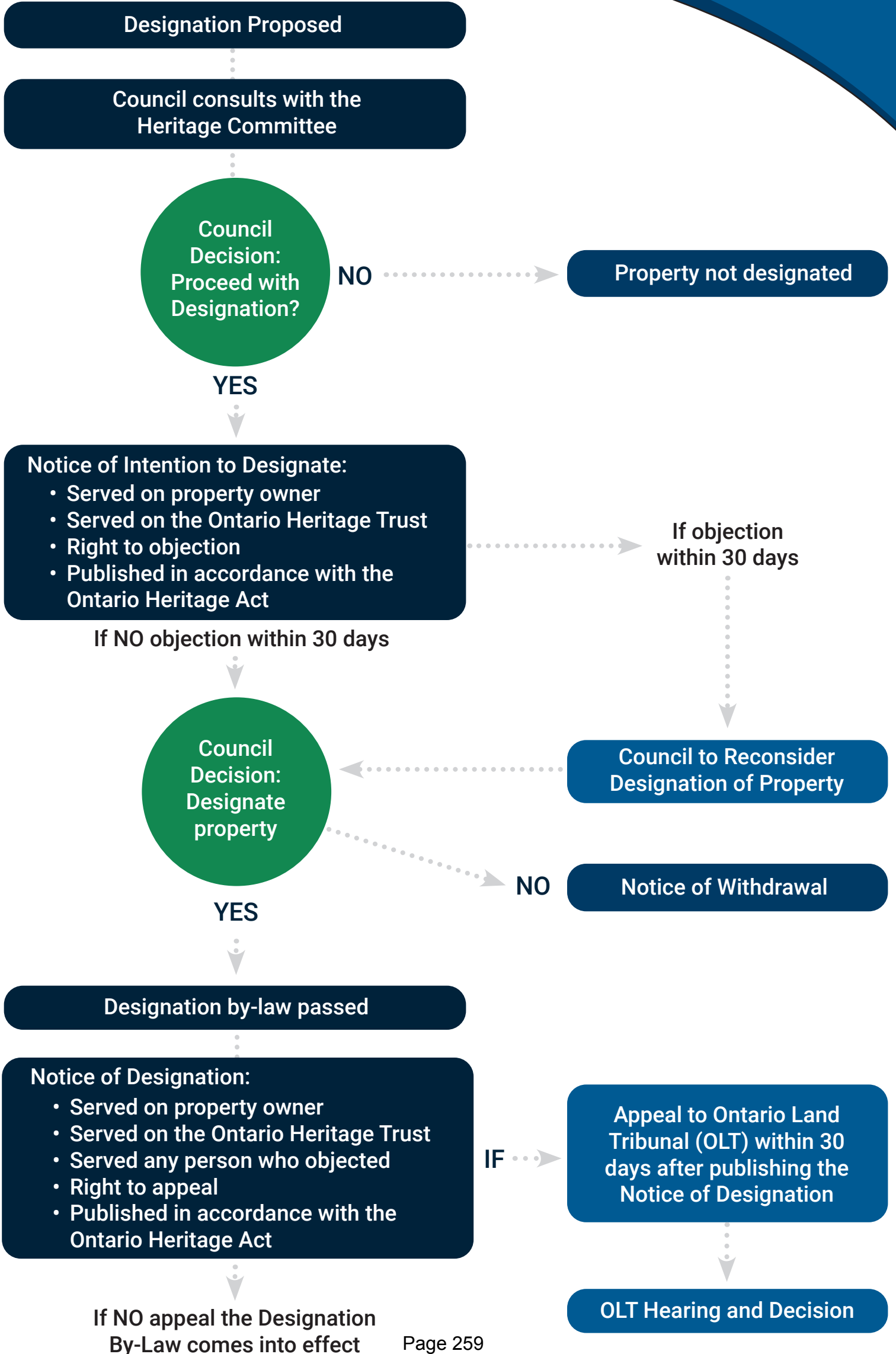
3438 Green Road has design value as a representative example of Gothic Revival architectural style and is constructed with stone which is a rare material for this building type within the local context. The property contains the following heritage attributes that reflect this value:

- One-and-a-half-storey building constructed in the Gothic Revival style.
- Stone construction executed with 'Aberdeen Bond' masonry.
- L-shaped plan with an asymmetrical but balanced massing and composition.
- Cross gable roofline with overhanging eaves, with a small front gable peak adorned with decorative scrolled vergeboard; the gable ends and the front gable showcase more elaborate and ornate vergeboard with finials.
- Segmentally arched window openings with large stone voussoirs.
- The lancet window with tracery and stone voussoirs in the front gable peak.
- The centrally placed primary rectangular entrance.
- Open one-storey porch with ornate treillage supports.

3438 Green Road is a well-built structure with stone masonry which displays a high degree of craftsmanship, especially within the local context. The property contains the following heritage attributes that reflect this value:

- Stone construction executed with 'Aberdeen Bond' masonry.
- Stone voussoirs.

**Designation Process by Municipal By-Law**



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<b>Report To:</b>	<b>Planning and Development Committee</b>		
<b>Date of Meeting:</b>	April 20, 2026	<b>Report Number:</b>	PDS-035-26
<b>Authored By:</b>	Tim Cane/Ray Ziemba (SGL Planning & Design Inc.), and Sarah Gattie, Principal Planner		
<b>Submitted By:</b>	Darryl Lyons, Deputy CAO, Planning and Infrastructure Services		
<b>Reviewed By:</b>	Trevor Pinn, Deputy CAO/Treasurer (Acting CAO)		
<b>By-law Number:</b>		<b>Resolution Number:</b>	
<b>File Number:</b>	ZBA2025-0015 and SC2025-0004		
<b>Report Subject:</b>	Applications for a Zoning By-law Amendment and Draft Plan of Subdivision for 2604 units within the Courtice Waterfront Secondary Plan Area		

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### Recommendations:

1. That Report PDS-035-26, and any related delegations or communication items, be received;
2. That the Zoning By-law Amendment attached to Report PDS-035-26, as Attachment 1, be approved; and
3. That the Region of Durham Community Growth and Economic Development Department and Municipal Property Assessment Corporation be forwarded a copy of Report PDS-035-26 and Council's decision; and
4. That all interested parties listed in Report PDS-035-26 and any delegations be advised of Council's decision.

## Report Overview

This report recommends approval of an application for a Zoning By-law Amendment submitted by Weston Consulting, on behalf of 1725596 Ontario Limited to facilitate a Draft Plan of Subdivision which consists of five (5) low-rise residential blocks abutting Darlington Provincial Park, twenty three (23) medium density blocks, four (4) mixed-use blocks, seven (7) natural heritage system and buffer blocks, two (2) blocks for stormwater management, one (1) block as future residential, and two (2) blocks for future roads.

The proposed zoning is intended to implement the recently approved Courtice Waterfront Secondary Plan through a development that contemplates a mix of housing in the form of low-rise housing that includes single, detached, semi-detached and townhouses, whereas the medium density blocks and mixed-use blocks permit 6-storey apartment buildings. The proposed development will contain approximately 2,604 units.

A draft plan of subdivision application is currently being considered by staff with appropriate conditions to augment and complement the proposed Zoning By-law Amendment.

## 1. Application Details

- 1.1 Owner: 1725596 Ontario Limited
- 1.2 Applicant: Weston Consulting
- 1.3 Proposal:

### Zoning By-law Amendment

To rezone the subject lands from Agricultural (A) Zone and Holding – General Industrial ((H) M2) Zone to a combination of Urban Residential Type Three Exception Zones, Residential Mixed- Use Exception Zones, and Environmental Protection Zones, in order to facilitate the proposed residential development in conformity with the Courtice Waterfront Secondary Plan. All proposed zones will be subject to applicable (H) Holding provisions.

### Delegated: Draft Plan of Subdivision

- 1.4 The proposed Draft Plan of Subdivision would permit approximately 2,604 residential dwelling units.
- 1.5 These units are anticipated to be made up of 64 semi-detached units, 215 townhouse units, 60 stacked townhouse units, and 2,265 mid-rise apartment units.

- 1.6 The development proposes various built forms that will consist of mixed-use blocks, medium-density residential blocks, low-density residential blocks, future residential, natural heritage system and associated buffer blocks, stormwater management blocks, and future roads.
- 1.7 The Draft Plan of Subdivision will be finalized at a future date to facilitate the creation of the proposed lots and blocks. The ultimate development area will be facilitated through multiple phases and in accordance with the Courtice Waterfront Secondary Plan.
- 1.8 Area: 51.040 hectares (126.12 acres).
- 1.9 Location: 113 Down Road & Part Lot 31, Con BF, Courtice (see Figure 1)

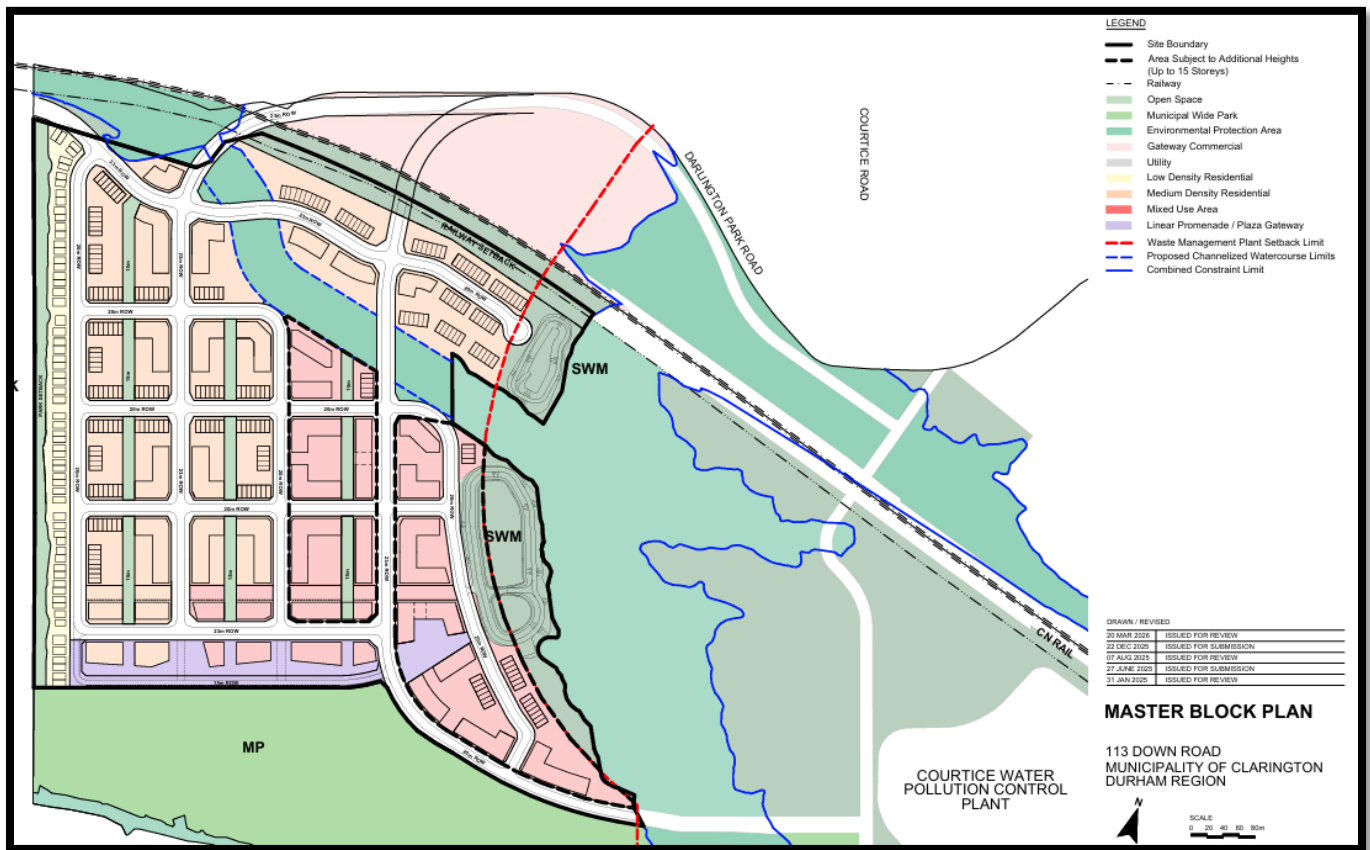


Figure 1: Proposed Draft Plan of Subdivision for Context

## 2. Background

- 2.1 In February 2026, Clarington Council approved the Courtice Waterfront Secondary Plan.
- 2.2 The Courtice Waterfront Secondary Plan sets out a vision for a new waterfront community featuring a prestigious new municipal-wide park. The Secondary Plan enhances the municipality's existing trail systems, significantly increases public access to Lake Ontario and protects natural areas associated with Tooley Creek and the shoreline.
- 2.3 The Courtice Waterfront Secondary Plan provides a land use framework for low, medium and mixed-use residential uses anchored by commercial uses and the municipal-wide park, while also protecting for a natural heritage system associated with the Tooley Creek.
- 2.4 A pre-consultation meeting with Municipality of Clarington Staff and agencies was held on February 6, 2025, with the applicant to discuss the proposed development.
- 2.5 On July 2, 2025, Weston Consulting on behalf of 172556 Ontario Ltd. submitted applications for Zoning By-law Amendment and Draft Plan of Subdivision to permit a 6-storey mixed-use and apartment buildings, 3-storey low-rise dwellings, a new park and environmental constraint buffers, on lands southwest of Canadian National Railway and Courtice Shores Drive. These applications were deemed complete by Staff on October 23, 2025.
- 2.6 Based on the review and circulation comments of the applications, Weston Consulting, on behalf of 172556 Ontario Ltd. resubmitted the applications for a Zoning By-law Amendment and Draft Plan of Subdivision on December 22, 2025.
- 2.7 A Statutory Public meeting was held on January 19, 2026, to provide background information regarding the applications and to obtain public comments.
- 2.8 The Proposal contains the following:
  - Low Density Residential Blocks with a maximum height of 3-storeys
  - Future Low Density Residential Block with a maximum height of 3-storeys
  - Medium Density Residential Blocks with a maximum height of 6-storeys, and permissions for neighbourhood commercial uses at grade

- Mixed-use Medium Density Residential Blocks with a maximum height of 6-storeys, as well as requiring a minimum and maximum non-residential gross floor area requirements
- Natural Heritage System Blocks that also contain associated buffers
- Stormwater Management Blocks
- Future Roads

2.9 Vehicular access to the site is proposed via a new road access from Darlington Park Road. The conditions of Draft Plan of Subdivision will address a second access point through the grade separated crossing east of the site.

### 3. Land Use Characteristics and Surrounding Uses

3.1 The subject lands are located south of Darlington Park Road and are bisected by Down Road in the Municipality of Clarington, Ontario.

3.2 The subject lands have an approximate area of 51.04 hectares (126.12 acres) and are generally bounded by Darlington Provincial Park to the immediate west and the CN rail corridor to the north.

3.3 Natural Heritage System features are present to the east and throughout the subject lands.

3.4 The surrounding uses are as follows:

**North:** Directly north of the subject lands is the CN Rail Corridor, Darlington Park Road and Provincial Highway 401. Further north of the subject lands consists of a variety of agricultural and light industrial uses fronting onto Baseline Road and Cigas Road.

**East:** Directly east of the subject lands consists of open space and environmental protection areas surrounding Tooley Creek. Further east, beyond Courtice Shores Drive, is the Courtice Water Pollution Control Plant and the Courtice Shores Trail along Lake Ontario.

**South:** Directly south of the subject lands is municipally owned land that will make up the Courtice Waterfront Park, followed by Lake Ontario.

**West:** Immediately west of the subject lands is the Darlington Provincial Park and Mclaughlin Bay, which offers a variety of amenities along the Lake Ontario shoreline. Further to the west in the City of Oshawa is Mclaughlin Bay Wildlife Preserve and the Oshawa Second Marsh.

## 4. Provincial Policy

### Provincial Planning Statement, 2024

- 4.1 The Provincial Planning Statement (PPS), 2024 supports healthy, livable, and safe communities by accommodating an appropriate range and mix of housing types, including affordable housing and shall promote development patterns that efficiently use land and infrastructure.
- 4.2 The PPS policies direct growth to settlement areas and promote compact built forms. The subject lands are proposed within the recently approved Courtice Waterfront Secondary Plan. The PPS directs planning authorities to facilitate a variety of housing forms and promote residential intensification to achieve efficient development patterns.
- 4.3 The proposal is consistent with the Provincial Planning Statement as it introduces a mix of housing options within a mix of built form typologies, including affordable housing units within a development pattern that represents an efficient use of land and future infrastructure.

## 5. Official Plans

### Durham Regional Official Plan (Envision Durham)

- 5.1 The 'Envision Durham' Regional Official Plan (Envision Durham) was adopted by Durham Regional Council on May 17, 2023, and was approved in part with modifications by the province on September 3, 2024. The remaining parts of Envision Durham were approved on December 13, 2024.
- 5.2 The Envision Durham sets out long-term growth and development policies for the Region to the year 2051, providing policies to ensure a high quality of life for both current and future residents of the region.
- 5.3 As of January 1, 2025, Envision Durham became part of the Clarington Official Plan, due to Provincial legislative changes associated with Bill 185.
- 5.4 Envision Durham Map 1. Regional Structure – Urban & Rural System, identifies the subject land within the Urban Area Boundary.

- 5.5 Envision Durham sets out an anticipated urban population of 205,250 and 15,770 jobs for Clarington by 2051. The proposed development will introduce approximately 2,604 residential units and up to 10,000 square metres of non-residential space, assisting the municipality in meeting its growth projections.
- 5.6 Chapter 3 Healthy Communities of Envision Durham sets out policies for a diverse housing supply with a broad mix of housing types, including affordable housing. The proposed development conforms by proposing a mix of housing types from single detached to apartment dwellings, as well as including affordable housing units.
- 5.7 Chapter 5 Vibrant Urban System of Envision Durham provides general policies that can be considered, such as ensuring development within Urban Areas makes efficient use of land, as well as existing and planned infrastructure. It also provides policies for the achievement of compact, urban and pedestrian-oriented built form. The proposed development will assist in the creation of a complete community with compact built forms while utilizing existing and planned infrastructure.
- 5.8 Chapter 7 of Envision Durham sets out policies for the protection of the Greenland System, such as maintaining a continuous system for environmental protection along the Waterfront Areas and requiring detailed studies for any development within or adjacent to Natural Heritage System features and Hydrologic features. The proposed development preserves the Waterfront Area for parkland through the previous land dedication and has provided an Environmental Impact Study in support of the proposed development.
- 5.9 The proposal conforms with Envision Durham.

### **Clarington Official Plan**

- 5.10 The Clarington Official Plan seeks to create walkable neighbourhoods and to provide a variety of uses within each neighbourhood. New neighbourhoods will have a variety of housing densities, tenures, and types for all incomes, ages, and lifestyles. Three key guiding principles include: sustainable development, healthy communities, and growth management.
- 5.11 The Clarington Official Plan identifies the subject lands within the Municipality's Built-Up Area. The Clarington Official Plan split designates the subject lands as Environmental Protection Areas, Waterfront Greenway, and Municipal Wide Park.
- 5.12 Environmental Protection Areas are recognized as the most significant components of the Municipality's natural environment, and their ecological functions are to be conserved and protected.
- 5.13 Environmental Constraints within the subject land include a watercourse and features part of the Tooley/Robinson Creek Subwatershed. These features have ecological and/or hydrological value that requires a site-specific assessment before development. The presence and precise delineation of these features and the level of development acceptable were determined through an Environmental Impact Study.

- 5.14 The Waterfront Greenway designation policies seek to protect and regenerate the unique physical, natural and cultural attributes associated with Lake Ontario, permitting limited residential uses, recreational uses and marinas subject to an amendment. The Waterfront Greenway designation has since been updated through the Courtice Waterfront Secondary Plan.
- 5.15 Municipal Wide Parks are specialized parks designed to serve the entire Municipality. Municipal Wide Parks are designated on Map A. They may be developed to support recreation or cultural facilities that are one of a kind and have specialized location requirements or take advantage of specific attributes such as natural or cultural heritage features. The proposed development conforms to these policies by previously dedicating land to the municipality for the municipal-wide park along the waterfront.
- 5.16 Chapter 4 Managing Growth of the Official Plan provides policies for managing population and employment growth in the Municipality. Chapter 4 sets out a target of 40% of units after 2021 to be within the Built-up Area, as well as prioritizing development approvals within the Built-up Area. The proposed development will assist the municipality in achieving this goal.
- 5.17 Building on previous chapters, Chapter 5 Creating Vibrant and Sustainable Urban Places, sets objectives to facilitate a built environment that facilitates active transportation. It also sets out that appropriate built forms for emerging neighbourhoods will be determined through comprehensive Secondary Planning processes. The Courtice Waterfront Secondary Plan sets out detailed land uses and built form policies.
- 5.18 Chapter 7 Growing a Prosperous Community, seeks to balance residential growth with jobs, in particular, encouraging appropriately scaled retail and commercial development based on population growth. In meeting this policy directive, the proposed development includes neighbourhood retail uses within the medium-density blocks and a minimum non-residential gross floor area within the mixed-use blocks at grade.
- 5.19 The proposal conforms to the Clarington Official Plan.

### **Courtice Waterfront Secondary Plan**

- 5.20 The Community Structure outlines the key elements of the Courtice Waterfront Secondary Plan that include Environmental Protection Areas and Waterfront Greenways, Courtice Waterfront Park, Mixed Use Area, Medium Density Residential Areas, Low Density Residential Area, Gateway Commercial Area, and the Street Network.
- 5.21 The Courtice Waterfront Secondary Plan designates the subject lands as Low Density Residential, Medium Density Residential, Mixed-Use Areas, and Environmental Protection Areas. The lands adjacent to the Environmental Protection Areas associated with the Tooley Creek in the north contain the Environmental Constraint Overlay. In addition, the planned intersection in the southeast corner adjacent to the Municipal Wide Park contains a Commercial Uses Required Overlay.

- 5.22 Consistent with the Courtice Waterfront Secondary Plan Schedule A Land Use Plan, the proposed development contemplates low-rise residential along the east boundary of the subject lands adjacent to Darlington Provincial Park. The Courtice Secondary Plan permits detached dwellings, semi-detached dwellings, and street townhouses within the low-density residential designation with a maximum height of 3-storeys and a minimum density of 25 units per net hectare. The proposed Zoning By-law Amendment proposes a low-rise zone along the west boundary, which matches these permissions.
- 5.23 The proposed Zoning By-law Amendment proposes medium-density zones that implement the Courtice Waterfront Secondary Plan Schedule A Land Use Plan. The secondary plan set out policies for the medium-density residential designation to permit all forms of townhouses, and apartment buildings with a minimum height of 3-storeys and a maximum of 6-storeys. It also permits small-scale neighbourhood retail at grade. These permissions are included in the proposed medium density residential zones.
- 5.24 The Mixed-Use Areas designated on Courtice Waterfront Secondary Plan Schedule A Land Use Plan are implemented within the Draft Zoning By-law Amendment, with consistent built form permission in terms of height and built form. In accordance with the Courtice Waterfront Secondary Plan, the draft Zoning By-law sets out permission for heights greater than 6-storeys, subject to the additional studies to the satisfaction of the municipality.
- 5.25 In meeting the intent of the Commercial Uses Required Overlay, a minimum gross floor area of 5,000 square metres and a maximum of 10,000 square metres is set out in the implementing Zoning By-law for the proposed mixed-use zones subject to the overlay.
- 5.26 The proposed Zoning By-law includes Environmental Protection Areas for the natural areas associated with Tooley Creek and the shoreline, which align with the Courtice Waterfront Secondary Plan.
- 5.27 The proposed development implements a transportation system that generally aligns with the road network of the Courtice Waterfront Secondary Plan. The Draft Plan of Subdivisions conditions will ensure that any changes to proposed road systems will be to the satisfaction of the Municipality.
- 5.28 The proposed development conforms with the Courtice Waterfront Secondary Plan.

## **6. Zoning By-laws**

- 6.1 The subject lands are currently zoned “Agricultural (A) Zone” and “Holding - General Industrial ((H)M2) Zone” within the Zoning By-law 84-63. A Zoning By-law Amendment is required to permit the proposed development.

## Holding Symbol

- 6.2 The proposed Zoning By-law Amendment will rezone the subject lands to an appropriate Urban Residential Exceptions and Mixed-Use Exceptions, all subject to various (H) Holding provisions, such as providing a traffic impact study and noise and vibration study to the satisfaction of the Municipality, as well as fulfilling detailed design through Site Plan Approval applications.
- 6.3 The proposed draft Zoning By-law Amendment is included as **Attachment 1**, which details all the holding provisions for each proposed zone.

## 7. Summary of Background Studies

- 7.1 The applicant submitted the following studies as part of their complete application:
- Planning Justification Report + Public Consultation Strategy.
    - Draft Zoning By-law Amendment
  - Draft Plan of Subdivision
  - Master Land Use Block Plan Area
  - On-Street Parking Plan
  - Urban Design Brief and Sustainability Report + Block Shadow Study
  - Phasing Plan
  - Landscape Conceptual Master Plan (Ultimate Development Area)
    - Active Transportation Plan
    - Tree Inventory Plan (Prepared by Terrastory Environmental Consulting Inc. Arborists)
  - Landscape Analysis Report
  - Geomorphic Assessment Review Letter
  - Parcel Register
  - Survey (Property Boundary and Topographical)
  - Functional Servicing and Stormwater Drainage Report
    - Conceptual Site Servicing Plan
    - Conceptual Site Grading Plan
    - Erosion and Sediment Control Plan
  - Floodplain Analysis Report
  - Creek Realignment Plan
  - Preliminary Geotechnical Report
  - Hydrogeological Report
  - Environmental Site Assessment Report Phase I and II
  - Land Use Compatibility Study
    - Peer Review Responses
  - Environmental Impact Study
  - Technical Traffic Memo
  - Stage 1 Archaeological Property Assessment

7.2 Below provides a summary of findings from the background reports.

**Planning Justification Report (Weston Consulting, June 2025, with an addendum letter prepared December 2025)**

7.3 The Planning Justification Report and Addendum submitted in support of the proposal conclude that the applications represent good planning and are in the public interest and conform with the policies and land use designations of Envision Durham, the Clarington Official Plan, and the Courtice Waterfront Secondary Plan.

**Technical Traffic Memorandum - (Tranplan Associates, July 2025)**

7.4 The Preliminary Transportation Impact Study builds on the impact study prepared in support of the Courtice Waterfront Secondary Plan and affirmed that traffic anticipated to be generated by the proposed development can be accommodated by the study road network.

7.5 The proposed development and Technical Traffic Memo contemplate an alternative entrance to the area than shown in the Courtice Waterfront Secondary Plan. This will be subject to additional study as part of a Draft Plan of Subdivision Conditions and a Holding Provision.

**Environmental Impact Study (Beacon Environmental Limited, May 2025)**

7.6 The Environmental Impact Study (EIS) submitted in support of the proposal undertook a field investigation of features on the subject lands. The report recommended appropriate Vegetation Protection Zones to protect the feature and its ecological function. In addition, the report recommended mitigation measures including: channel naturalization of the Tooley Creek, enhanced riparian corridor, and natural feature protections through delineated of the Environmental Protection Areas, LIDs, watercourse crossing design criteria, SAR habitat permitting, Barn Swallow habitat replacement, seasonal timing windows, directional lighting, fence installation, as well as sediment and control during construction. With the mitigation measures, the proposed development will not negatively impact the natural heritage system.

7.7 With the implementation of the recommended mitigation measures, the proposed development is consistent with applicable natural heritage policies as set out in the PPS, and conforms to Envision Durham, the Clarington Official Plan, the Courtice Waterfront Secondary Plan, as well as policies and guidelines of CLOCA.

7.8 The proposed subdivision has been designed to implement the recommendation of the EIS through providing a 60-metre-wide naturalization of the Tooley Creek and the placement of the SWMP adjacent to the features will act as an extension of the Natural Heritage System.

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**Functional Servicing and Stormwater Management Report (D.G. Biddle & Associates, December 2025)**

- 7.9 The Functional Servicing and Stormwater Management Report concludes that the proposed development can be graded and serviced in accordance with the Municipality of Clarington, Central Lake Ontario Conservation Authority, and Regional Municipality of Durham design criteria and policies.
- 7.10 The Functional Servicing and Stormwater Management Report confirmed the proposed development will be serviced by a new gravity sanitary sewer, and an extension of the existing watermain south of the Canadian National Railway.
- 7.11 The Functional Servicing and Stormwater Management Report also confirmed that the SWMP will accommodate any overland flow.

**Floodplain Analysis (D.G. Biddle & Associates, March 2026)**

- 7.12 The Floodplain Analysis assessed the existing floodplain for a branch of Tooley Creek traversing through the northern portion of the subject lands. The proposed development proposes the realignment of Tooley Creek to facilitate the development.
- 7.13 The analysis confirmed that the realignment will require a moderate amount of grading within the Tooley West, and there will be no adverse impact on the creek system.

**Urban Design Brief (Weston Consulting, June 2025, with an addendum letter prepared December 2025)**

- 7.14 The Urban Design Brief outlines how the proposed development meets the evolving character of Courtice Community by providing a variety of housing options with supportive commercial uses and access to walkable open spaces and parks. The proposed built form introduces new typologies into the community that will establish an appropriate medium-density development. The height, scale, massing, and site design will respond to the Community's existing and planned character, with balanced shadow impacts.
- 7.15 Additionally, the proposal contributes to the goals and urban design objectives of the Courtice Waterfront area established by the Clarington Official Plan and further supported by the Courtice Waterfront Secondary Plan.

**Stage 1 Archaeological Assessment (AMICK Consultants Limited, May 2025)**

- 7.16 AMICK Consultants Ltd. conducted a Stage 1 archaeological assessment on the subject lands dated May 22, 2025. The report identified that the subject lands exhibit the potential to yield archaeological deposits of Cultural Heritage Value or Interest (CHVI) and recommends a future Stage 2 archaeological assessment.

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## Land Use Compatibility Study (SLR Consulting Canada LTD., January 2022)

- 7.17 A Land Use Compatibility Study was prepared to evaluate air quality, odour, dust, noise, and vibration for the development of the subject lands. With respect to Noise and Vibration, the report confirmed that residential uses can occur within 30 metres of the rail corridor, subject to additional detailed design during Site Plan Approval and review of applicable agencies.
- 7.18 The study also confirmed that the subject land's air quality and odour will remain well below the applicable guideline limits and can meet noise requirements. Further analysis will be undertaken through draft plan conditions and detailed design submission.

## 8. Public Notice and Submissions

- 8.1 A Statutory Public Meeting was held on January 19, 2026. Public Notice was mailed to all property owners within 120 metres of the subject lands, and 2 public meeting signs were installed on the subject lands along Down Road and Darlington Park Road. Details of the proposed application were also posted within the Clarington Connected e-newsletter.
- 8.2 Seven members of the public spoke at the statutory public meeting, and five written delegations were submitted by members of the public. The residents raised concerns regarding the scale of development, traffic congestion, impacts on the environment, and affordable housing. Staff also received several general inquiries asking about the nature of the proposed development.

## 9. Department and Agency Comments

- 9.1 Various agencies and internal departments were circulated for comments on the applications. **Attachment 3** to this report is a chart which provides the list of circulated parties.

## 10. Discussions

- 10.1 For the discussion and analysis of the proposed Zoning By-law Amendment, the recently, approved Courtice Waterfront Secondary provides an appropriate framework.

### Community Structure

- 10.2 The proposed Zoning By-law Amendment establishes a zoning pattern that reflects the approved land use designations across the site. The zones will establish land uses and provisions for environmental protection, low-density residential, medium-density residential, and mixed-use zones.

- 10.3 The natural heritage system is recognized through the application of Environmental Protection (EP) zoning along the Tooley Creek corridor and other natural heritage features. These lands are protected from development and form a continuous open space network that supports ecological functions while defining the limits of development and reinforcing the role of these features and connections with the waterfront.
- 10.4 The mixed-use component of the Secondary Plan is implemented through the mixed-use zones, which are centrally located and permit a range of residential, commercial, and destination-oriented uses. These zones are intended to function as the focal point of the community, supporting an active, pedestrian-oriented environment with opportunities for year-round activity.
- 10.5 Medium density residential areas are established through the Urban Residential Type Three zones, which permit townhouse and apartment forms at moderate heights. These areas provide an appropriate transition between the mixed-use core and surrounding neighbourhoods, supporting a compact urban form and a diverse housing mix.
- 10.6 Lower density residential areas are implemented through the Urban Residential Type Three zones and are generally located at the edges of the community. These areas provide a transition to open space and surrounding uses (provincial park) while contributing to a balanced range of housing types and densities.
- 10.7 Overall, the zoning framework aligns with the planned street and block structure and provides a clear and implementable framework to guide the development of a connected, complete, and waterfront-oriented community.

### **Environment and Sustainability**

- 10.8 The proposed Zoning By-law Amendment recognizes the environmental and sustainability objectives of the Municipality through the protection of natural heritage features and the establishment of a development framework that supports efficient and compact urban form.
- 10.9 Environmental Protection (EP) zoning is applied to lands associated with the Tooley Creek corridor and other identified natural features, ensuring these areas are protected from development and continue to support ecological functions, hydrological processes, and stormwater management and long-term environmental protection. These lands also form a buffer between non-residential uses to the east to ensure land use compatibility.
- 10.10 The zoning framework supports opportunities for sustainable development by permitting a mix of housing types and densities that contribute to efficient use of land and infrastructure, while enabling future buildings to incorporate energy-efficient design and low-impact development measures through subsequent site plan approvals.

- 10.11 The use of Holding (H) provisions requires that key technical studies, including those related to environmental conditions, servicing, and infrastructure, are completed to the satisfaction of the Municipality and applicable agencies as part of detailed design, ensuring that natural heritage considerations are reflected in the ultimate development.
- 10.12 Overall, the Zoning By-law Amendment establishes a framework that protects natural features and supports sustainable community development, consistent with the environmental objectives of Provincial, Regional and Local policy.

### **Land Use and Built Form**

- 10.13 The proposed Zoning By-law Amendment implements Council's preferred land use and built form by establishing a coordinated pattern of residential, mixed use, and environmental protection zones that reflect the overall development concept for the Courtice Waterfront. The zoning permissions and standards provide for a range of uses and built form typologies that support the creation of a complete, mixed-use waterfront community.
- 10.14 The Mixed-Use Zones are strategically located to support the development of a central mixed-use area and key road frontage, including lands adjacent to the future waterfront park. These zones permit a mix of residential, commercial, and destination-oriented uses and include provisions for minimum non-residential floor area, which will contribute to the creation of an active promenade edge along the southern portion of the site. This built form and land use pattern will support visitors to the future waterfront park and establish opportunities for year-round activity, consistent with the vision of a vibrant public realm.
- 10.15 The zoning framework establishes a logical transition in density and built form across the site, with higher density mixed use and medium density residential development generally located toward the eastern and central portions of the lands, and lower density residential development toward the western edge. This approach provides an appropriate transition to adjacent uses, including the Darlington Provincial Park, and ensures compatibility with the surrounding context while maintaining a compact and efficient urban form.
- 10.16 The permitted building heights within the Urban Residential Type Three and Mixed-Use Zones are consistent with the height ranges established in the Secondary Plan and provide for a mid-rise built form that frames streets and open spaces while maintaining appropriate transitions between areas of differing intensity.
- 10.17 The inclusion of a range of residential building types, including townhouses and apartment buildings, supports the delivery of a diverse housing mix, while the introduction of non-residential uses within both the Urban Residential Type Three and Mixed-Use Zones provides opportunities for neighbourhood and visitor-oriented commercial uses. This approach will support the day-to-day needs of residents and contribute to the functionality and attractiveness of the waterfront as a destination.

- 10.18 The zoning framework also supports the organization of development blocks and building frontages in a manner that aligns with the planned street network and public realm. In particular, the arrangement of mixed use and residential zones adjacent to key streets and open spaces will facilitate direct connections to the waterfront park and support pedestrian-oriented design, including the creation of an animated and accessible promenade.
- 10.19 Overall, the proposed Zoning By-law Amendment establishes a comprehensive land use and built form framework that implements the Secondary Plan, supports the development concept, and provides for a well-integrated, mixed-use waterfront community with an active public realm and appropriate transitions in scale and intensity.

### **Urban Design**

- 10.20 The proposed Zoning By-law Amendment supports the Municipality's urban design objectives by implementing the process for a built form framework that promotes a coordinated, high-quality public realm. The zoning provisions related to building heights, permitted uses, and the organization of development blocks provide a foundation for achieving a pedestrian-oriented community form.
- 10.21 The Mixed-Use zones are structured to support active street frontages and a vibrant public realm through the inclusion of ground floor commercial uses and minimum non-residential floor area requirements. These provisions will help frame streets, animate key frontages, and reinforce the prominence of the central mixed-use area and its interface with the future waterfront park.
- 10.22 The distribution of building heights and densities across all zones supports appropriate transitions in scale and massing, contributing to compatibility between different areas of the community and reinforcing a cohesive built form.
- 10.23 More detailed urban design guidelines will be required and implemented through the draft plan of subdivision and subsequent site plan approval processes. These approvals will incorporate site-specific urban design features informed by the Secondary Plan and Official Plan to address building orientation, streetscape design, landscaping, and pedestrian connections.
- 10.24 Overall, the Zoning By-law Amendment establishes an appropriate framework to guide urban design, with detailed implementation through subdivision and site plan approvals to achieve a high-quality, pedestrian-oriented waterfront community.

### **Housing**

- 10.25 The proposed Zoning By-law Amendment supports the housing objectives of the Secondary Plan by permitting a full range of residential building types, including detached, semi-detached, townhouse, and apartment dwellings. This approach supports a diverse housing mix and enables more attainable forms of housing through medium and higher density permissions.

- 10.26 The inclusion of townhouse and apartment forms within the Urban Residential Type Three and Mixed-Use Zones provides opportunities for a range of unit types and sizes to accommodate different household needs and income levels, contributing to the supply of attainable housing options.
- 10.27 The Zoning By-law establishes a framework to support a diverse housing mix and the owner has advised that they will encourage partners and builders to incorporate and provide affordable units, where possible and where feasible and they are committed to discussing this further with Municipal staff through further development of the lands.

### **Transportation**

- 10.28 The proposed Zoning By-law Amendment supports transportation objectives by establishing a zoning framework that aligns with the planned road network and block structure for the Courtice Waterfront. The arrangement of zones reflects the intended street layout and facilitates the development of a connected and accessible community as per the Secondary Plan.
- 10.29 The zoning schedule protects for the implementation of the planned road network, including opportunities for a future secondary access to the north, which will improve connectivity and address existing access constraints. This approach ensures that the long-term transportation network can be implemented as development proceeds. The use of Holding (H) provisions requires the completion of updated traffic studies and related technical analysis prior to development, ensuring that the road network, access points, and transportation infrastructure are designed to safely and efficiently accommodate the ultimate development.

### **Servicing**

- 10.30 The proposed Zoning By-law Amendment supports the servicing objectives of the Secondary Plan by establishing a development framework that assumes full municipal servicing, including sanitary, stormwater, and water infrastructure. The zoning permissions enable a compact and efficient urban form that can be supported by planned municipal services, installed by the developer to municipal standards.
- 10.31 The Environmental Protection (EP) zones and overall site layout support the integration of stormwater management with the natural heritage system, allowing for appropriate placement of stormwater facilities and low impact development measures to manage runoff and protect water quality.
- 10.32 The use of Holding (H) provisions requires the completion of detailed servicing studies, including stormwater management, prior to development proceeding. These requirements ensure that infrastructure capacity, drainage, and water balance considerations are addressed to the satisfaction of the Municipality and the Conservation Authority.
- 10.33 The proposed Zoning By-law Amendment includes Holding (H) provisions tied to Conservation Authority requirements to ensure natural hazards are addressed prior to development.

These provisions require updated floodplain mapping and supporting studies to confirm that the lands can be safely developed and protected from flooding and related risks.

- 10.34 The Holding symbol allows Council to approve the zoning framework while deferring development until site-specific conditions, including hazard limits and safe access, are confirmed. This ensures that development proceeds only once environmental constraints are appropriately addressed.
- 10.35 In summary, this approach allows the Zoning By-law Amendment to be approved while protecting against potential impacts from natural hazards through detailed technical review prior to development.

## 11. Financial Considerations

- 11.1 All capital infrastructure required to support the proposed development will be designed and constructed by the proponent in accordance with municipal standards and will be conveyed to and assumed by the Municipality upon acceptance. Following assumption, these assets will be incorporated into the Municipality's asset management framework, and the Municipality will assume responsibility for long-term lifecycle obligations, including major repair, rehabilitation, and eventual replacement.
- 11.2 Upon assumption, the ongoing maintenance and minor repair of municipal infrastructure, including the neighbourhood park, environmental protection lands, walkways, and road network, will be the responsibility of the Municipality and will be accounted for within future operating budgets.

## 12. Strategic Plan

- 12.1 The proposed development has been reviewed against the pillars of the Clarington Strategic Plan 2024-27. Clarington's Strategic Plan prioritizes applications the creation of growing resilient, sustainable, and complete communities and connecting residents through the design of safe, diverse, inclusive, and vibrant communities. The proposed Zoning By-law Amendment will help implement Clarington's Strategic Plan and the Parks, Recreation and Culture Master Plan.

## 13. Climate Change

- 13.1 The recently approved Secondary Plan has included sustainability as a key priority. The Secondary Plan's transit supportive density, efficient land use patterns and natural heritage preservation are reflected in the proposed zoning by-law that begins to implement those policies. Subsequent applications for draft plan of subdivision, draft plan of condominium, site plan control and building permits will further implement policies and standards for energy efficiency, building performance and sustainability.

## 14. Concurrence

- 14.1 Not applicable.

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## 15. Conclusion

- 15.1 The proposed Zoning By-law Amendment has been reviewed against the Courtice Waterfront Secondary Plan approved earlier this year and is considered to implement the policies of the Municipality, Region and Province.
- 15.2 The inclusion of Holding provisions in the draft Zoning By-law Amendment will ensure that future conditions of draft plan approval, site plan approval, and Conservation Authority requirements are satisfied.
- 15.3 In consideration of all agencies, staff, and public comments, it is respectfully recommended that the Zoning By-law Amendment as written in **Attachment 1** be approved.

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Staff Contact: Sarah Gattie, Principal Planner, [sgattie@clarington.net](mailto:sgattie@clarington.net)

### Attachments:

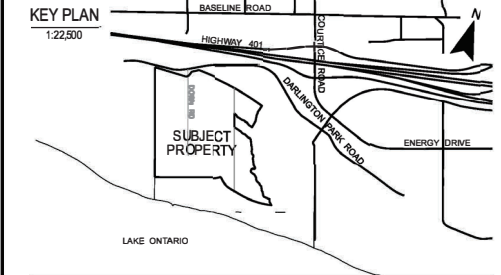
- Attachment 1 – Zoning By-law Amendment Submitted by Applicant
- Attachment 2 – Draft Plan of Subdivision Submitted by Applicant
- Attachment 3 – Department and Agency Comments

### Interested Parties:

List of Interested Parties available from Department.

# DRAFT

**DRAFT PLAN OF SUBDIVISION**  
 LOTS 12 & 13  
 CONCESSION 8  
 GEOGRAPHIC TOWNSHIP OF DARLINGTON  
 MUNICIPALITY OF CLARINGTON  
 REGIONAL MUNICIPALITY OF DURHAM



**OWNER'S CERTIFICATE:**  
 I authorize Weston Consulting Group Inc. to prepare and submit this plan for draft approval.

Date: \_\_\_\_\_ Month, Day, 2026

172598 ONTARIO LTD. c/o KIRK KEMP  
 AKERS DEVELOPMENTS INC.  
 1748 BASELINE ROAD UNIT 100  
 COURTESY, ONTARIO, L1E 2T1  
 TEL. (905) 242-8483

Date: \_\_\_\_\_ Month, Day, 2026

MUNICIPALITY OF CLARINGTON  
 40 TEMPERANCE STREET  
 BOWMANVILLE, ONTARIO  
 L1C 3A6  
 TEL. (905) 823-3379

**SURVEYOR'S CERTIFICATE:**  
 I hereby certify that the boundaries of the lands being subdivided and their correct relationship to the adjacent lands are accurately and correctly shown on this plan.

Date: \_\_\_\_\_ Month, Day, 2026

GABRIEL LAFRAMBOISE, O.L.S.  
 J.D. BARNES LTD.  
 ONTARIO LAND SURVEYORS  
 110 SCOTIA COURT, UNIT 38  
 WHITBY, ONTARIO L1N 8Y7  
 TEL. (905) 723-1212 www.jdbarnes.com

- ADDITIONAL INFORMATION:**  
 [Section 51(17) of the Planning Act, R.S.O. 1990, c. P.13],  
 as amended to March 16, 2026.  
 a), b), e), f), g), & j) - on plan.  
 c) - on key plan  
 d) - see statistics  
 h) - piped water to be installed by developer  
 i) - Till/silt/sand/gravel  
 k) - all services to be made available by developer  
 l) - nil

**DEVELOPMENT STATISTICS:**

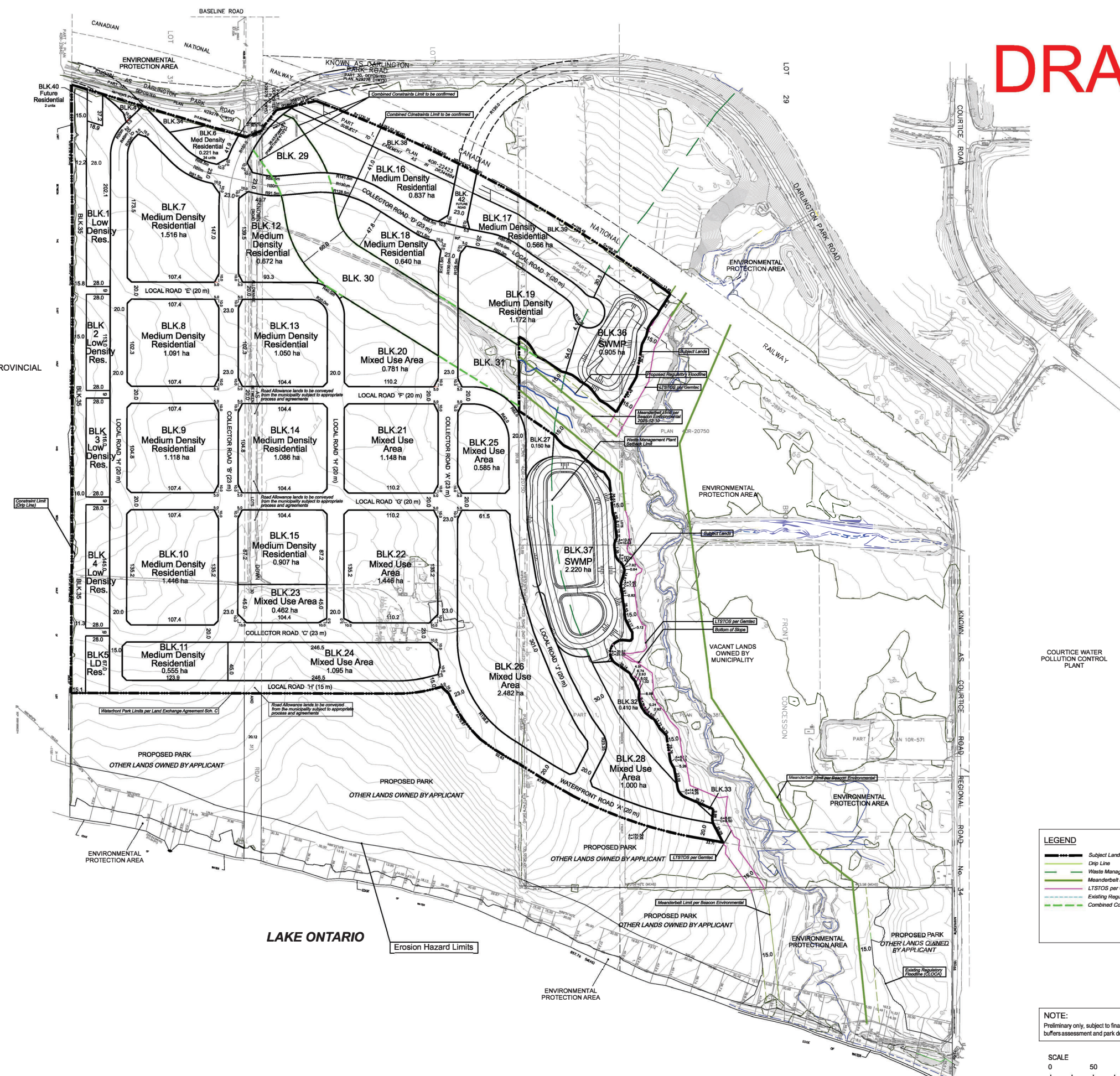
PROPOSED LAND USE	REFERENCE Lots / Blocks / Streets	YIELD/AREA Units ha
Low Density Residential	Blocks 1-6	
Medium Density Residential	Blocks 6-19	
Mixed Use Areas	Blocks 20-28	
Environmental Constraints Overlay	Blocks 28-34	
Buffer/Vista	Blocks 35	
Stormwater Management Pond	Block 36,37	
Railway	Block 38,39	
Future Residential	Block 40	
Future Road	Block 41	
Proposed Public R.O.W. *	Block 41,42	
<b>TOTALS</b>		<b>43,648</b>

**WESTON CONSULTING**  
 Vaughan: 201 Millway Ave., Suite 19  
 Vaughan, Ontario L4K 5K5  
 T. 905.738.8080 F. 905.738.6837  
 Toronto: 268 Berkeley St.  
 Toronto, Ontario M5A 2K1  
 T. 416.640.9917 F. 905.738.6837

**REVISIONS LIST**

Date	Description
20 MAR 2026	Revise Sight Triangles per CRM comments & re-number blocks
10 MAR 2026	Red-line Creek re-alignment, Collector Road A & adjacent development blocks
22 DEC 2025	Issued for re-submission
27 JUNE 2025	Issued for Submission

File Number: 9365  
 Drawn By: SM  
 Planner: RG  
 Scale: 1:2250  
 CAD: 9365/draft plans/2026-03-20\_Down Road Clarington\_Draft Plan D5\_9365.dgn



### Attachment 3 – Agency and Department Comments

The following agencies and internal departments were circulated for comments on the applications. Comments were due November 6, 2025 for the first submission, and January 22, 2026 for the second submission. Below is a chart showing the list of circulated parties and whether or not we have received comments to date.

Department/Agency	Comments Received	Summary of Comments
Durham Region Works Department	<input type="checkbox"/>	Comments Outstanding.
Durham Region Transit Department	<input type="checkbox"/>	Comments Outstanding.
Central Lake Ontario Conservation Authority (CLOCA)	<input checked="" type="checkbox"/>	No objection to the proposal, subject to inclusion of Conditions in the Draft Plan of Subdivision Approval.
Kawartha Pineridge District School Board	<input checked="" type="checkbox"/>	No objection to the proposal, subject to inclusion of Conditions in the Draft Plan of Subdivision Approval.
Clarington Development Engineering Division	<input checked="" type="checkbox"/>	No objection to the proposal, subject to inclusion of Conditions in the Draft Plan of Subdivision Approval.
Clarington Fire and Emergency Services	<input checked="" type="checkbox"/>	No objection.
Clarington Building Division	<input checked="" type="checkbox"/>	No objection.
Clarington Community Planning Division	<input checked="" type="checkbox"/>	No objection to the proposal, subject to inclusion of Conditions in the Draft Plan of Subdivision Approval.
Clarington's Economic Development Division	<input checked="" type="checkbox"/>	No objection.
Canada Post	<input checked="" type="checkbox"/>	No objection to the proposal, subject to inclusion of Conditions in the Draft Plan of Subdivision Approval.
Enbridge Gas	<input checked="" type="checkbox"/>	No objection.

Rogers	<input checked="" type="checkbox"/>	No objection to the proposal, subject to inclusion of Conditions in the Draft Plan of Subdivision Approval.
C.N. Railway	<input checked="" type="checkbox"/>	No objection to the proposal, subject to inclusion of Conditions in the Draft Plan of Subdivision Approval.
Hydro One	<input checked="" type="checkbox"/>	No objection to the proposal, subject to inclusion of Conditions in the Draft Plan of Subdivision Approval.
MTO	<input checked="" type="checkbox"/>	No objection.

If this information is required in an alternate accessible format, please contact the Accessibility Coordinator at 905-623-3379 ext. 2131.

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**Report To:** Planning and Development Committee

**Date of Meeting:** April 20, 2026      **Report Number:** LGS-022-26

**Submitted By:** Rob Maciver, Deputy CAO/Solicitor, Legislative Services

**Reviewed By:** Mary-Anne Dempster, CAO

**File Number:** L4000-10-119E

**Report Subject:** Permanent Road Closures

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### Recommendations:

1. That Report LGS-022-26, and any related delegations or communication items, be received; and
2. That the By-laws included as Attachments 1 and 2 to Report LGS-022-26, be enacted.

## Report Overview

This report recommends the permanent closure of two municipal road allowances that Council has previously determined to be surplus to the needs of the Municipality.

### 1. Background

- 1.1 At the December 1, 2025, General Government Committee Meeting Resolution # GG-196-25 was passed related to confidential report CAO-025-25. The Resolution was subsequently ratified by Council on December 15, 2026. As a result of the Resolution, Council determined the highways described in this Report are not required for Municipal purposes.
- 1.2 The road allowance known as Part Lot 30, Concession Broken Front, (Darlington) abutting Part 1, 10R-3813, Municipality of Clarington, Regional Municipality of Durham is depicted in red on Attachment 3.
- 1.3 Although technically an unopened road allowance, this parcel is actuality a land-locked remnant property that has no prior use by the public.
- 1.4 The road allowance known as Rdal Btn Lts 30 & 31 Con Broken Front Darlington, Municipality of Clarington, Regional Municipality of Durham is depicted in blue on Attachment 3. Staff are in the process of obtaining a new Reference Plan to legally describe this parcel.
- 1.5 A portion of this road allowance is currently an open municipal road, known as Down Road, and is currently classified as a Class 6 gravel road.
- 1.6 The remainder portion is the unopened portion of Down Road that extends to the Lake Ontario shoreline and has no history of use by the public.
- 1.7 Down Road currently provides access to a single private address, whose owner consents to the closure.
- 1.8 Down Road is in an area of repeated illegal dumping which the Municipality has had to clean up in the past. Closing the road should therefore reduce the cost to the Municipality of removing garbage and debris.
- 1.9 In addition, by closing the road, the Municipality will save approximately \$2,684.33 annually in road maintenance costs.
- 1.10 Once Down Road is closed, all Municipal road signage will be removed, and new signage will be created to notify the public that it is not open to the public.

- 1.11 As a result of the closure of Down Road, minor revisions are needed to the Traffic By-law which will be accomplished by the enactment of the by-law amendment included as Attachment 2.

## **2. Financial Considerations**

The Municipality will save approximately \$2,684.33 annually in maintenance costs as well as future costs to remove garbage and debris from an area prone to illegal dumping.

## **3. Strategic Plan**

Not Applicable.

## **4. Climate Change**

Not Applicable.

## **5. Concurrence**

Not Applicable.

## **6. Conclusion**

It is respectfully recommended that Council approve the attached By-Laws to permanently closed the road allowances and to make the necessary updates to the Traffic By-law.

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Staff Contact: Rob Maciver, Deputy CAO/Solicitor, 905-623-3379 ext. 2013 or rmaciver@clarington.net.

Attachments:

Attachment 1 – Draft By-law

Attachment 2 – Draft Traffic By-law Amendment

Attachment 3 – Location Map

Interested Parties:

There are no interested parties to be notified of Council's decision.

**THE CORPORATION OF THE MUNICIPALITY OF CLARINGTON**

**BY-LAW NO. 2026-**

Being a by-law to close a road allowance and to authorize the transfer  
of part of that road allowance

WHEREAS the Council of The Corporation of the Municipality of Clarington deems it desirable to pass this by-law; and

WHEREAS the Council of The Corporation of the Municipality of Clarington at its meeting on \_\_\_\_\_, 2026, approved the recommendations in Report LGS-022-26.

NOW THEREFORE BE IT ENACTED AND IT IS HEREBY ENACTED AS A BY-LAW OF THE CORPORATION OF THE MUNICIPALITY OF CLARINGTON AS FOLLOWS:

1. That the unopened road allowance Part Lot 30, Concession Broken Front, (Darlington), abutting Part 1, 10R-3813, Municipality of Clarington, Regional Municipality of Durham, is hereby declared surplus and closed by The Corporation of the Municipality of Clarington.
2. That the unopened road allowance between Lots 30 and 31, Concession Broken Front, being Part 1 on 40R-\_\_\_\_\_ and Part 2 on 40R-\_\_\_\_\_ (Darlington) , Municipality of Clarington, Regional Municipality of Durham, is hereby declared surplus and closed by The Corporation of the Municipality of Clarington.

By-law passed this \_\_\_\_\_ day of \_\_\_\_\_, 2026.

\_\_\_\_\_  
Adrian Foster – Mayor

\_\_\_\_\_  
June Gallagher, Municipal Clerk

If this information is required in an alternate format, please contact the Accessibility Coordinator at 905-623-3379 ext. 2131.

## The Corporation of the Municipality of Clarington

### By-law YYYY-NN

Being a By-law to amend By-law 2014-059, a by-law to regulate traffic and parking, by updating Schedule 2 – No Parking.

The Corporation of the Municipality of Clarington enacts as follows:

1. Delete the following row from Schedule 2 of Parking By-law 2014-059:  
Down Road, East & West, Darlington Park Road and south limit of Down Road, Anytime
2. Delete the following row from Schedule 2 of Parking By-law 2014-059:  
Darlington Park Road, North & South, 170 m West of Down Road and the west limit of Darlington Park Road, Anytime

And replace it with:

Darlington Park Road, North & South, CN Rail corridor and the west limit of Darlington Park Road, Anytime

### **Effective Date**

3. That this by-law shall come into force and effect on the date it is enacted.

By-law passed this \_\_\_\_\_ day of \_\_\_\_\_, 2026.

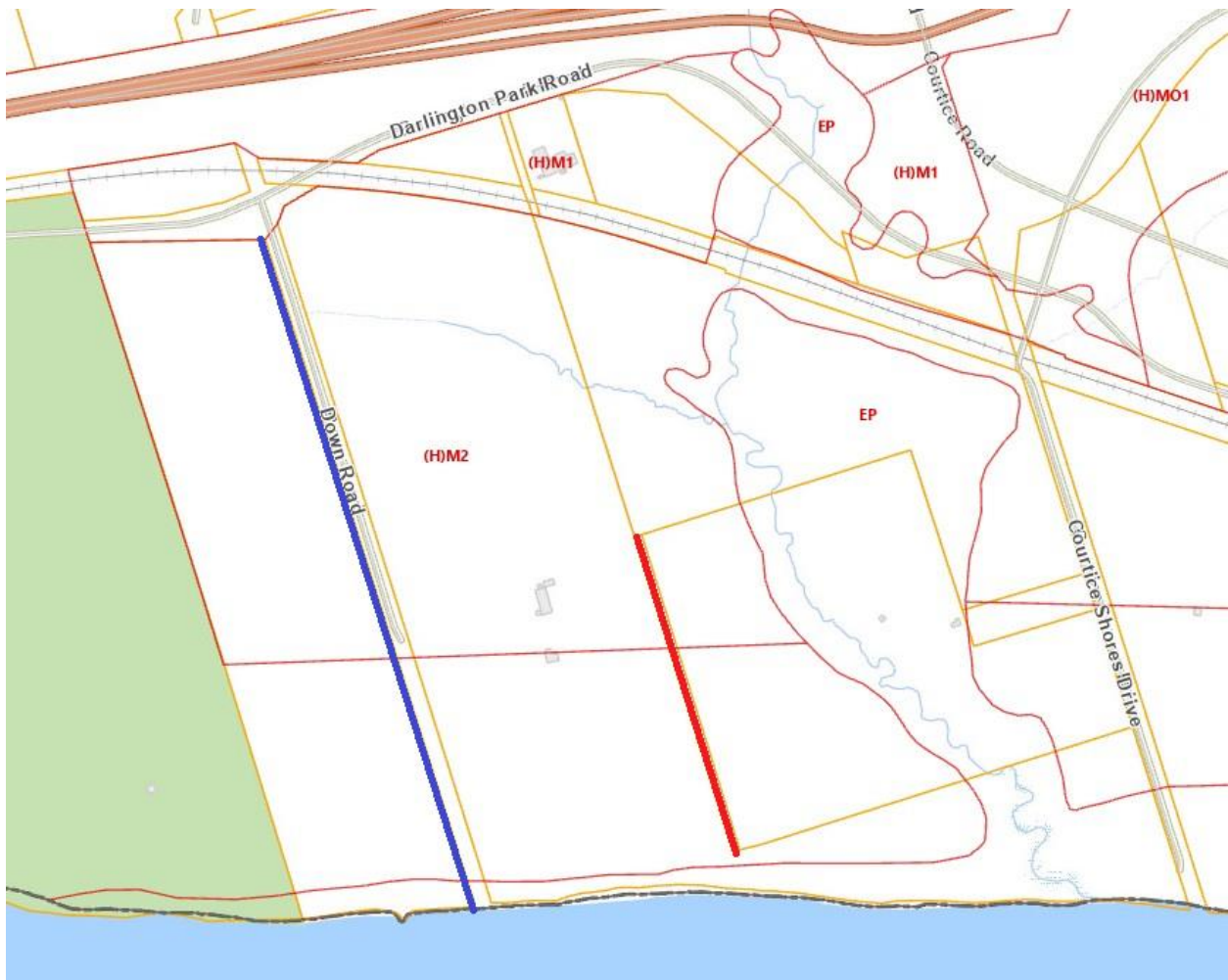
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Adrian Foster – Mayor

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June Gallagher, Municipal Clerk

Attachment 3 – Location Map



## Staff Report

If this information is required in an alternate accessible format, please contact the Accessibility Coordinator at 905-623-3379 ext. 2131.

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<b>Report To:</b>	<b>Planning and Development Committee</b>	
<b>Date of Meeting:</b>	April 20, 2026	<b>Report Number:</b> PDS-030-26
<b>Authored By:</b>	Jacob Circo, Senior Planner	
<b>Submitted By:</b>	Darryl Lyons, Deputy CAO, Planning and Infrastructure Services	
<b>Reviewed By:</b>	Trevor Pinn, Deputy CAO/Treasurer (Acting CAO)	
<b>File Number:</b>	COPA-2025-0012 & ZBA-2025-0004	<b>Resolution#:</b>
<b>Report Subject:</b>	<b>Information on a Draft Plan of Subdivision and Rezoning for Lands</b>	

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### Purpose of Report:

The purpose of this report is to provide information to the public and Council. It does not constitute, imply or request any degree of approval.

### Recommendations:

1. That Report PDS-030-26 and any related communication items, be received for information only;
2. That Staff receive and consider comments from the public, review agencies, and Council with respect to the Clarington Official Plan Amendment and Zoning By-law Amendment applications submitted by Miller Planner Services on behalf of Peach Valley Development Incorporated and continue processing the applications including the preparation of a subsequent recommendation report; and
3. That all interested parties listed in Report PDS-030-26 and any delegations be advised of Council's decision.

## Report Overview

The Municipality is seeking the public's input on applications for an Official Plan Amendment and Zoning By-law Amendment to facilitate the development of development of 23 stacked townhouse units across three townhouse blocks in Bowmanville.

### 1. Application Details

1.1 **Owner:** Frank Wang c/o. Peach Valley Developments Incorporated

1.2 **Agent:** Rodger Miller c/o. Miller Planning Services

1.3 **Proposal**

#### **Clarington Official Plan Amendment:**

To amend the Bowmanville East Urban Centre Secondary Plan, to permit stacked townhouses and a private street on the subject property.

#### **Zoning By-law Amendment:**

To rezone the subject lands from "Urban Residential Type One (R1) Zone" to an exception zone within the "Urban Residential Type Three (R3) Zone" to permit stacked townhouses within a common elements condominium.

1.4 **Area:** 4,752.62 square metres (0.475262 hectares)

1.5 **Location:** 24 Albert Street, Bowmanville (**see Figure 1**)

1.6 **Roll Number:** 1817-020-100-14000



Figure 1: Proposed Plan

## 2. Background

- 2.1 Staff conducted a pre-consultation meeting for the proposal on August 19, 2024, with staff and relevant agencies. At that time, the proposed Bowmanville East Urban Centre Secondary Plan Update was still undergoing public consultation, and the proponent was advised to remain engaged in the process.
- 2.2 On April 11, 2025, Planning Staff received a Zoning By-law Amendment application for the subject property to permit the proposed construction of 27 stacked townhouse units within four townhouse blocks (see **Attachment 2**).

- 2.3 On April 29, 2025, Planning Staff deemed the Zoning By-law Amendment application incomplete and requested the submission of a Clarington Official Plan Amendment, as the proposal did not account for Bowmanville East Urban Centre Secondary Plan policies prohibiting private streets and stacked townhouses.
- 2.4 On May 27, 2025, Planning Staff received a Clarington Official Plan Amendment and the requested materials from the proponent (see **Attachment 1**).
- 2.5 On June 9, 2025, Planning Staff deemed the Clarington Official Plan Amendment and Zoning By-law Amendment complete.
- 2.6 Since its submission, the applicant has also revised the proposal, resulting in a total of 23 stacked townhouse units distributed across three townhouse blocks.
- 2.7 The submitted studies and reports were circulated to all relevant agencies and department for review. Currently the first submission of the documents is under review by staff and agencies and will be summarized in a future report.

### **3. Land Characteristics and Surrounding Uses**

- 3.1 The subject property is located at 24 Albert Street in Bowmanville, having street frontage on Albert Street and Durham Street (see **Figure 1**).
- 3.2 The subject property's additional surrounding land uses are as follows:

**North:** Former Goodyear Site.

**East:** Existing residential development, which includes single detached and semi-detached dwellings, and École élémentaire Viola-Léger.

**South:** Existing residential development, which includes single detached and semi-detached dwellings.

**West:** Existing residential development, which includes single detached and semi-detached dwellings, and the Bowmanville Creek.

### **4. Provincial Policy**

#### **Provincial Planning Statement (PPS) 2024**

- 4.1 The PPS encourages planning authorities to create healthy, livable, and safe communities by accommodating an appropriate range and mix of housing types, including affordable housing and shall promote development patterns that efficiently use land and infrastructure. Opportunities for redevelopment and intensification are to be promoted where it can be accommodated. Municipal officials plan, secondary plans, and neighbourhood design plans support the PPS through land use designations and policies.

- 4.2 The PPS policies focus growth within settlement areas and encourage compact forms of development. The subject lands are situated within the Bowmanville Urban Area. Planning authorities are expected to support a diverse range of housing types and promote residential intensification to ensure the efficient use of land. Settlement areas should also support infill development where appropriate, with careful consideration given to neighbourhood character and existing or planned infrastructure. While the proposed stacked townhouses represent a form of infill development, they must be designed with due regard for the surrounding neighbourhood context.
- 4.3 Healthy and active communities should be promoted by planning public streets to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity. Compact and diverse developments promote active modes of transportation such as walking and cycling.
- 4.4 The PPS also states that planning for stormwater management shall promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.
- 4.5 The proposal is consistent with the Provincial Planning Statement.

## **5. Official Plans**

### **Durham Regional Official Plan (Envision Durham)**

- 5.1 The Durham Region Official Plan (Envision Durham) designates the subject lands as “Community Areas”. The subject lands are located within the Urban and Built Boundary (refer to Map 1).
- 5.2 Envision Durham provides a long-term policy framework that is used to manage Durham Region’s growth and development. The intent of Envision Durham is to manage resources, direct growth and establish a basis for providing Regional services in an efficient and effective manner.
- 5.3 “Community Areas” are to be planned for a variety of housing types, sizes, and tenures, including, detached dwellings, townhouses and apartments within connected neighbourhoods. These areas can also include population-serving uses and shall be developed in a compact form through higher densities and by intensifying and redeveloping existing areas. The proposed development will intensify and redevelop an existing area and will contribute to the allocation of units for intensification as outlined in “Figure 2. – Population, employment and household allocation table” within Envision Durham.
- 5.4 The proposal conforms to Envision Durham.

### **Municipality of Clarington Official Plan**

- 5.5 The subject property is designated “Urban Residential” in the Clarington Official Plan, which permits a range of housing types but is primarily intended for low-density forms such as single detached, semi-detached, and limited townhouse dwellings.

The proposed stacked townhouse development meets the minimum density and height requirements identified in Table 4-3 for this designation.

- 5.6 The proposal is subject to the urban design policies for existing neighbourhoods, sustainable design, and the multi-unit residential development criteria in Policy 9.4.5, as well as the Municipality's Amenity Guidelines for Medium and High Density Residential. Albert Street and Durham Street are identified as local roads in the Official Plan.
- 5.7 While stacked townhouses are a permitted use, their suitability depends on compatibility with the surrounding neighbourhood, which is predominantly composed of single detached and semi-detached dwellings.
- 5.8 The subject property is located adjacent to the Fairhaven subdivision and the redevelopment area of the former Goodyear lands. Both areas contain vacant remnant parcels that could be considered in conjunction with 24 Albert Street for potential coordinated development.
- 5.9 The Official Plan includes policies supporting the creation of complete communities, which encourage consideration of adjacent lands and broader development context within the Bowmanville Urban Area.

#### **Bowmanville East Urban Centre Secondary Plan**

- 5.10 The subject property was previously outside a secondary plan area. Through the update to the former Bowmanville East Town Centre Secondary Plan—now the Bowmanville East Urban Centre Secondary Plan—the property and surrounding lands have been incorporated into the updated plan. The Secondary Plan was approved by Clarington Council on January 27, 2025, and is being used as the guiding policy document for development review in this area. Within the approved plan, the property is designated Low Density Residential, which permits grade-related residential uses including street townhouses, semi-detached dwellings, and detached dwellings. In this designation, stacked townhouses are not permitted, and private streets and private lanes are not permitted. Although the plan is currently under appeal, its policies guide the review of the subject property in conjunction with the parent plan.
- 5.11 The proposed development includes stacked townhouses and a private street, which are not permitted within the Low-Density Residential designation. The submitted Clarington Official Plan Amendment seeks to modify the secondary plan to allow these uses.
- 5.12 A draft Clarington Official Plan Amendment is included as **Attachment 1**.
- 5.13 Any development on the subject property should adhere to all relevant Urban Design Guidelines and expectations for high-quality architectural design and sustainable building materials, including the urban design guidelines of the secondary plan, as indicated in Sections 5.4.1.c) and 5.6.2 of the Clarington Official Plan.

## 6. Zoning By-law 84-63

- 6.1 The property is zoned “Urban Residential Type One (R1) Zone”, that is situated within the Bowmanville Neighbourhood Character Overlay of Zoning By-law 84-63. Townhouses, including stacked towns are not a permitted use within this zone, as such, a Zoning By-Law Amendment is required. The applicants have proposed a special exception zone within the “Urban Residential Type Three (R3) Zone” to permit a stacked townhouses on the subject lands. A draft zoning by-law as submitted by the applicant is included as **Attachment 2**.
- 6.2 The Bowmanville Neighbourhood Character Overlay is intended to ensure that new development and redevelopment is compatible with the existing character of established residential areas, particularly in terms of scale, massing, and streetscape. It also aims to manage intensification in a manner that is context-sensitive, ensuring that change occurs gradually and reinforces the surrounding neighbourhood fabric. Although the subject property is located at the edge of the Bowmanville Neighbourhood Character Overlay, it is currently underutilized and presents an opportunity for redevelopment, as envisioned through its “Low Density Residential” designation in the Bowmanville East Urban Centre Secondary Plan.
- 6.3 The proposed Zoning By-law Amendment does not currently include a Holding (H) symbol, however, the inclusion of an (H) symbol would be required. The Holding provision would remain in effect until the applicable conditions, as outlined in Section 3.10 of the Zoning By-law, are satisfied. These conditions will be further detailed in a future recommendation report.

## 7. Summary of Background Studies

- 7.1 The applicant has submitted the required supporting plans and studies which have been circulated to departments and agencies for review and comment. The list of studies and drawings are on the development application webpage at [www.clarington.net/24AlbertSt](http://www.clarington.net/24AlbertSt) and are also available upon request. A summary of the submitted reports and studies will be provided in a future recommendation report.

## 8. Public Notice and Submissions

- 8.1 Public Notice was sent to 91 households within 120 metres of the subject lands on March 26, 2026. Signage was also posted on the property, along Albert Street and Durham Street, advising of the complete application received by the Municipality and details of the public meeting. Details of the proposed application were also posted on the Municipality’s website, and in the Clarington Connected e-newsletter.
- 8.2 As of writing this report, staff have not received any public submissions.
- 8.3 Staff will continue to process any public inquiries received. Comments received at the Statutory Public Meeting will also be considered and included in the recommendation report.

## 9. Departmental and Agency Comments

- 9.1 The applications were circulated to internal departments and external agencies for review and comments. A list and summary of the agency and internal department comments received, as well as all public comments received, will be included in a subsequent recommendation report.

## 10. Discussion

- 10.1 The subject property is designated for residential use in the Clarington Official Plan. The site is located between an existing neighbourhood and the planned redevelopment of the former Goodyear lands, providing an area of transition in terms of housing form and street and pedestrian connections.
- 10.2 The Official Plan identifies coordinated land use planning and the integration of adjacent parcels as components of achieving complete communities. Adjacent lands within the Fairhaven subdivision and the former Goodyear lands contain vacant remnant parcels that could be considered together with the subject property to form a larger development block.
- 10.3 Private streets and private lanes are not permitted within the Low-Density Residential designation of the Council-approved Bowmanville East Urban Centre Secondary Plan. This designation does not permit stacked townhouses or other higher-intensity townhouse forms. Through the development review process, each application is evaluated on its own merits.
- 10.4 Further review is required for the proposed private street, and it is the responsibility of the proponent to demonstrate the rationale for any deviation from the Secondary Plan policies.
- 10.5 The Clarington Official Plan includes policies that encourage the provision of affordable housing as part of new residential development. Opportunities to incorporate affordable housing units, or to support a range of housing options and tenures, are encouraged to help meet municipal housing objectives and contribute to a diverse housing supply within the Bowmanville Urban Area.
- 10.6 No parks are proposed within this development. Cash in lieu of parkland is proposed for this development.
- 10.7 Staff will continue to review the submitted applications and work with the applicant to address all technical matters.
- 10.8 The purpose of the Public Meeting is to provide an opportunity for further public input. Agency and public comments will be addressed in a subsequent recommendation report to Committee and Council.

## 11. Financial Considerations

- 11.1 Not Applicable, as this is a public meeting report to gather public input and the analysis of the proposal and the reports are being reviewed by the different agencies, additional financial considerations that may arise will be discussed in a subsequent recommendation report.

## 12. Strategic Plan

- 12.1 The proposed development will be reviewed against the three pillars of the Clarington Strategic Plan 2024-27. Staff will give special attention to the priorities of growing resilient, sustainable, and a strong local economy. An analysis of the proposed development's alignment with the specific priorities of the Strategic Plan will be included in the future recommendation report.

## 13. Climate Change

- 13.1 The applications, including submitted reports are being reviewed by staff and circulated agencies. Analysis of the proposal, including the impacts on climate change will be discussed in a subsequent recommendation report.

## 14. Concurrence

- 14.1 Not Applicable.

## 15. Conclusion

- 15.1 The purpose of this report is to provide background information on the proposal and obtain comments on the submitted application for a Clarington Official Plan Amendment and Zoning By-law Amendment for a common elements condominium consisting of 23 stacked townhouse units at the Statutory Public Meeting. Staff will continue to review and process the applications, including consideration of department, agency, and public feedback, and will prepare a subsequent recommendation report for Council's consideration.

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Staff Contact: Jacob Circo, Senior Planner, 905-623-3379 ext. 2425 or [jcirco@clarington.net](mailto:jcirco@clarington.net).

Attachments:

Attachment 1 – Draft Clarington Official Plan Amendment provided by with the application

Attachment 2 – Draft Zoning By-law Amendment provided by with the application

Attachment 3 – Site Plan Drawing provided by with the application

Interested Parties:

List of Interested Parties available from the Department.

The Corporation of the Municipality of Clarington

**Amendment Number XXX**

**To the Municipality of Clarington Official Plan**

**Purpose:** To amend the Clarington Official Plan and the Bowmanville Urban Centre Secondary Plan to permit stacked townhouses and private street under Low Rise Residential.

**Location:** The amendment to the Official Plan applies to the property located northwest of Albert Street and Duke Street intersection in the Town of Bowmanville, within the Municipality of Clarington and the Region of Durham. Further, the site is within Ward 2, located in the central part of Clarington, just north of the Lake Ontario Waterfront area, with the following Assessment Roll Number 020-100-14000-00000

**Basis:** This amendment is based on application Frank Wang to permit a four stacked townhouse blocks within a Plan of Common Element Condominium. In total, 27 stacked townhouse units are proposed, with building heights of 3 storeys.

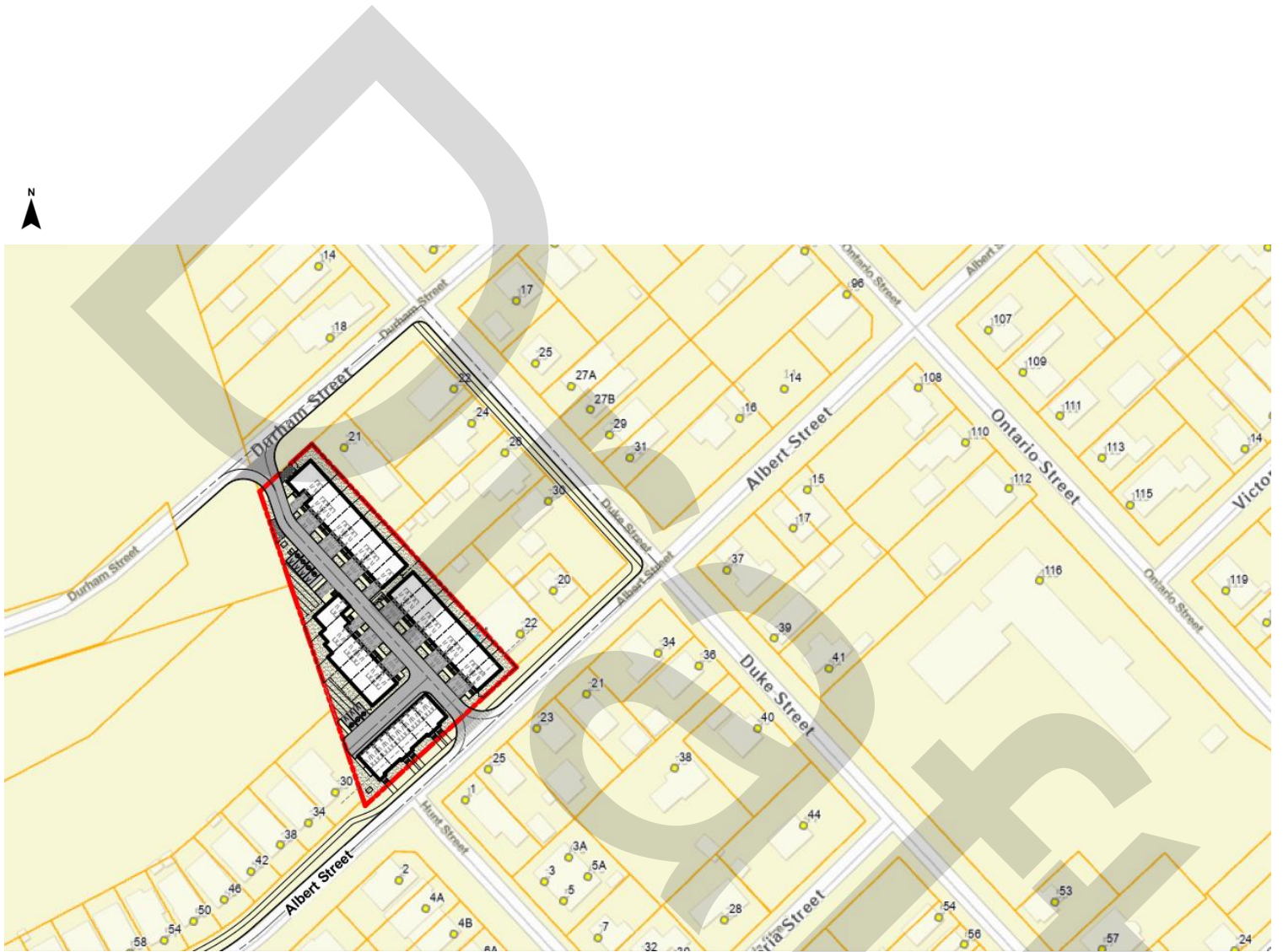
**Actual Amendment:** The Clarington Official Plan is hereby amended by adding an “d” to Section 5.6.4 “Low Density Residential” as follows:

d. Stacked townhomes and Private Street

**Implementation:** The provisions set forth in the Municipality of Clarington Official Plan and the Bowmanville East Urban Centre Secondary Plan, regarding the implementation of the Plan, shall apply regarding this Amendment.

**Interpretation:** The provisions set forth in the Municipality of Clarington Official Plan and the Bowmanville East Urban Centre Secondary Plan, regarding the interpretation of the Plan, shall apply regarding this Amendment.

This is Schedule "A" to Official Plan Amendment 2026- , passed this .....day of , 2026



A. Land subject to Official Plan Amendment

**Corporation Municipality of Clarington**  
**By-law Number 2026-XX**

Being a By-law to amend By-law 84-63, the Comprehensive Zoning By-law  
for the Corporation of the Municipality of Clarington

Whereas the Council of the Corporation of the Municipality of Clarington deems it  
advisable to amend By-law 84-63, as amended, of the Corporation of the Municipality of  
Clarington for ZBA-2025-XX;

Now Therefore Be It Resolved That, the Council of the Corporation of the Municipality of  
Clarington enacts as follows:

1. 1. Sections 14 of the By-law 84-63 are amended as set out in this By-law.
2. Section 14.4 “Special Exceptions – Urban Residential Type Three (R3)” is amended by adding  
Special Exception Zone 14.3.XX applicable to the Low Density Zone, as follows:  
“Section 14.4 .XX “Special Exceptions – Urban Residential Type Three (R3-XX) Zone”
  - a. Density  
Maximum: 58 units per hectare
  - b. Lot Frontage  
Minimum: 5.49 metres
  - c. Yard Requirements (minimum)
    - i) Front Yard: 3.0 metres to private garage
    - ii) Interior Side Yard: 1.5 metres
    - iii) Exterior Side Yard: 3.0 metres
    - iv) Rear Yard: 1.5 metres
  - e. Lot Coverage Maximum: 70 percent
  - f. Landscaped Open Space Minimum: 20 percent
  - g. Building Height Maximum: 10.5 metres
3. Schedule ‘A’ attached hereto shall form part of this By-law.
4. This By-law shall come into effect on the date of the passing hereof, subject to the provisions of  
Section 34 and Section 36 of the *Planning Act*.

Passed in Open Council this \_\_\_\_\_ day of \_\_\_\_\_.

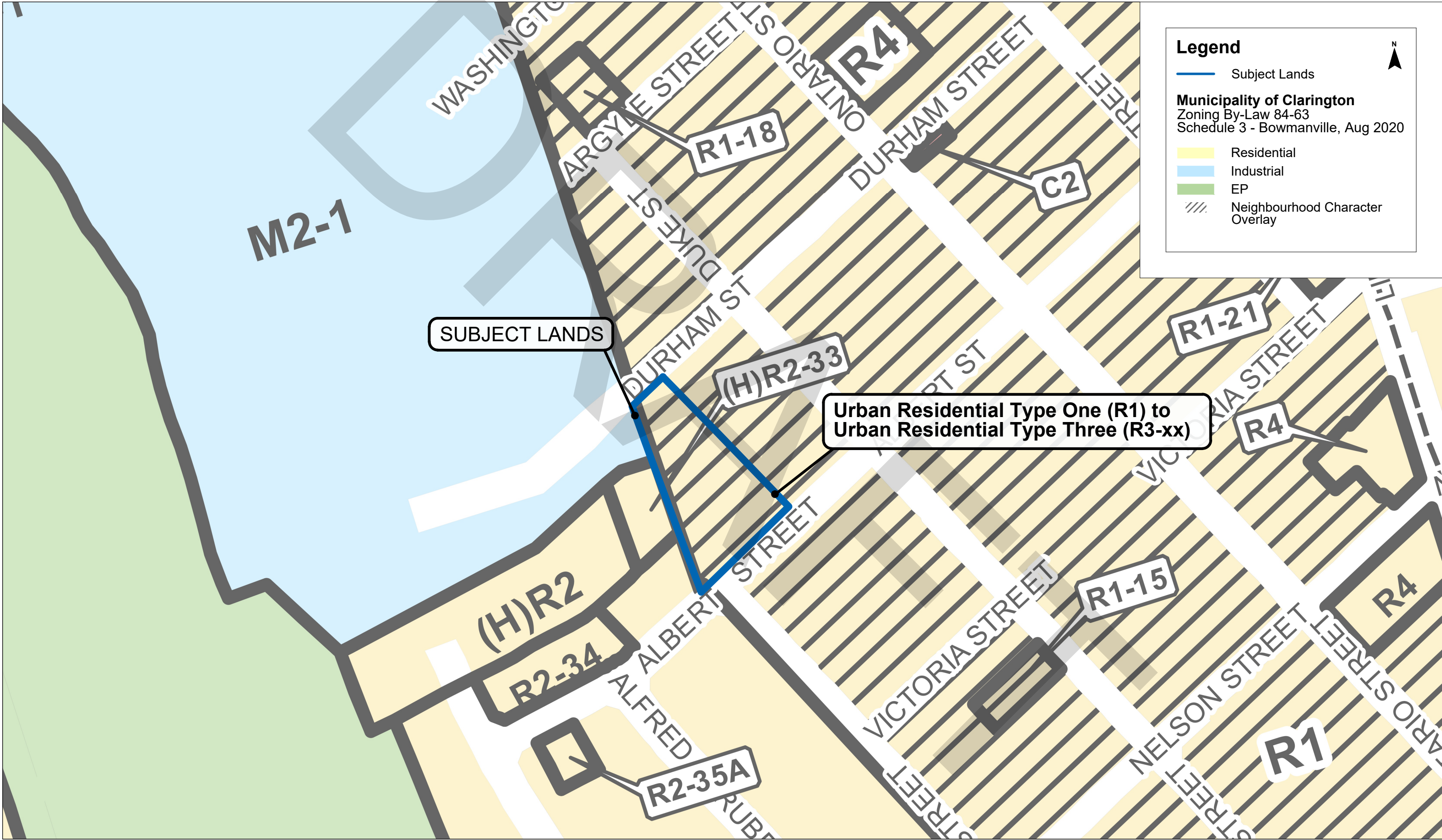
Adrian Foster, Mayor

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June Gallagher, Municipal Clerk

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DRAFT



**Legend**

- Subject Lands

**Municipality of Clarington**  
 Zoning By-Law 84-63  
 Schedule 3 - Bowmanville, Aug 2020

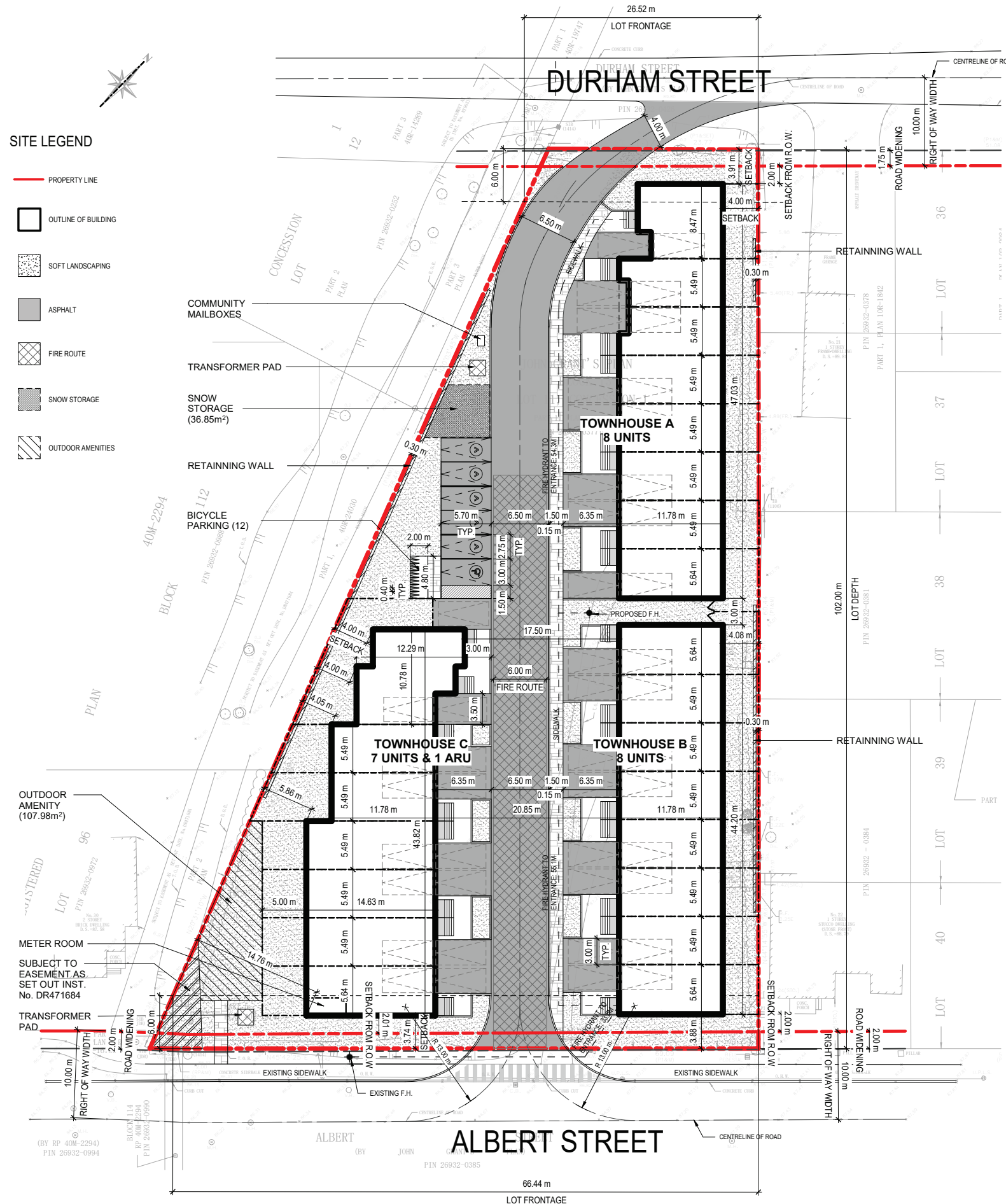
- Residential
- Industrial
- EP
- Neighbourhood Character Overlay

SUBJECT LANDS

Urban Residential Type One (R1) to  
 Urban Residential Type Three (R3-xx)

**SITE LEGEND**

- PROPERTY LINE
- OUTLINE OF BUILDING
- SOFT LANDSCAPING
- ASPHALT
- FIRE ROUTE
- SNOW STORAGE
- OUTDOOR AMENITIES



LEGAL DESCRIPTION			
DEVELOPMENT AREA		TOTAL LOT AREA	4,752.62 M <sup>2</sup>
TOTAL LOT FRONTAGE	26.52M (DURHAM STREET) 66.44 M (ALBERT STREET)	TOTAL LOT DEPTH	102.00 M
FLOOR SPACE INDEX (FSI)			
	GFA	4,320.71 M <sup>2</sup>	=0.92
	LOT AREA	4,752.62 M <sup>2</sup>	

NAME OF BLOCK	NUMBER OF UNIT	BUILDING AREA	GFA
BLOCK A	8 UNITS	535.57 M <sup>2</sup> (5,765.02F <sup>2</sup> )	1,429.97M <sup>2</sup> (15,392.60F <sup>2</sup> )
BLOCK B	8 UNITS	520.51 M <sup>2</sup> (5,602.91F <sup>2</sup> )	1,389.77M <sup>2</sup> (14959.76F <sup>2</sup> )
BLOCK C	7 UNITS +1 ARU	562.16 M <sup>2</sup> (6,051.24F <sup>2</sup> )	1,500.97M <sup>2</sup> (16,156.81F <sup>2</sup> )
<b>SUBTOTAL</b>	<b>23</b>	<b>1618.24 M<sup>2</sup> (17419.16F<sup>2</sup>)</b>	<b>4,320.71M<sup>2</sup> (46509.26F<sup>2</sup>)</b>

Zoning by Law 84-63, Proposed Urban Residential Type Three (R3) Zone, Section 14.3 with exception			
Development standard	Required /permitted	Proposed	Compliance (Yes or No)
Density (maximum)	40 uph	48.4 uph	Exception required
Lot Frontage (minimum)	13.5 m	5.49 m	Exception required
Front yard (minimum)	6.0 m	6.35m (Block A, Block B, Block C)	No
Interior Side yard (min)	4.5 m	1.5m (Between Block A & Block B)	No
Exterior side yard (min)	6.0 m	3.74m (Block C)	No
Rear Yard (min)	7.5 m	4m (Block A, Block B, Block C)	No
Dwelling Unit Area (minimum)	85 sqm	85 sqm	Yes
Lot coverage for each unit (maximum) for each unit	40%	54% (Block A, Block B) 57% (Block C)	No
Landscaped Open Space (minimum) for each unit	40%	29% (Block A) 30% (Block B)...	No
Building height (maximum)	10.0 m	10.50 M	No
Section 31.6, Parking area Regulation			
Accessible Parking Space...	1	1	Yes
Each accessible parking space		4.5m X 5.7m	Yes
Number of parking spaces required (minimum)	47 + 6 (visitor)= 53	53	Yes
Bicycle parking	4 for each block	12	Yes

LANDSCAPED AREA	REQUIRED	PROPOSED	Compliance (Yes or No)
TOTAL BUILDING AREA	30%	34.05% 1618.24 M <sup>2</sup>	Yes
DRIVEWAY & PARKING...		25.48% 1,210.73 M <sup>2</sup>	
LANDSCAPED OPEN SPACE	40%	40.42% 1,923.62 M <sup>2</sup>	Yes
TOTAL		100.00% 4,752.62 M <sup>2</sup>	

SNOW STORAGE	REQUIRED	PROPOSED	Compliance (Yes or No)
SNOW STORAGE AREA	2% OF HARDSCAPED AREA 1687.84 * 2% = 33.76 (M <sup>2</sup> )	2.18% OF HARDSCAPED AREA 36.85 M <sup>2</sup>	Yes

OUTDOOR AMINITIES	REQUIRED	PROPOSED	Compliance (Yes or No)
OUTDOOR AMINITIES AREA	4*23 UNITS = 92 (M <sup>2</sup> )	107.98 M <sup>2</sup>	Yes

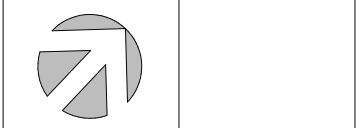
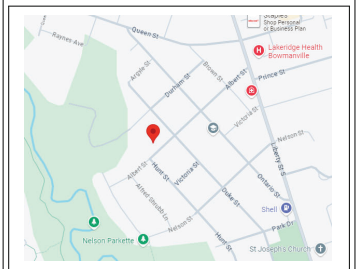
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DO NOT SCALE DRAWINGS.

CONTRACTOR MUST CHECK & VERIFY ALL DIMENSIONS ON SITE.

THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNTIL SIGNED BY THE ARCHITECT.

No.	Issues	Date	By
1	FOR ZBA	2025-05-14	JW
2	FOR REVIEW	2025-10-17	JW
3	FOR REVIEW	2025-10-23	JW



**TAES Architects Inc.**  
 98 SCARSDALE ROAD,  
 TORONTO, ONTARIO, M3B 2R7  
 T: 416 800 3284  
 F: 416 800 3485

**TOWNHOUSE  
 24 ALBERT ST,  
 BOWMANVILLE**

24 ALBERT ST - BOWMANVILLE, ON

Project No. T2024035  
 Drawn Scale As indicated  
 Checked Date

**Site Plan & Statistic**

Drawing No. **A001**

## Public Meeting Report

If this information is required in an alternate accessible format, please contact the Accessibility Coordinator at 905-623-3379 ext. 2131.

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<b>Report To:</b>	<b>Planning and Development Committee</b>	
<b>Date of Meeting:</b>	April 20, 2026	<b>Report Number:</b> PDS-032-26
<b>Authored By:</b>	Shrija Vora, Planner II	
<b>Submitted By:</b>	Darryl Lyons, Deputy CAO, Planning and Infrastructure Services	
<b>Reviewed By:</b>	Trevor Pinn, Deputy CAO/Treasurer (Acting CAO)	
<b>File Number:</b>	ZBA2025-0025 and S-C-2025-0008	<b>Resolution#:</b>
<b>Report Subject:</b>	Applications for a Zoning By-Law Amendment, and Draft Plan of Subdivision to permit the creation of seven single detached dwelling lots at Part Lot 8, Concession 1, Newtonville.	

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### Purpose of Report:

The purpose of this report is to provide information to the public and Council. It does not constitute, imply or request any degree of approval.

### Recommendations:

1. That Report PDS-032-26 and any related communication items, be received for information only;
2. That Staff receive and consider comments from the public and Council with respect to Zoning By-Law Amendment and Draft Plan of Subdivision applications submitted by D.M. Wills Associates Limited (Wills)(Agent). on behalf of 408428 Ontario Inc. c/o. Shawn Rondeau (Owner) and continue processing the applications including the preparation of a subsequent recommendations report; and
3. That all interested parties listed in Report PDS-032-26 and any delegations be advised of Council's decision.

## Report Overview

The Municipality is seeking the public's input on applications for a Zoning By-law Amendment and Draft Plan of Subdivision to facilitate the development of seven single detached dwelling lots in Newtonville.

The Municipality is seeking the public's input on applications for a Zoning By-law Amendment and Draft Plan of Subdivision to facilitate the development of seven single detached dwelling lots in Newtonville.

The subject property is located on the northeast corner of Highway 401 (King's Highway) and Regional Road 18 in Newtonville. The subject property is approximately 9 hectares (22.24 acres) in size.

## 1. Application Details

1.1 **Owner:** 2408428 Ontario Inc. c/o., Shawn Rondeau

1.2 **Agent:** D.M. Wills Associates Limited (Wills) c/o., Marnie Saunders

1.3 **Proposal**

### **Zoning By-law Amendment:**

To rezone the subject lands from "Residential Hamlet Exception (RH-18) Zone" to "Residential Hamlet Exception (RH-17) Zone" to permit the use of single detached dwelling serviced by private sanitary sewers

1.4 **Area:** 90,045 square metres ( 9 hectares)

1.5 **Location:** Part Lot 8, Concession 1, Newtonville (**see Figure 1**)

1.6 **Roll Number:** 181703001009131

## 2. Background

- 2.1 In September 2025, Clarington Staff met with D.M. Wills Associates Limited (Agent) and representatives from 408428 Ontario Inc. (Owner) for a pre-consultation meeting. Agency and department comments were provided to the applicant as part of the Meeting minutes dated October 20, 2025.
- 2.2 On December 22, 2025 D.M. Wills Associates Limited (Agent) submitted an application for a Zoning By-law Amendment and a Draft Plan of Subdivision for propose of creation of seven single detached dwelling lots as a continuation of Eden Park Phase one on the subject site.

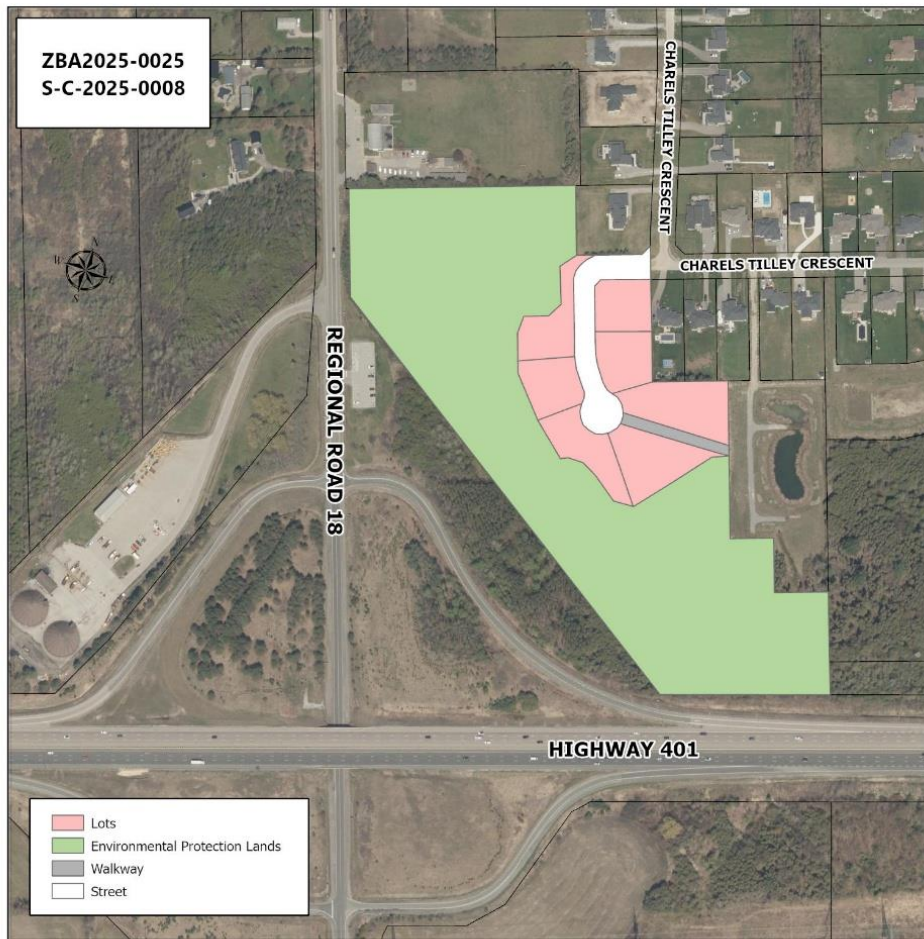


Figure 1 – Proposed Plan

- 2.3 The application was deemed complete application on March 10, 2026. The submitted studies and reports were circulated to all relevant agencies and department for review. Currently the first submission of the documents is under review by staff and agencies and will be summarized in a future report.

### 3. Land Characteristics and Surrounding Uses

- 3.1 The subject lands are located on the northeast corner of Highway 401 and Regional Road 18 in Newtonville. The subject property is located on the northeast corner of Highway 401 (King's Highway) and Regional Road 18 in Newtonville (See **Figure 1**). The subject property is approximately 9 hectares (22.24 acres) in size and with 28.71 metres (94.19 feet) of frontage along the east side of Newtonville Road and the extension of Charles Tilley Crescent. The property is currently undeveloped and vacant of buildings and structures.
- 3.2 The surrounding neighbourhood consists of mainly single detached dwellings. The property just north and east of the subject site has an approved Draft Plan of Subdivision to permit single detached dwellings. The dwellings on Charles Tilley Crescent are mainly one or one and a half storeys in height with a few two storey dwellings.
- 3.3 The surrounding uses are as follows:
- North:** Newtonville Public School and Single detached dwelling
- South:** Highway 401 (King's Highway)
- East:** Existing Single detached dwellings
- West:** Regional Road 18

### 4. Provincial Policy

#### Provincial Planning Statement (PPS) 2024

- 4.1 The Provincial Planning Statement, 2024 (PPS) identifies settlement areas as the focus of growth. Land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land, infrastructure and resources.
- 4.2 Opportunities for redevelopment and intensification are to be promoted where it can be accommodated. Municipalities must provide a variety of housing types and densities, and a range of housing options that are affordable to area residents.
- 4.3 The proposal is consistent with the Provincial Planning Statement

## 5. Official Plans

### Durham Regional Official Plan (Envision Durham)

- 5.1 The Durham Region Official Plan (Envision Durham) designates the subject lands as 'Hamlet'. Development within the Hamlet area should be predominantly in the form of low-density single-detached dwellings. Development within the hamlets shall be individually serviced with private drilled wells (unless municipal services are available) and private sewage disposal systems where groundwater quantity and quality permits.
- 5.2 Hamlet development shall only be permitted to proceed if the required technical studies conclude that the development on individual private services is sustainable.
- 5.3 According to Maps 2a and 2b of the Regional Official Plan, the subject lands contain, or are adjacent to, Key Natural Heritage and Hydrologic Features. Any future development will require an Environmental Impact Study, as determined by the GRCA and the Municipality. An Environmental Impact Study Terms of Reference has been submitted by the applicant with will be approved and accordingle an Environmental Impact Study will be required for further review.
- 5.4 The proposal conforms to Envision Durham.

### Municipality of Clarington Official Plan

- 5.5 The Clarington Official Plan designates the lands "Environmental Protection" and "Hamlet."
- 5.6 The predominant use of lands within the Hamlet designation shall be detached residential dwellings. New residential lots in any rural settlement area shall meet the policies of the Official Plan, specifically Sections 12.3.5 and 12.4.2. This includes a minimum lot size of 0.4 ha, which is what is shown on the proposal.
- 5.7 No development is permitted within Natural Heritage features or their associated Minimum Vegetation Protection Zone.
- 5.8 The west and south portions of the site are designated Environmental Protection. Development limits will be established through an Environmental Impact Study (EIS), in accordance with the policies of the Clarington Official Plan. The extent of development will ultimately depend on the findings and recommendations of all required technical studies.
- 5.9 The proposal conforms to the Clarington Official Plan.

## 6. Zoning By-law

- 6.1 Zoning By-Law 84-63 zones the subject lands as "Environmental Protection (EP)" and "Residential Hamlet Exception (RH-18)".

- 6.2 The applicant is proposing to change the zoning of the site from Residential Hamlet Exception (RH-18) to a site-specific exception to permit the use of single detached dwelling serviced by private sanitary sewers and to allow for minimum lot frontages of 27 metres (88.6 feet) and a minimum lot area of 2,000 square metres (0.2 ha).
- 6.3 The determination of appropriate zone categories will be made following the review all public and agency comments and will be brought forward at a future date with the recommendation report. A draft Zoning By-law, submitted by the applicant, is included as **Attachment 1** to this report.
- 6.4 A site-specific zoning exception was applied to Block 32 (now registered as Block 31) in 1992. At that time, the Ministry of the Environment required that the block be reserved by the owner as a nitrate dilution area. The intent of the site-specific exception was to prohibit development on this block until municipal sewage services became available.
- 6.5 A Zoning By-law Amendment will be required to accurately reflect the limits of the Environmental Protection (EP) Zone and a site specific exception zone would be required to facilitate the smaller proposed lots to be serviced by private septic services. The finalization of an appropriate zoning category for the Residential Hamlet area will be determined once development limits have been established and through the review of all required technical reports.
- 6.6 The proposed Zoning By-law Amendment does not currently include a Holding (H) symbol, however, the inclusion of an (H) symbol may be required. The Holding provision would remain in effect until the applicable conditions, as outlined in Section 3.10 of the Zoning By-law, are satisfied. These conditions will be further detailed in a future recommendation report.

## 7. Summary of Background Studies

- 7.1 The applicant has submitted several supporting documents which have been circulated to departments and agencies for review and comment. The list of studies and drawings are on the development application webpage [www.clarington.net/Part Lot 8, Concession 1, Newtonville](http://www.clarington.net/Part Lot 8, Concession 1, Newtonville) and are also available upon request. A summary of the submitted reports and studies will be provided in a future recommendation report.

## 8. Public Notice and Submissions

- 8.1 Public Notices were sent to 29 landowners in Newtonville within 120 metres of the subject lands on April 1, 2026. Two public meeting signs were installed on the subject lands along Charles Tilley Crescent and Regional Road 18 in Newtonville. Details of the proposed application were also posted on the Municipality's website, and in the Clarington Connected e-newsletter.
- 8.2 As of writing this report, staff have not received any public submissions.

- 8.3 Staff will continue to process any public inquiries received. Comments received at the Statutory Public Meeting will also be considered and included in the recommendation report.

## **9. Departmental and Agency Comments**

- 9.1 The applications were circulated to internal departments and external agencies for review and comments. A list and summary of the agency and internal department comments received, as well as all public comments received, will be included in a subsequent recommendation report.

## **10. Discussion**

- 10.1 The Official Plan requires that new development within existing neighbourhoods must respect the physical character of the existing neighbourhood. New development must provide appropriate setbacks and have regard for the height and scale of the existing building stock in the surrounding neighbourhood. The Official Plan policies are to protect existing neighbourhoods from incompatible development.
- 10.2 The surrounding neighbourhood contains a range of built forms. While most dwellings on Charles Tilley Crescent are single detached homes, there is considerable variation in building size, architectural form, setbacks, lot sizes, and lot frontages.
- 10.3 The Environmental Impact Study (EIS) must be updated to reflect and evaluate the current proposal. The extent of development will ultimately depend on the findings and recommendations of all required technical studies. A consolidated constraints map must also be prepared, illustrating all identified constraints from the various studies on a single figure, including the proposed development.
- 10.4 In recent years, the Province of Ontario has updated the applicable Planning Legislation to include policies related to the establishment of additional dwelling units, accessory dwelling units, etc. in order to alleviate the current housing demand. For this reason, the inclusion of accessory/additional dwelling units within the proposed dwellings, where possible is encouraged.
- 10.5 No parks are proposed within this development. Cash in lieu of parkland is proposed for this development.
- 10.6 Staff will continue to review the submitted applications and work with the applicant to address all technical matters.
- 10.7 The purpose of the Public Meeting is to provide an opportunity for further public input. Agency and public comments will be addressed in a subsequent recommendation report to Committee and Council.

## 11. Financial Considerations

- 11.1 Not Applicable, as this is a public meeting report to gather public input and the analysis of the proposal and the reports are being reviewed by the different agencies, additional financial considerations that may arise will be discussed in a subsequent recommendation report.

## 12. Strategic Plan

- 12.1 The proposed development will be reviewed against the three pillars of the Clarington Strategic Plan 2024-27. Staff will give special attention to the priorities of growing resilient, sustainable and complete communities and connecting residents through the design of safe, diverse, inclusive and vibrant communities. An analysis of the proposed development's alignment with the specific priorities of the Strategic Plan will be included in the future recommendation report.

## 13. Climate Change

- 13.1 As this is a public meeting report to gather public input and the analysis of the proposal and the reports are being reviewed by the different agencies, a fulsome analysis of the proposal, including the impacts on climate change will be discussed in a subsequent recommendation report.

## 14. Concurrence

- 14.1 Not Applicable.

## 15. Conclusion

- 15.1 The purpose of this report is to provide background information and obtain comments on the proposed Zoning By-law Amendment, and Draft Plan of Subdivision for seven single detached dwelling at the Statutory Public Meeting under the *Planning Act*. Staff will continue to review and process the application, including consideration of department, agency and public feedback and will prepare a subsequent recommendation report for Council's consideration. Comments received at this public meeting will be considered and included in the final recommendation report.

---

Staff Contact: Shrija Vora, Planner II, (905)-623-3379 ext. 2436 or [svora@clarington.net](mailto:svora@clarington.net) or Amanda Tapp, Manager of Development Review, 905-623-3379 ext. 2527 or [atapp@clarington.net](mailto:atapp@clarington.net).

Attachments:

Attachment 1 – Draft Zoning By-Law Amendment

Attachment 2 – Draft Plan of Subdivision

Corporation of the Municipality of Clarington

By-law Number 2026-XX

Being a by-law to amend By-law 84-63, Comprehensive Zoning By-law for the Corporation of the Municipality of Clarington

Whereas the Council of the Corporation of the Municipality of Clarington deems it advisable to amend By-law 84-63 of the Corporation of the Municipality of Clarington for ZBA-2026-XX;

Now Therefore Be It Resolved That, the Council of the Corporation of the Municipality of Clarington enacts as follows:

1. Schedule '16' to By-law No. 84-63, as amended, is hereby further amended by changing the zone designation of the lands legally described as Block 32 on Draft Plan 18T-87083, Part of Lot 8, Concession 1, Municipality of Clarington, Durham Region, from:

*“Rural Hamlet Exception 18 (RH-18) Zone” to “Rural Hamlet Exception 17 (RH-17) Zone” as illustrated on Schedule “A” attached hereto.*

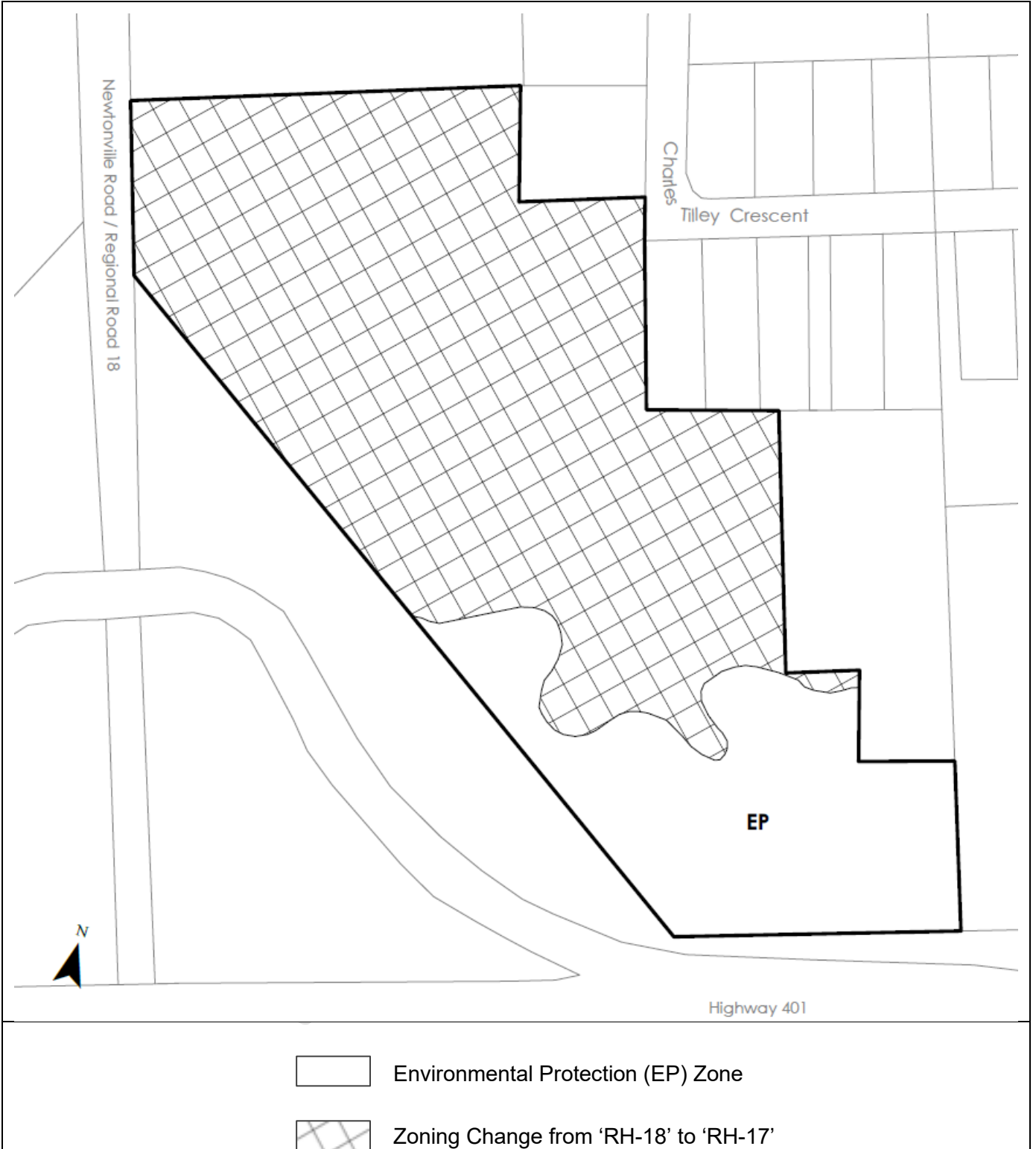
2. Schedule 'A' attached hereto shall form part of this By-law.
3. This By-law shall come into effect on the date of the passing hereof, subject to the provisions of Sections 34 and 36 of the Planning Act.

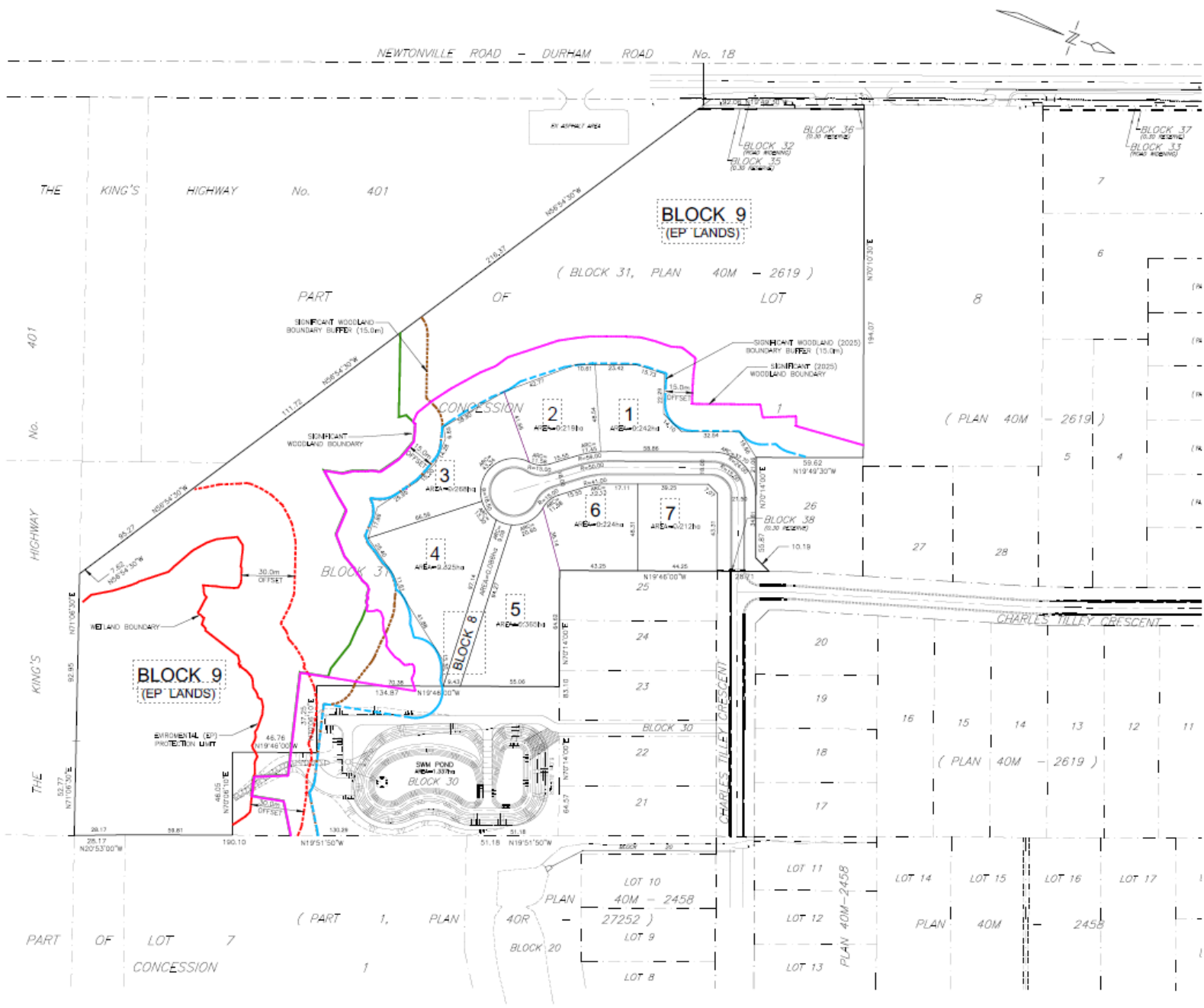
By-Law passed in open session this \_\_\_\_\_ day of \_\_\_\_\_, 2026.

\_\_\_\_\_  
Adrian Foster, Mayor

\_\_\_\_\_  
June Gallagher, Municipal Clerk

This is Schedule "A" to By-law 2026-XX, passed this \_\_\_\_\_ day of \_\_\_\_\_, 2026 A.D.





LAND USE SCHEDULE				
PROPOSED USE	LIT/BLK #	# OF LOTS/BLKS	# OF UNITS	AREA (ha)
LOW DENSITY RESIDENTIAL (SINGLE DET-RES)	LIT 1	1	1	0.242
	LIT 2	1	1	0.216
	LIT 3	1	1	0.208
	LIT 4	1	1	0.305
	LIT 5	1	1	0.386
	LIT 6	1	1	0.224
	LIT 7	1	1	0.212
<b>TOTAL</b>		<b>7</b>	<b>7</b>	<b>1.809</b>
NON RESIDENTIAL				
SWM POND ACCESS	BLK 9	1		0.096
ENVIRONMENTAL PROTECTION	BLK 9 (EP) LANDS	1		6.642
ROADS	21.0m / 18.0m ROW			0.416
<b>TOTALS</b>		<b>9</b>	<b>7</b>	<b>9.003</b>

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT

- E - NORTH-HAILET RESIDENTIAL
- SOUTH-TRANSIT/STATION CORRIDOR / EP LANDS
- EAST - HAILET RESIDENTIAL
- WEST - HIGHWAY INFRASTRUCTURE
- W - WETLANDS
- H - HIGHWAY INFRASTRUCTURE
- I - INFRASTRUCTURE
- M - MUNICIPAL WATER

OWNER'S AUTHORIZATION		SURVEYOR'S CERTIFICATE	
I/WE, THE LAND OWNER,	HEREBY CERTIFY THAT THE BOUNDARY OF THE LANDS TO BE SURVEYED AS SHOWN ON THIS PLAN AND THE ACCURACY OF THE DATA AND CALCULATIONS THEREON, HAVE BEEN ACCURATELY AND COMPLETELY DETERMINED BY ME OR BY A REGISTERED LAND SURVEYOR OR OTHER LAND SURVEYOR.	I, THE SURVEYOR,	CERTIFY THAT THE BOUNDARY OF THE LANDS TO BE SURVEYED AS SHOWN ON THIS PLAN AND THE ACCURACY OF THE DATA AND CALCULATIONS THEREON, HAVE BEEN ACCURATELY AND COMPLETELY DETERMINED BY ME OR BY A REGISTERED LAND SURVEYOR OR OTHER LAND SURVEYOR.
SIGNED: _____	DATE: _____	SIGNED: _____	DATE: _____

NO.	REVISION	DATE	BY	APPROVED

**PROPOSED**  
**DRAFT PLAN**  
 PART OF LOT 8, CONCESSION  
 FORMERLY IN THE TOWNSHIP OF DARLINGTON  
 NOW IN THE  
**MUNICIPALITY OF CLARINGTON**  
 REGIONAL MUNICIPALITY OF DURHAM

**D.G. BIDDLE & ASSOCIATES**  
REGISTERED PROFESSIONAL ENGINEERS AND SURVEYORS

401 Toronto Rd. W., Oakville, ON L6L 6C9  
 100 King St. West, Toronto, ON M5X 1C7  
 Phone: 905-709-2000  
 Fax: 905-709-2001  
 www.dgbiddle.com  
 dgbiddle@rogers.com

SCALE	1:1000	<b>116031</b>
DRAWN BY:	B.B.	
DESIGN BY:	M.B.C.	
CHECKED BY:	M.B.C.	<b>DP-1</b>
PLUT DATE	10/12/2023	



# Public Meeting Report

If this information is required in an alternate accessible format, please contact the Accessibility Coordinator at 905-623-3379 ext. 2131.

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<b>Report To:</b>	<b>Planning and Development Committee</b>	
<b>Date of Meeting:</b>	April 20, 2026	<b>Report Number:</b> PDS-033-26
<b>Authored By:</b>	Nicole Zambri, Principal Planner	
<b>Submitted By:</b>	Darryl Lyons, Deputy CAO, Planning and Infrastructure Services	
<b>Reviewed By:</b>	Trevor Pinn, Deputy CAO/Treasurer (Acting CAO)	
<b>File Number:</b>	COPA2026-0003 (Cross References :ZBA2024-0033 and SC2024-0019)	
<b>Resolution#:</b>		
<b>Report Subject:</b>	<b>Official Plan Amendment application to facilitate approximately 1,200 residential units at 6 Wilmot Creek Drive in Newcastle.</b>	

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## Purpose of Report:

The purpose of this report is to provide information to the public and Council. It does not constitute, imply or request any degree of approval.

## Recommendations:

1. That Report PDS-033-26 and any related communication items, be received for information only;
2. That Staff receive and consider comments from the public, review agencies, and Council with respect to the Official Plan Amendment application submitted by GHD on behalf of Rice Development Corporation and continue processing the application including the preparation of a subsequent recommendation report; and
3. That all interested parties listed in Report PDS-033-26 and any delegations be advised of Council's decision.

## Report Overview

The Municipality is seeking the public's input on a proposed Official Plan Amendment application, in association with related Zoning By-law Amendment and Draft Plan of Subdivision applications, at 6 Wilmot Creek Drive in Newcastle.

### 1. Application Details

**Owner:** Rice Development Corporation

**Agent:** GHD Limited

**Proposal:** Official Plan Amendment (OPA)

#### Clarington Official Plan proposed amendment:

The Official Plan Amendment application will facilitate the proposed development of a total of 1,293 residential units in a mix of built form typologies, including walk up apartments by amending the following Clarington Official Plan policy:

Policy 9.4.5(h) which limits the number of townhouse units per block to 50 units and apartment buildings to 2. The proposal shows:

- 102 townhouse units on Block 8;
- 13 apartment buildings on Block 10;
- 5 apartment buildings on Block 9.

#### Wilmot Creek Secondary Plan proposed amendment:

Proposal to reduce the minimum height from 6 storeys to 4 storeys within the 'High Density Residential' designation on Block 10; and to redesignate lands from 'Medium Density Residential' to 'Parkette' to accommodate a larger park block (Block 13).

**Area:** 30.71 hectares (75.89 acres)

**Location:** 6 Wilmot Creek Drive, Newcastle; North of the hydro corridor and south of Highway 401; Part Lots 3 and 4, Broken Front, Former Township of Darlington; Within the Wilmot Creek Secondary Plan Area (**see Figure 1**)

**Roll Numbers:** 1817-010-010-01100; 1817-010-010-00522; 1817-010-010-00511;  
1817-010-010-00512

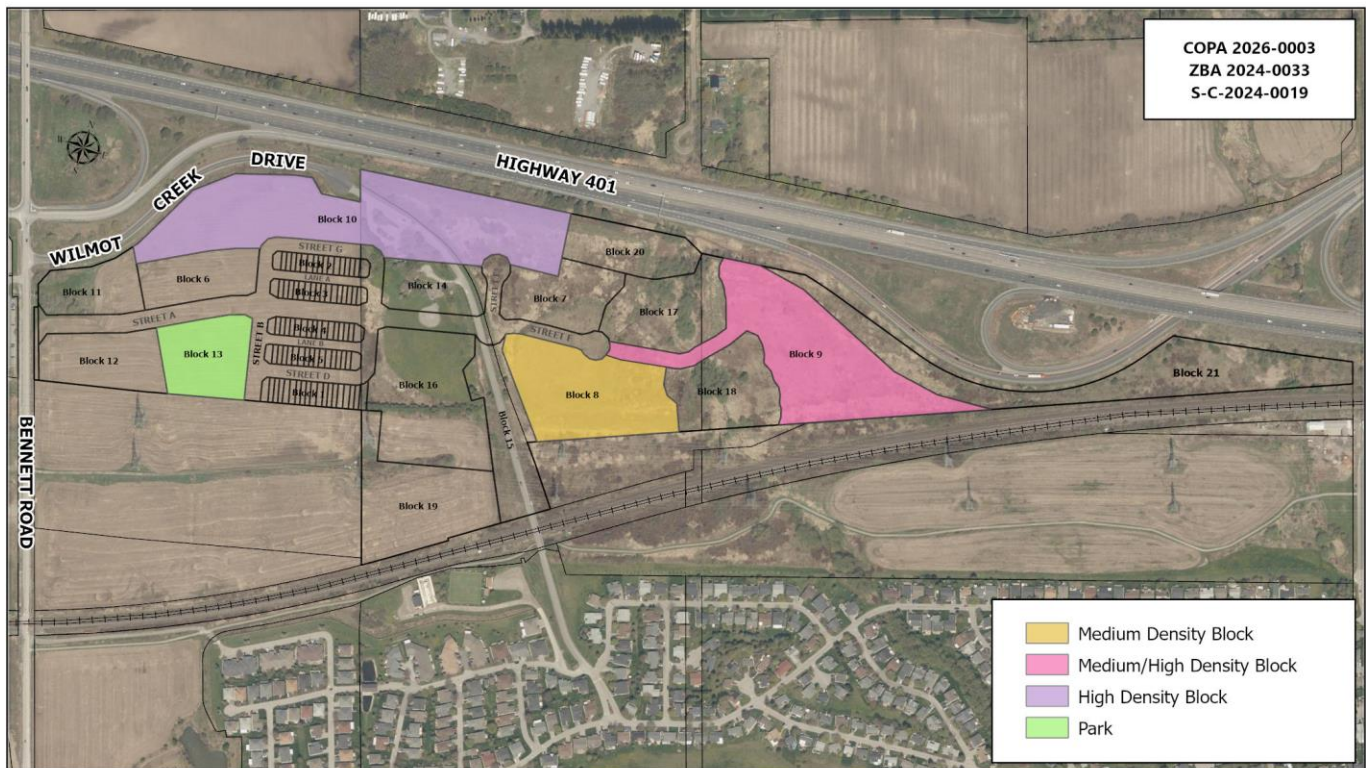


Figure 1 – Proposed Plan highlighting the Blocks subject to the OPA

## 2. Background

- 2.1 The subject lands are located within the Wilmot Creek Secondary Plan Area and are proceeding concurrently with the lands to the south which are under separate ownership and applications.
- 2.2 On December 12, 2024, applications for a Zoning By-law Amendment and Draft Plan of Subdivision were received and deemed incomplete. The outstanding materials were submitted and the applications were deemed complete on March 11, 2025. The proposal showed two mixed use blocks adjacent to Bennett Road, five high and medium density blocks with a maximum height of eight storeys, street related townhouse blocks, two park blocks, open space blocks, and public roads. The total amount of residential units proposed is approximately 1,755 units and a retail floor space of 1,700 square metres within a mixed-use building.
- 2.3 A public meeting was held on June 16, 2025 and comments from the public, agencies and departments were received (refer to **Attachment 5** for the previous concept plan).
- 2.4 One of the consistent comments received from the public was related to density and the need to provide different building typologies, such as low-rise apartments for seniors. As a result, the Owner has revised the proposal to accommodate low rise apartments within Block 10. The proposal has also been revised to accommodate a larger park block.

- 2.5 Through the review of the application, Clarington Staff also identified conflicts with the multi-unit residential policies contained in Policy 9.4.5 (h) of the Clarington Official Plan. The proposed Official Plan Amendment seeks to amend the maximum number of townhouse units per block and the number of apartment buildings per block. The increase in the number of apartments buildings per block was a result of the height being reduced and providing more low-rise type of apartment buildings to add variety to the built form typologies.
- 2.6 Given the changes, the proposal now shows a reduced number of dwelling units from 1,755 to 1,293 units and an increase in area to the park located adjacent to the mixed-use blocks (refer to Attachment 4 for the revised concept plan).
- 2.7 The revisions to the applications and a formal Official Plan Amendment were received on February 20, 2026 and deemed complete by Staff on March 30, 2026. The applications were also circulated to agencies and departments for comments. The Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications will all be processed concurrently.
- 2.8 A subsequent Site Plan application and Draft Plan of Condominium application will be required for the future development blocks at a later date.

### 3. Land Characteristics and Surrounding Uses

- 3.1 The subject lands are located between Highway 401 and the hydro corridor, on the east side of Bennett Road and within the Wilmot Creek Secondary Plan Area, municipally known as 6 Wilmot Creek Drive, Newcastle. The site has frontage along the Highway 401 corridor, Bennett Road, and the existing Wilmot Creek Drive.
- 3.2 The site consists of mainly vacant agricultural lands, some open space, a gate house, multipurpose building for recreational space for the existing Wilmot Creek community, and a hydro corridor.
- 3.3 The surrounding uses are as follows:
  - North:** Highway 401 and agricultural lands.
  - East:** Existing Wilmot Creek Adult Lifestyle Community and hydro corridor
  - South:** Hydro corridor, CN Railway and beyond, Wilmot Creek Adult Lifestyle Community. Beyond this, Lake Ontario shoreline.
  - West:** Industrial lands and low-rise residential dwellings to the southwest.

## 4. Provincial Policy

### The Provincial Planning Statement (PPS) 2024

- 4.1 The Provincial Planning Statement, 2024 (PPS) encourages planning authorities to create healthy, livable, and safe communities by accommodating an appropriate range and mix of housing types, including affordable housing and shall promote development patterns that efficiently use land and infrastructure.
- 4.2 The PPS policies direct growth to settlement areas and promote compact development forms. The subject lands are located within the Newcastle Urban Settlement boundary. Planning authorities are to facilitate a variety of housing forms and promote residential intensification to achieve efficient development patterns, especially along public transit and active transportation routes.
- 4.3 The PPS encourages a minimum density target of 50 residents and jobs per gross developable hectare in designated growth areas.
- 4.4 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features, and ground water features. Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas unless the ecological function of the adjacent lands has been evaluated, and it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.
- 4.5 The proposal is consistent with the Provincial Planning Statement.

## 5. Official Plan

### Durham Regional Official Plan (Envision Durham)

- 5.1 The Durham Region Official Plan (Envision Durham) designates the subject lands as “Community Areas.” Community Areas are to be planned for a variety of housing types, sizes, and tenures, including townhouse dwellings. These areas can also include population-serving uses and shall be developed in a compact form through higher densities and by intensifying and redeveloping existing areas.
- 5.2 Envision Durham provides a long-term policy framework that is used to manage Durham Region’s growth and development to 2051. The intent of Envision Durham is to manage resources, direct growth and establish a basis for providing Regional services in an efficient and effective manner
- 5.3 Development within this area shall be planned to achieve a minimum density target of 53 people and jobs per hectare. The density proposed is estimated to be around 116 people and jobs per ha. The proposal meets the density target.
- 5.4 The application conforms with Envision Durham.

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### Municipality of Clarington Official Plan

- 5.5 The Clarington Official Plan designates the property Urban Residential, Neighbourhood Centre, Green Space, and Environmental Protection Area and is within Newcastle Urban Area. The area is also identified as Special Policy Area B2. Area B2 includes the lands located north of the CN railway which are subject to a Secondary Plan. A variety of housing forms, which may include retirement and assisted living facilities, are encouraged subject to the Secondary Plan. Consideration shall be given to locate high rise residential uses and commercial uses on a public road system within a plan of subdivision. A portion of the lands may be developed with private leasehold arrangements and private streets.
- 5.6 The Wilmot Creek Secondary Plan area also includes a Neighbourhood Centre. Neighbourhood centres are to serve as focal points for residential neighbourhoods and provide a range of retail and service uses to meet the day-to-day needs. The maximum amount of gross leasable floor space in any one Neighbourhood Centre shall be 5,000 square metres.
- 5.7 Bennett Road is identified as a Type C Arterial Road on Map J4 and a proposed grade separation is shown at the CN railway intersection.
- 5.8 Table 4-3 in the Clarington Official Plan states that areas at the edge of neighbourhoods and adjacent to arterial roads are to have a minimum density of 19 units per net hectare and a height ranging from 1 to 3 storeys (which can be further refined through the secondary plan). It also provides for limited apartments, townhouses, semi-detached dwellings, and detached dwellings.
- 5.9 The Clarington Official Plan contains criteria for multi-unit residential development. The policies state that development shall be suitable to accommodate the proposed density and built form and shall be compatible with the surrounding context. A site-specific Official Plan Amendment was submitted by the applicant to address the limitation on the number of townhouse units per future development block and the number of apartment buildings.
- 5.10 Natural Heritage Features are identified and mapped on the subject lands. The natural heritage features are designated Environmental Protection Area. The natural heritage system is to be protected and enhanced for the long term to promote responsible stewardship and provide sustainable environmental, economic and social benefits. Studies will determine the appropriate development limits and vegetation protection zone in accordance with the Official Plan.
- 5.11 Where a development or redevelopment proposal includes non-developable land or land designated as an Environmental Protection Area, the Municipality may require that such land be dedicated to the Municipality and will not be accepted as statutory parkland dedication.
- 5.12 A draft Official Plan Amendment (OPA) that was submitted as part of the application by GHD is included in **Attachment 1**.

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### Wilmot Creek Secondary Plan

- 5.13 The subject lands are within the Wilmot Creek Secondary Plan and are designated, Medium Density Residential, High Density Residential, Neighbourhood Centre, Parkette, Environmental Protection Area, Stormwater Management Facilities, and Green Space.
- 5.14 The Secondary Plan also shows lands that will be acquired by the Ministry of Transportation along Highway 401, as well as a private road-control access into the existing Wilmot Creek Community, which is needed with the proposed re-route of Wilmot Creek Drive.
- 5.15 A local road connection is shown through the hydro corridor and connecting to the south parcel also subject to Planning Act applications (SC2024-0018), as well as connecting trails throughout the Secondary Plan Area.
- 5.16 Development within the Secondary Plan Area shall provide a distribution of land uses by providing a mix of uses, heights, and densities to support a complete community. Taller buildings are to be directed close to Highway 401 and Bennett Road.
- 5.17 The Medium Density Residential Designation permits a mix of housing types and tenures in mid- and low-rise building forms. Apartments and townhouses are permitted building types within the Medium Density Residential Designation. The height of buildings shall be a minimum of two storeys and a maximum of six storeys.
- 5.18 The High-Density Residential Designation permits mid-rise building forms mainly in apartment building types or similar. The height of buildings shall be a minimum of six storeys and a maximum of eight storeys. The revised proposal has low-rise apartment buildings with a height of four storeys which necessitated the need for an amendment to the High-Density Residential designation for Block 10. The minimum density within the High-Density Residential designation is 60 units per net hectare.
- 5.19 The Neighbourhood Centre is to provide commercial uses and cultural or entertainment opportunities in combination with residential uses. Mixed-use buildings are permitted, as well as a grocery store. Heights can range from one to six storeys with the one storey portion limited to 50% of all development in the Neighbourhood Centre. The minimum density is 40 units per net hectare.
- 5.20 The proposal also reflects the Land Use Schedule by providing two park blocks, a stormwater management pond, and the open space areas. The proposal has been revised to increase the size of the westerly park (Block 13), as such, an Amendment to the Secondary Plan Land Use Schedule is required.
- 5.21 A draft Official Plan Amendment (OPA) that was submitted as part of the application by GHD is included in **Attachment 1**.

## 6. Zoning By-law 84-63

- 6.1 The subject lands are currently zoned “Agricultural (A)” within Zoning By-law 84-63.
- 6.2 Finalization of appropriate zone uses and provisions will be determined after all public and agency comments have been received and will be brought forward in a subsequent recommendation. A hold symbol will be implemented as part of the Zoning By-law Amendment to ensure the conditions of the draft plan of subdivision, site plan approval and draft plan of condominium have been fulfilled. The parks will also be rezoned to an urban residential zone and will have a hold until the lands are transferred to the Municipality.
- 6.3 Parts of the subject lands are also proposed to be rezoned to Environmental Protection to protect the natural heritage features and reflect the open space lands, including the stormwater management pond.
- 6.4 A draft Zoning By-law Amendment submitted by the applicant is included in **Attachment 2**.

## 7. Summary of Background Studies

- 7.1 The applicant has submitted the required supporting plans and studies which have been circulated to departments and agencies for review and comment. The list of studies and drawings are on the development application webpage at [www.clarington.net/6WilmotCreek](http://www.clarington.net/6WilmotCreek) and are also available upon request. A summary of the submitted reports and studies will be provided in a future recommendation report.

## 8. Public Notice and Submissions

- 8.1 Public Notice was mailed to 30 households within 120 metres of the subject lands on April 1, 2026. Public Notice was also sent to the interested parties who expressed an interest in the related Zoning By-law Amendment and Subdivision applications. Three public meeting signs were installed on the subject lands. Details of the proposed application were also posted on the Municipality’s website, and in the Clarington Connected e-newsletter.
- 8.2 As of writing this report, staff have received three public submissions with main concerns raised about security for the existing Wilmot Creek community.
- 8.3 Staff will continue to process any public inquiries received. Comments received at the Statutory Public Meeting will also be considered and included in the recommendation report.

## 9. Departmental and Agency Comments

- 9.1 The application was circulated to internal departments and external agencies for review and comments. At the time of writing this report, staff have not received all of the agency and department comments. A list and summary of the agency and internal department comments received, as well as all public comments received, will be included in a subsequent recommendation report.

## 10. Discussion

- 10.1 The proposed residential development is located within the Newcastle Urban Boundary and the Wilmot Creek Secondary Plan. The proposal represents a form of development encouraged by Provincial, Regional, and Municipal policies.
- 10.2 The applicant has reduced the number of residential units by approximately 462 units as the minimum height in Block 10 is proposed to be reduced to four storeys to accommodate a different built form typology (low-rise apartment buildings). The applicant has now proposed walk-up apartments and a multi-building high-density cluster on Block 10 as opposed to the previously proposed 6 to 8 storey apartments. See **Attachment 4** for the revised concept plan.
- 10.3 The proposal continues to show a future public road that will connect to the proposed plan of subdivision SC-2024-0018, as well as a private road access to the existing Wilmot Creek Community.
- 10.4 Further discussion on the appropriateness of the land uses proposed and the built form, such as heights, densities and general site layout will be addressed through a subsequent recommendation report and through the site plan application process.

### Park and Trails

- 10.5 The Wilmot Creek Secondary Plan indicates that parks shall be provided as part of a connected parks and open space system. Wherever feasible, lands designated Green Space shall incorporate parks and leisure uses for passive recreational uses. Schedule A to the Secondary Plan shows two parkettes within the subject lands. Parkettes are smaller scale parks and shall be between 0.5 to 1.0 hectare in size.
- 10.6 The revised proposal has increased both park blocks shown within the Secondary Plan. Previously the park blocks were 0.71 and 0.60 hectares. Now the park blocks are 1.02 and 0.79 hectares, respectively.
- 10.7 An Official Plan Amendment was submitted to change the land use designation from 'Medium Density Residential' to "Parkette" for the westerly park. The easterly park was revised to remove the townhouse block along Street C and have more exposure along the street frontage, which reflects the park area shown within the Secondary Plan Land Use Schedule.

### Height Reduction within the High-Density Designation

- 10.8 The proposed height reduction within the High-Density Designation from a minimum of six storeys to four storeys will need to be evaluated based on the proposed minimum density targets of Envision Durham, Clarington Official Plan and the Wilmot Creek Secondary Plan to ensure targets are still being maintained. The maximum height will still be eight storeys. The Amendment would allow for greater flexibility in building typologies using variations in heights to create a more pedestrian scaled design. A full analysis of the urban design principles and objectives will be completed as part of the recommendation report.

## Multi-Unit Residential Policies

10.9 The Official Plan Amendment seeks to increase the number of future condominium townhouse units on Block 8 from 50 to 102 units. It also seeks to increase the number of apartment buildings from a maximum of two buildings per block. This would only apply to Blocks 9 and 10 of the draft plan of subdivision to allow for the mid-rise walk-up apartment buildings.

## Affordable Units

10.10 The Wilmot Creek Secondary Plan has specific policies to facilitate affordable housing. The Clarington Official Plan also encourages a minimum of 30% of the proposed units to be affordable.

10.11 The application currently does not mention any intention to provide affordable or rental housing. Further discussions with the Owner in this regard will be required and would be discussed in a future recommendation report. Staff will work with the applicant to encourage the inclusion of affordable housing units.

## 11. Financial Considerations

11.1 Not Applicable, as this is a public meeting report to gather public input and the analysis of the proposal and the reports are being reviewed by the different agencies, additional financial considerations that may arise will be discussed in a subsequent recommendation report.

## 12. Strategic Plan

12.1 The proposed development will be reviewed against the three pillars of the Clarington Strategic Plan 2024-27. Staff will give special attention to the priorities of growing resilient, sustainable, and complete communities and connecting residents through the design of safe, diverse, inclusive, and vibrant communities. An analysis of the proposed development's alignment with the specific priorities of the Strategic Plan will be included in the future recommendation report.

## 13. Climate Change

13.1 The application, including submitted reports are being reviewed by staff and circulated agencies. Analysis of the proposal, including the impacts on climate change will be discussed in a subsequent recommendation report.

## 14. Concurrence

14.1 Not Applicable.

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## 15. Conclusion

- 15.1 The purpose of this report is to provide background information and obtain comments on the submitted applications for Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision for 1,293 residential units at the Statutory Public Meeting under the *Planning Act*. Staff will continue to review and process the applications, including consideration of department, agency and public feedback and will prepare a subsequent recommendation report for Council's consideration. Comments received at this public meeting will be considered and included in the final recommendation report.

---

Staff Contact: Nicole Zambri, Principal Planner, 905-623-3379 ext. 2422 or [nzambri@clarington.net](mailto:nzambri@clarington.net) or Amanda Tapp, Manager of Development Review, 905-623-3379 ext. 2527 or [atapp@clarington.net](mailto:atapp@clarington.net).

### **Attachments:**

- Attachment 1 – Draft Official Plan Amendment
- Attachment 2 – Draft Zoning By-law Amendment
- Attachment 3 – Draft Plan of Subdivision
- Attachment 4 - Revised Concept Plan
- Attachment 5 – Previous Concept Plan

### **Interested Parties:**

A list of Interested Parties available from Department.

## The Corporation of the Municipality of Clarington

### Amendment Number XXX

#### To the Municipality of Clarington Official Plan

- Purpose:** To amend the Clarington Official Plan to permit a plan of subdivision consisting of residential and mixed-use blocks.
- Location:** The amendment to the Official Plan applies to property west of Bennet Road and south of Highway 401.
- Basis:** This amendment is based on applications by Rice Development Corp. to permit a draft plan of subdivision on lands west of Bennet Road and south of Highway 401.
- Actual Amendment:** The Clarington Official Plan and the Wilmot Creek Neighbourhood Secondary Plan are hereby amended by adding an exception to Section 23.19.xx “Residential Exceptions” as follows:
1. Notwithstanding policy 9.4.5. h) of Clarington Official Plan, apartment blocks adjacent to Highway 401 and east of the Bennett Road shall have more than 50 units and apartment blocks shall exceed 2 buildings.
  2. Notwithstanding policy 12.4.3 of Wilmot Creek Neighbourhood Secondary Plan, apartment buildings adjacent to Highway 401 and east of the Bennett Road will have a minimum height of 4 storeys and a maximum height of 8 storeys.
  3. Notwithstanding the Wilmot Creek Neighbourhood Secondary Plan, a portion of the lands designated Medium Density Residential located west of Bennett Road and north of Hydro Corridor are hereby redesignated to Park to allow for the expansion of the existing parkette.

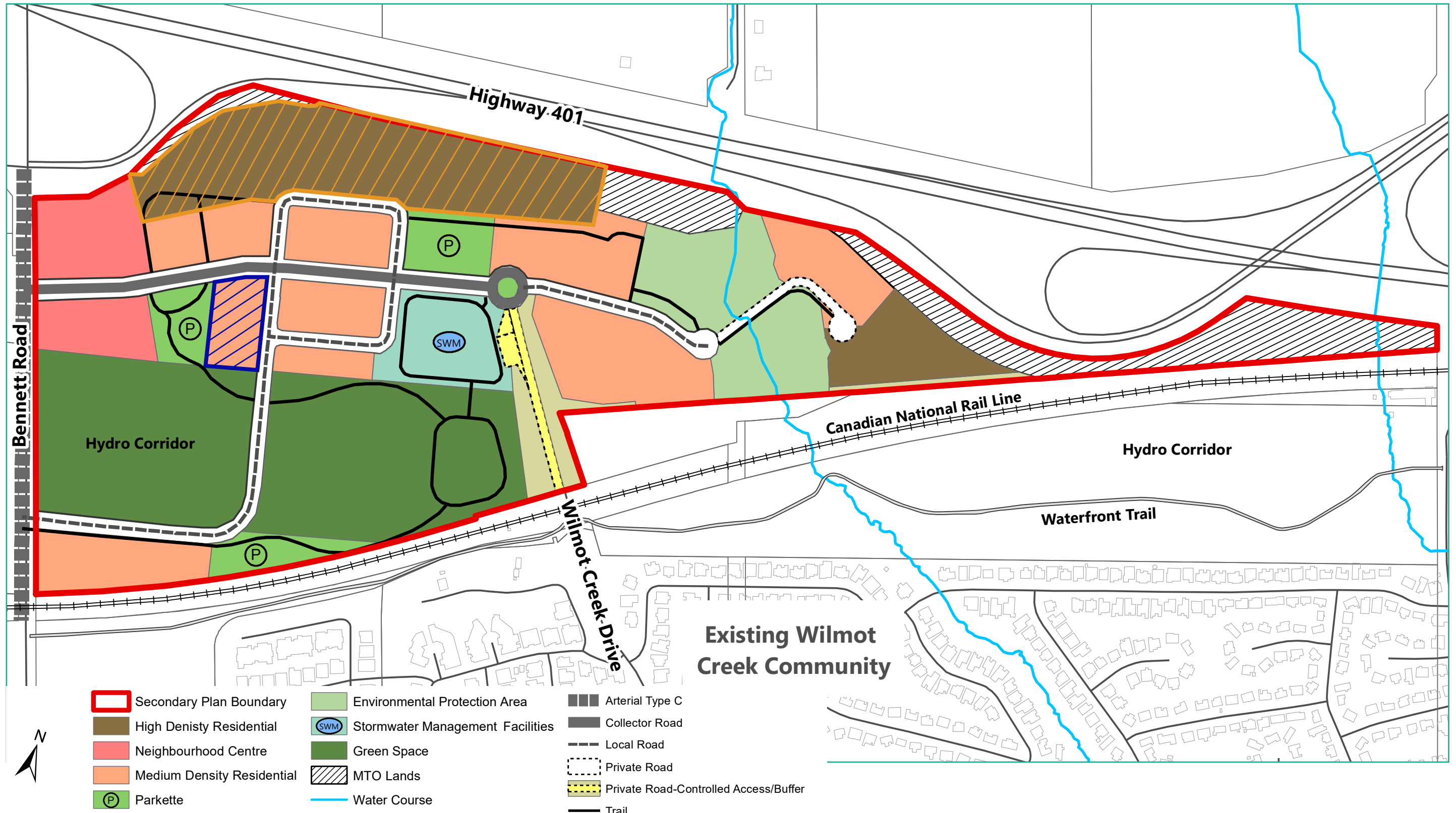
**Implementation:**

The provisions set forth in the Municipality of Clarington Official Plan regarding the implementation of the Plan, shall apply in regard to this Amendment.

**Interpretation:**

The provisions set forth in the Municipality of Clarington Official Plan regarding the interpretation of the Plan, shall apply in regard to this Amendment.

DRAFT



**LEGEND:**

Subject Lands to be redesignated From 'Medium Density Residential' to 'Parkette'

Subject Lands

1. Exception to policy 9.4.5. h) of Clarington Official Plan
2. Exception to policy 12.4.3 of Wilmot Creek Neighbourhood Secondary Plan



**RICE DEVELOPMENTS INC.  
WILMOT CREEK**

Project No. 2820028-02140  
Revision A  
Date JAN 2026

The Corporation of the Municipality of Clarington  
By-law Number 2026-XXX

being a By-law to amend By-law 84-63, the Comprehensive Zoning By-law for the corporation of the Municipality of Clarington

Whereas the Council of the Corporation of the Municipality of Clarington deems it advisable to amend By-law 84-63, as amended, of the Corporation of the Municipality of Clarington;

Now therefore the Council of the Municipality of Clarington enacts as follows:

1. That Section 14A, Medium Density Wilmot Creek (R3A) Zone is added after Section 14 as follows:

14 A. Medium Density Wilmot Creek (R3A) Zone

14 A.1 Definitions

Within the R3A Zone, the following definitions shall apply:

**“Dwelling, Block Townhouse”** means a building containing a minimum of three and a maximum of eight dwelling units, wherein each dwelling unit is separated from the adjacent dwelling unit by a common wall, and each dwelling unit has its own entrance from the outside and a private garage, carport or parking space and sharing common vehicular access to a public street via a driveway, but shall not include a street townhouse dwelling.

**“Dwelling Unit, Block Townhouse”** means a dwelling unit in a block townhouse dwelling

**“Dwelling, Stacked Townhouse”** means a building containing more than four dwelling units, each of which has a vertical and horizontal wall in common and a private entrance from outside.

**“Dwelling, Street Townhouse”** means a building containing a minimum of three and a maximum of eight dwellings units, wherein each dwelling unit is on a separate freehold lot with frontage on a street, and each dwelling unit is separated from the adjacent dwelling unit by a common wall, and each dwelling

unit has its own entrance from the outside, a driveway from a street or lane, and a private garage, carport or parking space.

**“Dwelling Unit, Street Townhouse”** means a dwelling unit in a street townhouse dwelling.

**“Dwelling, Back-to-Back Townhouse”** means a building containing a minimum of 6 and a maximum of 16 dwelling units that are divided vertically by common walls, including a common rear wall, and each dwelling unit has an independent entrance from outside.

**“Dwelling Unit, Back-to-Back Townhouse”** means a dwelling unit in a back-to-back townhouse dwelling.

**“Internal roadway”** means a right of way or roadway that provides vehicular access to the parking areas and parking spaces on a residential property intended for multi-unit residential development and is not a lane or private street

**“Lane”** means a right-of-way or roadway that provides vehicular access to the rear of a lot where the lot also fronts or flanks onto a street, or where a lot fronts onto public or private open space. The lane shall be owned and maintained by a governmental authority

**“Street”** means the right of way of a public highway or a private street.

#### 14 A.2 Permitted Uses

Within the R3A Zone, no person shall use land or erect after or use any building or structure except as specified hereunder:

- a) Residential Uses
  - i. Apartment building
  - ii. Block Townhouse Dwelling
  - iii. Stacked Townhouse Dwelling
  - iv. Street Townhouse Dwelling
  - v. Back-to-Back Townhouse Dwelling
  - vi. Retirement Home
  - vii. Long Term Care Home
  - viii. Special Needs Housing.

14 A.3 Regulations

- i. The following table and additional provisions establish the zone standards that apply to the Medium Density Wilmot Creek Zone

Table 1. Medium Density Wilmot Creek Zone Standards

Building Type	Min. Lot Area (m <sup>2</sup> )	Min. Lot Frontage	Min. Front Yard	Min. Interior Side Yard	Min. Exterior Side Yard	Min. Rear Yard	Min. Outdoor Private Amenity Space	Min. Front Yard Landscaped Open Space
Street townhouse dwelling unit with a front access garage	160 m <sup>2</sup> /unit except 5.5m/unit on a private street	6 m/unit except 5.5m/unit on a private street	3 m <sup>(1)</sup>	1.2 m <sup>(6)</sup>	3 m <sup>(1)</sup>	7.5 m	NR	25%
Street townhouse dwelling unit with a detached rear garage	165 m <sup>2</sup> /unit	5.5 m/unit	3 m	1.2 m <sup>(9)</sup>	3 m <sup>(1)</sup>	2.5 m to a garage, carport or unenclosed parking space <sup>(2)(7)</sup>	25 m <sup>2</sup> /unit	50%
Street townhouse dwelling unit with an integral rear garage	108 m <sup>2</sup> /unit	5.5 m/unit	3 m	1.2 m <sup>(4)(6)</sup>	3 m <sup>(1)</sup>	2.5 m to a garage, carport or unenclosed parking space <sup>(2)(10)</sup>	15 m <sup>2</sup> /unit	50%
Block townhouse dwelling	NR	30m	3 m <sup>(1)(3)</sup>	1.2 m <sup>(3)</sup>	3 m <sup>(1)(3)</sup>	7.5 m	NR	NR
Stacked townhouse dwelling	NR	30m	3 m <sup>(1)(3)</sup>	1.8 m <sup>(3)</sup>	3 m <sup>(1)(3)</sup>	7.5 m	NR	NR
Back-to-back townhouse dwelling units	75 m <sup>2</sup> /unit	5.5 m/unit	3 m <sup>(1)(3)</sup>	1.5 m <sup>(6)</sup>	3 m <sup>(1)(3)</sup>	NR	7.5 m <sup>2</sup> /unit	NR
Apartment building/Retirement home/Long term care home	NR	NR	4 m <sup>(3)</sup>	6 m <sup>(3)</sup>	4 m <sup>(3)</sup>	7.5 m <sup>(3)</sup>	NR	NR

**Notes:** NR = No Requirement

(1) Except that for the wall of the private containing the opening for a vehicle, the minimum yard shall be 5.8 metres.

(2) Except that the minimum distance where access is provided to both sides of a lane shall be 1.75 metres.

(3) Except that for an underground parking area, the minimum setback shall be 0 metres.

(4) If no common wall exists between the rear garages of attached units, the minimum interior side yard for the garage portion of the building and any space above shall be 0.6 metres.

(5) Except that the minimum private amenity space shall be 10 square metres for lots with frontages of less than 6 metres.

(6) Where no common wall exists.

(7) Except that the minimum distance from the travelled portion of an internal roadway or private street shall be 2.75 metres.

c) Additional Provisions

- i. The minimum density shall be 40 units per hectare.
- ii. The minimum lot depth of a back-to-back townhouse dwelling unit shall be 12.5 metres.
- iii. The following provisions apply to block townhouse dwellings:
  - a. The minimum width of each dwelling shall be 5.5 metres.
  - b. The minimum separation distance between block townhouse dwellings on the same lot shall be 2.4 metres for an end wall to end wall condition, 15 metres for a rear wall to rear wall condition, and 15 metres for a front wall to front wall condition.
  - c. The provisions pertaining to setbacks for garages in subsection 14.2 apply to block townhouse dwellings, and for the purpose of applying these provisions to block townhouse dwellings, the boundary of an internal roadway shall be deemed to be a lot line and a theoretical line extending from the vertical division of the block townhouse dwellings units to the boundary of the internal roadway shall be considered the side lot line
  - d. The minimum distance from an end wall to an internal roadway shall be 1.8m
  - e. The minimum distance from a wall other than an end wall to an internal driveway shall be 3.0m
  - f. The minimum distance from an integral garage of a block townhouse dwelling unit to an internal roadway shall be 5.8m

- g. The minimum landscaped open space on the lot shall be 30%
- iv. The following provisions apply to stacked townhouse dwellings
    - a. The minimum separation distance between stacked townhouse dwellings on the same lot shall be 2.4 metres for an end wall to end wall condition, 15 metres for a rear wall to rear wall condition, and 15 metres for a front wall to front wall condition.
    - b. The minimum distance from an end wall to an internal roadway shall be 1.8 m.
    - c. The minimum distance from a wall other than an end wall to an internal driveway shall be 3.0m.
    - d. The minimum distance from an integral garage of a stacked townhouse dwelling unit to an internal roadway shall be 5.8 m.
    - e. The minimum landscaped open space on the lot shall be 30%.
  - v. The following provisions apply to an apartment building, long term care home, retirement home or special needs housing:
    - a. The minimum landscaped open space on the lot shall be 25%.
    - b. The minimum separation between two buildings on the same lot shall be 12 metres.

2. That Section 15A, High Density Wilmot Creek Zone is added after Section 15 as follows:

15A R4A – High Density Wilmot Creek Zone

A Permitted Uses

No person shall within an R4A – High Density Wilmot Creek Zone use land or erect, alter or use any building or structure except as specified hereunder:

a) Residential Uses

- i. Apartment Building.
- ii. Retirement Home.
- iii. Long Term Care Home.
- iv. Special Needs Housing.

**B Regulations for Residential Uses**

- a) Density (minimum) 60 units per hectare
- b) Height (minimum) 4 storeys  
(maximum) 8 storeys
- c) Front Yard (minimum) 3m<sup>(1)</sup>  
(maximum) 6m
- d) Interior Side Yard (minimum) 6m<sup>(1)</sup>
- e) Exterior Side Yard (minimum) 6m<sup>(1)</sup>
- f) Rear Yard (minimum) 7.5m<sup>(1)</sup>
- g) The minimum separation distance between apartment building on one lot shall be 12 metres
- h) The minimum landscaped Open Space on the lot shall be 25%
- i) Apartment blocks may exceed 2 buildings.

<sup>(1)</sup> Except for an underground parking area for which the minimum setback shall be 0 metres

3. That Section 16 A.7, Site Specific Exceptions to the Mixed-Use Zone be amended by adding the following exceptions:

**16 A.7 Commercial Mixed-Use Exception (MU3-X) Zone**

Notwithstanding the provisions of Section 16A, those lands zoned (MU3 – X (s:1/16)) on the schedules to this By-law shall, in addition to all other uses and regulations of the MU3 Zone, be subject to the following requirement:

- a) Minimum Density 40 units per hectare

4. Schedule '1' to By-law 84-63, as amended is hereby further amended by changing the zone designation from

“Agricultural (A) Zone” to “ Environmental Protection (EP) Zone”

“Agricultural (A) Zone” to “Medium Density Wilmot Creek (S:2/6) Zone”

“Agricultural (A) Zone” to High Density Wilmot Creek (R4A (S: 6/8)) Zone”

“Agricultural (A) Zone” to “Urban Centre Mixed Use Exception (MU3-X) Zone”

as illustrated on the attached Schedule 'A' hereto.

5. Schedule 'A' attached hereto shall form part of this By-law
6. This By-law shall come into effect on the date of the passing hereof, subject to the provisions of Section 34 and Section 36 of the Planning Act.

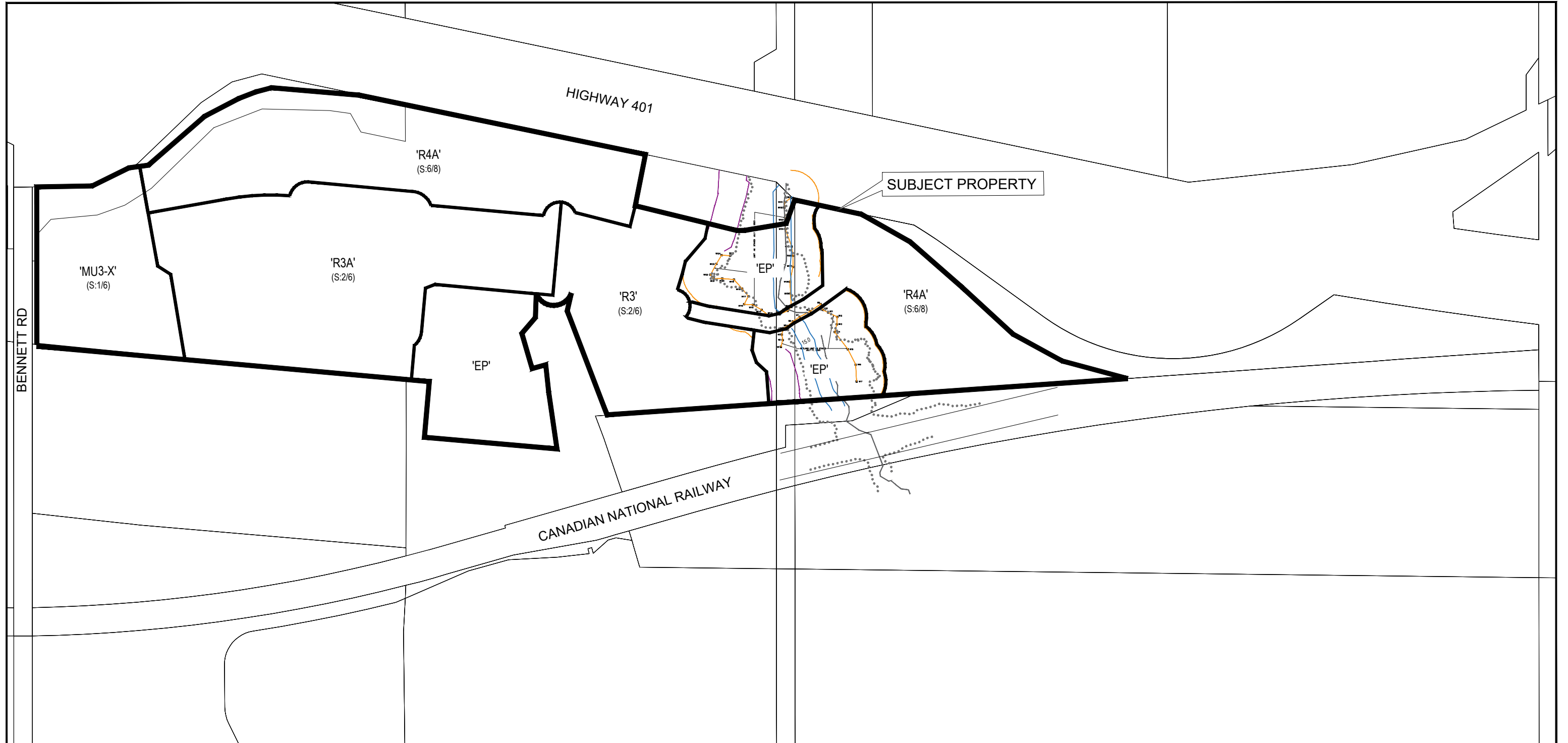
Passed in Open Council this    day of            , 2026.

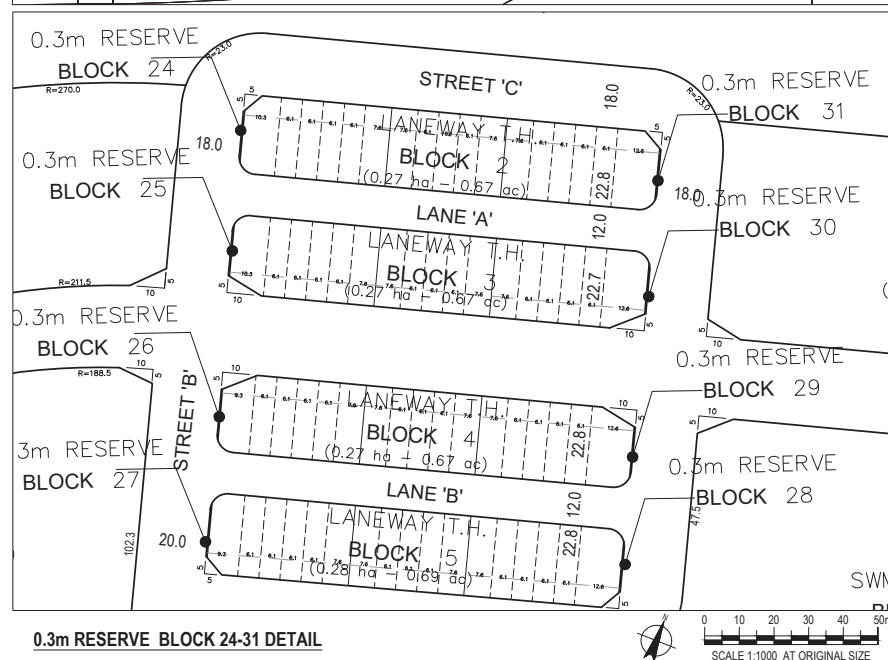
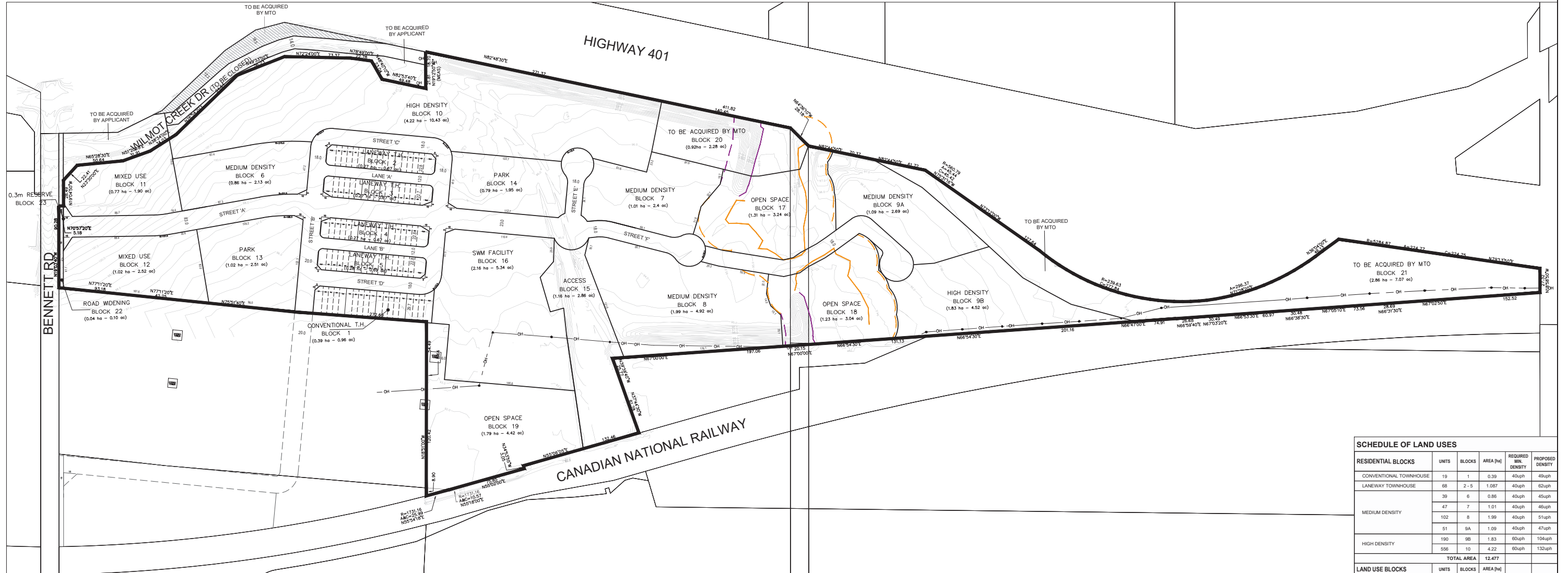
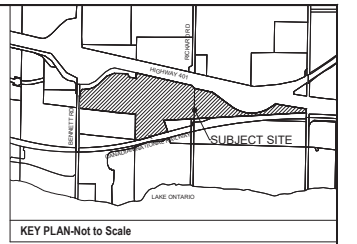
# Schedule A

To By-law # \_\_\_\_\_ - 24  
This is Schedule A-1 to By-law # \_\_\_\_\_ passed by the Council of the Municipality of Clarington  
this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

\_\_\_\_\_  
Clerk

\_\_\_\_\_  
Mayor





- LEGEND:**
- Staked Wetland Boundary
  - - - Interpolated Limit of Wetland - 30m Setback
  - Assumed Limit of Wetland
  - - - Assumed Limit of Wetland - 30m Setback

SCHEDULE OF LAND USES				
RESIDENTIAL BLOCKS	UNITS	BLOCKS	AREA [ha]	PROPOSED DENSITY
CONVENTIONAL TOWNHOUSE	19	1	0.39	49uph
LANEWAY TOWNHOUSE	68	2 - 5	1.087	62uph
MEDIUM DENSITY	39	6	0.86	45uph
	47	7	1.01	46uph
	102	8	1.99	51uph
HIGH DENSITY	51	9A	1.09	47uph
	190	9B	1.83	104uph
	556	10	4.22	65uph
<b>TOTAL AREA</b>			<b>12.477</b>	
LAND USE BLOCKS				
MIXED - USE	204	11 - 12	1.79	114uph
<b>TOTAL UNITS</b>			<b>1276</b>	
PARK	13 - 14	1.81	--	--
ACCESS	15	1.16	--	--
SWM FACILITY	16	2.16	--	--
OPEN SPACE	17 - 19	4.33	--	--
LANDS TO BE ACQUIRED BY MTO	20 - 21	3.78	--	--
ROAD WIDENING	22	0.04	--	--
0.3m RESERVE	23 - 31	0.004	--	--
<b>TOTAL AREA</b>			<b>15.074</b>	
ROADS				
12.0 m LANE	240	0.28	--	--
18.0 m R.O.W	623	1.40	--	--
20.0 m R.O.W	105	0.22	--	--
23.0 m R.O.W	535	1.259	--	--
<b>TOTAL LENGTH/AREA</b>	<b>1,687</b>	<b>3.159</b>	--	--
<b>TOTAL AREA OF SUBMISSION</b>			<b>30.71</b>	

Client: **RICE DEVELOPMENT CORP.**

Project: **WILMOT CREEK NORTH**

2 2nd SUBMISSION	P.R.	C.J.	JAN 2026
1 1st SUBMISSION	P.R.	B.J.	NOV 2024
No. Issue	Drawn	Approved	Date
Author	P.R.	Designer	P.R.
Drafting Check		Design Check	C.J.
Project Manager	C.J.		
Date	Scale		
<b>APRIL 2026</b>	<b>AS SHOWN</b>		
Project No.			
<b>2820028</b>			

0 20 40 60 80 100m

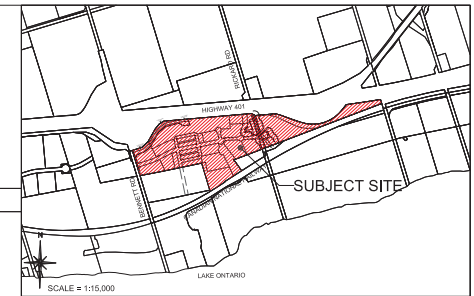
SCALE 1:2000 AT ORIGINAL SIZE

**CONCEPT BLOCK PLAN**

(FOR DENSITY CALCULATION PURPOSES ONLY)

100 - 75 Woodrow Court,  
Whitby, ON L1P 0S4  
E.young@ghd.com W www.ghd.com

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MUNICIPALITY OF Clarington  
REGIONAL MUNICIPALITY OF DURHAM

**Unit Count Summary**

Conventional TH (6.1m) - 1 parking garage +1 parking space	19 Units
Laneway Decked TH(6.1m) : 2 parking garage +2 parking space	140 Units
Back-to-Back TH(6.7m): 1 parking garage +1 parking space	116 Units
Walkup Apartments (4 storey) 1 parking garage +Additional surface parking	187 Units
Apartment (4-6 Storeys) (860ft2):	790 Units
Live/Work TH(5.5m) : 1 parking garage +1 parking space	24 Units
<b>Retail : 3,600m2/ 38,700ft2*</b>	
<b>Total:</b>	<b>1,276 Units</b>

**Parking Summary**

Provided Underground Parking (1 level)	1,322
Provided At Grade Parking :	
Garage, Visitor & Parking Space on Driveway	1,342
On-street Parking	77
<b>Sub-Total</b>	<b>2,741</b>
<b>Total Parking Provided:</b>	<b>2,741</b>
<b>Total Required Parking</b>	<b>2,290</b>

**\*Note:**

- Parking ratio for grade related townhouses (laneway decked, stacked decked and conventional) is 2 parking per unit (1 garage+1 driveway space) +0.25 visitor parking
- Parking ratio for apartment building, mixed-use and back-to-back townhouses is 1.5 parking per unit (1.25 + 0.25 visitor parking)
- Parking ratio for Non-residential uses and retail is 1 per 30m2
- All calculations are based on 1 level of underground parking
- Visitor parking TBD

Revision #	Description	Date

Title: **Wilmot Creek Neighbourhood Concept Master Plan**

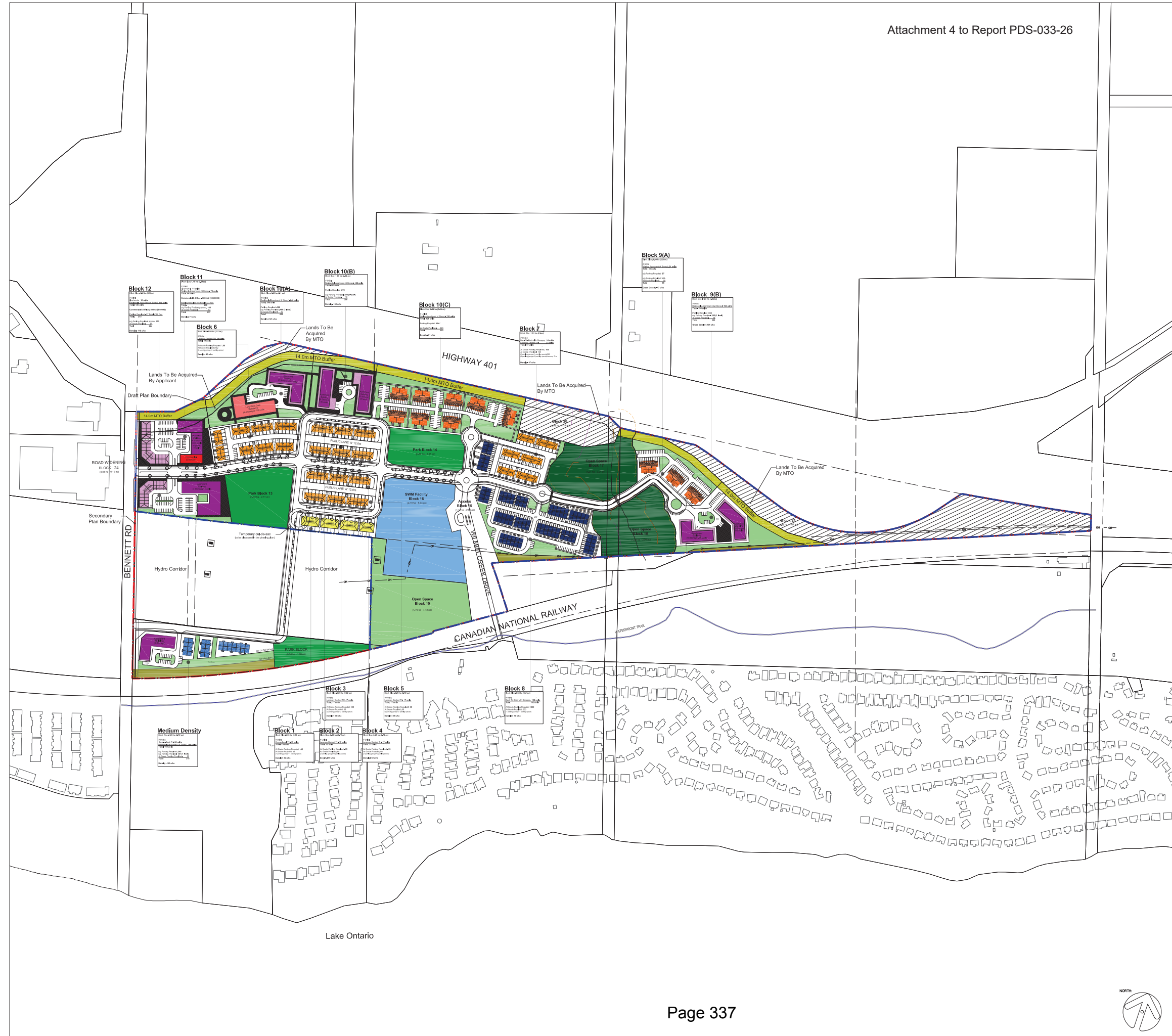
Scale: 1:2000 Date: March 24, 2026

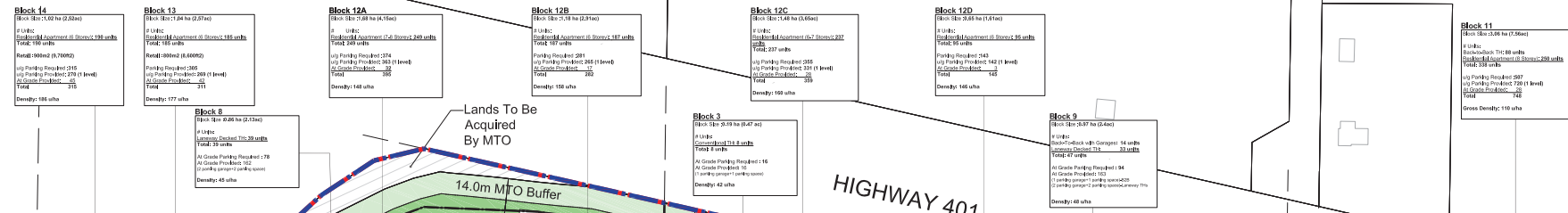
Job #: RDC001 Design: [Signature]

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**Unit Count Summary**

	• Conventional TH (6.1m) - 1 parking garage +1 parking space	<b>53 Units</b>
	• Laneway Decked TH(6.1m) : 2 parking garage +2 parking space	<b>140 Units</b>
	• Back-to-Back/Stacked TH with U/G (7.5m):	<b>88 Units</b>
	• Back-to-Back TH(6.7m): 1 parking garage +1 parking space	<b>104 Units</b>
	• Apartment (6-8 Storeys) (850ft2):	<b>1,018 Units</b>
	• Mixed-Use Residential (6 Storeys)(850ft2):	<b>375 Units</b>
	• Retail : 1,700m2/ 18,300ft2*	<b>1,778 Units</b>
<b>Total:</b>		<b>3,582 Units</b>

**Parking Summary\***

• Provided Underground Parking (1 level)	2,360
• Provided At Grade Parking :	
- Garage and Parking Space on Driveway	874
- Visitor Parking (including Mixed-use)	226
- On-street Parking	122
<b>Sub-Total</b>	<b>1,222</b>
<b>Total Parking Provided:</b>	<b>3,582</b>
<b>Total Required Parking</b>	<b>2,917</b>

**Humphrey Land**

	• Back-to-Back TH with U/G (7.5m):	<b>60 Units</b>
	• Apartment (6Storey) (850ft2) :	<b>100 Units</b>
<b>Total:</b>		<b>160 Units</b>
Provided Underground Parking (Level 1)	307	
Provided At Grade Parking	18	
<b>Total:</b>	<b>325</b>	
Required Parking	285	

**\*Note:**

- Parking ratio for grade related townhouses (laneway decked, stacked decked and conventional) is 2 parking per unit (1 garage+1 driveway space) +0.25 visitor parking
- Parking ratio for apartment building, mixed-use and back-to-back townhouses is 1.5 parking per unit (1.25 + 0.25 visitor parking)
- Parking ratio for Non-residential uses and retail is 1 per 30m2
- All calculations are based on 1 level of underground parking
- Visitor parking TBD



## Public Meeting Report

If this information is required in an alternate accessible format, please contact the Accessibility Coordinator at 905-623-3379 ext. 2131.

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<b>Report To:</b>	<b>Planning and Development Committee</b>	
<b>Date of Meeting:</b>	April 20, 2026	<b>Report Number:</b> PDS-034-26
<b>Authored By:</b>	Nicole Zambri, Principal Planner	
<b>Submitted By:</b>	Darryl Lyons, Deputy CAO, Planning and Infrastructure Services	
<b>Reviewed By:</b>	Trevor Pinn, Deputy CAO/Treasurer (Acting CAO)	
<b>File Number:</b>	COPA2026-0004 and ZBA2022-0026 (Cross Reference: SC-2022-0015)	
<b>Resolution#:</b>		
<b>Report Subject:</b>	Official Plan Amendment Application to Remove a Wetland Feature to Facilitate Proposed Development	

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### Purpose of Report:

The purpose of this report is to provide information to the public and Council. It does not constitute, imply or request any degree of approval.

### Recommendations:

1. That Report PDS-034-26 and any related communication items, be received for information only;
2. That Staff receive and consider comments from the public, review agencies, and Council with respect to the Official Plan Amendment application submitted by Tribute Tercot Brookhill 2 Inc. and continue processing the application including the preparation of a subsequent recommendations report; and
3. That all interested parties listed in Report PDS-034-26 and any delegations be advised of Council's decision.

## Report Overview

The Municipality is seeking public input on a proposed Official Plan Amendment related to submitted Zoning By-law Amendment and Draft Plan of Subdivision applications for 2499 Nash Road and 2538/2494 Bowmanville Avenue in Bowmanville.

The Official Plan Amendment proposes a site-specific change to remove a natural heritage feature (a wetland) to facilitate the proposed development. It also introduces policies for natural heritage feature removal compensation which would be specific to this application.

## 1. Application Details

**Owner:** Tribute Tercot Brookhill 2 Inc.

**Proposal:** Clarington Official Plan Amendment (OPA) and Brookhill Neighbourhood Secondary Plan proposed amendment

The Official Plan Amendment application proposes to introduce a site-specific amendment for the removal of an identified natural heritage feature (wetland feature) in order to facilitate the proposed development. It also introduces policies for natural heritage feature removal compensation which would be specific to this application.

**Area:** 11.15 hectares (27.5 acres)

**Location:** 2499 Nash Road, 2538 and 2494 Bowmanville Avenue in Bowmanville (**see Figure 1**)

**Roll Number:** 1817-010-030-00500, 1817-010-030-00600, 1817-010-030-00700

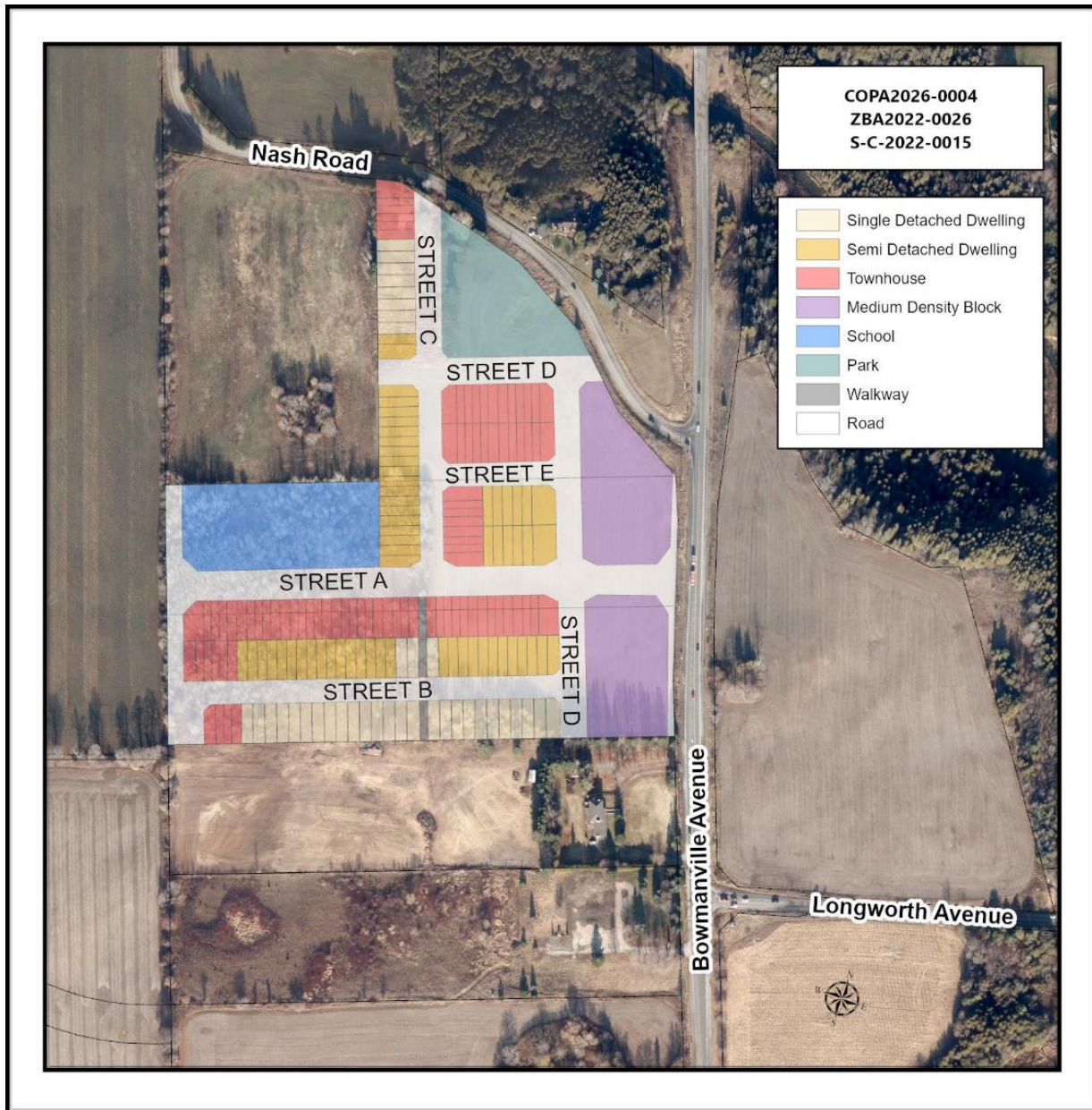


Figure 1 – Proposed Plan

## 2. Background

- 2.1 On December 12, 2022, Tribute Tercot Brookhill 2 Inc. submitted applications for a draft plan of subdivision and rezoning to permit the development of 285 residential units consisting of singles, semis, street townhouse and stacked townhouses (refer to Figure 1). The subject lands are located within the Brookhill Neighbourhood Secondary Plan Area.
- 2.2 A public meeting was held on January 20, 2025, and comments from the public, agencies and departments were received (refer to **Attachment 3** for the proposed Draft Plan of Subdivision).

- 2.3 Through the review of the application, Clarington Staff identified conflicts with the Clarington Official Plan policy related to the identified Natural Heritage Feature on the property, specifically a wetland feature. The submitted Environmental Impact Study identified a Red-osier Dogwood Thicket Swamp Type community totaling 0.87 ha in size (SWT2-5 classification). The applicant proposes to remove the portion of the feature on the subject lands (0.67 ha) to facilitate the development application. Within Clarington's Official Plan, a wetland feature greater than 0.5 hectares in size forms part of the Natural Heritage System and is to be protected. A minimum 30 metre setback is also applied to the feature limit for the vegetation protection zone, as per the Official Plan policies.
- 2.4 A formal Official Plan Amendment application was received on February 10, 2026, and deemed complete by Staff on March 30, 2026. The applications were also circulated to agencies and departments for comments. The Official Plan Amendment and related Zoning By-law Amendment and Draft Plan of Subdivision applications will all be processed concurrently.

### 3. Land Characteristics and Surrounding Uses

- 3.1 The subject lands are located on the west side of Bowmanville Avenue and south of Nash Road in the Bowmanville Urban Area. The lands are currently vacant and being used for agricultural purposes. The subject application comprises three parcels of land which have frontage on Nash Road and Bowmanville Avenue; however this segment of Nash Road is proposed to be removed after Clarington Boulevard is extended north to Nash Road (Concession 3).
- 3.2 The surrounding uses are as follows:
- North:** Nash Road, a single detached dwelling and the Bowmanville Creek.
  - East:** Bowmanville Avenue and vacant agricultural lands. Applications have been submitted by Tribute Tercot Brookhill 1 Inc. for an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision.
  - South:** Single detached dwellings on large lots and agricultural lands. Longworth Avenue is proposed to be extended from Bowmanville Avenue to Green Road.
  - West:** Predominantly vacant agricultural lands proposed for redevelopment to residential uses.

### 4. Provincial Policy

#### The Provincial Planning Statement (PPS) 2024

- 4.1 The Provincial Planning Statement, 2024 (PPS) encourages planning authorities to create healthy, livable, and safe communities by accommodating an appropriate range and mix of housing types, including affordable housing and shall promote development patterns that efficiently use land and infrastructure.

- 4.2 The PPS policies direct growth to settlement areas and promote compact development forms. The subject lands are located within the Bowmanville Urban Settlement boundary. Planning authorities are to facilitate a variety of housing forms and promote residential intensification to achieve efficient development patterns, especially along public transit and active transportation routes.
- 4.3 The PPS encourages a minimum density target of 50 residents and jobs per gross developable hectare in designated growth areas.
- 4.4 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features, and ground water features. Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas unless the ecological function of the adjacent lands has been evaluated, and it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

## **5. Official Plan**

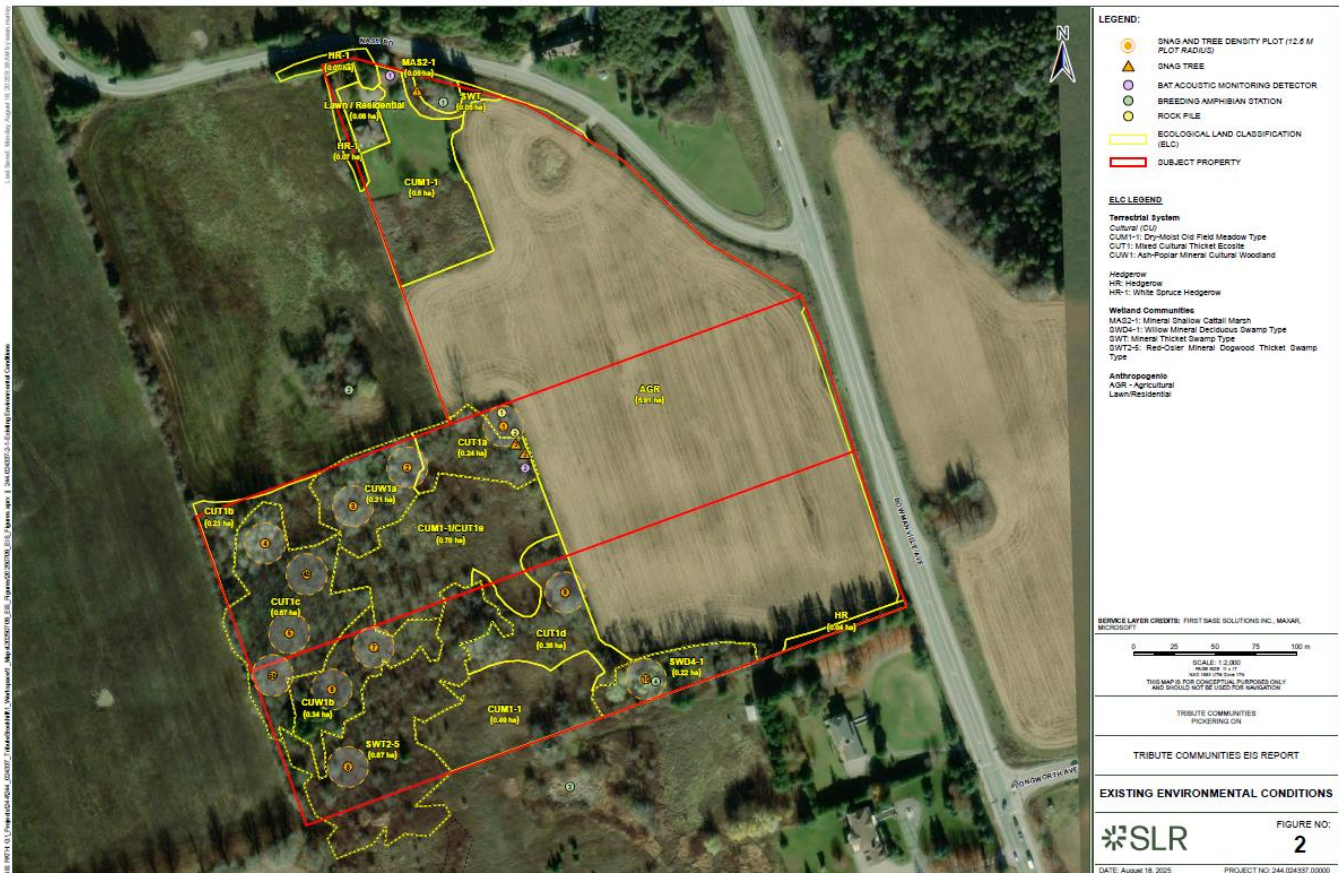
### **Durham Region Official Plan (Envision Durham)**

- 5.1 Envision Durham provides a long-term policy framework that is used to manage Durham Region's growth and development. The intent of Envision Durham is to manage resources, direct growth and establish a basis for providing Regional services in an efficient and effective manner.
- 5.2 The Durham Region Official Plan (Envision Durham) designates the subject lands as "Community Areas." Community Areas are to be planned for a variety of housing types, sizes, and tenures, including townhouse dwellings. These areas can also include population-serving uses and shall be developed in a compact form through higher densities and by intensifying and redeveloping existing areas.
- 5.3 Envision Durham provides policies for nature-based climate solutions to help mitigate negative impacts to the climate. These solutions include tree planting, preserving tree canopies, protecting and restoring wetlands, encouraging native species, etc. The policies encourage collaboration with area municipalities, conservation authorities, Indigenous communities and other stakeholders in the protection and restoration of the Region's wetlands.
- 5.4 The policies also prohibit development and site alteration within 120 metres of wetlands, unless an approved environmental impact study and wetland water balance risk evaluation demonstrates that there will be no negative impact on the wetland or its ecological functions. The Region of Durham relies upon the local municipality's policies to determine the minimum distance to the features for the sufficient protection of the feature and its functions.

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### Municipality of Clarington Official Plan

- 5.5 The Clarington Official Plan designates the site Urban Residential and is within the Bowmanville Urban Area. A summary of the applicable Urban Structure policies of the Clarington Official Plan were provided in the previous Public Meeting report ([PSD-003-0025](#)) and a further policy review for the development proposal will be part of a future recommendation report.
- 5.6 An Environmental Impact Study (EIS) was prepared by SLR Consulting Ltd. (formerly Palmer), given the natural heritage features identified on the subject site. The EIS was prepared to evaluate the significance of the features and demonstrate conformity with Clarington's Official Plan policies. The features are not shown on Map D 'Natural Heritage System' of the Clarington Official Plan but still need to be evaluated for protection on a site-by-site basis through the findings of the EIS, as per policies 3.4.3 and 3.4.12.
- 5.7 Development and site alteration within the natural heritage feature and/or hydrologically sensitive feature or within the vegetation protection zone is prohibited, except in instances for conservation management, transportation and major infrastructure projects under an Environmental Assessment process, and low intensity recreational uses. Given that the development proposal does not meet the criteria listed in the Clarington Official Plan, a site-specific Official Plan Amendment is required for the removal of any identified features.
- 5.8 Policy 3.4.11 of the Clarington Official Plan states: "The removal of a natural heritage feature and/or hydrologically sensitive feature, in particular wetlands and woodlands, shall not be considered as the basis for approving any development application. The Municipality will require the compensation and/or restoration of any part of the natural heritage system which has been damaged or removed without prior Municipal approval."
- 5.9 The Municipality retained Aquafor Beech Ltd. to conduct a peer review of the findings given that the identified environmental features on the property are proposed to be removed. Through the review, it was determined that the wetland community (SWT2-5), located on the southwest portion of the subject lands, meets the definition of a wetland as per Clarington's Official Plan (see figure 2).
- 5.10 Other vegetated areas are present on the site; however, based on their size and the assessment, do not meet the definition of a woodland under the Clarington Official Plan. Compensation for the loss of habitat and vegetation may still be considered through a restoration plan in an identified area, subject to the satisfaction of the Municipality and the Conservation Authority.



**Figure 2 – Existing Environmental Conditions and Ecological Land Classifications (ELC) provided by SLR Consulting**

- 5.11 Further to the above, approval of any development application must ensure that a self-sustaining vegetation protection zone is planted, maintained, or restored to protect any on-site or adjacent natural heritage or hydrologically sensitive feature.
- 5.12 All findings will be reviewed and assessed in a subsequent recommendation report.
- 5.13 A draft Official Plan Amendment (OPA) was submitted as part of the application by Tribute Tercot Brookhill 2 Inc. and is included in **Attachment 1** of this report.

**Brookhill Neighbourhood Secondary Plan**

- 5.14 Within the updated Brookhill Secondary Plan, the subject lands are designated ‘Low Density Residential’, ‘Medium Density Residential’, and ‘Medium Density Local Corridor’. A Parkette and elementary school symbol are also shown on Land Use Schedule A, as well as an Environmental Constraint overlay. A trail is also proposed to the north of the subject lands, on the south side of the Bowmanville Creek valley.

*Environmental Constraints*

- 5.15 Schedule A includes an Environmental Constraint overlay that establishes an area where further study is required before development can proceed with the underline designation. These areas have been identified as having potential natural heritage significance and a study was completed to evaluate such significance.
- 5.16 The presence and precise delineation of these features and areas and the level of development acceptable shall be determined through an EIS prepared as part of the review of development applications in accordance with the policies of the Clarington Official Plan. If the study establishes that development can proceed, then the underlying designation shall apply over those lands. Further, it may also be determined that only a portion of the lands within the Environmental overlay may be available for development, if any.
- 5.17 An EIS was prepared for the subject lands to evaluate the natural heritage features identified. The EIS recommended that the features be removed, and that compensation would be provided. Ongoing discussions with Staff and the applicant will continue to ensure that the intent of the Clarington Official Plan policies and the Secondary Plan policies will be maintained.
- 5.18 The applicant has proposed an Amendment to the Secondary Plan policies to introduce compensation policies within the Brookhill Neighbourhood Secondary Plan for this specific site. Further discussion will be provided in a subsequent recommendation report to assess and evaluate whether or not compensation policies should be considered or supported for the removal of the wetland feature in this location.

## **6. Zoning By-law 84-63**

- 6.1 The subject lands are currently zoned Agriculture (A)" within Zoning By-law 84-63. A Zoning By-law Amendment is required to permit the proposed development. A draft zoning by-law amendment was prepared by the applicant and was part of the previous applications. A recommendation of the Official Plan Amendment and Zoning By-law Amendment will be brought forward concurrently at the recommendation stage.

## **7. Summary of Background Studies**

- 7.1 The applicant has submitted the required supporting plans and studies which have been circulated to departments and agencies for review and comment. The list of studies and drawings are on the development application webpage at [www.clarington.net/NashBowmanvilleAve](http://www.clarington.net/NashBowmanvilleAve). and are also available upon request. A summary of the submitted reports and studies will be provided in a future recommendation report.

## 8. Public Notice and Submissions

- 8.1 Public Notice was mailed to nine landowners within 120 metres of the subject lands on April 2, 2026. Public Notice was also sent to the interested parties who expressed an interest in the related Zoning By-law Amendment and Subdivision applications. Two public meeting signs were installed on the subject lands, fronting Bowmanville Avenue and Nash Road. Details of the proposed application were also posted on the Municipality's website, and in the Clarington Connected e-newsletter.
- 8.2 As of writing this report, staff have not received one public submission from a resident expressing concern for the removal of the wetland in exchange for compensation restoration or cash-in-lieu of the removal.
- 8.3 Staff will process any public inquiries received, including comments received at the Statutory Public Meeting. All comments will be considered and included in a recommendation report.

## 9. Departmental and Agency Comments

- 9.1 The applications were circulated to internal departments and external agencies for review and comments. At the time of writing this report, staff have not received all the agency and department comments. A summary of the agency and internal department comments received, will be included in a subsequent recommendation report.

## 10. Discussion

- 10.1 The proposed residential development is located within the Bowmanville Urban Boundary and within the Brookhill Neighbourhood Secondary Plan Area. It is located along Bowmanville Avenue, which is identified as a Local Corridor within the Clarington Official Plan.

### Environmental Protection Areas

- 10.2 The site contains environmental features that would be isolated from the broader natural heritage system once the surrounding area develops. Although the existing agricultural activity surrounding these features has contributed to this fragmentation, the vegetated area functions as a natural linkage between the Bowmanville Creek tributary and the sub-tributary to the west. With the exception of the wetland feature subject to the Official Plan Amendment, the other vegetated areas do not meet the size thresholds for protection under the Official Plan; however, compensation may be provided for the loss of vegetation
- 10.3 In addition to the loss of the vegetated areas, the applicant is proposing a compensation framework to support the request for removal of the wetland feature, which is identified to be protected by the policies of the Official Plan.
- 10.4 Removal of features such as wetlands is evaluated using the standard hierarchy of consideration: avoid, minimize, mitigate, and compensate. This hierarchy guides the assessment of alternatives and the determination of appropriate compensation measures.
- 10.5 For this project, documentation is required to explain the site-specific circumstances supporting consideration of a compensation approach. This documentation must address the context of the Secondary Plan Area and form part of the Official Plan Amendment.

- 10.6 An Environmental Impact Study (EIS) and compensation framework have been submitted and are under review by Staff. The suitability of compensation will be addressed in a future recommendation report.

## 11. Financial Considerations

- 11.1 Not Applicable, as this is a public meeting report to gather public input and the analysis of the proposal and the reports are being reviewed by the different agencies, additional financial considerations that may arise will be discussed in a subsequent recommendation report.

## 12. Strategic Plan

- 12.1 The proposed development will be reviewed against the three pillars of the Clarington Strategic Plan 2024-27. Staff will give special attention to the priorities of growing resilient, sustainable, and complete communities and connecting residents through the design of safe, diverse, inclusive, and vibrant communities. An analysis of the proposed development's interaction with the specific priorities of the Strategic Plan will be included in the future recommendation report

## 13. Climate Change

- 13.1 The application, including submitted reports are being reviewed by staff and circulated agencies. Analysis of the proposal, including the impacts on climate change will be discussed in a subsequent recommendation report.

## 14. Concurrence

- 14.1 Not Applicable.

## 15. Conclusion

- 15.1 The purpose of this report is to provide background information and obtain comments on the submitted application for an Official Plan Amendment at the Statutory Public Meeting under the *Planning Act*. Staff will continue to review and process this application in conjunction with the related Rezoning and Subdivision applications, including consideration of department, agency and public feedback and will prepare a subsequent recommendation report for Council's consideration. Comments received at this public meeting will be considered and included in the final recommendation report.

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Staff Contact: Nicole Zambri, Principal Planner, 905-623-3379 ext. 2422 or [nzambri@clarington.net](mailto:nzambri@clarington.net) or Amanda Tapp, Manager of Development Review, 905-623-3379 ext. 2527 or [atapp@clarington.net](mailto:atapp@clarington.net).

### Attachments:

Attachment 1 – Draft Official Plan Amendment  
Attachment 2 – Draft Zoning By-law Amendment (previously submitted)  
Attachment 3 – Draft Plan of Subdivision (previously submitted)

Interested Parties:

A list of Interested Parties available from Department.

**Official Plan Amendment Number XX to the  
Clarington Official Plan**

- Purpose:** To amend the Clarington Official Plan by introducing a policy to allow for compensation to be provided to mitigate the removal of a natural heritage feature. The amendment will permit the removal of a 0.67Ha wetland to allow for the development of: 37 lots for Single Detached Dwellings; 30 blocks for 60 Semi-Detached Dwellings; 17 blocks for 88 Street Townhouse Dwellings, and; 2 blocks for 100 'Medium Density Local Corridor' Stacked Townhouse units.
- Location:** The Subject Lands are municipally addressed as 2494 and 2538 Regional Road 57 (Bowmanville Avenue), and 2499 Nash Road. These are legally described as Part Lot 15, Concession 2, Former Township of Darlington, Parts 1, 2 & 3 on Reference Plan 40R29634, now in the Municipality Of Clarington. The Subject lands are located directly west/southwest of the intersection between Bowmanville Avenue and Nash Road, north of the Future Longworth Avenue extension and realignment, and have a total area of 11.15 Hectares.
- Basis:** The purpose of this Official Plan Amendment is to amend the Clarington Official Plan to allow for the implementation of the recommendations of a site-specific Environmental Impact Study, being to implement an Ecological Offsetting Policy (i.e., compensation) for mitigating impacts to the removal of wetland features.
- Actual Amendment:** The Municipality of Clarington Official Plan is hereby amended as follows:
1. Section 23.19.5 Environmental Protection Exceptions is amended by adding the following policy:
    - a. 23.19.5.xx  
Notwithstanding any other provision of this Plan, a wetland with a size greater than 0.5 hectares located on those lands identified by Assessment Roll Number 181701003000500, 181701003000600, and 181701003000700 may be removed subject to the recommendations of an Environmental Impact Study. If the Study determines that where development is proposed on or near Natural Features which are not part of the existing Natural Heritage System, the Municipality, in consultation with the Conservation Authority (CLOCA) shall consider alternative mitigation measures for development and site alteration impacts to Natural Heritage features, that are not otherwise described in this plan. This includes utilizing Ecological compensation as a viable last-resort option to conserve and enhance natural systems. Ecological Compensation shall be considered to take place only where:
      - a) The proposed development is otherwise permitted by the Provincial Planning Statement, the land use policies

- of the Durham Regional Official Plan, Clarington Official Plan, and the Brookhill Neighbourhood Secondary Plan;
- b) An Environmental Impact Study completed in accordance with Municipal and Provincial requirements has identified and evaluated the natural features, their impacts from development, and that the findings, conclusions and recommendations demonstrate impacts are unavoidable, and/or that the proposed mitigation measures will not create unacceptable impacts;
  - c) A Compensation Report and Plan is provided, demonstrating how environmental impacts can be mitigated through the use of best ecological offsetting practices, and any other practices or measures, to the satisfaction of the municipality and CLOCA;
  - d) The proposed Compensation, as per the Report and Plan described in c):
    - i. Is, at minimum, proportional to lost ecosystem functionality (ensure no net loss);
    - ii. Enhances the functionality and/or resilience of the broader Bowmanville Creek Subwatershed and Natural Heritage System; and
    - iii. Has been deemed satisfactory by the Municipality following evaluation in consultation with the Conservation Authority, and/or existing best practices for ecological offsetting, for adequate/appropriate compensation opportunities (including, but not limited to naturalization, restoration, replacement, enhancement for the loss or impact to the natural feature, and/or cash-in-lieu), and that the proposed compensation is otherwise in accordance with d) i-ii.

**Implementation:** The provisions set forth in the Municipality of Clarington Official Plan regarding the implementation of the Plan, shall apply in regard to this amendment.

**Interpretation:** The provisions set forth in the Municipality of Clarington Official Plan regarding the interpretation of the Plan, shall apply in regard to this amendment.

**File Number:** COPA 2026-0004

**Official Plan Amendment Number XX to the  
Clarington Official Plan**

**Purpose:** To amend the Brookhill Neighbourhood Secondary Plan in the Clarington Official Plan by introducing a policy to allow for compensation to be provided to mitigate the removal of a natural heritage feature. The amendment will permit the removal of a 0.67Ha wetland to allow for the development of: 37 lots for Single Detached Dwellings; 30 blocks for 60 Semi-Detached Dwellings; 17 blocks for 88 Street Townhouse Dwellings, and; 2 blocks for 100 'Medium Density Local Corridor' Stacked Townhouse units.

**Location:** The Subject Lands are municipally addressed as 2494 and 2538 Regional Road 57 (Bowmanville Avenue), and 2499 Nash Road. These are legally described as Part Lot 15, Concession 2, Former Township of Darlington, Parts 1, 2 & 3 on Reference Plan 40R29634, now in the Municipality Of Clarington. The Subject lands are located directly west/southwest of the intersection between Bowmanville Avenue and Nash Road, north of the Future Longworth Avenue extension and realignment, and have a total area of 11.15 Hectares.

**Basis:** The purpose of this Official Plan Amendment is to amend the Brookhill North Secondary Plan to allow for the implementation of the recommendations of a site-specific Environmental Impact Study, being to implement an Ecological Offsetting Policy (i.e., compensation) for mitigating impacts to the removal of wetland features.

**Actual Amendment:** The Brookhill Neighbourhood Secondary Plan Official Plan is hereby amended as follows:

1. Section 11.9 Environmental Constraints Overlay is amended by adding the following policy:

a. 11.9.4.

Notwithstanding any other provision of this Plan, a wetland with a size greater than 0.5 hectares located on those lands identified by Assessment Roll Number 181701003000500, 181701003000600, and 181701003000700 may be removed subject to the recommendations of an Environmental Impact Study. If the study determines that where development is proposed on or near Natural Features which are not part of the existing Natural Heritage System, the Municipality, in consultation with the Conservation Authority (CLOCA) shall consider alternative mitigation measures for development and site alteration impacts to Natural Heritage features, that are not otherwise described in this plan. This includes utilizing Ecological compensation as a viable last-resort option to conserve and enhance natural systems. Ecological Compensation shall be considered to take place only where:

- a) The proposed development is otherwise permitted by the Provincial Planning Statement, the land use policies of the Durham Regional Official Plan, Clarington Official Plan, and the Brookhill Neighbourhood Secondary Plan;
- b) An Environmental Impact Study completed in accordance with Municipal and Provincial requirements has identified and evaluated the natural features, their impacts from development, and that the findings, conclusions and recommendations demonstrate impacts are unavoidable, and/or that the proposed mitigation measures will not create unacceptable impacts;
- c) A Compensation Report and Plan is provided, demonstrating how environmental impacts can be mitigated through the use of best ecological offsetting practices, and any other practices or measures, to the satisfaction of the municipality and CLOCA;
- d) The proposed Compensation, as per the Report and Plan described in c):
  - i. Is, at minimum, proportional to lost ecosystem functionality (ensure no net loss);
  - ii. Enhances the functionality and/or resilience of the broader Bowmanville Creek Subwatershed; and
  - iii. Has been deemed satisfactory by the Municipality following evaluation in consultation with the Conservation Authority, and/or existing best practices for ecological offsetting, for adequate/appropriate compensation opportunities (including, but not limited to naturalization, restoration, replacement and/or enhancement for the loss or impact to the natural feature), and that the proposed compensation is otherwise in accordance with d) i-ii.

**Implementation:** The provisions set forth in the Municipality of Clarington Official Plan regarding the implementation of the Plan, shall apply in regard to this amendment.

**Interpretation:** The provisions set forth in the Municipality of Clarington Official Plan regarding the interpretation of the Plan, shall apply in regard to this amendment.

**File Number:** COPA 2026-0004

If this information is required in an alternate format, please contact the Accessibility Coordinator at 905-623-3379 ext. 2131

The Corporation of the Municipality of Clarington  
By-law Number 202X-XXXX

Being a By-law to amend By-law 84-63, the Comprehensive Zoning By-law for the Corporation of the Municipality of Clarington.

Whereas the Council of the Corporation of the Municipality of Clarington deems it advisable to amend By-law 84-63, as amended, of the Corporation of the Municipality of Clarington for 84-63 \_\_\_\_\_;

Now therefore the Council of the Municipality of Clarington enacts as follows:

1. Section 14.6. "Special Exceptions – Urban Residential Type Three (R3) Zone" is amended by introducing a new Subsection 14.6.XX as follows:

"Section 14.6.XX "Special Exceptions – Urban Residential Type Three (R3-XX) Zone"

Notwithstanding Section 3.16 e (vi) and (vii), Sections 12.1 a., b., 12.2 a., b., c., d. i), ii), iii), f., h. and Sections 14.1 a., b., 14.3 a., b., c. ii), iii), iv) e., f., g., those lands zoned R3-XX on the Schedules to this By-law shall be subject to the following regulations:

a. Permitted Uses

- i) Single Detached Dwelling
- ii) Semi-Detached Dwelling
- iii) Street Townhouse Dwelling

b. Regulations for single detached and semi-detached dwellings

- i) Lot Area (Minimum)
  - a) Single detached Dwelling 245 square metres
  - b) Semi-detached Dwelling 450 square metres
- ii) Lot Frontage (Minimum)
  - a) Single Detached Dwelling
    - i) Interior Lot 9.0 metres
    - ii) Exterior Lot 12.0 metres
  - b) Semi-detached Dwelling
    - i) Interior Lot 15.0 metres
    - ii) Exterior Lot 18.0 metres
- iii) Yard Requirements (Minimum)
  - a) Front Yard

- |       |  |  |
|-------|--|--|
| i)    | Single detached Dwelling   | 6.0 metres to private garage or carport<br>4.0 metres to dwelling<br>2.0 metres to porch |
| ii)   | Semi-detached Dwelling   | 6.0 metres to private garage or carport<br>4.0 metres to dwelling<br>3.0 metres to porch |
| b)    | Exterior Side Yard   |  |
| i)    | Single detached Dwelling   | 3.0 metres   |
| ii)   | Semi-detached Dwelling   | 3.0 metres   |
| c)    | Interior Side Yard   |  |
| i)    | Single detached Dwelling   | 1.2 metres on one side, and<br>0.6 metres on the other side                              |
| ii)   | Semi-detached Dwelling   | 1.2 metres, nil where building has a common wall   |
| iv)   | Lot Coverage (Maximum)   |  |
| a)    | Single detached Dwelling   |  |
| i)    | Dwelling   | 50 percent   |
| ii)   | Total all buildings and structures   | 55 percent   |
| b)    | Semi-detached Dwelling   |  |
| i)    | Dwelling   | 50 percent   |
| ii)   | Total all buildings and structures   | 55 percent   |
| v)    | Building Height (Maximum)  | 12.0 metres  |
| vi)   | Parking Space Requirements (Minimum)   |  |
| a)    | Single detached Dwelling   | 2 parking spaces per dwelling  |
| b)    | Semi-detached Dwelling   | 2 parking spaces per dwelling  |
| vii)  | Height of floor deck of unenclosed porch above finished grade (maximum)  | 1.5 metres   |
| viii) | A covered and unenclosed porch/balcony having no habitable space above it shall be permitted subject to the following:   |  |
| a)    | In the case of an interior lot, an unenclosed porch/balcony up to a maximum area of 12.0 square metres shall be permitted provided it is located in the front yard of the lot and shall not be calculated as lot coverage; |  |

- b) In the case of an exterior lot, an unenclosed porch/balcony up to a maximum of 20.0 square metres shall be permitted provided it is located in the front and/or exterior side yard of the lot and shall not be calculated as lot coverage.
- ix) All garage doors shall not be located any closer to the street line than the dwellings first floor front wall or exterior side wall or covered porch projection.
- x) The minimum setback to a sight triangle shall be 1.0 metre. In addition, unenclosed porches, steps, patios, ramps, landscape entrance features, attached or directly abutting the principal or main building, either above or below grade, may project into any required yard to a distance no closer than 0.5 metres to a sight triangle.
- xi) Steps may project into the required front or exterior side yards, but in no instance shall the distance to the front lot line or exterior side lot line be below 1.0 metre.
- c. Regulations for street townhouse dwellings:
- |       |  |  |
|-------|--|--|
| i)    | Lot Area (Minimum)   | 150 square metres  |
| ii)   | Lot Frontage (Minimum)   |  |
|       | a) Interior Lot  | 6.0 metres   |
|       | b) Exterior Lot  | 9.0 metres   |
| iii)  | Yard Requirements (Minimum)  |  |
|       | a) Interior Side Yard  | 1.2 metres, nil where building has a common wall                           |
|       | b) Exterior Side Yard  | 3.0 metres   |
|       | c) Rear Yard   | 6.0 metres   |
| iv)   | Lot Coverage (Maximum)   | 55 percent for the dwelling<br>60 percent for all buildings and structures |
| v)    | Landscape Open Space (Minimum)   |  |
|       | a) Lot   | 25 percent   |
|       | b) Front Yard  | 50 percent must be soft landscaping  |
| vi)   | Building Height (Maximum)  | 12.0 metres  |
| vii)  | A maximum driveway width of 3 metres shall be permitted.   |  |
| viii) | Height of floor deck of unenclosed porch above finished grade (maximum)  | 1.5 metres   |
| ix)   | A covered and unenclosed porch/balcony having no habitable floor space above it shall be permitted subject to the following; |  |

- a) In the case of an interior lot, an unenclosed porch/balcony up to a maximum area of 10.0 square metres shall be permitted, provided it is located in the front yard of the lot and shall not be calculated as lot coverage.
  - b) In the case of an exterior lot, an unenclosed porch/balcony up to a maximum area of 15.0 square metres shall be permitted, provided it is located in the front and/or exterior side yard of the lot and shall not be calculated as lot coverage.
  - x) All garage doors shall not be located any closer to the street line than the dwellings first floor front wall or exterior side wall or covered porch projection.
  - xi) The minimum setback to a sight triangle shall be 1.0m metre. In addition, unenclosed porches, steps, patios, ramps, landscape entrance features, attached or directly abutting the principal or main building; either above or below grade; may project into any required yard to a distance no closer than 0.5 meters to a sight triangle.
  - xii) Steps may project into the required front or exterior side yards, but in no instance shall the distance to the front lot line or exterior side lot line be below 1.0 metre.
2. Section 16A.7 “Site Specific Exceptions” is amended by adding the following new Special Exception Zone and renumbering the remaining sections:

16A.7.XX Residential Mixed Use Exception (MU2-XX) Zone

Exception 16A.7.6: For the purposes of the Zoning By-law, the entire lands zoned MU2-XX shall be considered as one lot for zoning purposes.

Notwithstanding Section 2, Sections 16A.1, 16A.2, 16A.3, 16A.4, 16A.5, and 16A.7, the lands zoned MU2-XX on the Schedules to this By-law shall be subject to the following:

- a. For the purpose of Exception Section 16A.7.XX, the term “Storey” means the portion of a building, other than an attic, basement or cellar, included between any floor level and the floor, ceiling or roof next above it but excludes portions that provide access to roof terraces.
- b. Permitted Uses
  - i) Apartment Buildings
  - ii) Mixed-Use Buildings
  - iii) Street Townhouse Dwellings
  - iv) Linked Townhouse Dwelling
  - v) Stacked Townhouse Dwelling
  - vi) Back-to-back Townhouse Dwelling (as defined by Linked Townhouse Dwellings)
  - vii) Accessory Building

viii) Cultural, entertainment, recreational, offices, restaurants, retail, and service commercial uses shall only be permitted on the ground floor of a mixed use building.

c. Regulations for MU2-XX:

- |       |  |  |
|-------|--|--|
| i)    | Number of Storeys  | 3 Storeys (minimum)<br>6 Storeys (maximum)   |
| ii)   | Building Height  | 3 Storeys (minimum)<br>6 Storeys (maximum)   |
| iii)  | Setbacks (to public street)  | 3.0 metres (minimum)<br>6.0 metres (maximum)   |
| iv)   | Setbacks (to any other lot line)   | 3.0 metres (minimum)   |
| v)    | Underground Parking Structure Setbacks (Minimum)   | 0.0 metres to any lot line   |
| vi)   | Underground Parking Structure projecting above grade but below finished ground floor elevation Setbacks (Minimum)                                    | 0.5 metres to any lot line   |
| vii)  | Unit width for Linked Townhouse Dwellings (Minimum)  | 5.0 metres   |
| viii) | Special Yard Regulations - Notwithstanding any other provision of By-law 84-63 to the contrary, on lands zoned MU2-4 Zone the following shall apply: |  |
|       | a)   | A maximum driveway width of 3 metres shall be permitted.   |
|       | b)   | The minimum setback to a sight triangle shall be 1.0 metre. In addition, unenclosed porches, steps, patios, ramps, landscape entrance features, attached or directly abutting the principal or main building; either above or below grade; may project into any required yard to a distance no closer than 0.5 metres to a sight triangle. |
|       | c)   | Steps, landing and porches may project into the required front or exterior side yards, but in no instance shall the distance to the front lot line or exterior side lot line be below 1.0 metre.   |

3. Schedule '3' to By-law 84-63, as amended, is hereby further amended by changing the zone designation from:

“Agricultural (A) Zone” to “Holding – Urban Residential Exception ((H)(R3-XX)”

“Agricultural (A) Zone” to “Holding – Residential Mixed Use Exception ((H) MU2-XX) Zone”

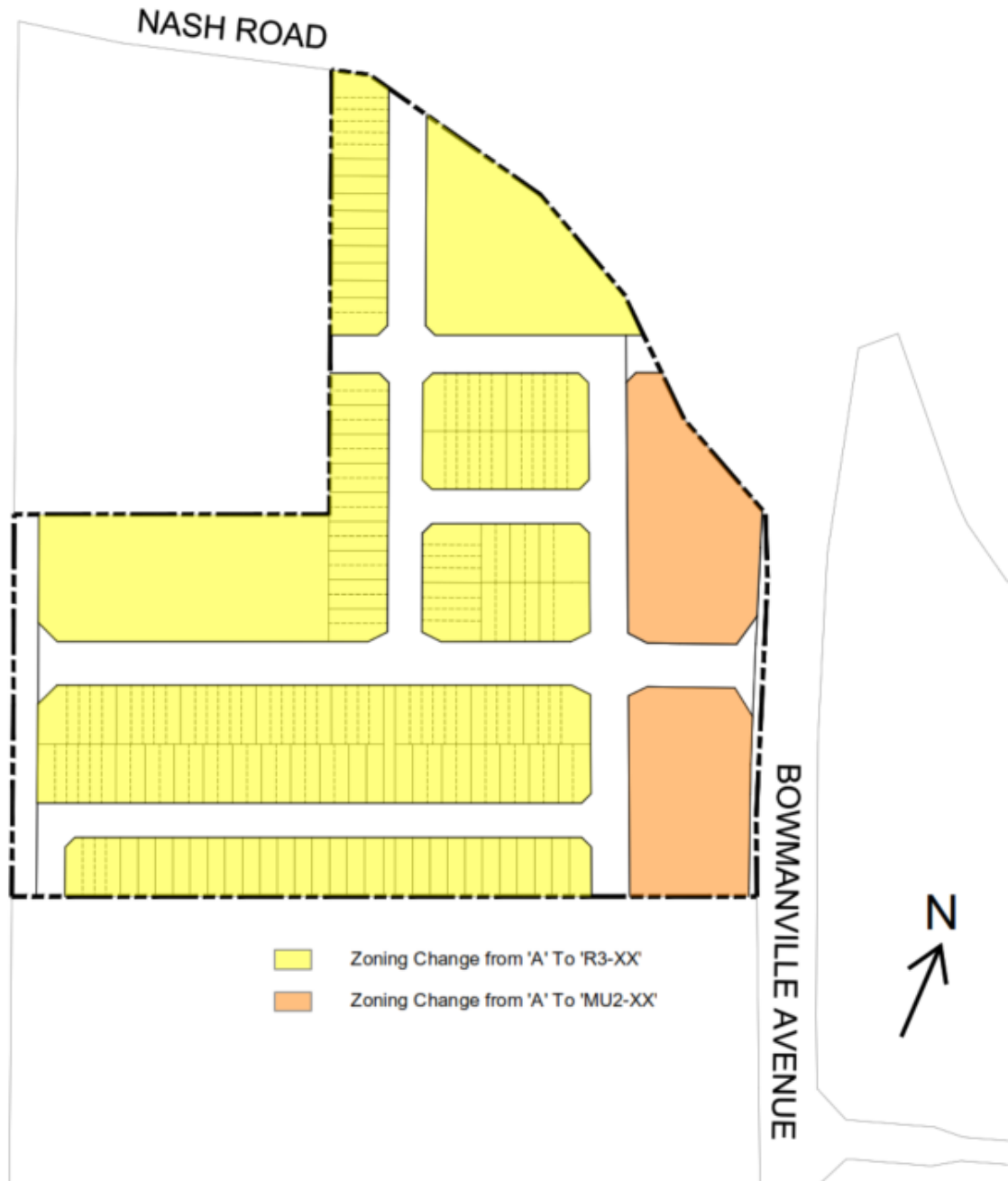
as illustrated on the attached Schedule ‘A’ hereto.

4. Schedule ‘A’ attached hereto shall form part of this By-law.
5. This By-law shall come into effect on the date of the passing hereof, subject to the provisions of Section 34 and Section 36 of the Planning Act.

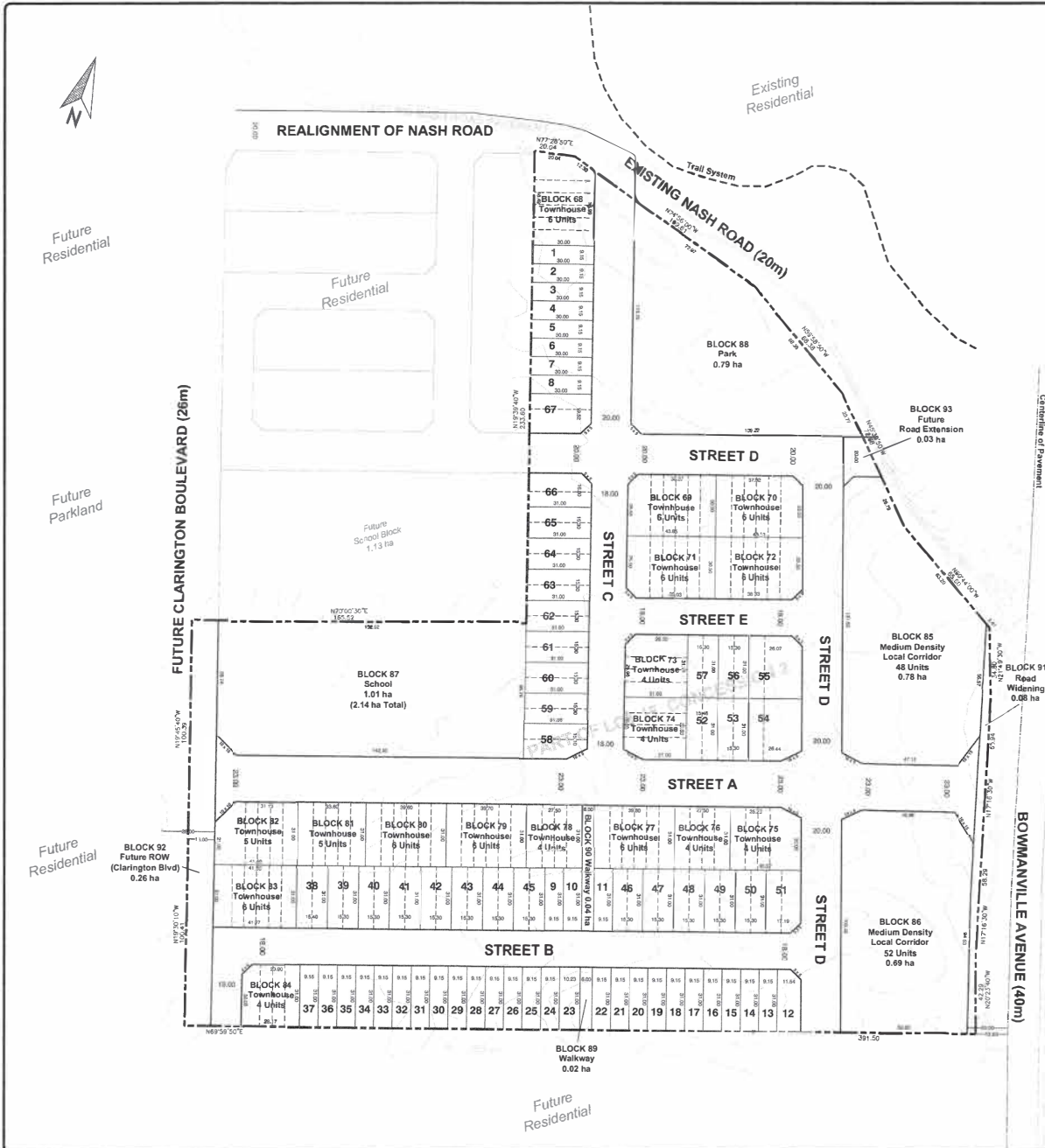
Passed in Open Council this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

\_\_\_\_\_  
Adrian Foster, Mayor

\_\_\_\_\_  
June Gallagher, Municipal Clerk



Bowmanville • ZBA 2022-0026 and S-C-2022-0015 • Schedule 3



Schedule of Land Use			
Description	Lot / Block No.	Residential Units	Area (ha)
Single Detached Minimum Lot Width 9.15m (30')	1-37	37	1.05
Semi-Detached Minimum Lot Width 15.3m (50')	38-67	60	1.51
Total Low Density		97	2.56
Townhouse Minimum Lot Width 6.1m (20') (Medium Density)	68-84	88	1.93
Medium Density Local Corridor	85, 86	100	1.47
Net Developable Total		285	5.96
School	87	1.01	
Park	88	0.79	
Walkway	89, 90	0.06	
Road Widening	91	0.08	
Future Clarington Boulevard	92	0.26	
Future Road Extension	93	0.03	
Public Roads	Street A-E	2.96	
<b>Total Site Area</b>			<b>11.15</b>

**DRAFT PLAN OF SUBDIVISION**

**LEGAL DESCRIPTION:**  
 DRAFT PLAN OF SUBDIVISION  
 PART OF LOT 15  
 CONVEYANCE 2  
 GEOGRAPHIC TOWNSHIP OF DARLINGTON  
 REGIONAL MUNICIPALITY OF DURHAM

**KEY PLAN:**

**REQUIRED INFORMATION:**  
 AS REQUIRED UNDER SECTION 51(7) OF THE PLANNING ACT (R.S.O. 1990):

- (a) SEE PLAN
- (b) SEE PLAN
- (c) SEE PLAN
- (d) SEE SCHEDULE OF LAND USE
- (e) SEE PLAN
- (f) SEE PLAN
- (g) SEE PLAN
- (h) SEE PLAN
- (i) SEE PLAN
- (j) SEE PLAN
- (k) SEE PLAN
- (l) SEE PLAN
- (m) SEE PLAN
- (n) SEE PLAN
- (o) SEE PLAN
- (p) SEE PLAN
- (q) SEE PLAN
- (r) SEE PLAN
- (s) SEE PLAN
- (t) SEE PLAN
- (u) SEE PLAN
- (v) SEE PLAN
- (w) SEE PLAN
- (x) SEE PLAN
- (y) SEE PLAN
- (z) SEE PLAN

**SURVEYOR'S CERTIFICATE:**  
 I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATE AND CORRECTLY SHOWN.

**DRAWN BY:** DAN WALCZAK, O.L.S.  
 CONSULTING SURVEYOR, INC. LTD.  
 #116 974781

**DATE:** NOVEMBER 18, 2022

**OWNER'S CERTIFICATE:**  
 I HEREBY AUTHORIZE THE SURVEYOR TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE MUNICIPALITY OF CLARINGTON.

**DATE:** DECEMBER 5, 2022

**Tribute Tercot Brookhill 2 Inc.**

**APPROVAL STAMP:**

**REVISIONS:**

No.	Description	Date	By
1			
2			
3			

**DRAWN BY:** EC  
**CHECKED BY:** ysp

**PROJECT NO.:** 18548  
**DATE:** November 23, 2022  
**SCALE:** 1:500

**APPVED BY:** DP-01

**BIGLIERI GROUP**