

CLOCA's Comments on Sustainable Urban Design Guidelines

Section No.	Comment	Consultant's Response
2.3	Air photos show a drainage feature on the landscape. CLOCA regulation applies to features that exist on the landscape rather than relying solely on available mapping. Similar, the Clarington OP policy 3.4.3 also makes accommodation for natural heritage features that are not captured on mapping. Although the SWS is a comprehensive document, there is the possibility that there may be features that may not have been captured in their entirety. During the review of a development applications and proposals, if a feature is identified on the landscape, it will need to be considered and reviewed appropriately.	Acknowledged.
3.2.1	1st paragraph. The last sentence seems to be prescriptive. Perhaps rewording to allow opportunity to investigate all options for LIDs in boulevards. For clarity, this was referring to section 3.2.1 Arterial Roads, last paragraph, last sentence (section remains the same in the revised document)	Acknowledged.
6	Response same as above: Air photos show a drainage feature on the landscape. CLOCA regulation applies to features that exist on the landscape rather than relying solely on available mapping tools. Similar, the Clarington OP policy 3.4.3 also makes accommodation for natural heritage features that are not captured on mapping. Although the SWS is a comprehensive document, there is the possibility that there may be features that may not have been captured in their	Acknowledged.

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	entirety. During the review of a development application and proposals, if a feature is identified on the landscape, it will need to be considered and reviewed appropriately.	

Durham Region's Comments on the Sustainable Urban Design Guidelines

Section/Topic	Comment	Response
	Suggest moving the Figure numbers to the top of the pictures beside the title for easy navigation of the document.	Urban Design and Sustainability Guidelines revised as per Region Comment.
	<p>Request the following change be made to Section 3.2.5 A., so it reads, "A roundabout may be appropriate at the intersection of the extension of Fenning Drive and the new North-South Collector Road and at the intersection of the Townline Road extension and Prestonvale Road, subject to approval by the Municipality of Clarington or the Region of Durham."</p> <p>The addition of the municipal approval is required in this section because although the inclusion of a potential roundabout at the intersection of the Townline Road extension was a previous request by the Region, these roads are not Regional roads, and therefore we are not the approval authority.</p>	Urban Design and Sustainability Guidelines revised as per Region Comment.

Section/Topic	Comment	Response
	<p>Section 4.2.1 General Site and Building Design Guidelines (High Density Residential Development Guidelines)</p> <p>Subsection A states, "High Density residential buildings in Bayview will range from 3 storeys to 6 storeys in height." Whereas policy 6.5.2 j) states that they can be a maximum of 10 storeys in some instances. Please revise the guidelines accordingly.</p>	<p>Urban Design and Sustainability Guidelines revised as per Region Comment.</p>
	<p>There are no cross-section or discussion on the ROW for the Type B connection to Prestonvale Road, south of the Townline Road extension to Baseline. If the intention is that this would have the same cross-section as the Townline Road extension please update the title of the Figure or provide a new cross-section.</p>	<p>Urban Design and Sustainability Guidelines revised as per Region Comment.</p>
	<p>As per the Region's comment #12 above, the 32 m right-of-way shown for the Townline Road Extension cross-section is too narrow for a 4/5 lane Type B Arterial, and should be 36m at per the Regional Official Plan Schedule E, Table E7. The paragraph proceeding the cross-sections discusses a 30-36m ROW, but the sections only show a 32m ROW. "Figure 2.2 Street Network" in the guidelines refers to Type B arterials with a 30-32m ROW width which is inconsistent with the above.</p> <p>Some of the problems with the 32m ROW are that once 0.5m gutters are accounted for on both sides, the remaining 18m roadway is insufficient for the required</p>	<p>Urban Design and Sustainability Guidelines revised as per Region Comment.</p>

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	<p>centre turn lane width. In addition the boulevard widths show no setback between the MUP and property line and no allowance for underground / above ground utilities. A 36m ROW is recommended for the Townline Extension for these reasons.</p> <p>In addition, the guidelines refer to a range of ROW widths for local streets as well as the arterials. In general giving a range of ROW widths will likely result in developers going for the minimum to maximize the developable land. We recommend that Clarington clearly set out the ROW widths in this guideline (not a range) to avoid the need for future debates as development comes forward.</p>	